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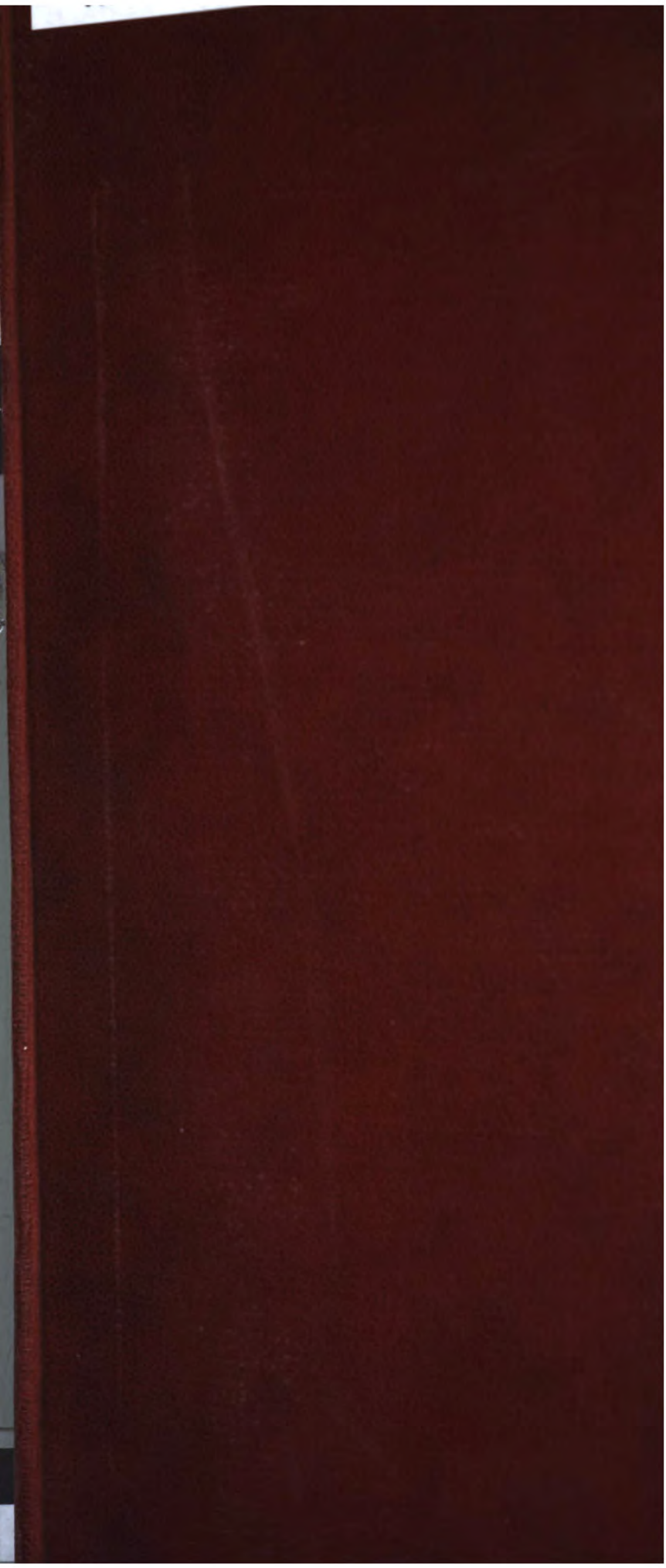

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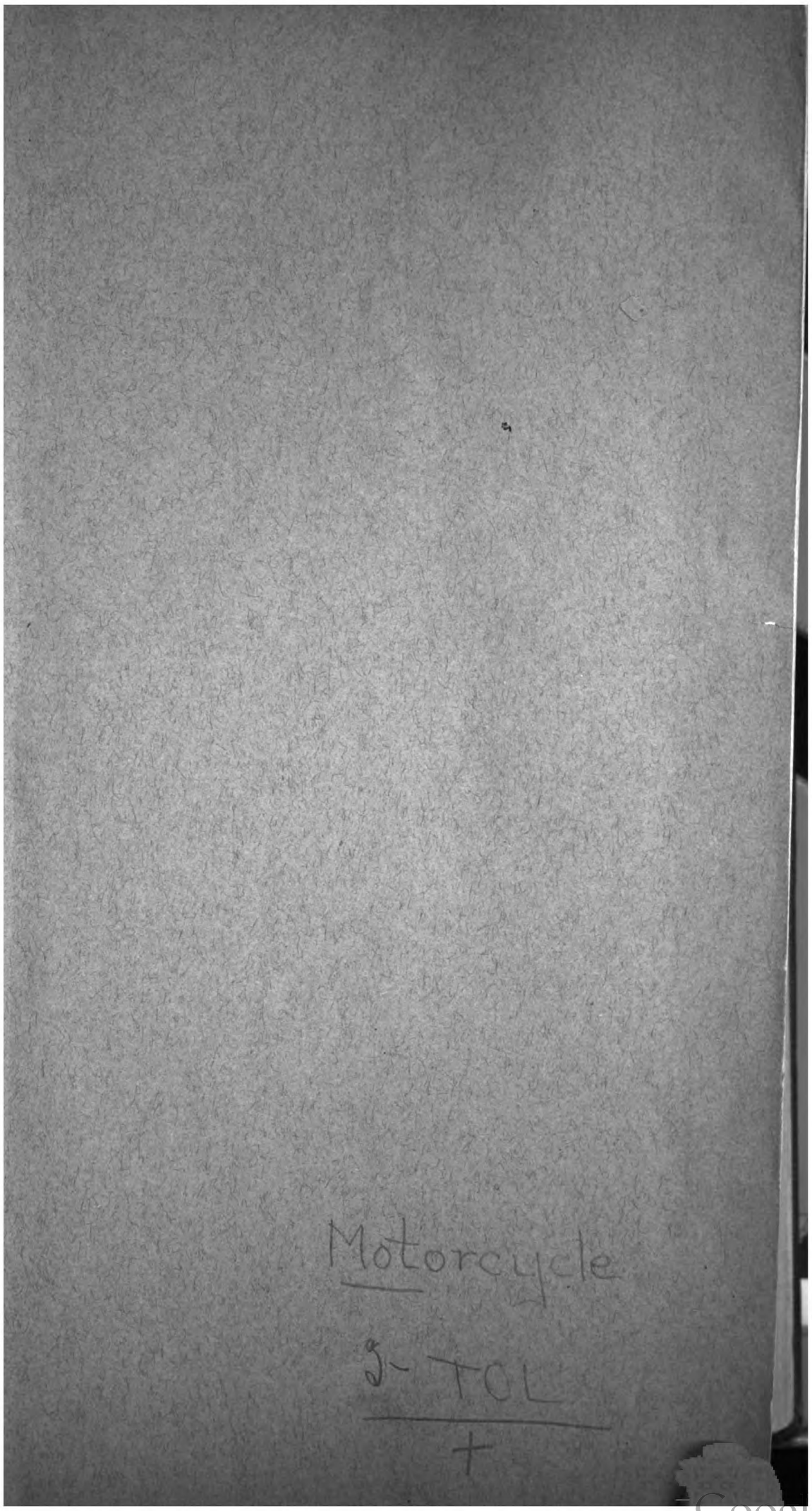

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Motorcycle

3-TOL

7

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# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

**Bicycling World**

NEW YORK 648680 July 1, 1915

Pushing Off With Oars On a Combination Motorcycle and Fishing Trip

*See Article in This Issue*

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"EXPORT TRADE A SPECIAL FEATURE"

NEW YORK SPORTING GOODS CO.

MANUFACTURERS AND WHOLESALERS

15 AND 17 WARREN STREET

NEW YORK, U.S.A.

MOTOCYCLES, BICYCLES & SUPPLIES
ATHLETIC GOODS, FIRE ARMS
FISHING TACKLE, CANOES
CAMP AND OUTING GOODS

MAKERS OF FINE TENTS

CABLE ADDRESS "SPORTING, NY"
ALL STANDARD CODES

TRADE NEW YORK SPORTING GOODS MARK
REG. U.S. PAT. OFF.

POWHATAN ROBINSON, PRES'T
FREDERIC A. BAKER, VICE PRES'T
JAMES E. MURRAY, TREASURER

June 7th, 1915.

The Prest-O-Lite Co., Inc.,
2104 Broadway,
New York, N. Y.

Dear Sirs:

What has happened to the 1,000 PREST-O-LITES we purchased from you last season? They are doing duty on 1,000 motorcycles in and around New York, so far as we know.

If we ever had any doubts about the increasing popularity of PREST-O-LITE, last season's motorcycle business has permanently dispelled them.

The experienced rider knows that acetylene gas gives a brilliant light and that with a PREST-O-LITE tank, all trouble in connection with generation is eliminated. You have undoubtedly solved the lighting question for use on motorcycles.

Yours faithfully,

NEW YORK SPORTING GOODS CO.

Powhatan Robinson

President.

For Motorcycle Lighting

This letter is full of meat to both rider and dealer. To the rider it is the mature judgment of men who have sold thousands of motorcycles. To the dealer it is a cue to greater profits. Investigate.

The Prest-O-Lite Co. Inc., 246 SPEEDWAY INDIANAPOLIS, IND.

The World's Largest Makers of Dissolved Acetylene

*Prest-O-Lite Exchange Agencies Everywhere*



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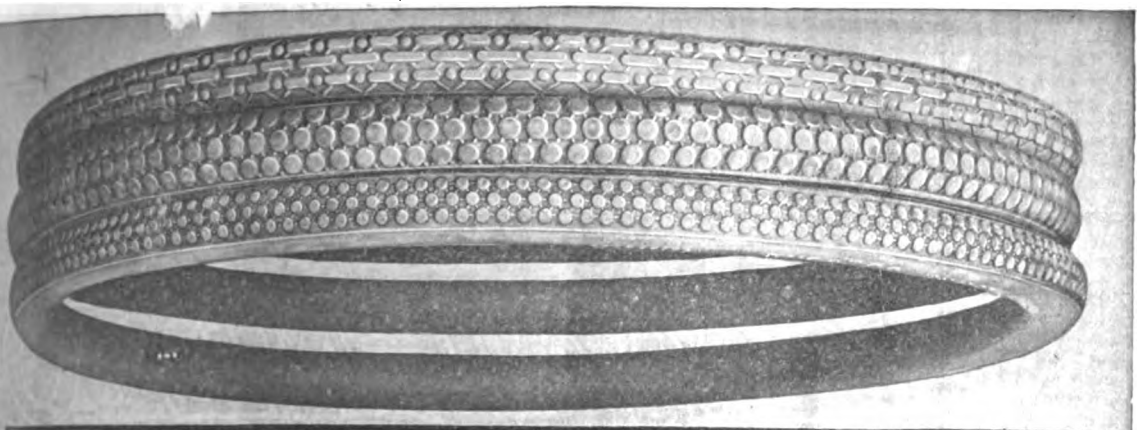
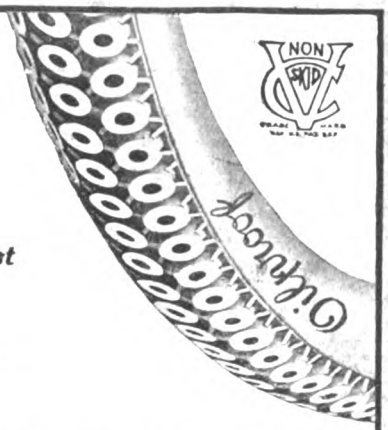


# Three Distinctive Qualities, Three Popular Values, Three Big Selling Factory Brands of Bike Tires

*—all Pennsylvania guaranteed—built to yield uttermost service per dollar of expenditure.*




## ★THREE ★ STAR★
*LINE OF*
## BICYCLE TIRES

The diversity of their appeal, the wide variety of features they embody, their three grades of quality, popular prices and attractive tread designs—*Sturdy Stud, Tripletread, Success*—meet the ideals of any tire user, however exacting they may be.

Dealers—Couple up with this Three Star proposition. Write for particulars of important territorial arrangements.

## VACUUM CUP
*Red Oilproof Tread*
## BICYCLE TIRES

—the strongest, fastest-selling tire on the market. A tread of tough, enduring strength, *puncture-proofed* by the use of a new 15½-oz. fabric. Three rows of sturdy, safety-seal cups that grip the wettest surfaces and prevent skidding. Also guaranteed oil-proof and to give a full season's wearing satisfaction, or free replacement or repairs.

## VACUUM CUP
*Oilproof*
## MOTORCYCLE TIRES

Embody the identical standard of efficiency and strength of V. C. Automobile Tires. Cut down upkeep expense—oilproof, skid-proof, long wearing. Always scoring far more than the 5,000 miles for which they are guaranteed. Their Vacuum Cup skid preventing feature saves many a bad spill when beating it for home on oily paves or in the wet of a sudden downpour.

## STURDY STUD
*Oilproof*
## MOTORCYCLE TIRES

The quality runner-up of V. C.'s. Popularly priced for the single-tracker fan to whom the big thing is service plus price. Guaranteed oilproof and for 4,000 long miles.

Sold to the dealer on a totally new direct-from-the-factory plan. Profit-promoting details on application.

## Pennsylvania Rubber Company

**JEANNETTE, PA.**

*Direct factory branches and service agencies throughout the United States and Canada*

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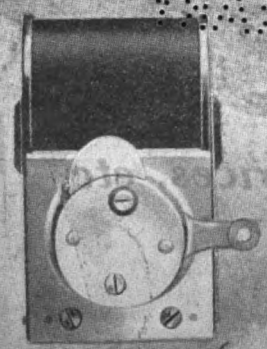
# DIXIE MAGNETO

MILES AHEAD



BY INVITATION MEMBER OF

SPLITDORF ELECTRICAL CO.
NEWARK, N.J.
(ALL SPLITDORF FEATURES ARE FULLY COVERED BY PATENT OR PATENTS PENDING.) NEW YORK, U.S.A.

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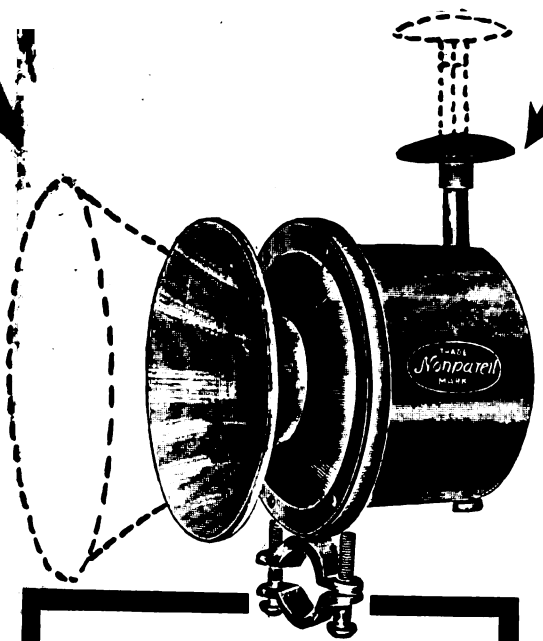
# The "BEE JAY" is Built Specially for the Motorcycle and Bicycle—It is NOT an Automobile Horn Cut Down

Most horn manufacturers try to palm off a made-over automobile horn, with the bell cut down from the original size, as a bona fide motorcycle horn. This is very easy to do.

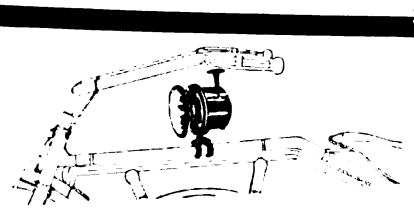
But the "BEE JAY" is really a motorcycle horn, as is proven by the short plunger bar, which causes the mechanism to operate at the slightest finger touch, whereas the cut-down auto horns retain their long plungers and are consequently much harder to operate.




Think, riders, of the startling price this horn is sold at, think of its light weight, only 21 ounces, of its compactness, its simplicity, and then ask yourselves if here, at last, is not the horn you have been waiting and hoping for. We are horn-makers exclusively, manufacturing in huge quantities, hence the unprecedented low price.

**$2.50**

**FIRST AND LAST COST**



**WITH TOP BAR BRACKET**

**$2.75**

Dealers — stock the "BEE JAY." Get in your order quickly, for every day you are without a stock of these little wonders you're losing real business. Your customers have long been looking for horn satisfaction. Sell it to them in the "BEE JAY."

***Write us today for prices, etc.***

## NONPAREIL HORN MFG. CO.

**73 WOOSTER STREET ∴ ∴ NEW YORK**

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# Here it

# Harley-Davidson, Janke up,

## won the big Uniontown, Pa., Hill Climb, June 24th, from as prominent a field of riders as ever crossed a starting line. Harley-Davidson, Bacon up, took second.

IRVING JANKE

**Here's the Order of Finish:**

1—Irving Janke, Harley-Davidson
2—Rich. Bacon, Harley-Davidson
3—Carl Goudy, . . . . . .
4—Maldwin Jones, . . . . . .
5—Bob Perry, . . . . . .

# Some Cleanup

## Harley-David
### Milwauke



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# is Again

## Why so Much Fuss About Gold Medals?

**There were several passed out at the Panama-Pacific Exposition.**

**Sure we got one**

**—and every Harley-Davidson on display at the exposition is a regular honest-to-goodness standard stock machine and can be sold and delivered to a regular buyer if desired.**

**lson Motor Co.**
**e, Wis., U. S. A.**



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Manchester, (in the mountains)
N. H., June 1, 1915.

The Pope Mfg. Co.,
Westfield, Mass.

Dear Sirs:

Here is a good item for you. I have been 135 miles without stopping. My Twin did not even skip once. I sailed along like a bird, over all kinds of roads. Some places I had to go through sand and mud 3 inches deep, and I did not get off at all; just think of it. It can not be done on any other motorcycle, and I know it.

Here is another: Manchester, N. H., to Worcester, Mass., and return—a distance of 128 miles, and I got a little better than 46 miles to a gallon of gas.

Another: I rode 10 miles in a race and came out first. I rode the 10 miles in 9 minutes, 39 seconds; this was the fastest ride I ever had.

Yours very truly,
(Signed) DAVID L. MOYNIHAN

These "Test of Service" letters show the true worth of Pope Motorcycles—the service you want and will get if you ride a Pope, as well as the Comfort Features no others provide.

## MADE IN 7 MODELS, TO SUIT ALL NEEDS

**$150.00**
TO
**$275.00**

A MONEY MAKER
FOR
THE DEALER

# THE POPE MANUFACTURING COMPANY

11 CYCLE STREET, WESTFIELD, MASS., U. S. A.



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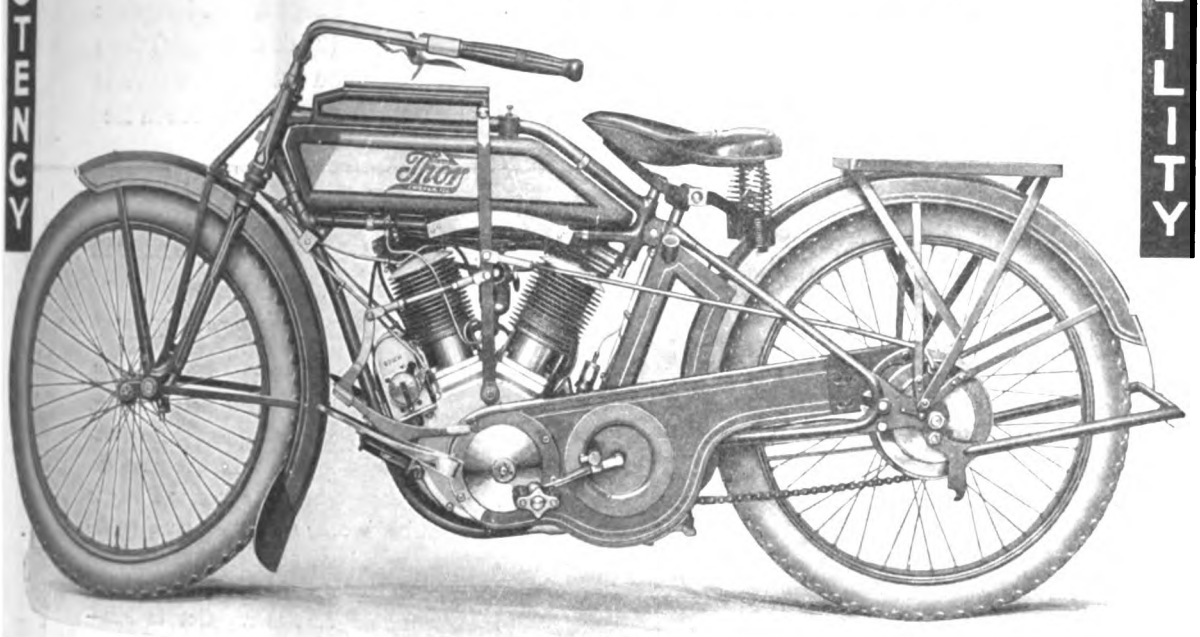
# Thor THE QUALITY MOTORCYCLE Thor

CONSISTENCY

## THOSE qualities which have placed the Thor in the forefront of motorcycle popularity are built into every machine turned out by the Thor factory.

RELIABILITY




### Thor MODELS AT POPULAR PRICES

Model 15A, 12 H.P. Twin
[illegible] cubic in. displacement ..... $275

Model 15U, 8 H.P. Twin
[illegible] cubic in. displacement, Price ..... $265

Model SR, 7 H.P. Twin
Short Coupled Road Racer, Truss Saddle Stock Bars Optional ..... $250

Model 15W, 6 H.P. Single
Two-Speed, universal starter ..... $230

Readville, Mass., June 19th.

The Thors, in taking 2nd place in the big 300 mile Relay Race, displayed most remarkable consistency and mechanical efficiency unsurpassed even by their winning competitors.

***Ask your dealer to demonstrate the Thor---or write***

## Aurora Automatic Machinery Company

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

SPEED POWER

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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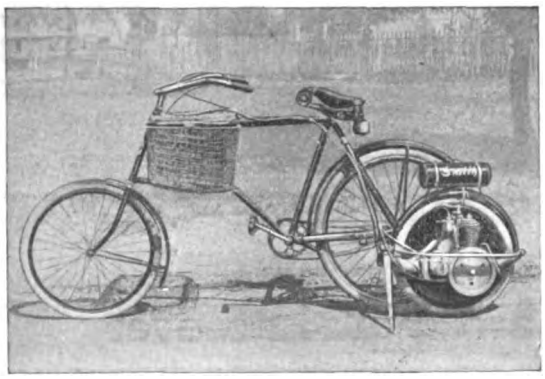

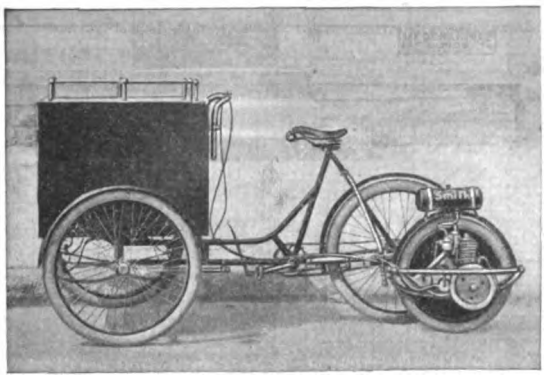

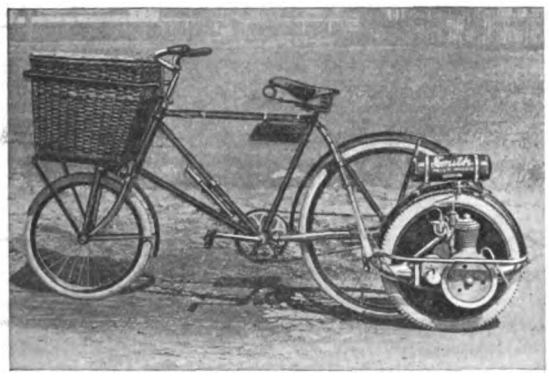

# NOW!

Now—not next week or next month—but *now* is the time to sell Smith Motor Wheels.

*Now*—because the *big* demand has broken loose. From coast to coast are coming basketfuls of requests for catalogs (24,000 to date) from individuals and from merchants in all lines of business who see in the

**Smith Motor Wheel**

**(DETACHABLE)**

***"THE BICYCLE BOOSTER"***

a chance to cut delivery costs in half. Grocers, butchers, druggists, bakers, launderers, dyers, milliners, haberdashers, printers—they all realize that the Smith Motor Wheel attached to a bicycle (5 minutes' work) makes the cheapest deliveries ever known. Get after this business. Almost every merchant you know is a possible customer. Get to him—*NOW!*

You responsible, well established dealers who haven't taken on the Smith Motor Wheel, write quick—now, before a competitor beats you to it. Tell us who you are and how much business you are doing and we will show you how to make a lot of money.

**The Smith Motor Wheel will push a 200-pound load and the rider up to 20 miles an hour and will run 100 miles on one gallon of gasoline.**

**Fully Protected by U. S. and Foreign Patents**

**MOTOR WHEEL DIVISION "100"**

## A. O. SMITH COMPANY

**MILWAUKEE :: :: :: WISCONSIN**

**Largest Manufacturers of Automobile Parts In The World**




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# This Is The Cup

## THE "X" ANNEXED

### The Material Evidence of Supremacy at Readville, June 19th

**Traveling 300 miles at an average speed of 68⅕ miles per hour is sure going some.**

If track and other conditions were such that the entire field could make or approach the same speed, the superiority of one machine might not be so strongly marked, but when the EXCELSIOR team literally ran away from all of their competitors, defeating the nearest team by 25 miles and the 3rd time by twice that much, there is no room for argument.

We have been too busy filling orders for 1915 models to spare any of the new 15 motors for racing, and this is the first race in which the new 15 "X" motors have been used, and they amply upheld our claims that this is the fastest and most powerful motorcycle engine ever built.

BEAR IN MIND, we build no motors of special design and every EXCELSIOR MOTOR used in this or any other races is exactly like every other EXCELSIOR MOTOR. Even the ported motors having only such changes as could be made by any skilled repairman in a well-equipped shop.

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory: 3703 Cortland Street, Chicago**




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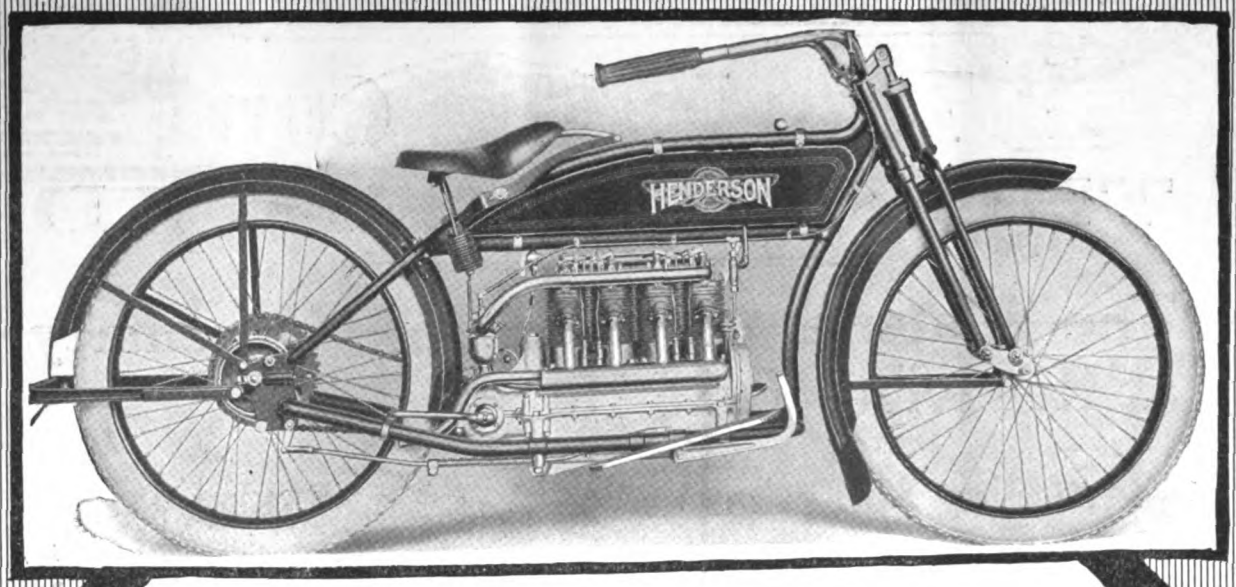


# PROOF!

**The eagerness with which the motoring public has adopted the "8" Auto shows the value of multiple-cylinder power. It is a plain case of "pull" against "jerk"---and "pull" wins. Get a Henderson demonstration from your dealer and learn what power luxury means**

**Henderson Motorcycle Company**
**1158 Cass Ave., Detroit, Michigan**

# HENDERSON



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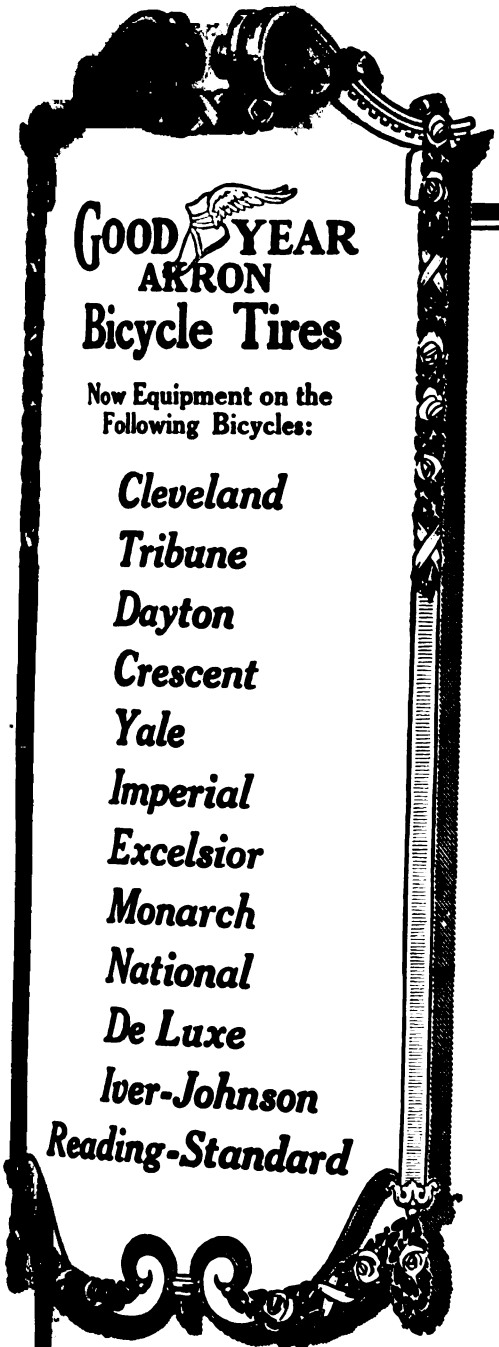

GOODYEAR
AKRON
Bicycle Tires

Now Equipment on the Following Bicycles:

*Cleveland*
*Tribune*
*Dayton*
*Crescent*
*Yale*
*Imperial*
*Excelsior*
*Monarch*
*National*
*De Luxe*
*Iver-Johnson*
*Reading-Standard*

# Dealers— Why Postpone?

Competition in the bicycle business is keen today. Success and profits come to dealers who apply the greatest selling pressure.

Make every bicycle you sell bring you in new customers. Most bicycles now are well built. They entice trade on appearances.

The test is in the *tires*. Poor tires make the best bike helpless.

Keep your bicycles and customers "sold." See that the machines you sell give continuous pleasure. That will bring you new business quicker than anything we know of.

Tires almost ruined the bicycle business once. But they never will again.

Goodyear-Akron Bicycle Tires now stand at the top—in mileage, comfort and reliability. They have made the bicycle *safe and sure* for business, distance, or for pleasure.

136,082,830 Goodyear-Akron Bicycle Tire advertisements are being published this year in the great magazines and papers. People now know of this new tire sensation.

Think of what such publicity must do for dealers who follow up the advantage.

Learn more about this Goodyear Dealer Co-operation. Write for our brilliant sales-making plans.

We offer this service to all dealers FREE. Write today, else you may forget. Address Dept. 227

**The Goodyear Tire & Rubber Company**
**Akron, Ohio**
***Makers of Goodyear Automobile Tires***

## A *Tested* Guarantee

Every Goodyear Bicycle Tire is inspected eight times before it leaves our factory.

It is filled with air and kept under observation for one whole week.

That's why they are really guaranteed for material and workmanship. Should any fail the dealer makes good to the owner and we make good to the dealer.

But such adjustments are rarely known. We make *sure* the tire is right from the start.

We believe no other maker uses the caution that we do to give you a perfect tire.

**Dealers! Mail Now for FREE Sales Plans**

**The Goodyear Tire & Rubber Co.**
**Dept. 227 Akron, Ohio**

Please tell me about your Salesmaking Plans and Dealer Co-operation.

*Name* .....

*Address*..... .....(2472)




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# United States Motorcycle Tires

# ALWAYS WIN

## In Long Endurance Runs and Road Races

Joe Wolter, on a Harley-Davidson, equipped with United States Tires, won the 200-mile race at La Grande, Oregon, June 17th, *without a tire change.* Time: 3:36:58. This is perhaps the most wonderful record ever made by any motorcycle tire, as the entire distance of the course is an ordinary country road. It is conceded to be the roughest road over which a meet of this kind was ever held.

Jim Davis broke the World's 100-Mile Dirt Track Record with an Indian, equipped with United States Tires, at Detroit, June 13th. Time: 88:06 2/5.

## THESE RIDERS USED

## United States Motorcycle Tires

Because They Were Out To Win

EQUIP YOUR MACHINE WITH THEM AND JOIN THE WINNERS

**Made by the Largest Rubber Company in the World**




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MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
NEW YORK

Vol. 10 | Thursday, July 1, 1915 | No. 26

648630

# A Scenic Tour Through New York's Mountain and Lake Region

## Motorcyclists Who Attend Saratoga Rally Will Find Themselves at Threshold of a District in Which Perfect Roads and Strikingly Picturesque Scenery Hold Out Unparalleled Inducements to the Motor Tourist

By CHARLES W. BUCKNALL

***This Tour has been mapped especially for those riders who wish to combine a jaunt through the Adirondacks with their visit to Saratoga, and the excellence of the roads is vouched for.—Ed.***

Few other portions of this country offer to the tourist a greater wealth of natural beauty, unfolded in mile after mile of panoramic splendor, than that afforded upon a tour of the Adirondack Mountains. The Adirondacks are the highest mountains in New York and are covered with tall, stately pine and spruce which fill the air with an invigorating odor, while interspersed here and there are countless lakes on whose surfaces are reflected the darkened, graceful shadows of the mountain slopes. The recently built new state roads pushing their way into the interior of this wonderful region have made it possible to enjoy the beauties of the scenery. As a rule good scenery and good roads are not found together, but on the trip described herewith excellent roads are encountered through regions possessed of rare beauty. Recently has recently been completed a new state road through the Champlain valley, making it possible to go the entire distance from New York to Montreal on good state macadam highways.

Those attending the Saratoga convention should not miss the splendid opportunity of taking at least a one-day trip on the route described.

### How to Start the Tour from Saratoga

Starting from the Post Office at Saratoga go west on Church street and over the scenic route via Corinth and Luzerne to Lake George. The views that are unfolded, especially from the crossing of the Hudson River at Hadley, past Lake Luzerne to Lake George are wonderful. Lake George, queen of American lakes, is undoubtedly the most picturesque resort in the United States. It possesses a picturesque charm and delicacy of outline that win the admiration and wonder. It is queenly in its majesty, peerless in beauty and decorated with a wealth of historic facts and legendary lore. The lake is 32 miles in length, and with its 365 islands that seem to float on its glassy blue surface, its fairylike nooks, and the picturesque contour of its mountains, it is surely the peer of

A Beautiful Vista Near Lake Champlain

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American lakes. After passing Lake George village, take the left fork to Warrensburg (the right fork leads up the west shore of the lake for about 9 miles).

Speeding onward, Chestertown is reached, where a left turn is made to Loon Lake; at this point one turns to Pottersville and past Schroon Lake, another beautiful sheet of water 10 miles long, and continues straight north to Elizabethtown. The nature of the country traversed does not change perceptibly until the motorcyclist reaches Euba Mills, simply a fork of the roads in a wildly beautiful section of the Adirondacks. Just beyond, swing right and then left through a great cut in the rock wall high above Split Rock Falls, and the eye is met by the full beauty of the view down Pleasant Valley, in which Elizabethtown is located. The setting of Elizabethtown is idyllic. At one side, along the level bed of Pleasant Valley, meanders the peaceful little Bouquet River, while in all directions rise the peaks of the encircling mountains. At the Deer's Head Inn, turn left to Keene.

### Some Wonderful Views

From Elizabethtown to Keene Center is one of the most magnificent views in the Adirondacks, just where the highway swings to the left down Spruce Hill to Holt's Corners. Straight ahead across the valley looms a great, seemingly impassable mountain wall, the varied beauties of which rival those to be found in Switzerland or any other part of the world. There is another pretty view before the descent to Keene Center, after passing the three corners and climbing the hill with cemetery on the right.

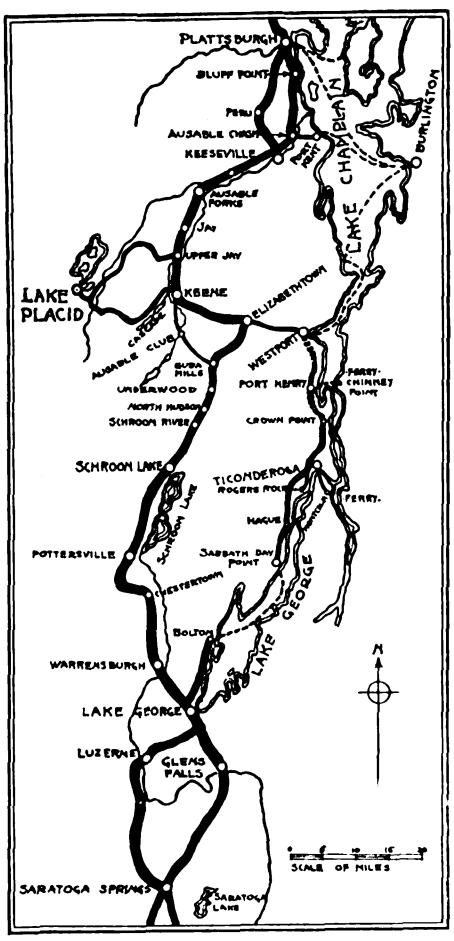
One should not miss a side trip from the Owl's Head Hotel in Keene, and going south on a good gravel road through the Keene Valley to St. Hubert's and ascending the hill to the Ausable Club, from which there is one of the finest views in America. Keene Valley is widely noted for its beauty, which is a striking combination of the pastoral with the wild. Scattered up and down the fertile valley are many attractive summer homes. The mountains on either side rise steeply from the valley floor and the entire distance from Keene Center is a panorama of unusual beauty. The beauty of the Upper and Lower Ausable Lakes, near the Ausable Club, rivals that of the lakes of Switzerland. The Lower Ausable Lake is two miles long, and is situated 2,000 feet above sea level, with the mountains towering nearly 2,000 feet above. The Indian Head looks out over the water, and stands guard while Nature sleeps. A mile distant by trail is the Upper Ausable Lake, which, with its companion, are second to none for their picturesque scenery.

### Side Trip to Lake Placid

A few days spent around Keene would be well repaid. It is here that the road to Lake Placid (16 miles) is taken, but as it is a bad dirt road, it should only be attempted by the more seasoned riders, although the hardship is well repaid by the wonderful views which are to be seen, especially by the grandeur of Cascade Pass. Towering one thousand feet in the air are the rock ledges of Long Pond Mountain on the south, and of Pitchoff Mountain on the north, while nestled at the bottom of the narrow ravine are the twin Cascade Lakes. Nearing Placid we pass John Brown's farm, with Old Glory waving in the mountain breeze above the spot where the body of the martyr to the cause of slavery "lies a-mould'ring in the grave." A new state road has just been started from the village of Jay through the Wilmington Notch and this road should be completed by next season.

Starting from Keene we go North along the east branch of the Ausable River, through a fertile farming country, to Ausable Fork and Keenville, and on to the Ausable Chasm, one of the natural wonders of the East.

Ausable Chasm is the most interesting rock formations east of the Rocky Mountains, and was formed by the mad rush of the Ausable River from the mountains to Lake Champlain, a few miles distant. At the head of the Chasm is Rainbow Falls, where the river drops 70 feet before tearing at express speed down through the chasm itself, the sides of which rise in places to a height of over 100 feet. The total length of the canyon is nearly two miles, and after the trip through the greater portion of it by means of protected walks along rock ledges and across iron bridges, an exhilarating finish is given the trip by the dash down through the Flume in stout rowboats. The admission to the Chasm is $1.25 (including the boat ride and the drive back).




**Map of the Scenic Tour From Saratoga to Plattsburgh**

Remounting our faithful steed we ride on through the woods, and come out along the shore of Lake Champlain. The country now assumes a level and rolling aspect. This lake of magnificent distances, and rare historic association, is about 110 miles in length, and varies from one to thirteen miles in width. The road skirts the lake for a few miles, and looking out across the water one sees the Green Mountains of Vermont piercing the skies. Passing the State Barracks, Plattsburg is soon reached, where our glorious trip makes its turning point. We retrace our way over the same route, and admire the glorious scenery from another viewpoint. As one sits back and hears the rhythmic purr of his motor speeding onward over the perfect roads, he cannot help but feel that this is the finest trip in the Empire State.

# GALE'S OUTFIT IN BISON CITY

## Schickel Rider Tows Schooner Through New York on First Leg of Trip to Coast

BUFFALO, N. Y., June 23.—M. E. Gale, with his prairie schooner towed by a Schickel "Big Six," arrived here yesterday, having ridden in from Rochester via Batavia. Gale was accompanied by his two boys riding side by side on a lightweight model. He intends to leave for Erie, Pa., shortly.

Gale left Stamford, Conn., the home of the Schickel machine, on June 2, and drove to New York. He then started on his transcontinental trip, reaching Poughkeepsie on June 4. He reports having to make two detours on the way up the Hudson river and passed through one bad place. Hudson, was reached on the following night and on Sunday night the Gale party camped outside of Albany, having ridden 42½ miles that day.

At noon on June 6 a start was made for Schenectady, and calls were made on several dealers by Gale when the outfit reached that city. The night camp was made just outside of Amsterdam, but progress in the morning was delayed by a heavy rain and a strong wind. The weather clearing up later, the road was again taken and the party came to Little Falls, having made a run of 43.6 miles since morning. Herkimer and Ilion were passed through the next day and the night halt was made in Utica.

Another storm was encountered at Syracuse, reached via Oneida on the day after reaching Utica. The next camping place was Canandaigua, which was reached through Auburn, Seneca Falls and Geneva, after 58 miles of rough roads. On reaching Rochester the next noon, Gale had a stuck piston ring, but righted this by taking off the cylinder, putting in another ring and going on after clamping the cylinder in place again.

### MISS HOTCHKISS IN COLORADO

Miss Effie Hotchkiss, of Brooklyn, N. Y., who recently left New York City accompanied by her mother, for a sidecar trip to the coast, has arrived at Colorado Springs, Colo. She reports that they are enjoying themselves and expect to be at the fair in a short time. "Our Harley-Davidson machine," writes Miss Hotchkiss, "is running like a top."

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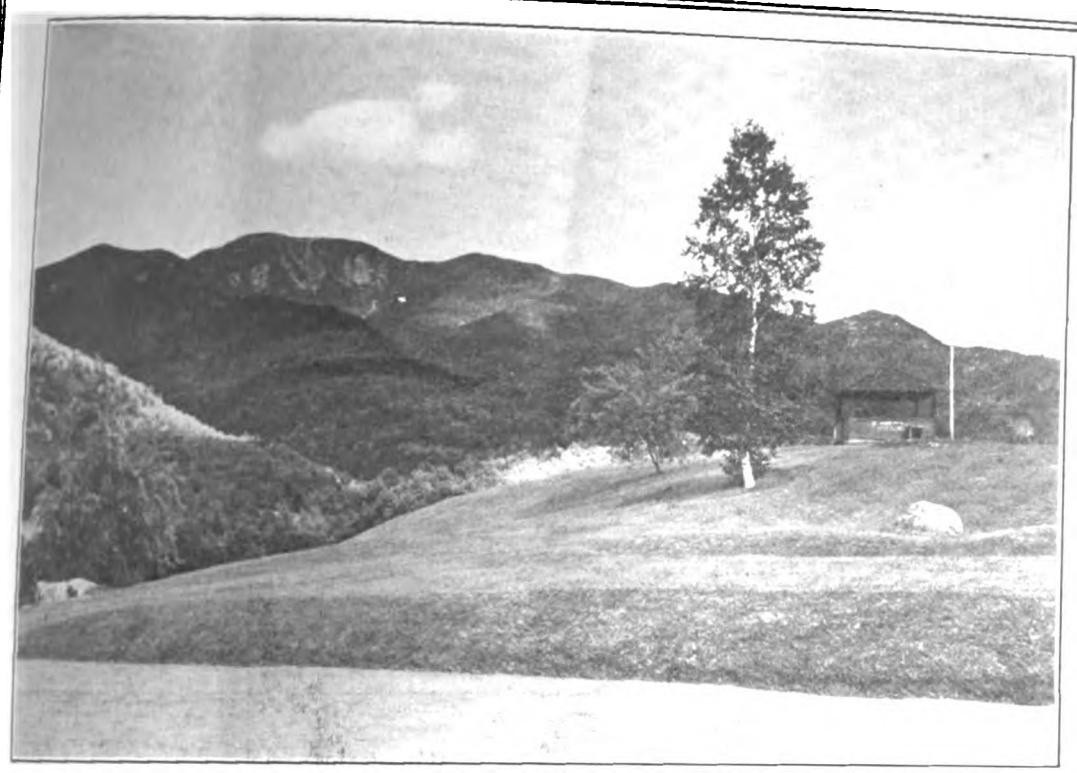
# Typical Views On The Scenic Tour



*It is the ideal combination of mountains and lakes, scenic vistas of unparalleled beauty and almost uniformly good roads, that places the tour described on the opposite page in a class by itself. One of the most picturesque districts is that around St. Hubert's, of which the view above is typical. The picture shows part of the grounds of the St. Hubert's Golf Club. The photograph below presents a lake scene which is characteristic of the country along the upper reaches of the Scenic Route described in the accompanying article. The motorcycle tourist on this route will do well to carry a camera.*

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# Touring No Lonely Sport

## Two Fair Riders Royally Entertained

"THE man who said motorcycling wasn't a lonely sport sure did know what he was talking about," remarked Miss Fay Hildabrand to the Milwaukee correspondent of **Motor Cycle Illustrated,** when she and her mother, who were en route for Tulsa, Okla., from their home in Washington, Pa., left their sidecar outfit at the curb last week and mounted the steps of the Milwaukee Motorcycle Club's house. They were being entertained by Hugh Sharp, Frank B. Rodger and Miss Lillian Hauerwas, representing the club.

"From the day we started out on this vacation trip," continued Miss Fay, after the quintet had entered the cozy reception room, "we were greeted in almost every town we passed through by the local contingent of motorcycle riders. Why at Marion, Ohio, they knew mother and I were coming; and no sooner did we enter the town, than the Marion club members overwhelmed us with their cordial greetings and led us out to the picnic grounds, where a great crowd of riders were gathered. The picnic was wonderful—simply wonderful! It made us feel good to think that we were members of that great genial order of motorcyclists.

"From Marion to Logansport the trip was continued under the escort of the Marionites. Continuous sheets of rain were pouring down upon us and made us all look like a bedraggled lot of tourists. But that didn't daunt the enthusiasm of our friends, who saw us to one of the Logansport hotels. Going into Valparaiso, Ind., we were met by Mr. E. H. Mead, the local Harley-Davidson dealer. It would certainly be hard to beat Mr. Mead as a host, for he not only entertained us royally while in his town, but insisted upon guiding us into Chicago.

**Bad Roads Were Frequently Encountered on the Trip**

"Now, people are inclined to think," smiled Miss Fay, disdainfully, evidently deprecating the idea she had in mind, "that folks in the Windy City assume an utterly bored and blase attitude toward tourists. But, believe me, they've got another guess coming. Why, you ought to have seen the traffic police. If mamma and I had been related to the King of England they couldn't have shown us more gentlemanly attention. They doffed their caps at the sight of us, and gave us the right of way through the heart of the city. And then the reception given us by Mr. Lang, the Chicago dealer—it was splendid."

Miss Fay had been doing most of the talking, but not without a great deal of urging, for neither the fair young rider nor her mother are at all given to publicity. But Mrs. Hildabrand evidently had something to say.

**Miss Fay Drives the Machine, While Her Mother Enjoys Sidecar Comforts**

"You mustn't forget, Fay," she said, "how good the Rockford, Ill., riders were to us. You know, they rode all the way to Geneva to fetch us to their town. And now, here's this hospitable reception of the Milwaukee club. It is certainly easy to cross the country on a sidecar outfit, when everywhere you go there's someone to greet and assist you."

"Will you make Tulsa, Okla., the end of your trip?" Miss Fay was asked.

"Oh, no. We're game to go further than that. About a week, or so, will be spent there, and then our sidecar journey will continue to the Panama-Pacific Exposition. You see, I have an uncle out in Tulsa who owns a big ranch, and we're just going to stop with him and see some real Western life. After we tire of riding broncho ponies, we'll take a jaunt to Denver and then make a bee line to San Francisco. Then for the Fair! We intend to feast our eyes on all the interesting things that are on exhibition.

**Miss Fay and Mrs. Hildabrand After Their Arrival in Milwaukee**

Wouldn't you like to be with us right now?"

The interviewer, catching the unbounded spirit of enthusiasm which radiated from Miss Fay, had to admit that nothing would be more suited to his tastes than to take a happy trip out to the Fair in a sidecar outfit.

"Speaking of sidecar outfits," continued Miss Fay earnestly, "do you know that we spend a lot of time and thought in determining whether we would travel by automobile or motorcycle. We didn't toss up a coin to decide which we had better use. No, sir! Some men say that we women can't reason. Well, that's wrong. Ma and I reasoned out pretty well that the sidecar outfit is vastly superior for a transcontinental trip; and our experience proved the accuracy of our contention.

"All last winter we used a motorcycle, when the weather frightened most folks indoors and the roads were either hard frozen ruts or ways of mud and slush caused by the sun's rays beating down upon the snow. We used an automobile, too. And, as a result, we came to the conclusion that the four-wheeler really made walking a pleasure—and we didn't intend to walk across the continent!"

Mrs. Hildabrand emphasized the fact that they were not after "Cannon Ball" Baker's scalp. Their's is simply a sensible and enjoyable tour—one which will finish unmarred by accidents and replete with the many invigorating pleasures of living outdoors. Seldom does the Hildabrand's speedometer register more than twenty-five miles an hour.

Athletic Miss Fay is acting as chauffeur on the trip, while her mother is by no means a passive sidecar passenger. To her lot falls the paying of bills, arranging for hotel accommodations and keeping a diary. Before reaching Milwaukee, most of the overnight stops were made at hotels; but, in the expectation of passing through sparsely settled districts, a tent and cooking utensils were added to the equipment carried, thus placing another burden on the strong shoulders of Mother Hildabrand, for it will be she who will pitch the tent each night and prepare the meals, while Fay grooms her mount.

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Lloyd E. Ramsden, of Salem, Ore., has been appointed local commissioner for Salem, by the Oregon State F. A. M. Commissioner.

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# Apply Safety First Policy in Handling Fuel

## A Moment's Carelessness May Cause a Gasoline Blaze

By GOSLIN

IN all probability a large proportion of those who ride motorcycles do not realize the highly inflammable qualities of gasoline; or, knowing of them, take chances when using it outside of the fuel tank. About one year ago I had the realization of how powerful and dangerous a gasoline fire could be brought home to me in a very forcible manner, and it has made me very respectful of gasoline ever since.

### A Personal Experience

After cleaning the machine with gasoline and a rag and brush, the idea came to me to clean the drive chains with the little left in the can. Accordingly, I jumped into the saddle and pedaled her over. Like a flash the fuel beneath the machine took fire. I managed to vacate that saddle in record time, and began to pull the machine away from the flames, fortunately upsetting it clear. A few welts with my cap and the flames on the machine was extinguished.

In the excitement, however, some one knocked over the can, and we all saw the flames lick through the air and run along the concrete floor. The fire soon burned itself out, and I came through the episode with only a scorched toolbox and chain guard. Also, I learned a lesson which I have never forgotten.

Twice this spring friends of mine have taken gasoline at night and had their lights burning when the filling process was going on. It goes without saying that the results were disastrous in each case. In one the machine was a total loss, but the rider was fortunate enough to be fully compensated as he ran into the garage with his lights going, and the garage man did not tell him to put them out.

The other rider took on gas at the curb, and when the garage man pumped vigorously the fuel gushed out all over the machine, and there was the most beautiful blaze imaginable. Before the extinguishers were got on it the flame had damaged the machine to the extent of $50, and the owner had a badly-scorched hand.

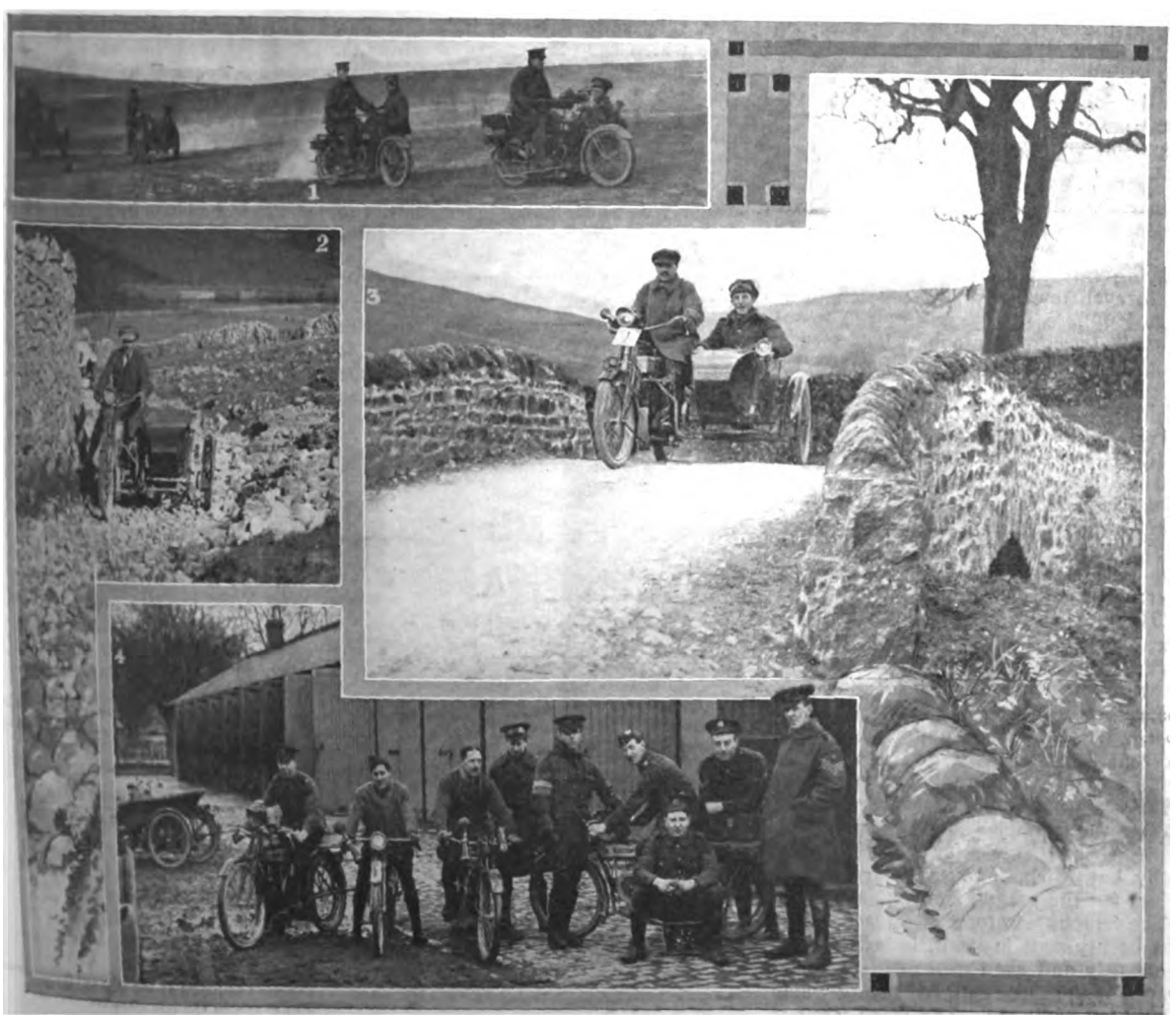
The very next night another rider in the same neighborhood burned his coat-sleeve and gloves in the same manner, with no damage to the machine.

### Buy Before Sunset

Now my advice is to avoid buying gasoline after sunset, but if you have to, put your lights out. A fraction of a second's work may save you many hard-earned dollars. When a chap tells you that gasoline isn't so dangerous and proves it by dropping a lighted match into a can of fuel and the match goes out, be thankful that you saw the stunt done. Do not try to pass it along, however, as you may not have the same luck. Gasoline is treacherous stuff, so why go out of your way to play with it?

The general practice of smoking when bending over gasoline in open cans frequently leads to accidents. There is no call to take any extra risks in connection with a quickly-combustible liquid, so keep the flame and the fuel far apart.

## WITH SIDECAR COMBINATION AND SOLO MOUNT IN PICTURESQUE ENGLAND



1, Motor Machine Gun Combinations Practising on Salisbury Plain; 2, Rough Going Over a Hill Road in the Marches; 3, Sidecar Patrol in Northumbria Crossing Typical "Humpback" Bridge; 4, Solo Riders at Patrol Headquarters in Kent

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# Saratoga, in Gay Carnival Dress, Eagerly Awaits Arrival of Rally Riders

SARATOGA SPRINGS, N. Y., June 29.—This city is talking nothing else but the Motorcycle Rally. In fact, not only this city but the entire surrounding territory from Albany to Lake George. Things began to look a bit dubious last week and the members of the Saratoga Motor Carnival Association began to think they did not have much pull with the weather man, for each day the rain managed to come down some time or other, but the week started out yestedday with ideal weather; in fact, it could not be more perfect for motorcycle touring. With the cessation of the rain the spirits of the Saratogans mounted and the carnival spirit began to prevail with the result that decorators began to get busy and a carnival atmosphere prevails throughout the entire town. From one end to the other neatly-printed signs are being displayed, which read:

"Saratoga Springs
"WELCOMES
"The Motorcyclists.

"The proprietor of this place is a member of the Saratoga Motor Carnival Association and invites the patronage of the visiting motorcyclists.

"MEET US AT SARATOGA IN 1916
"For the
"National F. A. M. Meet."

Every member of the Carnival Association, which has co-operated with **Motor Cycle Illustrated** in making this year's Rally possible, is prominently displaying this card. The fact is that the motorcyclists created such a splendid impression here last year and the people of this territory enjoyed the races so much that the natives are looking forward to the Rally with as much anticipation of pleasure as the riders themselves, who, by the time this reaches the readers, will either be on their way to the Spa or about ready to start. To those who have not even yet made up their minds to spend the holidays with the boys at Saratoga and enjoy one of the jolliest times they have ever had there is time yet to make up your mind NOW, get on the job and "Meet Us at Saratoga." We can take just as good care of three thousand or two thousand as we can of one thousand, and we can assure you of a good time at a minimum cost. There are any number of rooms to rent here at fifty and seventy-five cents a night, allowing you to spend just what you want to for meals, or you can go to the regular hotels, which have made special rates for the three-day Rally, but which, of course, charge higher prices for the greater conveniences.

The famous Saratoga race track, which is a beauty spot in itself, is being rolled constantly and even now is in excellent shape for the three cards of racing which have been arranged. The track itself is known as one of the fastest in the country, and with some of the best racing men entered, it would not be at all surprising if some of the present records were shattered. The one-hundred-mile race scheduled for Monday morning is, of course, attracting wide attention, and it is certain that a fine field of riders will face Referee George Wagner when he lines them up for the start.

Mr. Wagner has selected the following officials to aid him in the races:

Judges—Worden W. Kelly, president Saratoga Motor Carnival Association; John Henry, ex-sheriff of Buffalo; H. Benner, New York State Federal Tire manager.

Timers—Hal H. Noyes, State representative Hendee Mfg. Co. and F. A. M. Commissioner; Jes Campbell, New England manager. Harley-Davidson Motor Co. and F. A. M. Director; J. O. E. Dieterich, Brooklyn F. A. M. Commissioner.

Scorers—B. Longthorn, Albany branch, Federal Tire Co.; Edward Clague, Rochester; M. C. Van Buren, Rochester.

Clerk of Course—Arthur Strobel, Rochester.

A very attractive and interesting feature which has been arranged during the past week is a Hill Climb to take place on Mount McGregor, a short distance out of Saratoga. Those who know state that the hill is a very excellent test for any motorcycle or automobile. It is about two miles in length and has about a thirty-five per cent. grade. Entries for this event may be secured at headquarters in Saratoga. It is probable that there will be both an amateur and professional event.

A large store has been secured in the Y. M. C. A. Building, on Broadway, for headquarters, and this place will be open constantly during the entire three days of the Rally. The tourists will proceed there immediately upon arrival at Saratoga, register and secure their souvenir watch fobs, tickets admitting them to the races and other social events, etc. The social program as finally completed is as follows:

Friday, July 2, 6:30 P. M. Tourists arrive in Saratoga and register at headquarters. Y. M. C. A. Building.

Saturday, July 3, 2:30 P. M. Championship Races. Saratoga Race Track.

8:30 P. M. Dance in Convention Hall.

Sunday, July 4. Hill Climb, Mt. McGregor, or tour to Lake George, as preferred by the riders.

8:30 P. M. F. A. M. Conventions, North Atlantic District, New England District and New York State. Election of officers and other important business. Convention Hall.

9:30 P. M. Meeting of Dealers for purpose of forming association. Convention Hall.

Monday, July 5, 10:30 A. M. One Hundred Mile Race. Saratoga Race Track.

1:30 P. M. Motor Peace Pageant. Motorcycles and Automobiles, to form four abreast at Broadway and Van Dam street. Reviewed by the Secretary of State and other officials.

2:30 P. M. Championship Races. Saratoga Race Track.

7:45 P. M. Fourth of July Celebration. Convention Hall. Presentation of prizes and address by Secretary of State and others. Followed by dancing.

And then—Meet us at Saratoga for the F. A. M. National Meet in 1916.

For those in or near the metropolitan district who have not been able to arrange to get away from business in time for the tours it will be possible to take the night boats of the Manhattan Line, which leave Pier 39, at the foot of West Houston street, at 5:30 Friday evening and Saturday, or from the foot of West 131st street at six o'clock. These boats arrive at Albany about six o'clock the next morning.

F. A. M. Commissioner J. O. E. Dieterich, who is in charge of the tours from New York, has also arranged for a late division to leave Columbus Circle at seven o'clock tomorrow (Friday morning), an hour later than the main tour. This is the last call and we hope you will all

MEET US AT SARATOGA.

## ARROW SOCIABILITY RUN

Hoboken, N. J.—The first sociability run of the Arrow M. C. was held on Sunday, June 27, the designation being Greenwood Lake. About 25 members and guests participated, going to the lake on nine solo mounts, two tandem-rigged machines and four sidecar combinations. A chicken dinner was enjoyed at the lake and the return was made in the late afternoon. The pleasure of the affair was somewhat marred by heavy rainstorms in the afternoon.

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# I. F. Jacobs New Head of Ohio F. A. M.

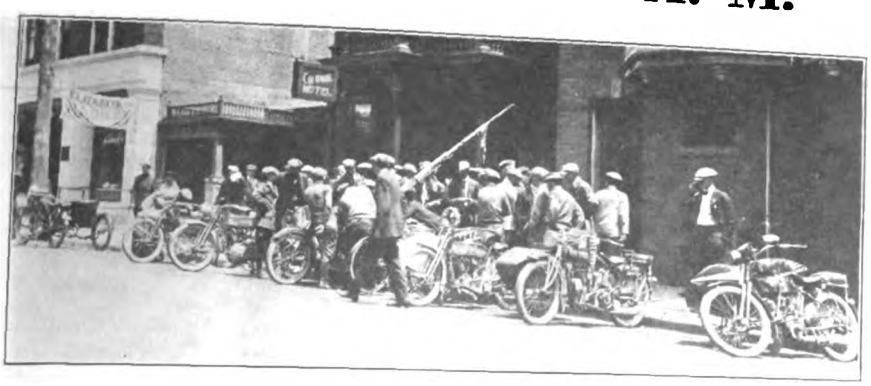
LIMA, O., June 28.—The annual convention and tours of the Ohio State F. A. M. were added to the roll of history on Friday, Saturday and Sunday just passed and much glory accrued to the Lima Motorcycle Club thereby. For the city turned out to welcome the riders. The Lima club had all preparations made and the keys of the city were handed over to the motorcycle men.

The tourists rode in late in the afternoon Friday, found quarters reserved and ready for them at the big hotels, and a smoker and reception at the Lima Motorcycle Club rooms on the program for the evening.

Saturday morning the annual meeting of the Ohio F. A. M. was held at the auditorium, with State Commissioner Jes Cappel presiding, and C. E. Barr as secretary. The minutes of last year's meeting were read by Barr, and then the real work of the session started. First came election of a state commissioner for the coming year.

Four men were nominated for the office—Charles Cleveland, president of the Lima M. C. who has shown himself a resourceful wire and capable man for such work; C. W. Shroeder, Harley-Davidson dealer, C. W. Waughop, Dayton traveler, and I. F. Jacobs, Indian traveler and endurance rider.

When the ballots were counted Jacobs was found the choice of the assembly, and heads the Ohio organization for the coming year. With his long experience in state F. A. M. affairs and in the conducting of endurance runs and tours, he is sure to have a successful administration and to do his full share toward keeping the state in its present place at the top of the column in federation affairs. C. E. Barr, of Columbus, was re-elected secretary.



**First Contingent of Tourists to Convention Arriving at Colonial Hotel, Official Headquarters, on Friday Afternoon, June 25—Tourmaster Jacobs is in Center**

With a fine record for efficient handling of all competitive events and for keeping the contest branch of the sport running smoothly, R. S. McConnell, of Cleveland, was unanimously re-elected state referee. Charles Cleveland, of Lima, was chosen chairman of the publicity committee. For legal action work, Carl Cappel was unanimously named chairman, and takes his new office on the first of next month.

It was decided that the road men of the various factories should constitute the membership committee, as their travels give them opportunity to get around over the state and boost the ranks of the F. A. M. more thoroughly than could be done by any other method; so H. D. Capron, of the Yale; I. W. Shroeder, of the Harley-Davidson; Ed. Rischel, of the Pope, and C. W. Waughop, of the Dayton, were named for this committee. Charles Quetschke, of Toledo, was made chairman of the highway committee.

The assembly unanimously endorsed A. B. Coffman for re-election as president of the national organization.

A vote of thanks was passed to be sent to Jes Campbell, now in Boston, in appreciation of his work in the past in building up the state organization, and another vote to the retiring commissioner, Carl Cappel.

# Creviston Takes Lima 50-Mile Race

LIMA, O., June 26.—An unusually interesting set of races in the F. A. M. afternoon program here today was marred by an accident which resulted in the death of one rider and possibly fatal injuries to another. In the second lap of the second race Rosen (Harley-Davidson) skidded into the fence and his machine rebounded in the path of Harry Smith, another Harley-Davidson rider. Smith was thrown headlong into the fence and killed. Rosen's injuries are serious.

Creviston, Goudy, Pineau, Amos, Meyers and Ellis furnished the chief thrills and technics at the meet.

In the first event, at 5 miles, Marks (Thor) and Morrison (Excelsior) had a hard duel, the event being nip and tuck. On the final round Marks nursed a bit of extra speed out of his mount and won by a yard. Meyers was third.

The second race brought together the high speed combination, Creviston, Goudy and Pineau. Goudy took a hop on his rivals at the start, with Crevy well up and Pineau going strong. But Creviston soon settled down the lead and by wide-open throttle and an utter absence of regard for the future pushed ahead in the last mile, winning by an eyelash. His time was the fastest of the day—5:58⅗.

The 10-mile open event began as another desperate battle between Goudy (Cyclone) and Creviston, on his four-valve. Goudy appeared to be drawing away and Crevvy threw his mount wide open, turns and all. As a result he came into the homestretch in one grand skid, slip and slide. There was no damage, but Crevvy was out of the race. Goudy won, with Morrison (Excelsior) second.

Amos and his Merkel galloped away with the 5-mile consolation; Ellis (Indian), second, and Wilkins (Harley-Davidson) third.

Smith, piloting a Pope, won the sidecar race, beating out Dolan (Harley-Davidson) and Gardner (Harley-Davidson).

Next came the 50-mile open event. Two preliminary heats were run off, owing to the narrowness of the track for the large number of entrants. Ten riders survived the trials. Goudy took the first heat, with Pineau second, and Creviston won the next, with Amos as runner-up.

In the big event itself Creviston took a jump at the start, with Goudy and his Cyclone hot in his wake. Close behind came Pineau and Marks—Merkel and Thor. In the fourth mile Marks fell and retired.

Amos hung up a moment in the sixth for an adjustment, and in the seventh the jinx got a strangle-hold on Goudy. A broken exhaust valve left him high and dry on the backstretch, thus closing his story for the day. At the tenth mile it was Creviston, Pineau and Morrison, with the time 12:15¼.

At 15 miles Amos had worked up to third place, with Crevvy and Pineau still in the van. Amos halted once more in the 16th and Morrison stopped in the 17th. The latter had considerable trouble in getting under way again. Meyers moved his Indian up to third place at 20 miles.

At 30 miles Pineau had Crevvy guessing hard. Crevvy saw the orange jersey coming up on his beam and opened out another spurt. Pineau stayed with him, and at 40 miles was crowding up close again. The 40th saw this order: Creviston, Pineau and Meyers. Time for the distance, 49:29¼.

Then in the 41st mile Pineau got his man. Crevvy jammed on speed so desperately that he pulled a chain in two and coasted up to the pits. Jumping aboard his other four-valve he was off again like a shot.

Crevvy threw everything wide open and rode the turns like a demon. Each turn was simply a hair-raising slide. Slowly he cut down Pineau's lead and near the finish again went into the lead. Creviston won by a length, with Pineau second and Meyers third. Time, 62:04⅘

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# Dealers Give Picnic to Illinois Riders

CHICAGO, Ill., June 28.—The Harley-Davidson dealers in and around the Windy City gave their fourth annual picnic to the members of the various clubs in their territories, on Sunday, June 27, at the county fair grounds outside of Wheaton, Ill. It was the best attended and most enjoyable picnic that was ever held by motorcyclists in this vicinity.

Groups of riders began to arrive at the grounds as early as nine o'clock in the morning. Chicago, as usual, turned out the largest number of enthusiasts. The "Dolezal Boys," hailing from the Northwest Side, mustered together an army of one hundred and twenty-five motorcyclists, all of whom were provided with white outing caps, bearing the name "Dolezal Bros." Next came the North Shore Touring Club with sixty odd members, while from Aurora the local club was well represented with twenty-five riders.

By twelve o'clock nearly every one of the picnickers had arrived. The dealers had provided the "eats" at the clubhouse on the fair grounds. It is stated on good authority that more than nine thousand sandwiches were needed to appease the keen appetites of the motorcyclists, while five thousand bottles of good thirst-quenching drinks were on tap.

When all the good "eats" had disappeared from sight, the racing program was launched. Five events were run off without a hitch and not an acident marred the day. The county championship race was the big feature of the afternoon. It turned out to be a three-cornered fight between C. H. Baron, F. Northup and E. F. Sour. The distance was five miles. Baron made the crowd quiver every time he negotiated the west turn of the dirt track by riding close to the rail. He took the lead early in the race and flashed across the finish line first. His time was six minutes flat.

The first event of the afternoon was a five-mile novice race in which four riders participated. George Anderson, from Chicago, had things his own way throughout the race and completed the five miles fifty yards ahead of the field. His time was 5:35. The abrupt turns made fast riding impossible in the three-mile sidecar event. W. Neilson and O. Meeker both rode a dandy race and were close to each other in the entire distance. Neilson, however, was able to negotiate the turns better than his competitors and finished first in 4:05. O. Meeker was second and W. Haugh came in third.

The pursuit race brought out a winner other than a Harley-Davidson rider, when W. Kropp, of Chicago, astride an Excelsior, caught and passed W. Neilson, also of the Windy City, who had a half-mile lead in the sixth mile. The time was seven minutes flat. A five-mile professional race was the last event on the program. Neilson again came in the winner, finishing in 5:04. He jumped into the lead in the second mile and gradually increased the gap between him and the rest of the field. Neilson was over one hundred yards ahead of W. Cropp, while H. Ford acounted for third place.

After the races were over, the picnickers were invited to the clubhouse, where the Wheaton military band gave a concert. There was dancing and then some more "eats." The dealers who were responsible for the success of the picnic were: Carl Lang, Hanke, Lowenstein, Swartz, Chipp, Sauer, Dolezal Bros., Vesley, Hall, Graff and Ransof, all Harley-Davidson dealers of Chicago; while the out-of-town dealers were Crosby, of Aurora, Henderloin, of Crownpoint, and Beck of Joliet. The clubs that turned out were the Dolezal Boys, the North Shore Touring Club, Crown Point M. C., Humboldt M. C., Pitus Boys, Vesleys Boys, Riding Club, Wheaton M. C., Lincoln C. C., Joliet M. C., Elgin M. C., Aurora M. C. and the Chicago M. C.

# STARS ENTERED FOR DODGE CITY

## Score of Crack Speedsters to Ride in Big Speedway Classic on July 3

DODGE CITY, June 28.—That the 300-mile race on the Speedway will be contested by the country's best riders is amply evidenced by the entry list to date. There are no less than 24 "cracks" on the list and many of them have been in former Dodge City contests. Erwin Kellar will referee the contest, which assures the best of treatment for all hands.

The Harley-Davidson contingent in the long-distance contest on July 3 will include the redoubtable Joe Wolter, Bill Brier, Al. Stratton, Paul Gott, the Peoria speedster, Ray Weishaar and Earl Cooper of Kansas fame, as well as Otto Walker, the Venice victor, and Harry Crandall, of Phoenix. The Indian camp will include "Slivers" Boyd, 1914 Dodge City winner, Morty Graves, Lee Taylor, the Savannah victor, "Speck" Warner, Don Klark, Harry Glenn, Roy Good and A. Sargent.

From the Excelsior forces will come Carl Goudy and Bob Perry with Glenn Stokes, as well as a less-known rider in the person of Floyd Clymer. Bill Goudy will ride a Cyclone in the event, while the Flying Merkel contingent will consist of French, Pineau and A. J. Patterson. The other camps had not made their announcements at this writing.

### BRAVES FEAST AT FT. COLLINS

Fort Collins, Colo.—Indian riders of this city and vicinity were the guests of the Lloyd & Mayer Auto Company, local wigwam representative, on June 20 at a chicken dinner given at the Northern Hotel. The affair opened with a speech by the mayor of this city, after which the crowd fell to and enjoyed the "eats." A photograph was taken following the dinner, and the entire party then proceeded to Poudre Canyon.

WHEN CLUBSTERS COMPETED AT WHEATON FAIR GROUNDS ON JUNE 27

**Line Up in Five Mile Novice Race Ready for Starter's Gun—There Were Five Events on the Card at this Picnic Given by Chicago Dealers to Over a Thousand Members of Various Clubs—Item Above**

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# Surmounting Virginia's Highest Peak

**Left, the Party in the Foot-Hills Near Elliott's Knob—Taylor is Third From the Left; Right, Where the Going Was Good—Loose Stones and a Trough-Shaped Road Forced the Rider to Keep in Center of the Path**

STAUNTON, Va.—T. C. Taylor, of this city, recently rode to the summit of Elliott's Knob, the highest mountain in Virginia, 5,000 feet above the surrounding country. He left Staunton in company with E. H. Robertson, traveling representative for the Hendee Mfg. Co., O. E. Smith, Indian dealer in Staunton, and three others. The party accompanied Taylor about half-way up the [illegible] but did not attempt to ride the remaining distance to the summit.

The way to the peak led through typical Virginia Mountain country. Dirt roads with deep ruts and much sand led to the foot-hills at the base of the peak. The climb up the regular "road" was undertaken by all, but as the paths narrowed and became interspersed with boulders and loose slate it was thought wiser to refrain from finishing the climb. At one place, a way had to be cut through the brush and briars before any progress at all could be made.

Taylor, however, kept on riding after the rest of the party had stopped and ploughed his way over the loose slates and through the heavy dirt. At one place he had to lift his mount over a two-foot ledge of rock which projected across the path. The summit was finally gained, and Taylor rested himself while enjoying the magnificent view.

The descent was ticklish in spots, on account of the steepness of the way and the nature of the surfaces. Taylor soon reached the rest of the party, and all rode back into Staunton late in the afternoon. Taylor's Indian is said to be the first vehicle to reach the top of the Knob, and very few pedestrians have ascended since the Civil War.

## WELLS AND CURTIS STAR AT JOLIET

Joliet, Mont., June 22.—After having been postponed four times in as many days because of poor weather, races were run off on the local track on Sunday, June 20, before a crowd of 1,100 people. Nelson Wells, Excelsior, won the 25-mile pro. and split first money with Pat Curtis, Harley-Davidson, in the 10-mile. Wells' time for the latter event was 29:15, and both Curtis and Wells covered the 10 miles in 13:10. Curtis carried off the two-mile pro. event, in 2:35, with Wells close at his heels.

In the five-mile amateur event, Horace Noyes, Excelsior, won over John Thomas, Indian, in 7:12. The five-mile sidecar race went to Frank Boyd, with H. Rawls as passenger, his time being 8:14. The summaries:

Two-mile, professional—Pat Curtis, Harley-Davidson, first; Nelson Wells, Excelsior, second; Ed Freeman, Indian, third. Time, 2:35.

Ten-mile, professional—Wells and Curtis split first money, E. J. Robb, Harley-Davidson, third. Time 13:10.

Twenty-five mile, professional—Wells, first; B. Turner, Harley-Davidson, second; Martin Curtis, Harley-Davidson, third. Time, 29:15.

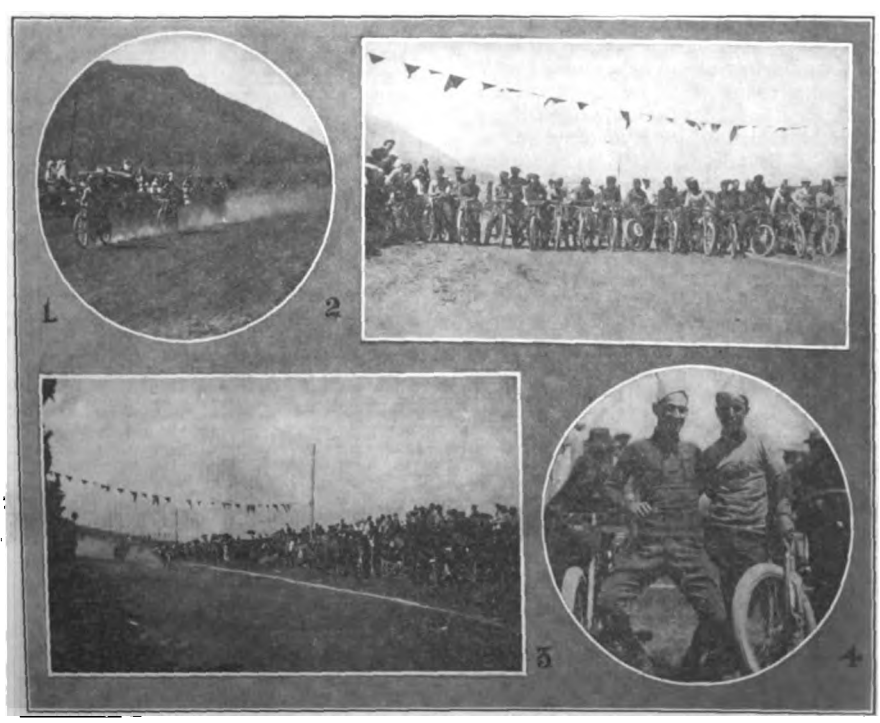
Five-mile, amateur—Horace Noyes, Excelsior, first; John Thomas, Indian, second; Red Rawls, Harley-Davidson, third. Time, 7:12.

Five-mile, sidecar—Frank Boyd and H. Rawls, Harley-Davidson, first; Harry Williams and H. F. Curtis, Harley-Davidson, second. Time, 8:14.

## TWO ROAD RACES FOR ARIZONA

Tucson, Ariz., June.—Two important road races will be held in Southern Arizona July 4. One will be from *Tucson* to Nogales and return, a total distance of 136 miles; the other is to be from Douglas to Naco, 34.4 miles, and will be the principal event of a big celebration being arranged by the people of Naco. Of the two courses the one from Tucson to Nogales is somewhat the better. It is over a broad mesa with just a few sand washes and no grades of any consequence.

## WHEN SPEEDSTERS STROVE AT LA GRANDE, ORE.



**1, Joe Wolter Leading Otto Walker on Straightaway; 2, Lined Up for the Start; 3, Wolter Coming to the Front at the Foul Line; 4, The Two Winners, Walker and Wolter**

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# When Joe Wolter Took to Aviating

## Winner of La Grande Race Tells How He Did It

BY HUGH SHARP

Joe Wolter

"I SEE by **Motor Cycle Illustrated** that Wells B. Tompkins is advocating the holding of reliability trials in this country as the next step forward in motorcycle competition. He should have been with us at La Grande, Ore., and seen the course that they had laid out for us in the 204-mile so-called race."

The speaker was Joe Wolter, spending a few fretful hours in Chicago, where he was forced to lay over just long enough to miss out on the Milwaukee races. "Here I nearly broke my neck making the Overland Limited so as to get into this city and then make a quick change to Milwaukee, only to find it Sunday and a poor day for train connections."

Despite his disappointment, Joe was far from being in a despondent mood. Why should he be? A couple of hundred bones at Phoenix added to $500, the first prize at La Grande, is not conducive to despondency. Wolter has cleaned up enough of late to insure the elimination of all worry over the taxes on his Chicago property for several years to come.

### Joe Is Superstitious

Joe's uncanny superstitious beliefs are well known to his rider friends. The earnestness with which he recites the doings of a certain black cat down in Savannah previous to the Thanksgiving race—doings that he claims were directly responsible for the accidents to Brier and Gardner, the deaths of Sloop and Kelly and the narrow escape from injury to Verrill on account of a tire blowout—almost leads one to the conviction that there is something in the jinx stuff after all.

At La Grande, Ore., it was an innocent little spider that helped make history in the 204-mile race, as Joe states it. On the morning of the race, Wolter was about to clamber aboard his gray battleship for a few practice spins before the start when he espied an ugly-looking spider doing a marathon around the tire of his front wheel. Joe was just about to brush the little tire inspector off with his glove when the thought struck him—the spider was his mascot! So he calmly delayed practice until Mr. Spider ambled off and got out of harm's way.

Just about the same time Otto Walker was eating a chicken sandwich when his teeth came down on something hard. He investigated and found it to be a "wishbone—or part of one.

"Come on, Joe, let's wish," chirped Otto.

They pulled and Joe got the long end.

"H-m-m-m, I'll bet I can guess what you wished all right," was all Walker could say.

Joe took the long end of the "wishbone" and stuck it into the tape holding his saddle stay and it remained there all through the race.

But to get back to the La Grande course. According to Wolter the riders in that race aviated, shot the shoots, roller coasted and did everything but loop the loop. Some of the sharp up and down hill hairpin turns came about as close to looping the loop as Joe cared to go, at that.

"It was a series of hill-climbing contests," said Wolter. "They advertised it as the Glen boulevard course. Well—that's what they called it. It reminded me of motorcycle travel on some of Iowa's famed gumbo roads in dry weather.

"We started out up a grade of 150 feet to a mile and then shot along a level stretch for about three-quarters of a mile. Then there was another rise of 175 feet in about a quarter of a mile. Near the scoreboard there was a sudden drop of, say, 60 feet in 75! Then you shot up about 50 feet, then down about 50 feet right into a sand pocket. Then came another slow climb of a quarter of a mile with an elevation of about 75 feet, followed by a nice straightaway.

### Negotiating the "Hairpins"

"There was what was called the mountain road and the valley road. To get from the mountain to the valley one had to negotiate the cleverest little sharp hairpin turn imaginable. First you climbed a stiff hill, made the next turn, then dropped down into the valley and onto a seven-eighths of a mile straightaway. It was on this straightaway that I had to practice aviating. I think after some of the stunts we pulled off there the gang is entitled to full-fledged flying licenses. There was a culvert hump that did the trick. When we hit it wide open, the machines would shoot along through space for about 50 feet and about four feet in the air!

"Walker and I rode a neck and neck race for 102 miles. Then I stopped for oil and lost two miles. Walker stopped shortly afterward for oil but it seems that I got away from the pits sooner than Otto did.

"It was in trying to catch up with me that Walker brought unto himself a lot of tire trouble. He would hit the bumps hard and aviate, and when the spinning rear wheel hit the ground again it would chew a chunk out of the tire. Otto blew a tire in his 130th mile, and then again in his next to the last lap. The fact that he finished second to me shows that he did some riding to make up for the lost time.

### Dodging Cows Added to Excitement

"The country out that way is all adobe roads. They had not had any rain for three weeks before the race, and the automobiles and wagons had worked deep ruts into the course. You had to ride between the tracks I have ridden in Colorado endurance runs, and thought those roads were about the worst I ever rode, but those Oregon trails certainly had it on anything I ever traveled over.

"The farmers along the course did not take their cows off the road until two hours before the race, and in practice the dodging of cows added another hazardous factor. One big-horned brute had a knack of standing alongside the fence until we came along. Then he would amble across the road with the greatest unconcern. One farmer kept his gate open all through the race so that if one of us missed the turn in front of his place we could shoot into his yard instead of going through the fence.

### Promoters Were Good Sportsmen

"You must give the La Grande promoters credit for being a fine bunch of sports They spent a pile of money in promoting the event and did everything possible to make our stay in La Grande a pleasant one. Next year they have promised to have ready for motorcycle competition a two-mile speedway, and are making the plans for it already."

Between them, Wolter and Walker on their Harley-Davidsons cleaned up $700 by taking first and second places at La Grande. Wolter now is living in Milwaukee, and the Dodge City race will decide whether or not Joe is going to ask his landlord what the price of the flat now occupied by the Wolter family is held at.

### HOW THE PRIZES WENT AT LA GRANDE JUNE 18

LA GRANDE prix champion, Joe Wolter, of Milwaukee, Wis., on a Harley-Davidson. Prize $500. Time, 3:36:58.

Second—Otto Walker, Harley Davidson, $200. Time, 3:44:51.

Third—H. L. Campbell, Walla Walla, Indian. Time, 4:13:30. Won $100.

Fourth—Joe Rinard, of Baker, Indian. Time, 4:16:02.

Also won $50 for being the first Eastern Oregon rider to finish.

Fifth—D. Swarts, Harley-Davidson, Walla Walla. Time, 4:19:05. Purse $25.

Sixth—Red Williams, La Grande. Indian, won second purse of $25 for being second Eastern Oregon rider to finish.

Hard Luck Purse of $50 to Harry Brandt, of Portland, on a Thor.

### $200 FOR CORTLAND MEET

Cortland, N. Y., June 26.—The fifth annual racemeet of the Cortland Motorcycle Club will be held on the local track on Monday, July 5. There will be seven big events, for which $200 has been hung up. The affair will be run under the sanction of the F. A. M. The dirt track is in better condition this year than it ever was before, due to the activity of the horse racing association which has taken charge of the track this season. Entries have come up to the expectations of the promoters.

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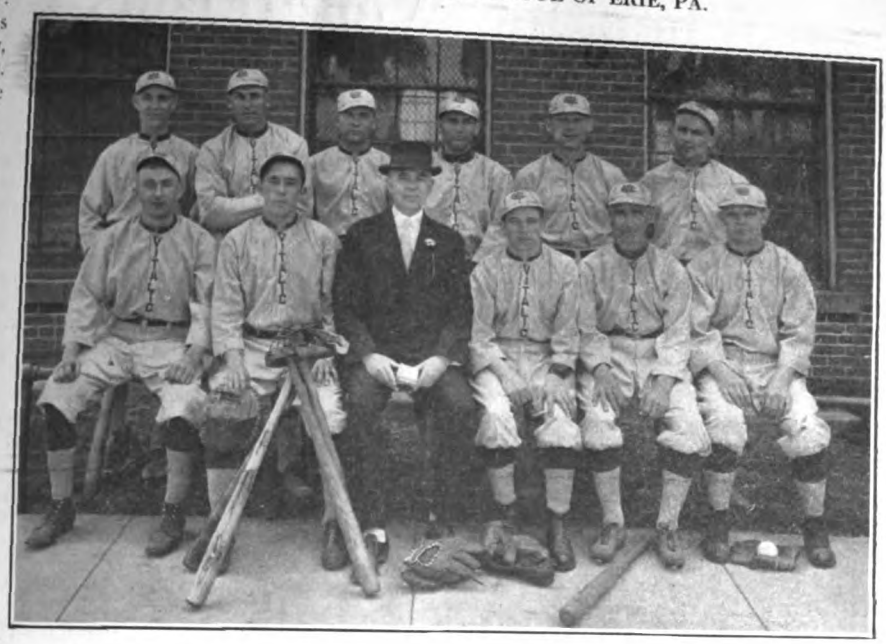
### PINEAU RETURNS TO FACTORY

Middletown, Ohio, June 22.—Mr. C. F. Pineau, of the Miami Cycle & Mfg. Co., has just returned to the factory in this city, after traveling on the Pacific coast for Mr. E. W. Adams, the western manager of the

C. F. Pineau

company. Mr. Pineau has been demonstrating the Miami Power Bicycle in the western territory. In the last two weeks of his visit in Southern California, Mr. Pineau has covered out of Los Angeles a circuit of four hundred and twenty-five miles.

### LEADERS IN INDUSTRIAL LEAGUE OF ERIE, PA.



Baseball Team of Continental Rubber Works, "The Vitalics," Whose Members Have Proved Themselves as Efficient on the Diamond as in Tire Production

### WHERE EXCELSIORS ARE SOLD IN HONOLULU T. H.

Store of the Lehuman Carriage Company, Which Handles Motorcycles and Bicycles of This Make for All Hawaiian Territory—The Smith Motor Wheel Is Also Represented

### BY TANDEM TO 'FRISCO

Kansas City, Kans.—Emory Teasley and William Jones, of Atlanta, Ga., arrived here a few days ago on a Harley-Davidson tandem-equipped twin, which Teasley is driving to the San Francisco exposition.

E. Teasley and W. Jones

The boys stated that it took them nine days to make the run to this city, and in all they had covered 1,104 miles.

### READY TO COVER PICTURESQUE BUT ROUGH COURSE OF DIXIE M. C. RUN, JUNE 19

Contestants Lined Up in Roanoke Awaiting Starter's Signal. Of Seventeen Entrants But Eleven Finished the Arduous Circuit. E. A. Robertson, Indian Traveler, Who Obtained a Perfect Score, Is Seen at Left of Picture

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July 3-5, Saratoga, N. Y.—Saratoga Rally of **Motorcycle Illustrated.** See article elsewhere in this issue for details.

July 3, Dodge City, Kan.—Second annual international 300-mile race on the speedway, under the auspices of the Dodge City Speedway Corporation.

July 3, Philadelphia, Pa.—Meet at Belmont track of the Philadelphia Motorcycle Trade Association.

July 3-5, Rockford, Ill.—Three-day Good Fellowship tour of the Rockford M. C.

July 3-5, Toronto, Ont.—Three-day run of Toronto M. C. to Niagara Falls and return.

July 4, Tucson, Ariz.—Run to Nogales and return to Tucson M. C.

July 4, Savannah, Ga.—Meet of the Savannah M. C.

July 4-5, Indianapolis, Ind.—Tri-State sociability run of Indianapolis M. C.

July 4, San Angelo, Texas.—Race meet of the San Angelo M. C.

July 4-5, Houston, Texas.—Three hundred and eighty-five mile endurance run.

July 5, Galesburg, Ill.—Meet at State Fair track of the Galesburg District State Fair Association.

July 5, Wheeling, W. Va.—Race meet of Wheeling M. C.

July 5, Boston, Mass.—State Day meet at Readville Park track.

July 5, Springfield, O.—Meet at fair-grounds under the auspices of the Westside M. C.

# Verrill is King at Toledo Meet

TOLEDO, O., June 27.—An unusual gathering of fast machines and riders put the "pep" aplenty into the Interstate Racing Association meet here on the half-mile track today.

C. F. Pineau (Merkel) grabbed the first qualifying heat at 5 miles in 5:51, Maldwyn Jones romped off with the second heat, also in 5:51, and Ray Creviston put his Indian over the tape first in the third heat, his time being 6:10.

Maldwyn Jones took a jump on his Merkel in the 10-mile final, with Pineau and Creviston well up. In the third mile Crevvy took the lead, with Jones at his rear wheel and K. H. Verrill (Harley-Davidson) in third place. They finished in that order. Time, 11:24½.

Carl Goudy made a strong start in the consolation event, but the jinx got him. When Goudy went out Verrill slid into the lead and held it. Stohan (Yale) finished second and Temple (Excelsior) was third. Time, 5:57½.

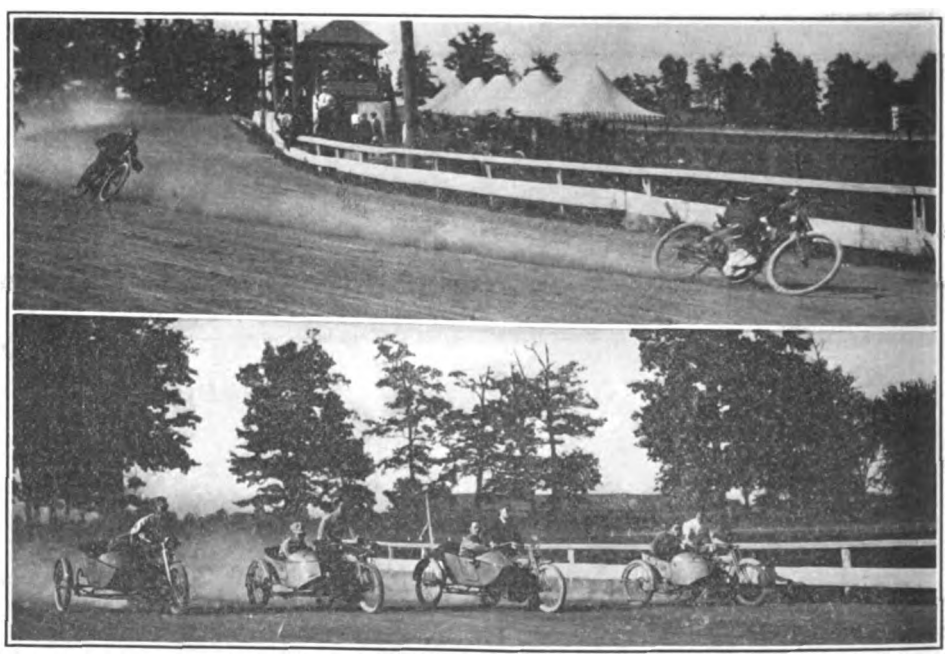
The match race between Jones (Merkel) and Creviston (Indian) went to Crevvy. Jones gave him an excellent fight for it, but the Wigwam boy's daring work on the turns gave him a safe margin.

Then came the 25-mile free-for-all. It was an air-tight struggle. Jones streaked into the lead at the getaway, with Pineau, Verrill, Meyers and Stohan hot after him. Verrill got Jones in the third mile, but Jones repassed him in the fourth. Crevvy had worked up to third position and in the fourth mile streaked into the lead. Verrill at this juncture took his Harley-Davidson into second place.

At the fifth mile it was Creviston, Verrill and Jones. Temple dropped out in the eighth mile. In the ninth Crevvy changed machines at the pits, losing a quarter of a lap.

Jones' motor developed a miss in the fourteenth mile and he retired, Pineau going into third place. The rest was a battle royal between Verrill, Creviston and Pineau. Verrill, whose specialty is the sprint, began to tire about the twentieth mile Crevvy saw what looked like a chance and shot up alongside, going a bit into the lead. But Verrill had some ginger left and in the last 20 yards of the battle flashed into the lead, winning by a wheel. Time, 28:58 for the 25 miles. The grandstand went wild.

The sidecar race went to Bill Lister, who came over from Cleveland with his fast Harley-Davidson outfit. Second—"Bubbles" Bailey (Yale).



**Top, Pineau (Merkel) Taking First Turn at Speed in First Five-Mile Heat; Bottom, Contestants in Sidecar Race Coming Into Stretch for Flying Start**

### SECOND MILWAUKEE RACE MEET

Milwaukee, Wis.—The second race meet of the season under the auspices of the Milwaukee Motorcycle Club will be held July 25 on the state fair track. A 100-mile event will be the feature with $150 as first prize. The curtain raisers will be a 5-mile and 10-mile event. The entire program will be non-port races. The club will hang up close to $500 in prizes for this race.

As evidence of the popularity of motorcycle racing as against other kinds of sport the local club has been asked by the state fair board to stage an exclusive motorcycle race program for the opening day of the fair, September 13. The program is undecided. Entry blanks for the July meet can be obtained from Hugh Sharp, secretary, 199 Thirty-fifth street.

### TRI-CITY RACES PLANNED

Freeport, Ill.—The Freeport M. C. is planning to hold a meet at Taylor's Park, in this city, some time during August or September. This meet will be known as the Tri-City Races, and the entries will be limited to riders from Freeport, Rockford and Beloit. The tentative programme includes a 20-mile, a 10-mile and a 5-mile event.

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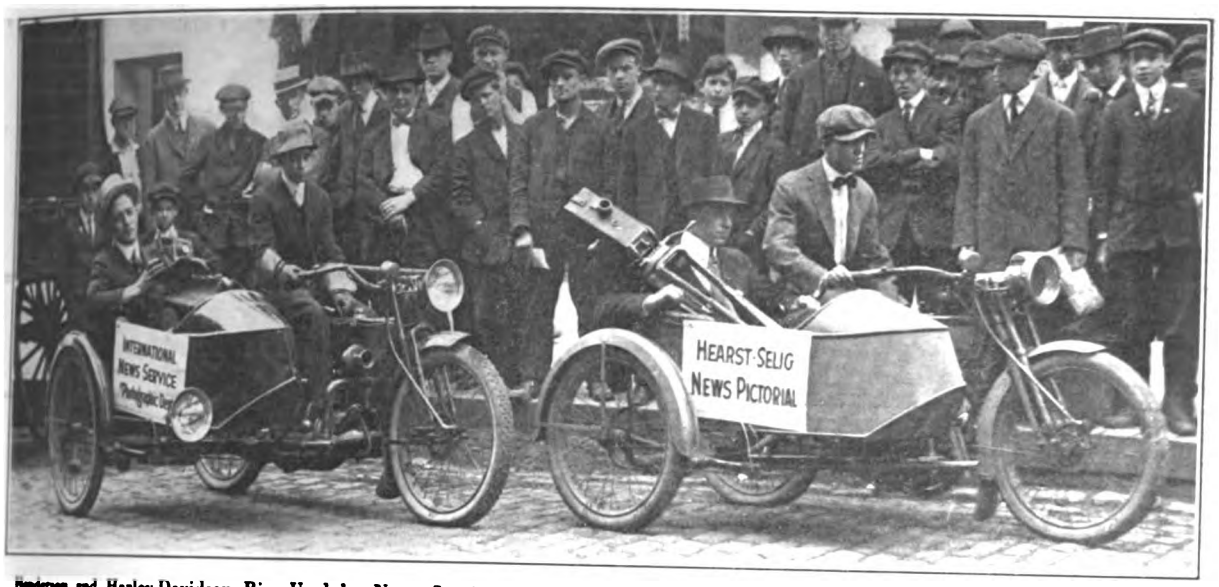
UTILIZING SIDECAR COMBINATIONS IN PICTURING TOPICAL EVENTS




Rogers and Harley-Davidson Rigs Used by News Service and Motion Picture Firms in Recording Happenings of Interest in Chicago, Ill., During Recent Transportation Strike. The Sidecars are of Rogers Make

# SANDERS HIGH IN YONKERS RUN

## Worcester Rider, Scoring 998 Wins Gold Medal—H-D Pros. Get Team Prize

YONKERS, N. Y., June 25.—Revised scores in the Yonkers M. T. C. run, held on June 20, show the gold medal winner to be Kenneth E. Sanders, of Worcester, Mass., who rode a Harley-Davidson, his score being 998. August Charton, of Jersey City, N. J., Harley-Davidson, also scored 998, but on corrections for consistency had a lower figure than Sanders. He gets a silver medal, therefore. Sanders, Charton and Ralph Donaldson, of Hoboken, N. J., constituting the Harley-Davidson professional team, scored 2,943 points, and have been awarded the team prize.

The club trophy, for the organization obtaining the most medal winners from representatives entered, goes to the Hale-des M. C. John Steele and Orrie Steele, representing this club, both obtained silver medals and carried off the trophy accordingly. No other club finished its full quota of entrants. The special prize offered for the highest Yonkers M. T. C. member goes to E. W. Brusie, Indian, who scored 999 points.

Particular interest is attached to Sanders' win owing to the conditions under which he rode. He came down from Worcester the night before the run, entered the next morning and rode well until nearing Carmel. On one of the sodden roads he suffered a spill, driving the handlebar along his neck and digging out much skin in the process. Although painful, the injuries did not cripple him sufficiently to prevent him from making a fine showing.

Following is a list of those who finished, and who are entitled to consistency prizes: Carl Currie, Harley-Davidson, 932; George Ellis, Indian, 924; C. M. Andres, Indian, 998; E. W. Brusie, Indian, 990; L. W. Wintsch, Indian, 996 (silver medal); W. Von Lehn, Indian, 960; K. E. Sanders, Harley-Davidson (gold medal and team prize); J. Cobban, Jr., Henderson, 935; E. J. Mills, Indian, 943; O. B. Harkins, Indian, 940; Arthur Hall, Indian, 928; Fred Frank, Indian, 827; John J. McNally, Indian, 870; Carl Netter, Indian, 855; Samuel Elkin, Harley-Davidson, 889; Harold Turner, Indian, 871; August Charton, Harley-Davidson, 998 (silver medal and team prize); John W. Plaza, Indian, 908; Ralph Donaldson, Harley-Davidson, 947 (team prize); J. W. Reherman, Indian, 811; E. H. Raymond, 858; Thos. W. Lyons, Jr., 985 (silver medal); J. A. Kichner, Harley-Davidson, 952; C. A. McCracken, Harley-Davidson, 952; H. Raoul, Indian sidecar, 889; John Steele, Indian, 995 (silver medal and club prize); Orrie Steele, Indian, 994½ (silver medal and club prize).

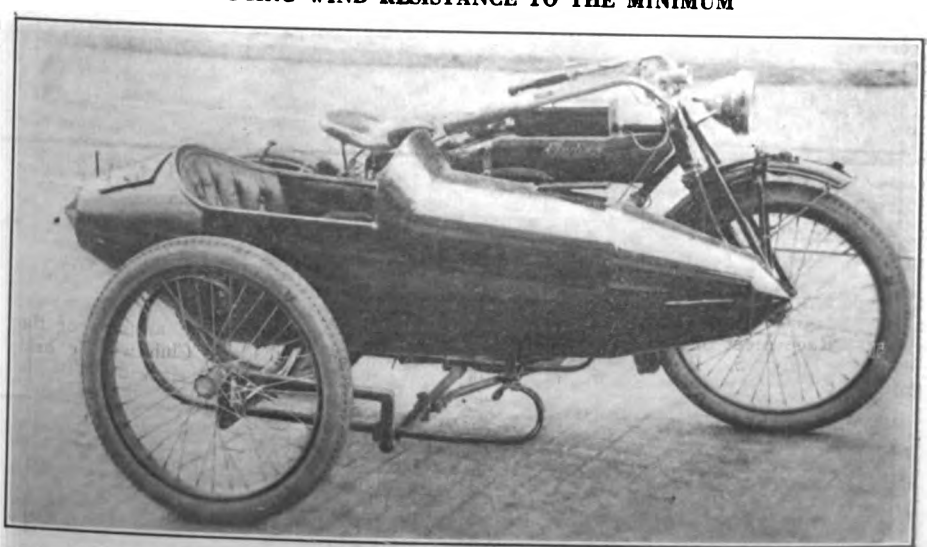
# INDIAN GIVEN FOR FIRST PRIZE

## Novel 200-Mile Run to be Staged by New Jersey Club With Twin Model as Award

NEWARK, N. J.—The latest contest to be staged by the New Jersey M. C. of this city is to be a 200-mile boulevard run for a $225 model Indian twin as first prize. This run is slated for August 1, or the first clear Sunday thereafter, should it rain on the date originally set. It is an innovation in motorcycle contests.

The route is from Newark to Morristown via Springfield, turning north toward Morris Plains and coming back to Newark via Montclair. The course approximates

REDUCING WIND RESISTANCE TO THE MINIMUM



Sidecar Designed by V. F. Connor, of Albany, N. Y., Along Torpedo Lines. Its Form Enables Higher Speed to Be Attained Than with Regular Body

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50 miles and will have to be covered four times by the contestants. There is not a hill worthy of the name in the circuit and the whole run is over improved surfaces. The run is designed to gove the owner of an old single cylinder mount the same choice as the possessor of a modern three-speed twin.

The system to be used in scoring will be to penalize each rider one point per minute early or late at the two checking stations. The schedule will be determined after the completion of the run by placing five slips with 18 to 22 marked on them in a hat and withdrawing them one at a time. Each slip will be the basis of time for one round. The contestant who comes closest to the times will be the winner.

The entry fee will be $3.50 for each contestant, no matter whether he enters a solo machine, a sidecar combination, tandem-fitted mount, or Smith motor wheel. The rules will apply to all, regardless of machine used. The club will not make any medal awards, but will offer in addition to the machine a number of accessory prizes. Entry blanks can be obtained from the club at 847 Broad street, Newark, in person or by mail.

### ESCORTED AUTOMOBILISTS

Denver, Colo., June 24.—Ten motorcyclists played a prominent part in the Denver Motor Club's tour of eight hundred automobiles through the municipal mountain parks last Sunday. They were all Harley-Davidson riders selected by Walter W. Whiting to police the procession of autos as extra protection against accidents due to any blockading or careless driving of any kind on the winding boulevards through the foothills.

### GOING TO DODGE CITY

Denver, Colo.—Colorado motorcyclists are showing a lively interest in the big race to be held at Dodge City, Kansas, July 3. Fifteen to twenty Denver riders are planning to make the trip on their machines this week, and the first of next eight or ten expect to ride through from Colorado Springs and about thirty-five from Pueblo.

### ARDENT MOTORCYCLISTE

**Miss Frances Loeb, of Bronx, N. Y., Who Has Many Endurance Runs to Her Credit**

### TOUR TO 'FRISCO WITH TRAILER

Washington, N. C.—William P. Hobbs, an Excelsior rider of this city, is planning to make a transcontinental trip to San Francisco, taking in the larger Atlantic cities and summer resorts on the way. He will leave Morehead City, 100 miles south of this place on August 1, and on reaching New York will traverse the route laid out as the Lincoln Highway across to San Francisco.

Hobbs will equip his Excelsior twin with a novel trailer device, whose two wheels will be parallel to the rear wheel of the machine. The trailer will have a top which will extend over the saddle of the machine and protect the rider from sun and rain. In this trailer he will carry his luggage and other personal effects.

### REACH FT. COLLINS ON COAST TRIP

Fort Collins, Colo.—Bud Baker and Dick O'Brien, the high school boys who are riding their Indians across the continent from Washington, D. C., arrived here recently. They are not hurrying along their route by any means, as they stay two or three days in any city that strikes their fancy, they state. They expect to land in San Francisco in a week or two. Baker and his chum have started another pair, Ray Reike and Lehman Lykon, of Sterling, to make a trip of the same kind, and the two latter are now on their way to the Pacific coast.

### WORK STARTED ON SPEEDWAY

Philadelphia, Pa.—Operations have been started on what is proposed to be the fastest speedway in the world, on the property of the Philadelphia Motor Speedway Association near Willow Grove. While the work of construction has but just commenced, the association feels confident that motorcycle and automobile races will be held on the track within a year.

The track, which is to be two miles in circuit, will be located sixteen miles from the heart of this city, and will be constructed on 406 acres of land. It will be of brick and concrete, 60 feet wide on the straightaways and 75 feet wide on the curves. Grandstands are to be located around the course to accommodate nearly 100,000 persons. Ample parking space is being provided for on the inside of the track, this being reached by tunnels at either end.

### BISONITES ON OUTING

Buffalo, N. Y., June 27.—One score and ten of the Buffalo M. C. riders, friends and ladies, left the club rooms this morning for a social run and outing to Grand Island. A stop was made at the Bedell House for dinner. After dinner the enthusiasts played a game of baseball and later proceeded to circle the island.

### FOUR CLUBS AFFILIATE

Four clubs have affiliated with the F. A. M. during the week ending June 26. They are the Delaware Valley, of New Hope, Pa.; the Consolidated, of Indianapolis, Ind.; the Brattleboro, of Brattleboro, Vt., and the Rubber City, of Akron, Ohio.

### GIVES RIDERS THEIR PHOTOS

Erwin Keller, State Referee for the F. A. M. in Kansas, and Harley-Davidson dealer at Topeka, has scored a hit with the Topeka riders by presenting all the Harley boys with pictures showing each rider in action.

### THREE INDIANS FOR POLICE

Portland, Ore., June 26.—The Portland Police Department last week purchased three 1915 Indian machines. These will be used in catching speeding motorists.

### THROUGH SAND AND SWAMP TO ATLANTA, GA.

**D. W. Ramsey and J. C. Sullivan With Harley-Davidson Sidecar Combination in Which They Traveled From Miami, Fla., to the Georgia Capital**

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# With the Manufacturers

## MEDALS GIVEN AT FRISCO FAIR

### High Tributes Are Paid Motorcycle and Bicycle Exhibits by the Jury of Awards

SAN FRANCISCO, Cal.—The Jury of Awards of the Panama-Pacific Exposition has announced its awards in connection with the motorcycle and bicycle exhibits and highly favorable comments attended the decisions of the judges. [illegible] known as the Medal of Honor went to the display of the Hendee Mfg. [illegible] The exhibits of the Excelsior Motor Mfg. and Supply Co., and the Harley-Davidson Motor Co., were each given a [illegible] medal, while a gold medal was [illegible] for the Dayton bicycle display [illegible] Davis Sewing Machine Co. The [illegible] company also received silver medals [illegible] Dayton fire-fighting apparatus [illegible] motorcycles. The companies [illegible] were the only ones exhibiting [illegible] and bicycles there.

[illegible] display is in charge of [illegible] Sherman, of the Sales Promotion Department, and consists of eleven 1915 Indian models, with the Indian Maid sidecar and sectional parts, the latter displayed in six plate-glass showcases.

The Harley-Davidson display is in charge of Export Manager H. C. Garner and comprises a representative lineup of the company's pleasure models as well as the sidecar and commercial types.

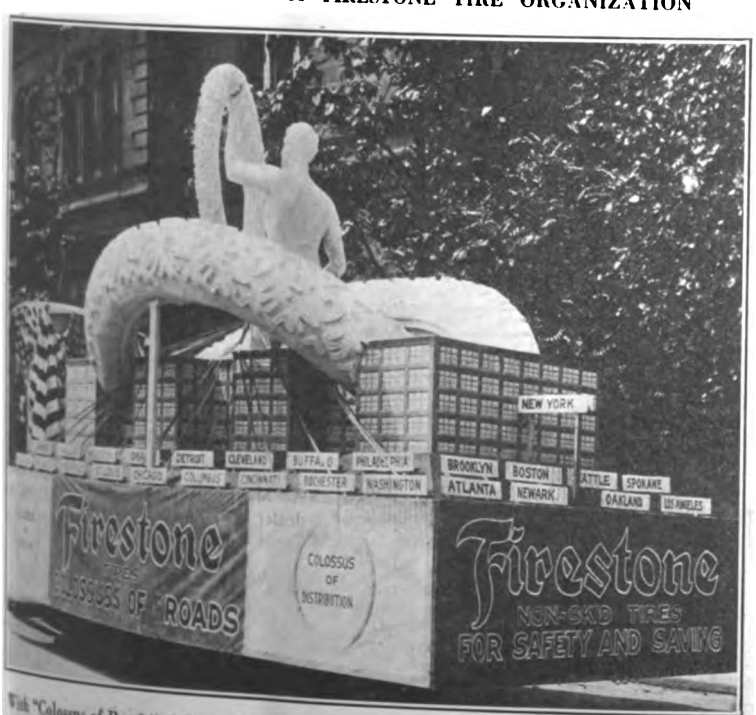
The Dayton exhibit is under the direction of Messrs. W. E. and W. H. Jackson, and owing to the fact that the fire apparatus and bicycles are included with the motorcycles the display is an unusually comprehensive one.

Attention is called by the Hendee company to the fact that the award just received at San Francisco is the second of the kind to be given to Indian motorcycles, the first Medal of Honor having been obtained at the St. Louis Exposition in 1904.

THRONGS ADMIRED THIS FLOAT IN AD MEN'S PARADE

Exhibit of Champion Spark Plug Company, of Toledo, O., Which Had Prominent Place in Chicago Procession Given in Interests of Advertising

DEPICTING COMPLETENESS OF FIRESTONE TIRE ORGANIZATION




With "Colossus of Roads" Holding Non-Skid Tire and Showing Replica of Akron Factory. This Float Was Feature of Advertising Men's Parade in Chicago

### RUBBER IMPORTS HEAVY

Imports of crude rubber continue to be heavy, the figures for the month of April, 1915, showing 20,425,334 pounds. During the month of March, 1915, the total pounds imported was 26,025,791. April, 1914, showed a total of 16,642,211 pounds. A large proportion of the month's shipments comes from the United Kingdom, which is credited with 10,204,246 pounds, or half of the entire imports.

### EXCHANGE JOBS FOR MONTH

Buffalo, N. Y., June 28.—A. Kellner, local manager of the Haverford Cycle Company, leaves here on July first for Cleveland, where he will have charge of the Cleveland branch for a month while his brother, L. J. Kellner, the Cleveland manager, will come to Buffalo for the same period. The Kellner Brothers exchange places for a month each year.

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## STRIPPED FOR SPEED

**Sidecar Rig of Donald Pope with G. N. Holden as Passenger**

## UNIT FLEXIBLE SHAFT

Ball-bearing flexible shafts constructed as a series of one-piece units are made by the Cooper Flexible Transmission Company, Inc., of Eighth avenue and Eighteenth street, Brooklyn, N. Y. Each shaft unit has a male and female end forming corresponding members of a special ball-and-socket joint, the shaft being made in any length required as the coupling up of the units is very readily done. The male end of each unit is a grooved ball fitting in the projections in the female end of the succeeding one, and being burnished in position. Shanks and ends are case-hardened and are guaranteed to give the full power as stated by the makers.

The shafts are used for throttle or spark control, speedometer drive and the like. They range from 5/64-inch shank diameter giving ⅛ of a horsepower, to 5/16 inch shank diameter giving 2 horsepower. Prices range from $1 per foot to $2 in any length.

## NOVEL HUB MOUNTING

In order to allow of quick removal of a motorcycle wheel without disturbing the transmission, brake rigging and controls, Durbin Vanlaw, of Bishop, Cal., has invented the Vanlaw Wheel Mounting. It consists of an aligning ring incorporating a tapering aperture and recesses which engage forked ends in the frame. Roller bearings are fitted in the aperture, resting on and carrying a tapered axle extension formed with a bolt. The sprocket wheel is mounted on this bolt and has an extending rib on the righthand side.

The bolt runs the full length of the mounting and carries a roller bearing in an aperture on the righthand side the same as that just described, but has a brake drum fitted in place of the sprocket. The hub includes spoke flanges as well as recesses to take the extensions sideways from the sprocket and brake drum. The wheel is removed by loosening the nuts on the bolt ends and withdrawing the screws which hold the hub to the sprocket and brake drum, after which the hub and wheel fall out.

## MOTOR WHEELS IN CALIFORNIA

Milwaukee, Wis.—Sales of Smith motor wheels in the State of California have so far totaled 489, according to a statement coming from the makers, the A. O. Smith Company, of this city. Of this number of attachments, the Pacific Motor Supply Co., of Los Angeles, has taken 143; the Kimball-Upson firm of Sacramento has taken 93, and Branch's, Inc., of Stockton, has accounted for 68. The balance of the machines are divided in smaller lots among dealers in all parts of the State.

L. C. Schwab, Smith traveler in California, has been working the State since April 10 only, and says that previous to that date there were no motor wheel dealers there.

## INFRINGEMENT SUIT DISMISSED

Newark, N. J.—Judge Anderson, of the United States District Court, has ordered dismissed the complaint lodged by the Splitdorf Electrical Company, of Newark, N. J., against the Eisemann Magneto Company, of Brooklyn, N. Y., for alleged infringement of the Brackett patent. The suit was brought shortly before the Splitdorf firm purchased the patent rights of Dinkins and Hays, No. 1,074,416, covering broadly the "duplex" or boosted type of magneto, but the decision was only obtained recently. The Brackett patent is No. 1,102,385. Judge Anderson did not give a written opinion on the suit, simply dismissing the case with costs.

## FIRESTONES IN BUFFALO M. C. RUN

As proof that Firestone tires are built to withstand the terrific tests of endurance runs, the Firestone Tire & Rubber Company, of Akron, O., cites the performances of its product on the course between Buffalo and Erie, Pa., during the week of June 14. Horace Peters and George Haier, on Harley-Davidsons shod with Firestone non-skids, won first and second place in the run, while F. Schefler, similarly equipped, came in fourth. The tires at the end of the grind were found to be in perfect condition, the riders stated.

## A BIG WEEK'S PRODUCTION

Akron, O.—The Goodyear Tire & Rubber Company, of this city, states that during the week of June 14, a new tire production record was made in the local and Canadian factories. There were 14,394 tire casings and over 13,000 inner tubes turned out of the Akron works during the period mentioned, while the Canadian factory produced 1,053 casings. The total output of casings for the six days was therefore 15,447.

In April, 1914, Goodyear turned out 11,032 automobile tires in a single day from the Akron factory. This was considered a record in production by the firm and the June 14 week is likewise stated by Goodyear men to be a larger output than any other tire company has ever achieved. When the new buildings are completed, the Goodyear company expects to maintain a 15,000 a day output regularly, and to have a rated capacity of 20,000 tires per day if required.

## TO HOLD FISHING CONTEST

Springfield, Mass.—The Indian Outing Club, composed of factory and office employees of the Hendee Mfg. Co., will hold its annual fishing contest at Congamond Lakes about July 10. Teams have been selected, each of 25 men, with J. Howard O'Brien on one side, and W. Parker on the other as captains. Much interest is being taken in the contest.

## FOREIGN POPE ORDERS

Westfield, Mass.—Those in charge at the Pope plant express themselves as much pleased at the favor with which Pope machines are being received in foreign countries, and cite as evidence the orders that have been coming in regularly. During the last week in June, orders from England, Australia, India, Italy, Spain, Portugal and Argentine Republic have been received for motorcycles of this make, and in all cases immediate shipments of the mounts was urged.

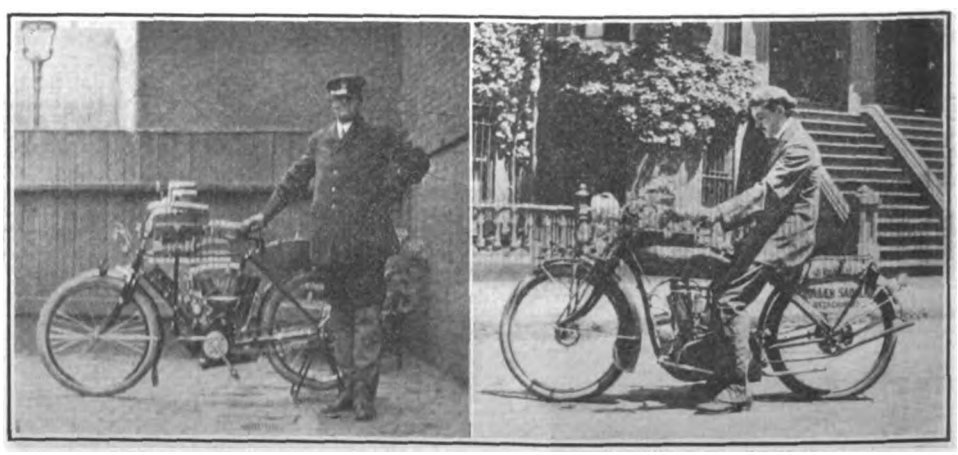
## NEW SPARK PLUG COMPANY

La Porte, Ind.—The Spoon Spark Plug Company has been organized here for the purpose of marketing a new spark plug, the points of which, it is claimed, are made of a special metal. The composition of this metal is said to render the points more effective than platinum. The company has been incorporated under the laws of the state of Indiana, the incorporators being Dr. R. R. Carson and W. M. Warren.

## GOODYEAR TRAVELER PLEASED

Louisville, Ky.—A. W. Ellis, Louisville representative of the Goodyear Tire & Rubber Company, has just returned from a trip to Owensboro, Ky., and other points in Western Kentucky. He reports a steady improvement this season in business.

## PAIR WHO FAVOR AERIO SADDLE ATTACHMENT



**Left, Dr. J. B. Thornton, with Old Model Indian to Which Device is Fitted; Right, J. P. Cryan, of Roller Saddle Attachment Co., on Little Twin Mount**

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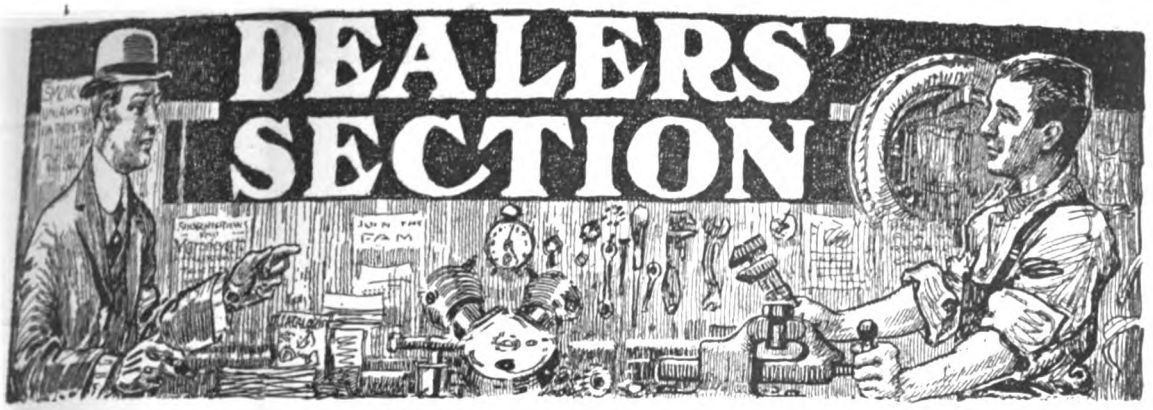
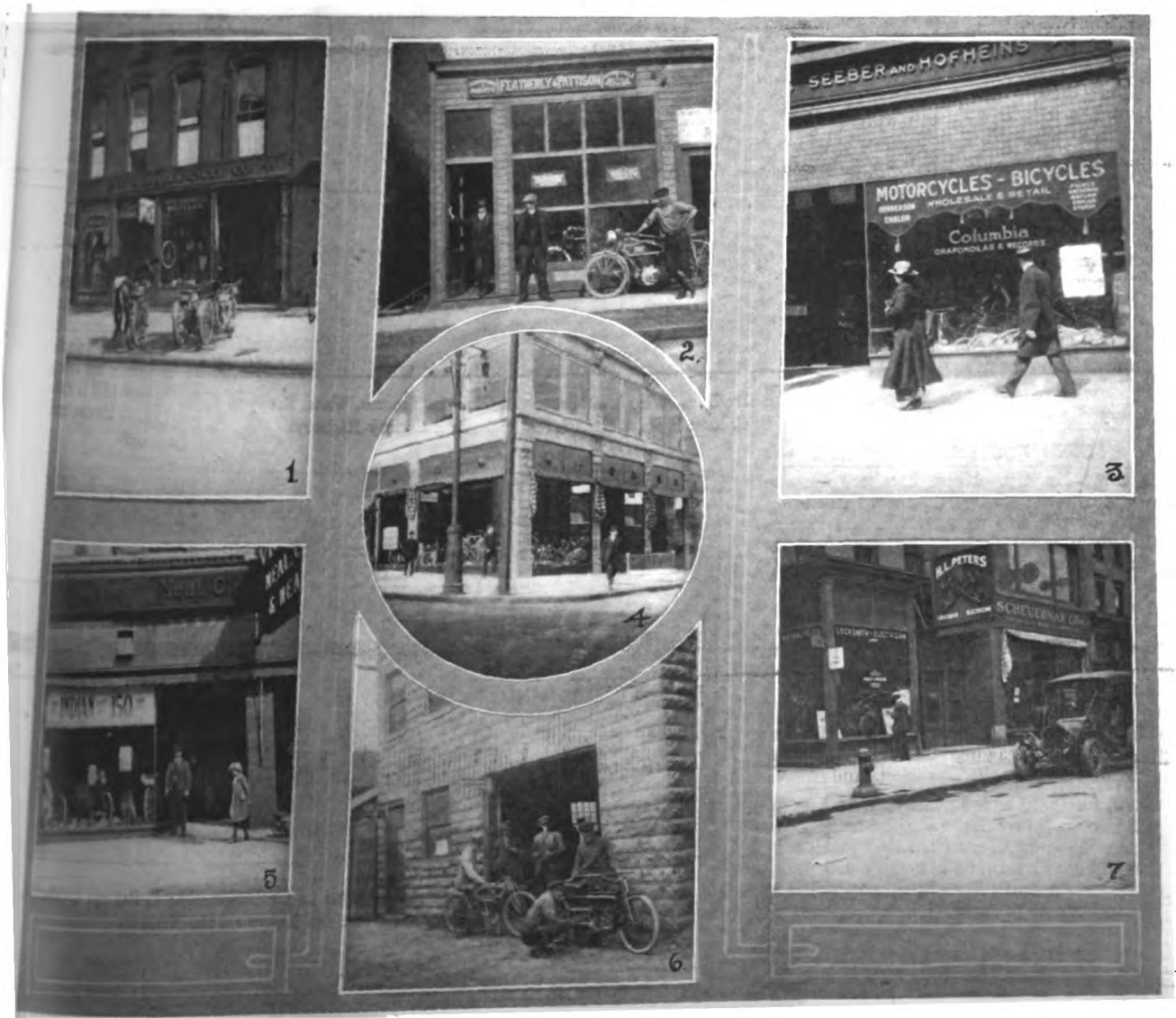



# A Progressive Lot of Dealers

BUFFALO, N. Y., June 28.—The dealers in this city, the Tonawandas and Niagara Falls are nearly all reporting a more brisk season this year than last. To cope with an increasing business, several of them have made additions to their establishments. With few exceptions the motorcycle dealers have added bicycles to their lines and are making attractive combination displays in their windows.

The agencies shown in the layout below are among the most progressive in this section of the State of New York. Picture number one shows the store of the Gloucester Cycle Co., which handles the Thor in Niagara Falls; number two is the live-wire agency of the Henderson in Niagara Falls, owned by Featherly & Pattison; in number three is seen the attractive window of Seeber & Hofheins, the Buffalo Emblem and Henderson dealers; number four gives a glimpse of the corner of the new building occupied by Poppenberg Bros., Buffalo Pope, Iver Johnson and Flying Merkel agents; in picture number five appears a window of Neal, Clark and Neal, Buffalo Indian agents; number six shows the Henderson agency at Tonawanda, while the establishment of H. L. Peters, Bison City Harley-Davidson dealer, is seen in the last picture.

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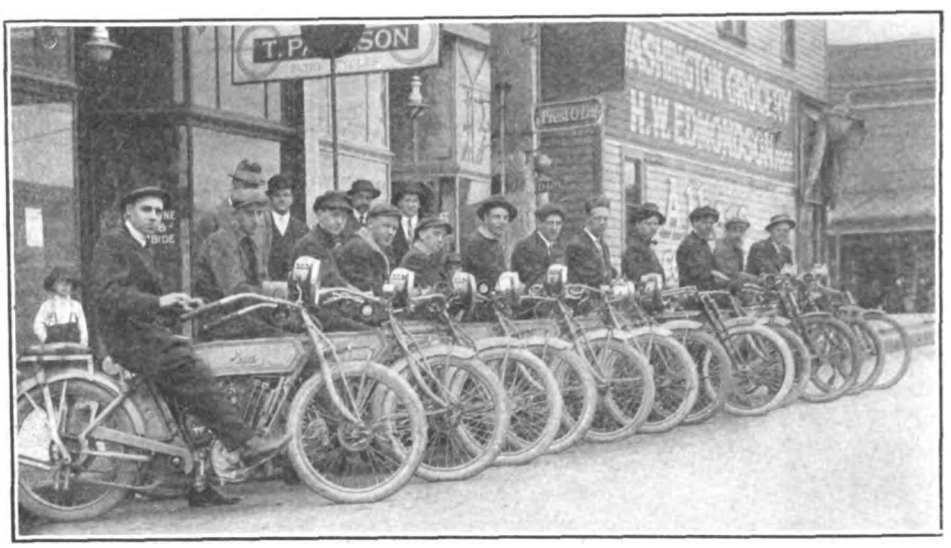
# DEALERS' SECTION

Extensive Headquarters of C. H. Thompson, Indian Agent at Richmond, Va. The Proprietor Is Seen on the Solo Machine in the Foreground

## WALPOLE DOING WELL

Sikeston, Mo. — Beechie Walpole, who represents the Harley-Davidson in this city, is busy giving demonstrations these days, and has closed up several sales for harvest - time delivery. The southwest Missourians purchase their motorcycles after the harvest is disposed of each season, so Walpole's season is not yet thoroughly opened. Three-speed models are mostly in demand, says Agent Walpole.



Patrons of Paulsen Brothers, Who Distribute the Thor in Tacoma, Wash., Ready to Enjoy a Week-End Spin Over Pierce and King County Highways

## FIND POSTERS EFFECTIVE

Louisville, Ky.—Kline Brothers are now using fifteen sign boards placed in various parts of the city to advertise the Harley-Davidson motorcycle. The manufacturers furnish the posters and the local concern has only to pay for the advertising space and the posting. Herb Kline, a member of the firm, said that in his opinion this form of advertising was one of the best possible for a local concern, and that it was bringing them business.

## CYR SOLD THREE OUT OF SIX IN USE

Keegan, Maine.—Dona P. Cyr, who represents the Iver Johnson line in town, has sold three machines so far, and has prospects of disposing of four or five more. He considers that this is a record for Keegan, as there are only 450 people in the town and only six motorcycles are in use here at present.

## MOTOR WHEELS IN DAWSON

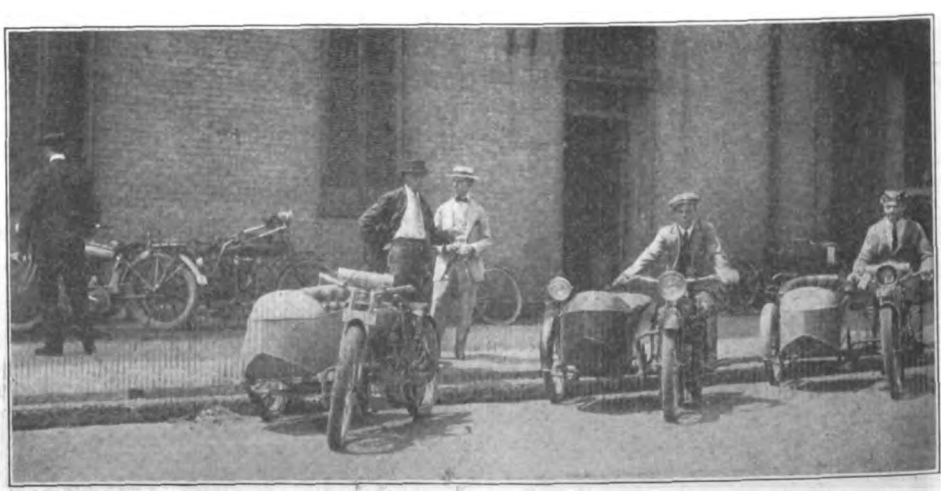
S. J. Gibson, Smith Motor Wheel dealer at Dawson, Yukon Territory, in a recent letter to the A. O. Smith Company, of Milwaukee, Wis., states that gasoline is now only 80 cents per gallon in his city. Owing to the duty and war tax, Canadian dealers are obliged to add $45 to the list price of the little attachment, yet Gibson has already disposed of five. An order for an additional five Motor Wheels accompanied the letter.

## FAIR WEATHER INCREASES BUSINESS

Louisville, Ky.—N. Sandmann, the Excelsior dealer of Louisville, now has seven 1915 models on the streets. Bad weather in May held business back considerably, but conditions have improved considerably since June 1.

## SWENSON'S ANNUAL PICNIC

Providence, R. I., June 21.—The annual Swenson picnic, of Indian day, will be held this year on July 25 at Palace Garden, the scene of last year's successful program. The picnic will begin in the morning and last all day. There will be athletic events for both sexes, dancing and plenty of "eats." "The plans are bigger than ever," says Chieftain Swenson—and he ought to know. Mr. Swenson extends an invitation to all riders of Indian motorcycles to take part in the festivities, and expects over 1,500 to attend from his own territory.



At the Headquarters of the Dayton Agents in Louisville, Ky.; C. Ray and L. Schneider, Local Speedsters, Are the Riders on the Machines

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# DEALERS' SECTION

Crowds Gathered at Dealer Shelton Sturges' Window in New Haven, Conn., When This Display Appeared, and the Wigwam Representative Harvested Accordingly

### BERRYMAN IS POPE AGENT

Washington, D. C., June 28.—A change in ... agency for the Pope motorcycles ... place, by which John S. Berryman ... agent for the Pope lines in place ... Mudd, Jr. Pope headquarters in ... are now located at 1013 9th ... N. W., where Berryman will main... station in connection with the ... repair shop which he has main... that location for several months. ... full line of Pope motorcycles and ... will be carried. Berryman will special... the lightweight models, which have ... very popular in this city.

... Mudd, Jr., who for many years has ... the Reading-Standard in Wash... and handled the Pope line for about ... year will in the future confine his atten... to the sale of bicycles and sundries. ... sale of motorcycle supplies and gen... repair work will be continued.

Both Berryman and Mudd are among the oldest motorcycle dealers in Washington, having been connected with the trade since the beginning. In the days when the Reading-Standard was taking an active part in the racing game, Mudd was a well-known figure in all track and road events in this vicinity. He surrendered the Reading-Standard agency several months ago in favor of the Columbia Auto Supply Co., who were newcomers in the local motorcycle business. Berryman handled the sale of Harley-Davidson motorcycles in this city for several years, retiring about one year ago in favor of August Zimmerman.

### MITCHELL SOLD TWENTY

Yonkers, N. Y.—S. Mitchell, Harley-Davidson and Pope agent in this city, reports the sale of his twentieth machine so far, and has orders booked for a number of others. He received a great deal of credit in the recent Yonkers M. T. C. run, by reason of his handling of the winning Harley-Davidson pro. team, as well as catering for individual riders who entered the event. Mitchell's shop is at 232 South Broadway, about four blocks below Getty Square and right on the main route through the city.

### AURICH IN NEW STORE

Carl Aurich, the Harley-Davidson dealer at Billings, Mont., has recently moved into new quarters. He has added an expert vulcanizer to his staff, and is now prepared to meet any emergency. The new quarters are appreciated by the Harley fans as much as by Aurich, for with the addition of a comfortable "speed bench" the place is rapidly becoming a popular hangout for the boys. Aurich says that inasmuch as the boys have brought him lots of business this year (he has delivered fifty machines so far) he intends to do all that he can for their comfort. In order to show the fellows that he means it, he has arranged for a Dutch lunch for July 3.

### RIDDER SUFFERS FROM FIRE

Quincy, Ill.—Fire gutted the storage department of John C. Ridder's establishment at 842 Broadway recently, and caused the total loss of three motorcycles and 14 bicycles. The storage room is located two doors west of the main Ridder store, but, fortunately, the fire was confined to the room alone. The loss is figured at $700. Ridder is agent for the Excelsior.

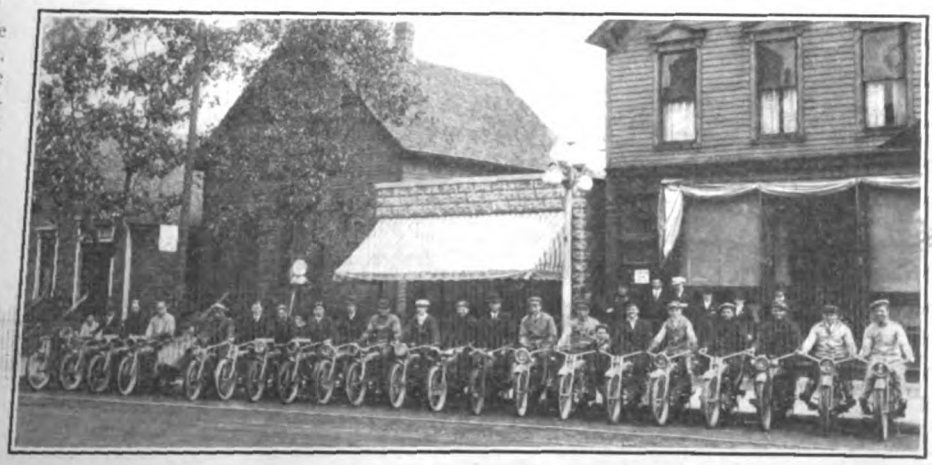
### BRISK MONTH FOR HENDERSON

Los Angeles, Cal., June 26.—"The recognition we are getting for our short coupled machine has made June business good," said Hugh Fargo, sales manager of the Henderson Motorcycle Co., when seen at the office of the southern California distributors, the A. M. Kupfer Corp. "The last week of the month we made a special drive which was a grand finale in the month's business," he continued. "Special inducements in equipment were made by Kupfer, while newspaper classified and display advertising and special sidecar advertising featured the Henderson."

### BUYS INTEREST IN AGENCY

Louisville, Ky., June 26.—Harry G. Ray, formerly a member of the firm of Ray Brothers, of this city, has just purchased an interest in the Dayton Motorcycle Sales Company. This concern was recently organized by his brother, Charles Ray, who has quit the motorcycle game.

Paterson, N. J.—Charles B. Vaughan, local Thor representative, has added the Miami power bicycle to his line for the 1915 season.



A Lineup of Riders at Hammond, Ind., in Front of the Store of Walz & Sliger, the Local Agents for Yale Motorcycles. Photo Sent by Walz

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# Of a Personal Flavor

T. M. Custer, general purchasing agent for the A. O. Smith Company, Milwaukee, Wis., makers of the Smith Motor Wheel, died in Milwaukee on June 17 of peritonitis. He was an expert metallurgist, and entered the employ of the Smith company in 1909 as a steel expert. He was named chief purchasing agent shortly after his connection with the Smith firm.

Roswell H. Patterson, formerly foreman of the enameling department of the Hendee Mfg. Co., resigned recently to take charge of the paint shop of the Hale & Kilburn Co., at Philadelphia. On his leaving the Indian plant, the department employes presented him with a traveling bag and a meerschaum pipe.

George H. Squier has left the Herman Bumiller Company, in Cleveland, O., in order to take a vacation before affiliating himself with an accessory concern as traveling representative. He has not yet announced his future connection. Squier was formerly a traveler for the Consolidated Mfg. Co., of Toledo, O.

Chicago, Ill.—H. N. Kirk, sales manager for the Aurora Automatic Machinery Company, of this city, recently returned from a successful ten-day trip through the East. He states that while weather conditions have somewhat affected the big spring demand for Thors, a steady, healthy business is looked forward to by all dealers in June and July. Thor business to June 1 was, in fact, better than that up to the same date in 1914, says Mr. Kirk.

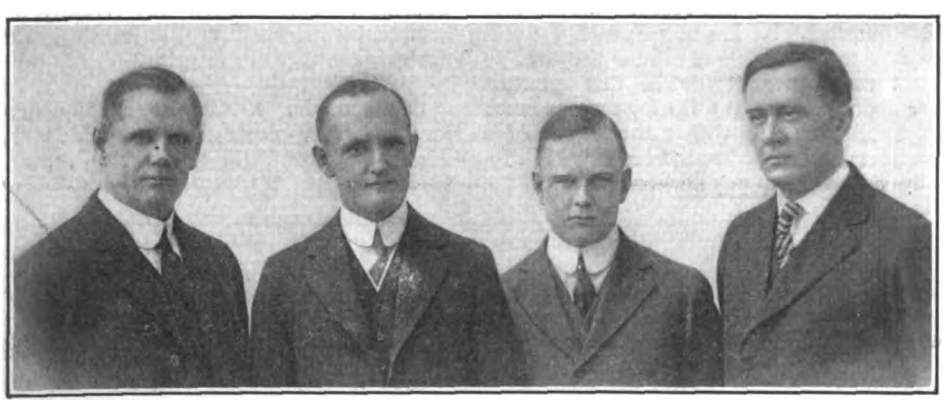
Irving Beck, New York traveler for the Fentress-Newton specialties, has just returned from a successful business trip through the central part of the State.

P. W. Senour has been appointed manager of the Salt Lake City branch of the Goodyear Tire & Rubber Company. He managed the El Paso branch until recently.

H. W. L. Kidder has been appointed branch manager for the B. F. Goodrich Company in Toledo, O. He succeeds C. W. Wacker, who has been transferred to the head of the Cleveland branch.

San Francisco, June 24.—Earl Armstrong, well known in motorcycle race circles throughout the United States, has been appointed shop foreman for the Hendee Manufacturing Sales Company, of San Francisco, distributors in this territory for Indian motorcycles.

**THE PERSISTENT CAMERAMAN FINNALLY CORNERED THEM**



**Left to Right, William A. Davidson, Works Manager; Walter Davidson, President and General Manager; Arthur Davidson, Vice-President and Sales Manager, and William S. Harley, Secretary-Treasurer and Chief Engineer**

"FOR more than three years I have hounded the four general officers of the company for a group photograph," writes Frank Rodger, of the Harley-Davidson Motor Co., in referring to the photo which is reproduced herewith, "owing to the fact that we have had numerous requests for such a picture, and I am naturally proud of the fact that the seemingly impossible has at last been accomplished. Just before President Walter Davidson left for the Pacific Coast a few days ago on the first vacation he has taken since the organization of the Harley-Davidson company, we managed to get the four officers into the studio and have them remain passive long enough for the cameraman to snap them."

More than ordinary interest attaches to the accompanying picture because of the fact that the only other one in existence showing the four Harley-Davidson officials in a group is one which was taken years ago in front of one of the company's early factories.

# NO INJUNCTION AGAINST R-S CO.

## Court Refuses Preliminary Stay in Hartford Shock Absorber Infringement Suit

PHILADELPHIA, Pa.—On Monday, June 21, Judge Dickinson in the United States District Court for the Eastern District of Pennsylvania, filed an opinion refusing the preliminary injunction of the Hartford Suspension Co., against the Reading-Standard Co., of Reading, Pa.

In its application the plantiffs alleged infringement on a United States patent, granted in January, 1906, to J. M. M. Truffault, of Paris, France, on a "friction retarding means for spring vehicles"; or, in other words, a shock absorber. The patent is now owned by the Hartford Suspension Co., and has been the subject of much litigation in the past. The patent was originally granted in 1900, but was later consigned, first in part, then in whole, to Edward V. Hartford and George H. Hartford.

The decision of Judge Dickinson in the matter was based on technical points, and the plea of the plaintiffs to enjoin the motorcycle manufacturer from making the article was refused on condition that the defendant file a bond to the extent of $3,500 in favor of the plaintiffs should a final decree be issued to them. Counsel for both parties are left free to reopen the case under this provision.

It was the contention of Edmund J. Wilson, superintendent of the Reading-Standard Co., after explaining the workings of the device, that early in May the pivoted link connection was changed on all motorcycles so as to prevent avoidable friction in the connection, and that in the present construction different links are being exclusively employed, having frame connecting ends of the same size as seat-post ends, like the links used in the similar front fork construction of the machines. He further stated that the pivoted-link connections have been continuously used on motorcycles made by the Reading-Standard Co. since 1911, and that his first knowledge of any claim of infringement was after April of this year. The original complaint was filed on May 14 of this year.

### PROMOTING CO. INCORPORATED

Dover, Del.—For the purpose of conducting motorcycle and other race meets, including aviation, the Pittsburgh Speedway Association was chartered at $1,100,000 under the laws of this state. The incorporators are: Herbert E. Latter and Norman E. Coffin of Wilmington, Del., and Clement M. Egner, of Elkton, Md.

### NEW LONDON GETS FAST MOUNT

New London, Conn.—The police department of this city has purchased an Indian two-speed twin for use in controlling traffic and reducing speeding. The department called for a machine which could run to 72 miles per hour, in order that the fastest road traffic could be overhauled.

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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
THE BICYCLING WORLD AND MOTORCYCLE REVIEW

PUBLISHED WEEKLY
THE MOTOR CYCLE PUBLISHING CO.

*Subscriptions—Domestic, $2.00 a year; Canadian and Foreign, $3.00 a year. Ten cents a copy.*

J. LEO SAUER, President and Treasurer
H. N. CONDICT, Secretary J. H. DONEHUE, Editor

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TELEPHONES: 1436 and 1437 Cortlandt
Western Representative, HARRY G. JACOBS
1535 First National Bank Building, Chicago

VOL. 10 THURSDAY NEW YORK JULY 1, 1915 No. 26


## WORTHY OF YOUR SUPPORT

SINCE the induction of that human dynamo, A. B. Coffman, into the office of the president of the Federation of American Motorcyclists, the National Association has taken on more than a mere semblance of health and power. With a competent, cool-headed and aggressive administrative head; with a Competition Committee [illegible] who knows how to administer the affairs of that [illegible] office with both discretion and firmness; with a Legal Action chairman whose marked ability in defeating [illegible] and defending favorable legislation, has been re[illegible] demonstrated during the past year, the Federa[illegible] American Motorcyclists bids fair to become a [illegible] welded organization, more representative of the [illegible] importance of the motorcycle sport and trade than [illegible] before.

### Still Room for Improvement

[illegible] the last word has not been said on the score of the [illegible]ased number of memberships, despite the fact that [illegible]dreds of delinquent Federation members have been [illegible]pped into line. Notwithstanding the general heighten[illegible] of the entire tone of the association, there is still room [illegible] improvement.

### Membership Should Be 100,000

[illegible] motorcycle riders would only realize that in the sup[illegible] of the Federation lies the universal solving of all [illegible]tive disputes; if every one of the two hundred and [illegible] thousand motorcycle riders in the United States were [illegible] to a proper understanding of the aims of the [illegible]ation of American Motorcyclists, the sixteen thou[illegible] membership would be swelled to the hundred thou[illegible]ark in a very short time.

### What Other Organizations Are Doing

[illegible] has but to point to the national athletic and automo[illegible]sociations to realize what overwhelming strength is [illegible]sed by an organization when well administered and [illegible] large active membership. The automobile associa[illegible] have been influential in promoting more good roads bills than one can count. They have placed the competitive end of the automobile game on a solid basis. They have a Competition Committee whose word is absolute law.

### F. A. M. Has a Big Opportunity

There is no reason why the Federation of American Motorcyclists cannot in due time become proportionately just as powerful, just as effective in promoting favorable opinion and favorable legislation as the automobile organizations. We have the officers; we have the proper by-laws; all we need is sheer numerical strength.

### Some of the Benefits of Membership

If the motives here explained are not sufficient to move you to joining the Federation, there are more direct benefits, of which perhaps you do not know. As a member of the Federation of American Motorcyclists you have access to a most exhaustive fund of touring information—authentic details on condition of roads, with maps, etc. If adverse legislation is proposed in your city or State the Legal Action Committee will do all in its power to bring about its defeat. Should your machine be stolen, the Federation of American Motorcyclists offers a reward of twenty-five dollars for its return, and publishes that offer in the nationally circulated trade papers.

### Now is the Time to Join

There are innumerable other direct advantages accruing from a membership in the F. A. M. You can get full data by signing the coupon below and sending it to Secretary Gibson at Westboro, Mass. The initiation fee is only one dollar, and the yearly dues the same. Just sign and mail the coupon now.

Dr. G. B. Gibson,
Westboro, Mass.
Send me F. A. M. literature and membership application.
Name .....
Street Address .....
City and State.....

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# OUT
# INDIAN

## Over the speed
## still dominates.
## North, East, S
## ica but abroad.

**MILWAUKEE, JUNE 20**—Creviston (Indian), wins 5 mile open, 10 mile stock and 25 mile stock.

**MADRID, SPAIN, JUNE 21**—Indian wins Spanish Championship, finishing 1-2.

**WHEELING, W.VA., JUNE 20-21**—Indian wins team consistency cup and amateur trophy. 4 out of 5 Indians entered make *perfect* scores.

**HUTCHINSON, KANSAS, JUNE 23**—Warner and

## CONSISTENCY MEANS W
## AGAIN—DAY IN AND DA

## Hendee Manufacturing Company, Largest M

***P. S. And not forgetting the great trade and industrial victo***

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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# POP MORE
# ICTORIES!

## nd endurance trails Indian red
## Indian is winning everywhere—
## uth, West—not only in Amer-

Johnston on Indians win 4 out of 5 events at the Kansas State Fair Grounds.

ROANOKE, VA., JUNE 21—5 Indians come through with *perfect* scores in Dixie M. C.'s Endurance Run.

WAVERLY, IOWA, JUNE 25—Indians come in 1-2 in 25 mile event. Indians lead from start to finish.

LIMA, OHIO, JUNE 27—Creviston and his Indian take the 50 mile event easily.

## NING OVER AND OVER
## OUT. THAT'S INDIAN!

anufacturers in the World **Springfield, Massachusetts**

*ning the Medal of Honor at the Panama Pacific Exposition.*



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# To Take Movies of Short Grass Tour

DODGE CITY, Ia.—Arrangements have just been completed with the Bailey Motion Picture Company to go with the Short Grass tourists on their trip this year, in order to take motion pictures of the scenes and incidents connected with the tour, including the Dodge City races on July 3. Claude M. Stone, president of the touring club, has written a motorcycle motion picture play, which will be staged during the trip.

The tourists are all keyed up to a high pitch of expectation in looking forward to their great annual event. They have been digging into all sorts of guides and colored booklets to get an advance glimpse of the many wonders of nature which they will see along the route, that will take them from Dodge City, on July 4, into the State of Colorado, and thence to Colorado Springs.

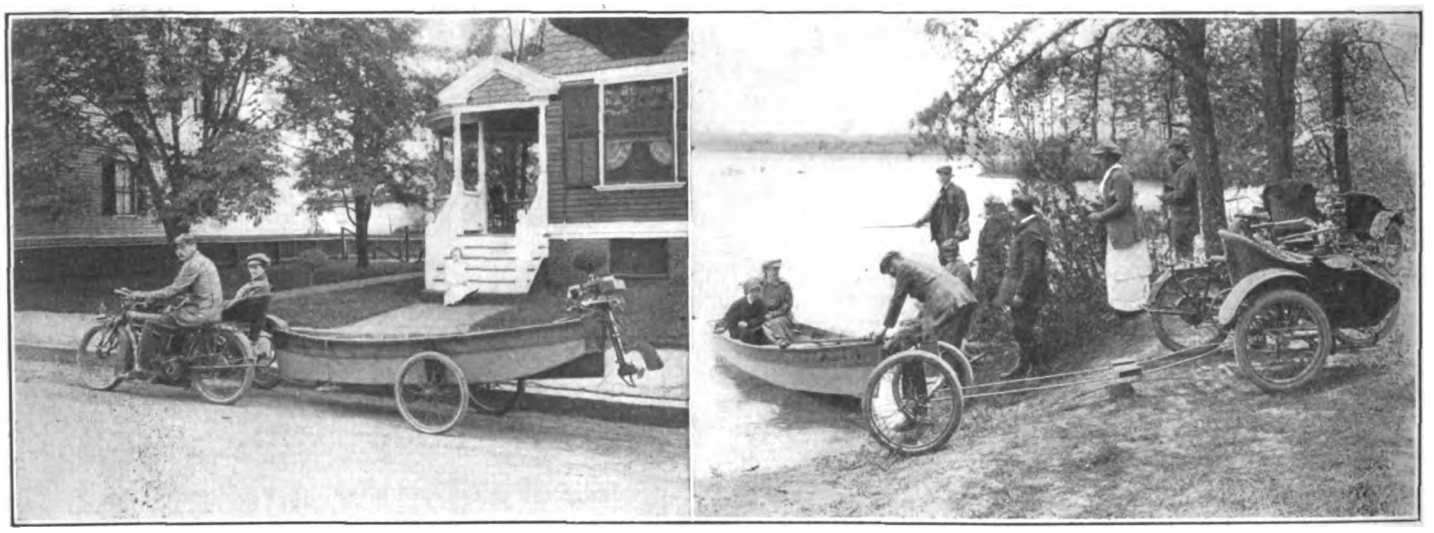
The different distances for each day's run will be as follows: Dodge City to Holly, Colo., 123 miles; Holly to Las Animas, 68 miles; Las Animas to Pueblo, 88 miles; Pueblo to Canon City, 45 miles; Canon City to Colorado Springs, 45 miles.

Some of the largest sugar mills in the world will be inspected in Garden City and Holly, Colo. On the run to Las Animas, the riders will pass through an orchard and beet country. Near Las Animas is a naval station located on the site of old Fort Lyons, a spot made historical by Kit Carson. At Pueblo, "The Pittsburgh of the West," the Mineral Palace will be visited, which contains many thousands of mineral specimens.

A drive will be taken through the canon proper about Canon City, where the tourists will find themselves going through a host of tunnels and up a road that is cut from solid rock on the side of the mountain. The famous natatorium there, which is supplied from a well 1,900 feet deep with water that emerges at a temperature of 106 degrees Fahrenheit, is one of the best pools in the country, containing mineral properties for many diseases. All of the tourists will ascend the top of Royal Gorge, on the morning after they reach Canon City. This is the deepest gorge in the world that is traversed by a railroad and constitutes a wonderful sight. A ride over Sky Line Drive will be taken, which is one hundred feet above the surrounding country and is the only place in the world where one can ride in a car and not see the ground on either side.

Canon City will be left behind early on the morning of July 9, and the tourists will then proceed toward Colorado Springs, past prairies and up along canon walls. Lunch will be cooked by the riders in Dead Man's Gulch. Arriving at Colorado Springs on the evening of the 9th the tourists will stop over to visit the surrounding country which is replete with endless sights of the strange works of nature and beautiful scenery.

# Swenson's Ideal Angling Combination



**Left, the Boat on its Carriage Leaving the Swenson Home for the Lake, with Sidecar Combination Doing the Towing; Right, Launching the Skiff—Note Construction of Cradle and Running-Gear, Also Coupling Device**

ONE of the most curious mediums of transportation in these days of getting-back-to-nature vehicles is that devised by B. A. Swenson, motorcyclist and all-round sportsman of Providence, R. I. By "hitching" his motorcycle to the bow of a small dory mounted upon a two-wheeled carriage in much the same way that the Deacon's rattailed, ewe-necked bay was attached to the famous one-hoss shay, Mr. Swenson and his family hie away to the most distant parts of the State for an afternoon off with the fish without ever stopping to inquire beforehand whether the pond or lake selected lies close to the car line or whether there may be boats to let to chance fishermen and other pleasure seekers.

By means of his Indian and sidecar, Swenson a long time ago solved the problem of taking his family on an occasional outing without depending upon the less flexible trolley and steam railroads, but found that the pleasure of many a day's outing was marred by his inability to procure a boat.

After having several experiences in which he was prevented from enjoying his favorite sport after reaching the shores of lakes, last summer the climax was reached one day when he and Mrs. Swenson had journeyed into the far western part of Rhode Island, when he was compelled to spend half the afternoon in bailing out a submerged skiff and nearly all the rest of the time in scooping out the water that leaked in.

He then and there declared to Mrs. Swenson that rather than put in another such an afternoon he would discontinue fishing altogether, or would bring a boat with him, so that he might fish when and where he pleased.

Borrowing his idea from house painters who trail their ladders through the streets upon two-wheeled carriages, Mr. Swenson attached two regulation motorcycle wheels to an axle. Upon these he placed a light frame equipped with shock absorbers and carrying a cradle for a skiff. Last Winter from his own designs he had a light boat built. The craft is 12 feet long by nearly 4 feet wide amidship and is sufficiently roomy to provide accommodations for the entire family.

The boat is equipped with a small portable motor and propeller mounted upon the stern. This mechanism has sufficient power to send the skiff along at 12 miles an hour. While being dragged over the highways a temporary frame is attached to the bow and by a swivel joint to the frame of the sidecar.

Mr. Swenson estimates the weight of the boat itself at about 100 pounds and as the propeller and its motor may be lifted easily, thus making a very handy rig.

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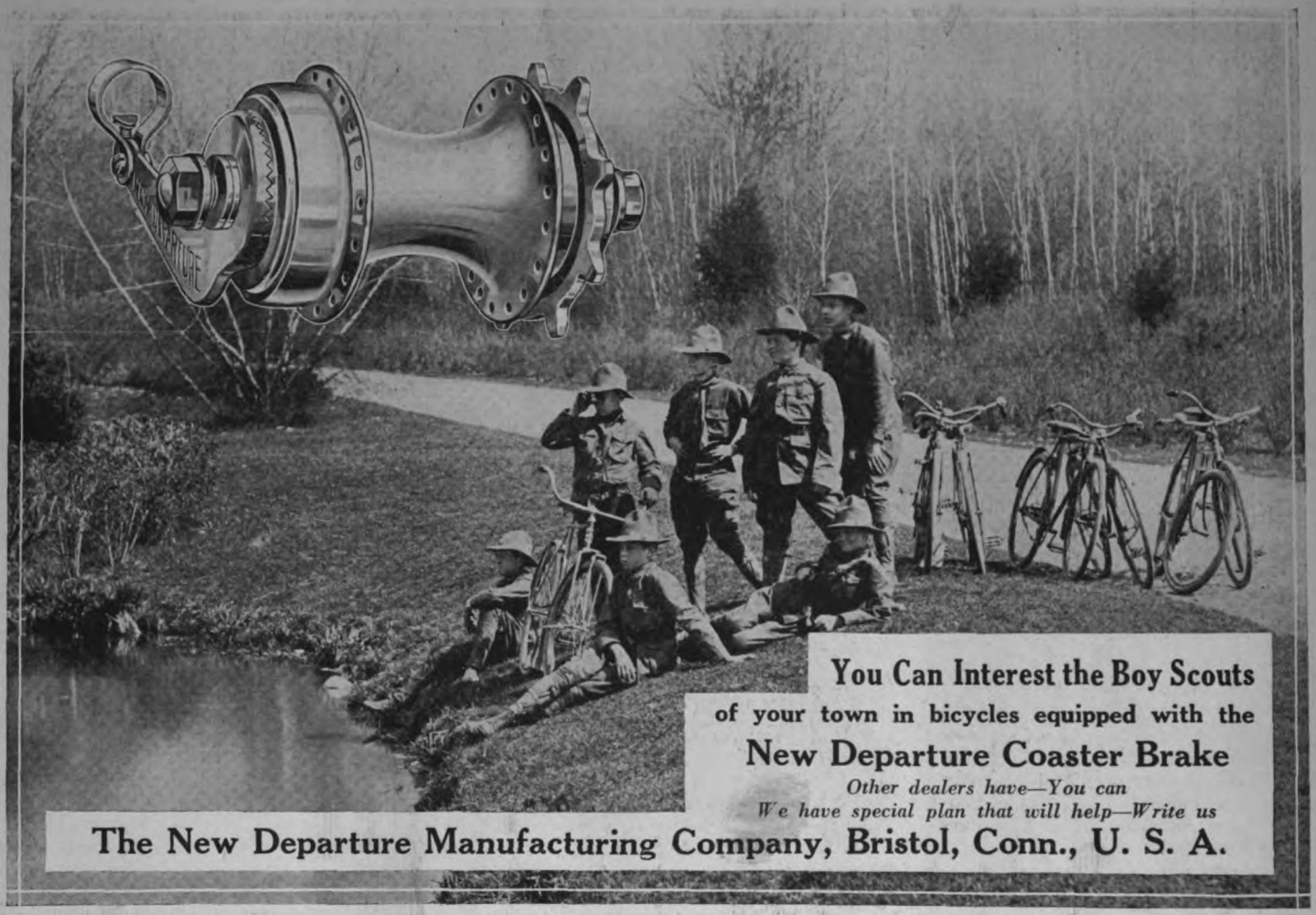


**You Can Interest the Boy Scouts**
**of your town in bicycles equipped with the**
**New Departure Coaster Brake**
*Other dealers have—You can*
*We have special plan that will help—Write us*
**The New Departure Manufacturing Company, Bristol, Conn., U. S. A.**

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# DIAMOND "E" SPOKES AND NIPPLES

We have been making spokes and nipples for the cycle trades for many years. Wherever and whenever spokes and nipples are needed DIAMOND "E" are always first specified. Every spoke and nipple bears the trade mark "Diamond E" and is guaranteed for exact fit, measurement, quality and finish.

## THE STANDARD COMPANY, TORRINGTON, CONN.

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Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.



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July 1, 1915.

The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# The Dealer and Low-Priced Bicycle

## The Results of a Short-Sighted Sales-Policy

By S. R. BUGBEE
Assistant Sales Mgr., Iver Johnson Arms & Cycle Wks.

SOME time ago while visiting an Illinois dealer, the latter boasted laughingly that he was out to "get" his competitors. "I'm going to carry in stock a line of bicycles that will sell completely equipped for $16. I will sell for spot cash only, and will wash my hands of every sale the moment the bicycle leaves my store. If it breaks down before the customer has ridden a block—that's his look-out, not mine. I'll warn him that I'm selling something at a price, not a bicycle, and it will make my competitors crawl into cyclone cellars and stay there."

### How It Worked Out

He was a progressive dealer, with an attractive store and an enviable local standing. Yet I wondered how a man of his reputed ability could expect to get away with such a campaign unscathed. I didn't know where he bought the bicycles and I didn't care, but to me it seemed that the manufacturer and the dealer were alike engaging in tactics subversive of their own best interests. Let us see how it worked out.

When I called on that dealer again he was less enthusiastic. In answer to repeated proddings he said, "Yes, I tried that stunt, and everything went as I expected for a while. The wheels sold like hot cakes and my competitors just threw up their hands and called for help. But I found that I couldn't shake the responsibility of those sales. Every time a bicycle went to pieces I had to stand for a lot of personal abuse and usually finished up by making free replacements to protect my own reputation. There was no profit in the sales anyway, and when I piled on a lot of free service and repairs it meant a net loss. Then there were a number of those purchasers who quit the bicycle entirely, so you see I was a loser in several ways. Never again."

This incident illustrates a fact of serious importance to dealers the country over. Taken as a whole the bicycle business is in pretty sound condition. It is necessary that the dealer should co-operate to keep it sound. The day of the wheel as a fad is past. The day of the bicycle as a commercial utility has arrived. The industry is dependent for its continued vitality upon the demand for the bicycle for hard everyday use by business houses and by men going to and from their work. The bicycles sold for distinctively pleasure purposes are no long in the majority.

Assistant Sales Manager Bugbee as the Artist Saw Him in Action

*In the accompanying article Mr. Bugbee makes a strong plea for commonsense methods as applied to both manufacturing and selling, takes a whack at the extremely low-priced machine and discusses the growing commercial demand for the bicycle.*

And right here we come into conflict with the "cheap wheel." The bicycle to be a commercial success must be durable in structure. You can dispense with the gilt edge finish and equipment but you cannot afford to skimp the tubing, the connections, the crank and the bearings. Now, in all candor, who would pretend that the thousands of cheap bicycles at present flooding the market are not skimped in the essentials? Who would pretend that they are calculated to promote the welfare of the bicycle business? May we go even further and suggest that their sale is forced by an unwise price appeal, and by the use of standard equipment to hide the fundamental defects of construction?

### The Danger of Price-Cutting

The dealers know that such machines are unsuited to hard use; that they are wanting in the materials and workmanship essential to good bicycles; that they are not what their customers *really* want; and that every such sale reacts harmfully upon the bicycle business. The cheap wheel finds a market as the result of a general demand for bicycles. That demand has been created not by the "cheap wheel" itself, but by the manufacturers of high-grade bicycles who have been working hard and consistently for the upbuilding of bicycling among all classes. There would be no objection by these manufacturers to competition conducted on similarly constructive principles. I, for one, however, desire to register a kick against the unhealthy price cutting mania which, if continued, must work untold damage to the entire bicycle cause.

### To the Dealer's Best Interests

It is for the dealers to decide whether the quality bicycle or the "sold-at-a-price bicycle" shall predominate. He is the salesman to whom the purchaser looks for advice and he is the agency for selling the manufacturers' product. I do not fear what his decision will be, so long as he keeps in mind that to properly build up and increase his business each sale must be a recommendation to other customers and an evidence of the dealer's personal reliability. The danger is that he will even temporarily forget that fact and be misled by unscrupulous competition into pushing for sales regardless of whether those sales work to his ultimate advantage. I do not

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... do hold that the ... should be kept subordinate ... high-grade line, and that the dealer's sales talk should be quality and not price. There is a mutual obligation on the part of both manufacturer and the dealer to boost the bicycle game; and the first essential to such boosting is a good bicycle.

### Right Way to Approach Prospect

Lest it be urged that competition makes it necessary to give preference to the cheap line, let me cite another experience. I was in what I believe to be the finest bicycle store in the East. A prospect stepped in and the salesman instead of handing him the usual formula, "about how much do you want to pay?" asked: "Wouldn't you like to own the finest bicycle in the world?" With that he wheeled out a trim, beautiful road-racer listed at $55. The salesman drove home the advantages of such a bicycle, made the prospect get astride it, and ended by collecting his money. The store disposes annually, at retail, of some 700 bicycles. Most of their sales are of high-grade bicycles selling at $30 and upwards. If a customer wants a cheap machine he has to ask for it, otherwise nothing but quality bicycles are mentioned.

### Prosperity in a Slogan

Now you can't sell a $55 bicycle to every prospect, but I contend that the dealers can add greatly to bicycle prosperity by adopting the "best bicycle in-the-world" slogan as opposed to the cry of "how much do-you-want-to-pay?" Price competition is destructive. Quality competition is constructive. The former can always be met by the latter. You may doubt it; but have you made the attempt? How far have you experimented with the high-grade bicycle? Have you given it a real chance, or have you kept only two or three in stock and devoted the rest of your floor space to wheels whose only appeal is—price? Do you reflect that you can never in the end get the price advantage over such powerful adversaries as the catalog house and the department store, but that you *can* if you will, beat them on quality?

### Loss in Long Run

Put yourself in the place of the man who buys a cheap wheel. How long would you stand for the repair bills? Or even if the upkeep should not prove expensive, how long would you submit to the manual labor of pedalling such a mount? Bicycling under such conditions is not the ideal recreation that it should be. For hard commercial use such a vehicle is a joke. And the pity is that the customer, instead of blaming his own short-sightedness, in many cases condemns bicycles as a whole, and will have nothing further to do with them.

Let us all—manufacturers, dealers and bicycle enthusiasts—get together to make the bicycle game bigger, better and more profitable than it has ever been. Surely no dealer wants a numerous body of knockers in his territory. There is one sure way of creating knockers, and that is by pushing the sale of inferior machines. There is an equally sure way of winning friends, and that is by advertising and giving prominence to a quality line.

## COVERS MOTOR-WHEEL FIELD

Fully explanatory of the use, construction and advantages of the Smith Motor Wheel is the recently-issued publication of the A. O. Smith Company, of Milwaukee, Wis., entitled "Motor Wheeling." It consists of 24 pages of matter very pertinent to the subject, beginning with the advantages accruing from the use of the little motive attachment. This is followed by a description of what the device really is, showing the wheel in its component parts with clear explanation of each. Photographs show how the Motor Wheel adapts itself to varying road conditions, on corners, etc., and two pages are devoted to a description of the component parts. Well-illustrated pages show the variety of services.

## SIGNALING FOR BICYCLE COPS

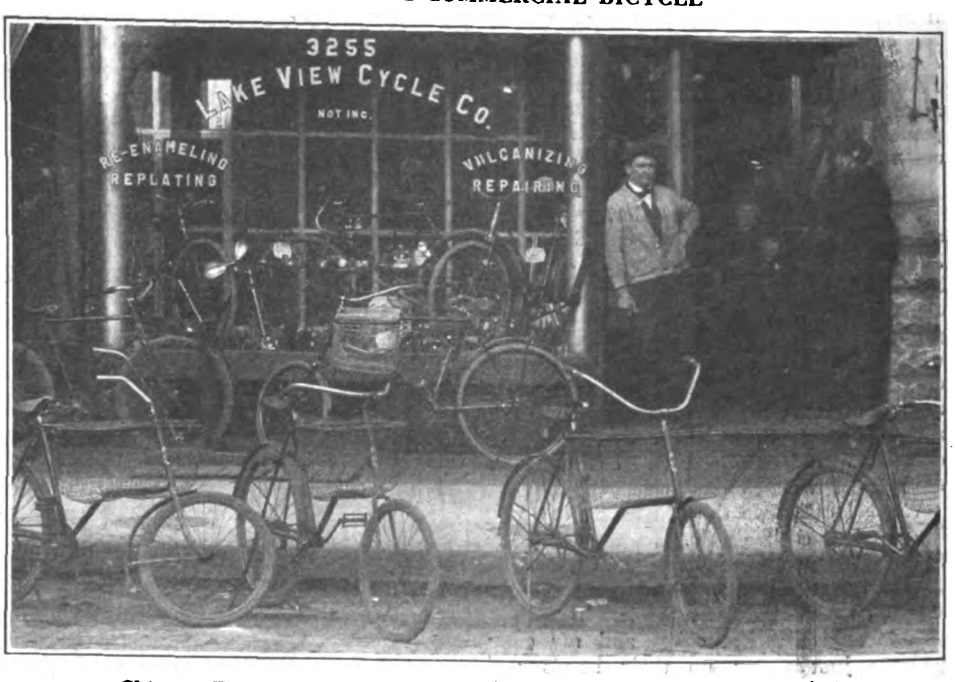
Fort Worth, Texas, June 26.—A powerful searchlight has been placed on top of the South Side police station by Chief of Police Baily, to be used as a signal in connection with the bicycle squad installed in the local department a few weeks ago.

A system of telephone boxes has been placed throughout the residence districts, through which the bicycle squad patrols, and each man reports his location to headquarters every thirty minutes. When an emergency call comes into the police station, the bicycle policeman nearest the scene of disturbance will be signalled by the searchlight at night. He will ride to the nearest telephone box and receive instructions as to the place where he is needed. Under this system, it is possible to get one or more of the bicycle men at the point where they are wanted within a few minutes after the distress call is sent in.

## HARPER'S UNUSUAL FEAT

V. G. Harper, traveling representative for the Motor Wheel Division of the A. O. Smith Company, of Milwaukee, Wis., recently performed an unusual feat in salesmanship, according to a report from the firm. Harper was sent to Kansas on May to close up the remaining open territory in that State, and in 17 days he visited 21 towns, securing a dealer in each town visited. His total contracts for the 21 towns amounted to 650 motor wheels, says the company.

## BOOSTING THE COMMERCIAL BICYCLE




Chicago Firm Making Specialty of the Jones Commercial Bicycle

Jones Outfits Used for Quick Deliveries

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# Talking Parts Will Increase Sales

## Bicycle's Construction Should Be Shown to Prospects

By FRED L. BROWN

Sales Manager, Pierce Cycle Works

BACK in the old days when bicycles were selling for [illegible] found beautiful stores, [illegible] with a corps of [illegible] who had been instructed [illegible] the lines which they [illegible] Invariably when you went [illegible] of these stores, the first [illegible] that caught your eye was [illegible] table, covered with all [illegible] of parts, showing construction work from the raw material to the finished product. In addition you usually found several badly bent frames and forks each with a story about [illegible] had been run over by a [illegible] and still had come through the accident without a break.

"Talk Parts," Says Sales Manager Brown, "and Watch Your Patrons Develop Interest in the Bicycle"

### Practical Information

In going over this parts table [illegible] a prospective customer [illegible] liberal education as to [illegible] the parts were made; [illegible] they were stampings or [illegible] and whether or not [illegible] would stand the racket of hard road use. By the time the prospect reached the point of [illegible] over the finished bicycle, he had become interested in its construction and had practically [illegible] to make the purchase. Therefore the salesman, after explaining the care taken in the construction of the parts which went to make up the whole machine, had obtained the customer's interest, attention, and desire, [illegible] getting him to look over the [illegible] bicycle, the salesman found it [illegible] to land the sale.

[illegible] today, are the same as they were a few years ago. When they want [illegible] anything, they desire to know [illegible] of the merits of the product and whether or not it meets with their [illegible] They like to see the parts [illegible] they are assembled and decide for themselves if the construction is good. But how many bicycle dealers today take the trouble to explain to their prospective customers all about the little things which go to make up the bicycle they are looking at?

### Sensible Arguments Needed

[illegible] a great many of the dealers stand back and say to a prospect, "There is the best bicycle made." But they forget to [illegible] customer why it is the best. If [illegible] would just use a little judgment, and realize that the customer is buying something he does not know very much about and is anxious to learn of the construction, it would be an easy matter to get him to buy a much better wheel that he figured on when he entered the door. The dealer must bear in mind that a satisfied customer is the best advertisement obtainable, and selling a man the best bicycle means not only a good profit on the first sale, but also an increased business. If this man is absolutely convinced he has the finest, he will call out from the house tops and incidentally bring in others to purchase the same make of machine.

A great many of our agents say, "Where am I going to get these parts to show?" It is not necessary for a factory to send out a lot of parts, for, if the agent will just look around his store, he will find plenty of things to put on his table, which are now back on the shelves, all covered with dust. Just dig around among your old scrap and you will find a bent frame, a pair of damaged forks, some cups and cones that you can use for replacement work. Clean these up, lay them on the table, along with catalogs and advertising matter, and when your customer comes in, don't stand around with your hands in your pocket, but show parts, talk parts, tell him all about how the bicycle is made and *why* it is the best. Then see how quickly he catches your enthusiasm!

### Customers Want Information

Some dealers with whom I have spoken about this matter claim that their customers don't want to talk bicycle parts. These dealers are wrong. The prospect does want to know that the bicycle will stand up and "deliver the goods." How, then, are you going to prove it in advance if you don't show him?

When I send a salesman on the road he carries at least a complete frame fork and hanger and has a different type of fork and hanger in reserve, with which he can convert his sample frame to another model. Most salesmen say this is too much of a load to pack around; but you will find our men return with a book full of orders and all of them for good, high-priced bicycles.

### Sample Lines Are Helpful

The dealers like our idea of carrying a sample frame into their stores and in a great many instances try to borrow the sample. They realize that if the use of the frame in presenting a sales argument is effective in persuading them to lay in a stock of machines, it ought also be a sales maker with reference to retail customers. Still, these very same dealers will not go to the trouble of getting up a sample line of their own—a thing which they could very easily do without going outside of their shops.

One jobber said to me: "If I could get our salesmen to talk parts like you do, there would be no limit to our sales of high-grade bicycles." I replied: "Fire your salesmen if they don't carry samples of parts and talk them." If they were my salesmen, you can stake your bottom dollar that they'd be put on the toboggan.

### How to Obtain Live Results

Now, Mr. Dealer, just try this stunt: get out parts. If necessary, take down one of the wheels you have for sale and use it to talk from. Take the hanger apart and take out the fork. Show the construction work on the frame and bearings and weave your arguments around these important points. Show the difference between a high grade and a cheap product. If you will only do this, you will be surprised at how much your sales will increase and the resulting better grade of business.

Talk high-grade, high-priced bicycles and thus make satisfied customers.

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### LANTINBERG IS ACQUITTED

Newark, N. J., June 25.—The jury trying the case of David Lantinberg, who was charged with manslaughter for killing Floyd MacFarland, the late manager of the Newark Velodrome, turned in a verdict of not guilty. Lantinberg was a concessionaire at the local track, and on April 17 got into an altercation with MacFarland about the placing of signs, which resulted in the latter's death. Lantinberg put in a plea of self-defense.

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# On the Annual

Above, Stopping at a Spring Near Louisiana. At Right, the St. Louis Cyclists on Board the Kentucky

THE shrieking whistle of the ancient steamer *Kentucky*, which was tied up at her pier in St. Louis, gave her last warning blast. At that signal two score and twelve cyclists who were gathered about the gang plank hastily rolled their trim, shining mounts aboard the old Mississippi paddle boat. They were an animated group of enthusiasts—everyone of them happy in the expectation of two days of solid sport ahead. For this was the occasion of the Annual Pike County Tour of the St. Louis Cycling Club, which started on the afternoon of June 19.

"Hurry up, you fellows!" merrily chirped a voice from the upper deck to the last few riders who were eagerly pushing their machines up the plank. "She'll be off before you get on. It's great up here—breezy as a live-wire traveling man—chairs for everybody—lots of room. Come on, hustle!"

### The Tour Begins

The captain ceremoniously ordered the plank raised; "ding-ding" went the bell down the engine room, and slowly the clumsy paddle wheels began to churn the water. The rousing cheers and hurrahs from the decks bade a "glad-to-get-rid-of-you" farewell to St. Louis. They were off!

The annual tour to Pike county is the most popular event of the season among the cyclists of the Missouri metroplis. Each year the members of the St. Louis club take a boat ride to Clarksville, about one hundred miles north of their home town, and then pedal through a country rich in scenic beauty.

The sight-seeing from the hurricane decks of the *Kentucky* was the principal attraction for the riders as they gathered in groups about the steamer's rail. They saw with interest the ever-changing landscape along the shore, the muddy Missouri sweep into the Mississippi, and historic points made famous by the French missionaries who were the first white men to explore the heart of America.

### Evening Entertainment

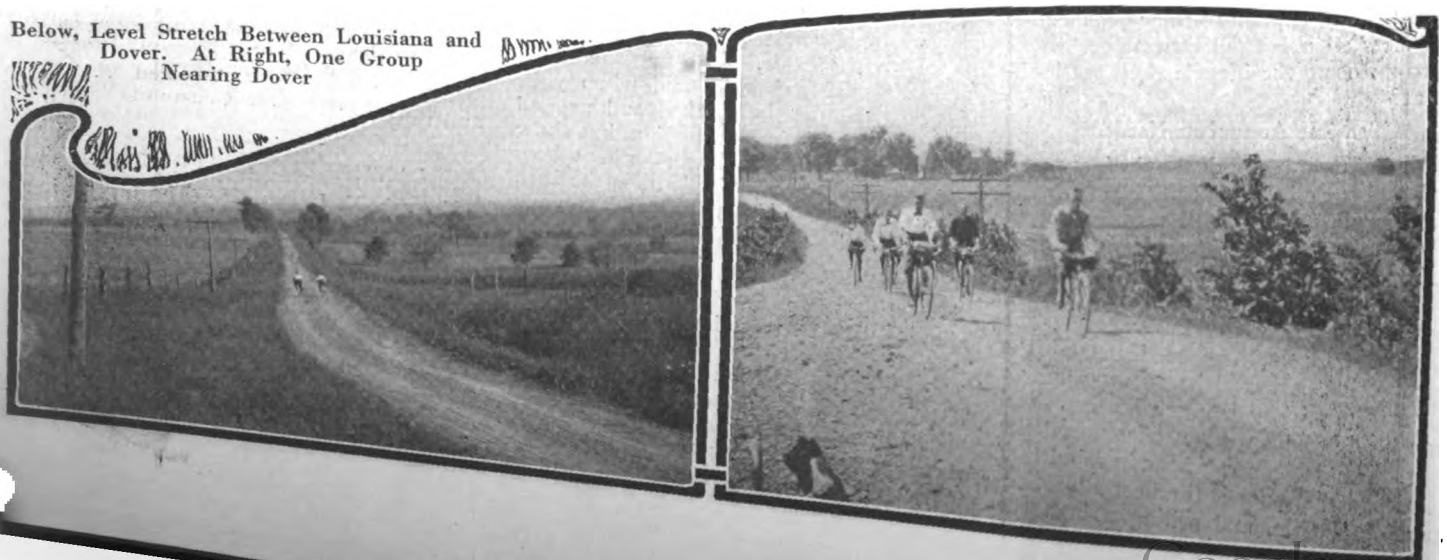
At seven in the evening, the negro steward announced supper and the crowd of merry St. Louisans went into the dining room and soon disposed of the typical "boat meals" set before them. Corn bread was the best part of the supper, for no one is as skilled as the darky in making wholesome corn bread. Night had settled over the river when the excursionists had left the tables, and, with a spirit of good fellowship prevailing, they followed their respective inclinations by dancing, playing cards or assembling in groups to try their vocal talents. The "glee club" entertained with grand opera, old Dutch and Irish folk songs, and popular rag-time.

The novices on the trip—and there were many, for each year the Pike county tour attracts a larger number of riders—seemed glued to the decks. For them the landings of the "Mississippi flat-bottomed scow" were a source of great curiosity. The landing places were found most unpretentious, consisting generally of little shanties or just stock corrals. By day the boat is signaled to shore by gesture of the hand, while at night a common lamp is used. The captain was always seen to be on the alert for these signals.

### Sport With "Roustabouts"

At each landing when the boat is securely tied, twenty to thirty "roustabouts" tumble off the edge of the gang plank and scurry into the freight sheds on shore, bringing out on their shoulders a crate or a sack. When the boat resumes its journey, the "roustabouts" gather on the fore part of the main deck. It is then that someone seizes the opportunity to create excitement by dropping a coin in their midst from the upper deck. The darkies tumble and scuffle for the coin, like a lot of boys "hobble-scrobbling" for marbles. Sometimes ten negroes are bunched on top of the fellow nearest the coin; but if the "under-dog" succeeds in getting the money, he assumes an "I should worry" attitude toward his torture.

It was approaching midnight when the St. Louis votaries of the silent steed broke up their social card parties, quit the saengerfests and whatever other amusements they were enjoying. They were a tired lot



Below, Level Stretch Between Louisiana and Dover. At Right, One Group Nearing Dover

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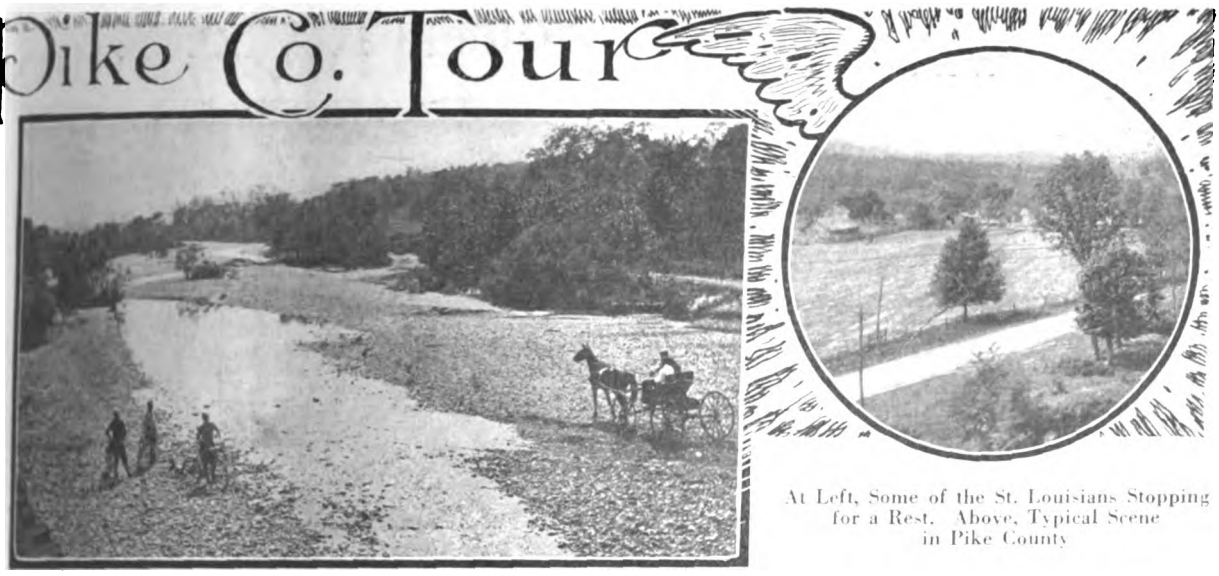
# Pike Co. Tour



At Left, Some of the St. Louisians Stopping for a Rest. Above, Typical Scene in Pike County

...ed a good rest for the next day's ... Pike county. Berths had been ... for in advance.

### Landing at Clarksville

... the call for breakfast was heard ... morning, the rickety boat was still ... Clarksville. With the numerous ... by the thirty odd stops which ... along the river, the tourists' ... was not reached until eleven ... the next morning—four hours be... schedule time.

... odd hours spent in slowly ... the "Father of Waters" had ... succeeded in putting a sharp edge ... of the St. Louisans for a brisk ... through Pike county. At ... the party broke up into groups ... riders who followed various ... through the district, each of which ... Bowling Green, the dinner stop. ... the cyclists took the macadam ... Dover and Louisiana, a distance ... miles, while the majority ... an equally good highway going ... Turpin, Aberdeen and Siren, ... twenty-five miles to Bowling ...

... through which the routes ... was more beautiful than ever in its ... foliage, extensive and well-kept ... prosperous looking farm houses. ... folks were seen along the ... were surprisingly neatly dressed and, in several cases, rode about in bright looking buggies drawn by well-groomed horses. The roads were in their usually good condition, for it had rained the night before and the water had washed the highways clean and settled all the dust. A charming characteristic of the roads through Pike county is the manner in which they wind in and out of shady nooks and then suddenly break out on a straightaway sometimes five miles in length—smooth and level as a speedway.

### Dinner at Bowling Green

No trouble was encountered by the tourists, who thoroughly enjoyed the jaunt, and with few exceptions they reached Bowling Green at two o'clock, hungry as bears. At the dinner stop arrangements had already been made with a lady, whose cooking has for years been considered the most important feature of the Pipe county tour, to appease fifty-two appetites, rendered keen by a "forced march" to Bowling Green and three indifferent meals on the *Kentucky*, which had been largely a repetition of pork chops, corn bread and pork sausages.

The many delicacies of the dinner were served at long tables placed under a grove of huge, shady honey locust trees, adjacent to the farm house of the well liked cook. The riders had little to say during the meal; they just ate as though they were preparing for a long fast.

A short rest was taken after dinner, when the tourists continued their trip. In pedalling through Bowling Green, they came upon the home of Speaker Champ Clark. It was a pretty, unpretentious frame house, covered with a bower of roses and cosily located in a beautiful little ravine. At this house will be held during the current week the wedding of the speaker's daughter, Genevieve Clark.

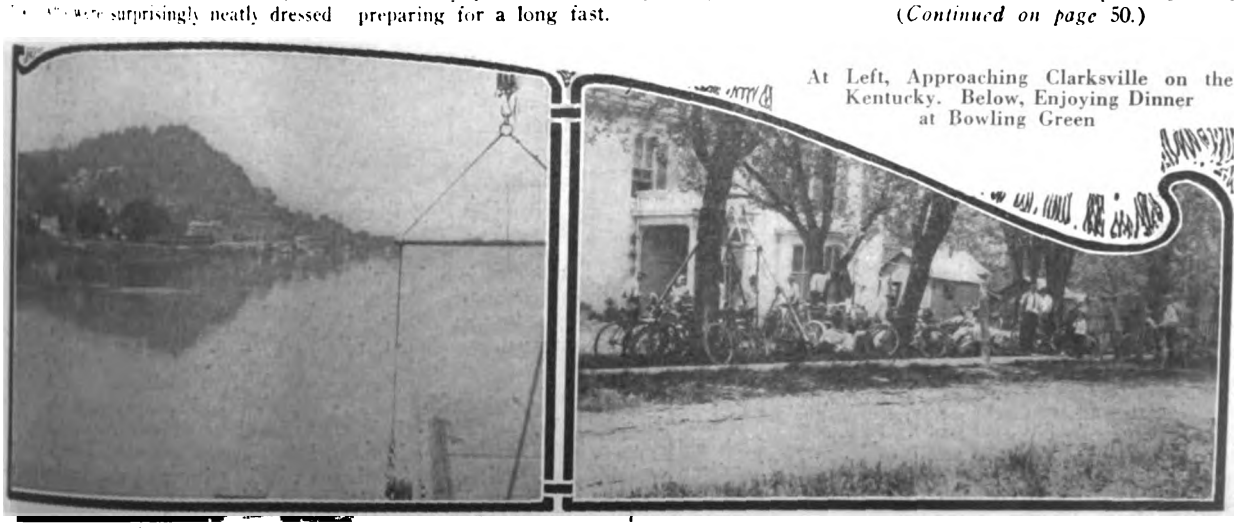
The ride of nearly twenty-eight miles back to Clarksville was made in quick time and without accident. The old paddle boat *Kentucky* arrived at seven o'clock, and, with the fifty-two cyclists aboard, slowly continued her journey to St. Louis.

### Thunder Storm Breaks

The fellows were comfortably seated in steamer chairs, smoking, chatting and swapping stories, when all of a sudden a terrific gust of wind swept over the deck, followed by a drizzle. Then the rain came pelting down in torrents and everybody outside took refuge in the cabin. Ragged streaks of lightning illuminated and pierced the black, inky clouds; incessant thunder roared like Krupp guns belching forth deadly shells.

From within the cabin the St. Louisans could discern the erstwhile calm surface of the Mississippi convulsed into a heaving and threatening confusion of water. The order was heard from the captain to make

(*Continued on page* 50.)



At Left, Approaching Clarksville on the Kentucky. Below, Enjoying Dinner at Bowling Green

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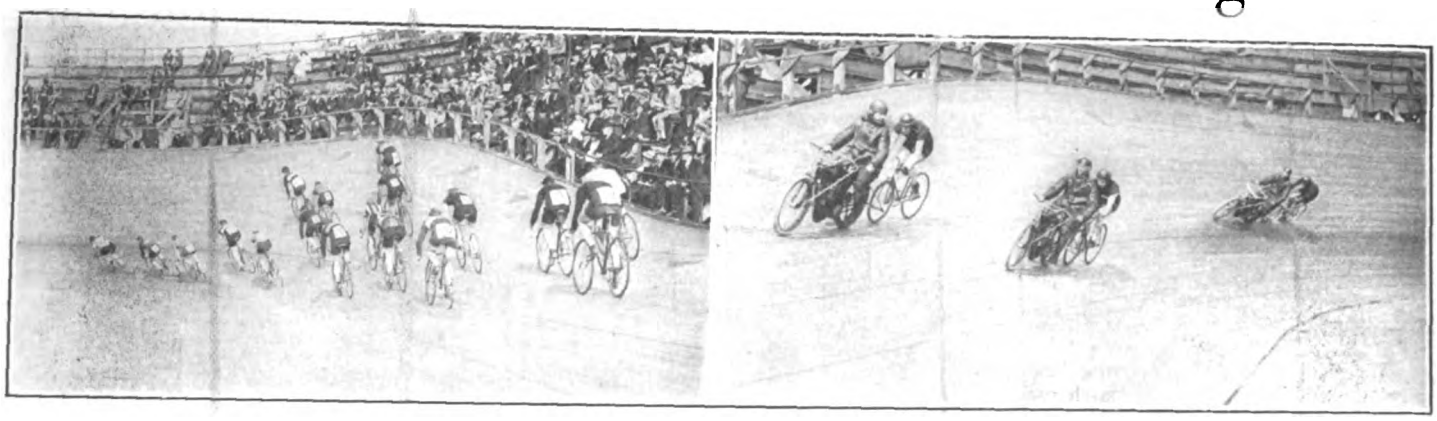
# Snappy Card of Races at Chicago



**At Left, Field Taking Curve in 3-Mile Open on Sunday, June 20. At Right, Root Leading in Motor-Paced Race**

CHICAGO, June 28.—Eddie Root, the Boston pace rider, in defeating Peter Drobach in the deciding heat of a five-mile paced match at the Riverview Velodrome last night, shattered the track record for the distance when he covered the ground in 7:19. This is four seconds under the old mark held by Percy Lawrence. Drobach had won the first heat by a small margin and Root took the second by ten yards, but the battle in the third heat was the best seen at the track this season.

**Verri Avenges Defeat**

Francesco Verri, the fast Italian, came home in front of Iver Lawson, in two straight heats of a match race at two-thirds-mile. Verri came out on Lawson in the first heat on the back stretch and managed to just beat the latter before the turn. In the second heat, Verri rode from the front and stalled Lawson until the home stretch was reached, when he put on all speed and managed to ward off Lawson's rush, winning by a foot.

Frank Cavanagh, who is known as the "Big Train from Newark," came home a winner in the half-mile open for the professionals, beating Charlie Piercey, the Australian; Iver Lawson, and John Bedell, the Long Islander, by riding from the front and stalling the efforts of the other riders until he let out full speed ahead on the bell lap. Cavanagh's victory was a popular one. The professional handicap, at two miles, was won by Gordon Walker, the Australian, who started from the 30-yard mark. Charlie Piercey finished second from the 20-yard mark; Lloyd Thomas, San Francisco, 45 yards, finished third, and John Bedell, 85 yards, ran fourth.

The amateur races furnished plenty of fast finishes. The one-third-mile handicap resulted in a win for Bert Nelson, a Riverview Cycling Club member, who had had 65 yards, and the unknown distance race for the same class saw Ernest Kockler, another Riverview man, finish ahead of his clubmate, Charles Minnetti. Willie Wohlrah, Jersey City, ran third.

**The Summaries:**

One-third-mile handicap (amateur)—Won by Bert Nelson, Riverview C. C. (65 yards); second, Charles Stuckle, unattached (85 yards); third, Q. Chiostri, Italo-Am. C. C. (70 yards); fourth, Roy McWhirter, N. W. S. C. (40 yards). Time, 36⅗ seconds.

Unknown distance race (amateur)—Won by Ernest Kockler, Riverview C. C.; second, Charles Minnetti, Riverview C. C.; third, Willie Wohlrab, Jersey City; fourth, Fred Samlow, unattached. Time, 6:53. Distance, 3½ miles.

Two-thirds-mile match race (professional)—Won by Francesco Verri, Italy, in straight heats; second, Iver Lawson, Chicago. Times, 2:14 and 2:10.

Half-mile open (professional)—Won by Frank Cavanagh, Newark; second, Charlie Piercey, Australia; third, Iver Lawson, Chicago; fourth, John Bedell, Long Island. Time, 1:02⅘.

Two-mile handicap (professional)—Won by Gordon Walker, Australia (30 yards); second, Charlie Piercey, Australia (20 yards); third, Lloyd Thomas, San Francisco (45 yards); fourth, John Bedell, Long Island (85 yards). Time, 3:49⅕.

Five-mile motor-paced match (professional) (Peter Drobach, South Boston, vs. Eddie Root, Boston)—Root won second and third heats. Times, 7:25, 7:27 and 7:19.

Chicago, June 27.—Francesco Verri, the speedy Italian sprinter, met Frank Cavanagh, the Newarker, in a match race at two-thirds-mile on Saturday night at the Riverview Velodrome, and the Italian came home the victor, but it took three heats to do the trick. Verri won the first heat, the second heat was so close that the judges decided it was a dead heat, and the third heat went to Verri by a foot or more.

**Lawson Defeats Verri**

Iver Lawson, the local Swede, accounted for the unknown distance race for the professionals from Francesco Verri, John Bedell, the Long Islander, and Charles Piercey, the Australian. The distance was two miles and five laps, and the time was 5:57. The finish was very close for second, third and fourth and to many it looked as though Piercey had finished second, but the judges placed both Verri and Bedell ahead of him. The long-mark men took good advantage of their handicaps in the one-third-mile professional handicap, and as a result the back-markers finished in the ruck. Bob Diefenbacher, the San Jose rider, broke the ice, so to speak, and won a race by taking the event from the 60-yard mark, beating Ned Young, Salt Lake City, 50 yards; Floyd Krebs, Newark, 45 yards, and Bobby McLean, Chicago, 60 yards, in the order named. The time was 34⅗ seconds.

The best motor-paced match seen at the local track was on tap when Peter Drobach, the South Boston German, met Martin Ryan, the Newark Irishman, in a five-mile, best two out of three heat match. Drobach won the first heat by a length; the second went to Ryan by twenty yards, and the third was taken by Drobach by ten yards.

**Kockler Stars in Amateur Races**

Ernest Kockler, the Riverview Cycling Club rider, won both the two-thirds-mile handicap and the three-mile open for the amateurs. In the latter race, Egisto Davini and William Kell came to blows and were suspended for three days each by the referee. Summaries:

Two-third-mile handicap (amateur)—Won by Ernest Kockler, Riverview C. C. (scratch); second, Louis Kuehl, Chicago C. C. (50 yards); third, Roy McWhirter, N. W. S. C. (60 yards); fourth, G. Klasen, D. A. A. C. Time, 1:20.

Three-mile open (amateur)—Won by Ernest Kockler, Riverview C. C.; second, Charles Minnetti, Riverview C. C.; third, E. Davini, Italo-Am. C. C.; fourth, Roy McWhirter, N. W. S. C. Time, 6:32. Lap prize winner, L. Kuehl.

One-third-mile handicap (professional)—Won by Bob Diefenbacher, San Jones (60 yards); second, Ned Young, Salt Lake City (50 yards); third, Floyd Krebs, Newark (45 yards); fourth, Bobby McLean, Chicago (60 yards). Time, 34⅗s.

Unknown distance (professional)—Won by Iver Lawson, Chicago; second, Francesco Verri, Italy; third, John Bedell, Long Island; fourth, Charles Piercey, Australia. Time, 5:57. Distance, 2 miles 5 laps (2½ miles).

Two-third-mile match race (professional) (Francesco Verri, Italy, vs. Frank Cavanagh, Newark)—Verri won first and third heats; second heat a tie. Times, 2:07⅘, 2:30 and 2:05.

Five-mile motor-paced race (Peter Drobach, South Boston, vs. Martin Ryan, Newark)—Won by Drobach by taking the first and third heats. Times, 7:41, 7:38⅖s and 7:19.

**"Ad" Men at Velodrome**

Last Wednesday night was Ad Men's night at the Riverview Velodrome, and in honor of the delegates who were attending the eleventh annual convention of the Advertising Clubs of the World, the races were named after the delegates, the clubs and the occasion.

The meet started off with the "Convention Dash," a two-third-mile point race for the amateurs, which was won by Ernest Kockler, the Riverview Cycling Club star, from Earl Adams, East Orange; E. Davini, Italo-American C. C., and George Klasen, of the Danish-American A. C. The time was 1:20, and Kockler scored 14 points to 11 for Adams; four for Davini and one for Klasen. In the "miss and out" amateur race, named the "Chicago Ad Club Stakes," Kockler again came home in front of Adams, while Charles Minnetti, a Riverview C. C. rider, finished third and Davini fourth. The time was 4:33 and distance was two miles, one lap.

**Many "Ad" Features**

The "Ad Men's Stakes," a one-mile open for the professionals, was won by Iver Lawson from Frank Cavanagh, the Newarker; Charles Piercey, Australia, and Gordon Walker, Australia. The time was 2:08⅘. The Brassard race, in which Floyd Krebs, Newark, met Albert Crebs, Salt Lake City, was named "William Woodhead Derby," in honor of the president of the advertising clubs.

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# McNAMARA AGAIN TAKES BRASSARD

## Australian Wins Brassard Match for Fifth Time; Rain Interferes With Other Newark Event

Newark, N. J., June 27.—A wind and rain storm called a halt to the bicycle racing here today just as they were growing exciting. An excellent card of events was on tap. Frank Kramer, the veteran champion, and Alfred Goullet, the young Australian, were opposing each other in two-thirds of a mile match race, the best two out of three heats to win. Kramer won the first heat from "Goullie," when it started to rain.

Reggie McNamara, the hard working Australian, captured the Brassard race, a one-mile match, for the fifth time in succession. He defeated Caesar Moretti, the Italian sprinter. McNamara has won, in succession, Marcel Dupuy, Harry Kaiser, Alfred Goullet and Thorwald Ellegaard. It was a close race before McNamara defeated Moretti. The riders were on the last lap of the race when McNamara switched in front of the Italian as the latter was trying to go around him. Moretti put up his hand in protest and the race was run again. The second time McNamara defeated him in a similar manner.

The heat of a one-mile tandem match race was ridden with Alf Grenda and Fred Hill easily defeating Joe Fogler and Reggie McNamara. The other team in the race, Thorwald Ellegaard and Caesar Moretti, finished a poor third. Jake Magin, a Newark "pro," won the one-third mile handicap race. He had an allowance of thirty yards and won rather easily. William Morton, of Kearny, with forty-five yards, was the second rider over the line. Third place went to Ernest Ohrt, of San Francisco, who had thirty yards allowance.

It was the first Sunday in a long while that Ernest Ohrt, the San Francisco amateur, did not win a race and the only reason he did not come through was for the simple fact that there were no amateur races to ride, the rain coming before they really got started. The summaries follow:

Half-mile novice (amateur)—Won by Nat Horvath, Newark; Edward O'Mara, Newark, second. Time, 1m. 6s.

The Brassard race, at one mile (Reggie McNamara, Australia, vs. Caesar Moretti, Italy)—Won by McNamara, Moretti second. Time, 3m. 11⅘s.; last eighth mile, 12⅖s.

One-third-mile handicap (professional)—Won by Jacob Magin, Newark (30 yards); William Morton, Kearny (45 yards), second; Ernest Ohrt, San Francisco (30 yards), third; Larry Corbett, Australia (60 yards), fourth; John Schlee, Newark (30 yards), fifth. Time, 36s.

Two-thirds-mile match race (Frank L. Kramer, East Orange, vs. Alfred Goullet, Australia)—First heat won by Kramer; Goullet second. Time, 1m. 47⅘s. Last eighth mile, 12⅘s.

One-mile tandem match race (professional) (Alfred Grenda, Australia, and Fred Hill, Boston; Reggie McNamara, Australia, and Joseph Fogler, Brooklyn; Thorwald Ellegaard, Denmark, and Caesar Moretti, Italy)—First heat won by Grenda and Hill; McNamara and Fogler, second; Ellegaard and Moretti, third. Time 2m. 8s. Last eighth-mile, 11⅘s.

### SANBORN LOWERS A RECORD

Fred. M. Sanborn, the long distance performer of the Crescent Bicycle Club, added another record to his list on Saturday, June 26, when he hung up a new mark for the ride from Baltimore to Philadelphia, covering the distance of 108 miles in 8 hours and 6 minutes. Sanborn's task was made more difficult by the fact that about twenty-five miles of his course has been freshly tarred and covered with loose stones, thus making the going extremely heavy. But despite this obstacle he was able to clip 37 minutes off the old record of eight hours and forty-three minutes. One of the most interesting trips ever planned by the Crescents is scheduled to take place next week when the members leave Baltimore Sunday morning, for a three-days trip through the beautiful Shenandoah Valley of Virginia.

### NEW BICYCLE TRACK AT BUFFALO

Buffalo, N. Y., June 26.—It is reported that the Bison City is to have another bicycle track. A number of bicycle enthusiasts have organized a company to finance a new track at Pine Hill. According to plans now being considered this track will be similar to the Newark Velodrome. The Pine Hill plant will be devoted exclusively to bicycle events and all motorcycle affairs will be barred, though there might be motor-paced events. The present Buffalo track, although the scene of a few bicycle races, is in reality a motordrome. There is no exclusive bicycle track in Buffalo at present.

# RECORD BEATEN IN PACED RACE

## Seres, of France, Covered Ten Miles in 13:17 1-5, Beating Record Made by Carman

SHEEPSHEAD BAY, N. Y., June 25.—To decide the winner of the motor-paced race at the Sheepshead Bay Velodrome on Thursday night, June 24, George Seres, of France, and George Wiley of Syracuse, had to ride in an extra five-mile heat, in which the former turned out to be the victor. Seres established a new record when he covered ten miles of the first heat in 13:17⅕. The former record was 14:35⅘, made by Clarence Carman. The last heat was full of thrills and the strenuous attempts of the American cyclists to overtake the Frenchman had spectators on their feet most of the time.

Hans Ohrt, the Californian comet, accounted for two races. He captured the three-quarter mile amateur and the one-mile open. In the first race ten riders started in the final heat. The Californian shot into the lead in the third lap, with Thomas Grimm only inches behind him. The two riders held these positions for the remainder of the race. Ohrt won in 1:28⅘; Grimm was second and Eddie Kane, of the New York A. C., accounted for third position, with a handicap of thirty yards. There were also ten starters in the final of the one-mile open, Ohrt winning by inches in 2:10⅘ from A. Taylor. Al. Krushel, of Buffalo, was third and Tomm Grimm a close fourth.

Jerry Nunziata of the Empire City Wheelmen won the two-mile amateur race, open to riders living in New York City and Long Island, in 4:26⅗. Tom Bello, a club mate of the winner, finished second, Franklin Fisher of Brooklyn third, and William Ferris of Inwood fourth.

Jackie Clark and Robert E. Spears, both of Australia, divided first honors in the one-mile alternance race when each man scored 13 points under the new French system of scoring. Each man took two firsts and a second in their heats. Freddie Hill, of Boston, was third, with 7 points, two seconds and a third.

At Left, Kramer and Goullet Jockeying for Position in Match Race. At Right, Grenda and Hill Leading in Tandem Event

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# WELL FILLED FOR AN AFTERNOON OF HIG

### THAT CYCLE PARTS BIKE RACE

The committee in charge of the bicycle race event of the Cycle Parts convention in Atlantic City predict that it will be one of the best and largest amateur races that have been promoted in some time. And this statement seems to bear all the earmarks of truth, for Chairman Max Sladkin, president of the Haverford Cycle Company, has a great reputation for dynamic energy, originality and executive ability which was clearly proven in the manner in which he pulled off "Excelsior Day" last summer. Max is very much in earnest about having this bicycle event a humdinger from the word go, and his plans are receiving the hearty and enthusiastic endorsement of the manufacturers. The race will be a free-for-all 25-mile road race, held on August 6—the course being the Atlantic City boulevard.

Everybody is eligible except drunks, cripples and blind men, and everybody will be given attractive souvenirs furnished by the manufacturers, and the prizes will be as plentiful as flies about a honey-pot. Through the generosity of the manufacturers, $1,500 worth of merchandise has been offered for prizes, some prizes approaching $100 in value. Everybody has a good chance of winning some prize from this plentiful supply, so that it is worth while for every rider of a bicycle to get into the race. In addition to the fine line of prizes the manufacturers are going to serve a luncheon to every participant in the race.

Entry blanks can be obtained from the Haverford Cycle Company, 825-27 Arch street, Philadelphia, and the following Haverford branches: 827-29 Arch street, Philadelphia, Pa.; 411 and 329 Market street, Philadelphia, Pa.; 427 Tenth street, N. W., Washington, D. C.; 763 Main street, Buffalo, N. Y.; 1309-11 Atlantic avenue, Atlantic City, N. J.; 289 Woodward avenue, Detroit, Mich.; 235 Superior avenue, Cleveland, Ohio; 430 Grandby, Norfolk, Va.; also from C. A. Van Dorn, 1731 Atlantic avenue, Atlantic City, N. J., and Geo. W. Robb, 914 Arch street, Philadelphia, Pa. Prize donors will be announced later.

## GRENDA LEADS IN CHAMPION SERIES

### Kramer and Goullet Fail to be Placed; Moretti Manages to Defeat Kaiser

NEWARK, N. J., June 25.—Frank Kramer and Alfred Goullet, who are looked upon as the only real contenders for the national sprint cycling title, both failed to be placed in the five-mile championship race which was staged at the local velodrome on Thursday night. They rode in the rear during the entire race and did not seem to have the speed to get to the front in the last lap. Alfred Grenda, the tall Australian, was the winner in the fast time of nine minutes and forty-five seconds, which is three and one-fifth seconds outside of the world's record.

**Donald McDougall**

By annexing the race Grenda takes first place in the battle for the championship. Goullet is second with thirteen points and Kramer third with twelve points. Going into the last lap of the race, Grenda was the leader, followed by McNamara. Goullet was riding in the third place on the outside. Spears, Egg and Kramer were all closely bunched with Kramer at the pole. Grenda kept plugging away and shot around the last turn into the home stretch leading. It looked for a while as though McNamara would nip him at the tape, but the lanky Tasmanian flashed across the finish line first.

There was a close finish in the race between Moretti and Kaiser. The first was a dead heat, while in the second heat a bad spill resulted which brought both riders crashing to the wooden saucer. Another heat was put on to decide the winner and the Italian won by just a hair's breadth. Hans Ohrt, the San Francisco boy, accounted for the half-mile amateur championship race, beating out Fred Taylor, of Newark. The handicap for the backmarkers was again declared to be too great in the half-mile race for professionals. Goullet, Spears, Clark and Dupuy were shut out in their heats, while McNamara and Grenda managed to get only fourth and fifth places in the final. Donald McDougall, with sixty yards, was declared the winner. The summaries:

Half-mile national championship (amateur)—Won by Hans Ohrt, San Francisco; second, Fred Taylor, Newark; third, Tommy Grimm, Irvington; fourth, Harry Cordes, New York. Time, 1m. 24s. Last eighth mile, 12⅕s.

First semi-final—Won by Ohrt; second, Taylor. Time, 1m. 7s. Second semi-final, won by Grimm; second, Cordes. Time, 1m. 7⅘s.

Standing of riders—Ohrt, 5 points; Sullivan, 5 points; Taylor, 3 points; Flanagan, 3 points; Grimm, 2 points; Horan, 2 points; Cordes, 1 point; Lang, 1 point.

Half-mile handicap (professional)—Won by Donald McDougall, Newark (60 yards); second, Fred Weber, Newark (70 yards); third, William Morton, Kearny (90 yards); fourth, Reggie McNamara, Australia (20 yards); fifth, Alfred Grenda, Australia (scratch). Time, 52⅘s.

Miss-and-out invitation (professional)—Won by Raymond Eaton, Elizabeth; second, George Cameron, New York; third, Jacob Magin, Newark; fourth, William Hanley, San Francisco; fifth, Norman Hansen, Denmark. Distance, 2 miles 4 laps. Time, 5m. 39⅗s.

Two-thirds-mile match race (professional) (Harry Kaiser, Bronx, vs. Caesar Moretti, Italy)—Won by Caesar Moretti, Italy; second, Harry Kaiser, Bronx. Time, 2m. 2s. Time last eighth-mile, 12⅕s.

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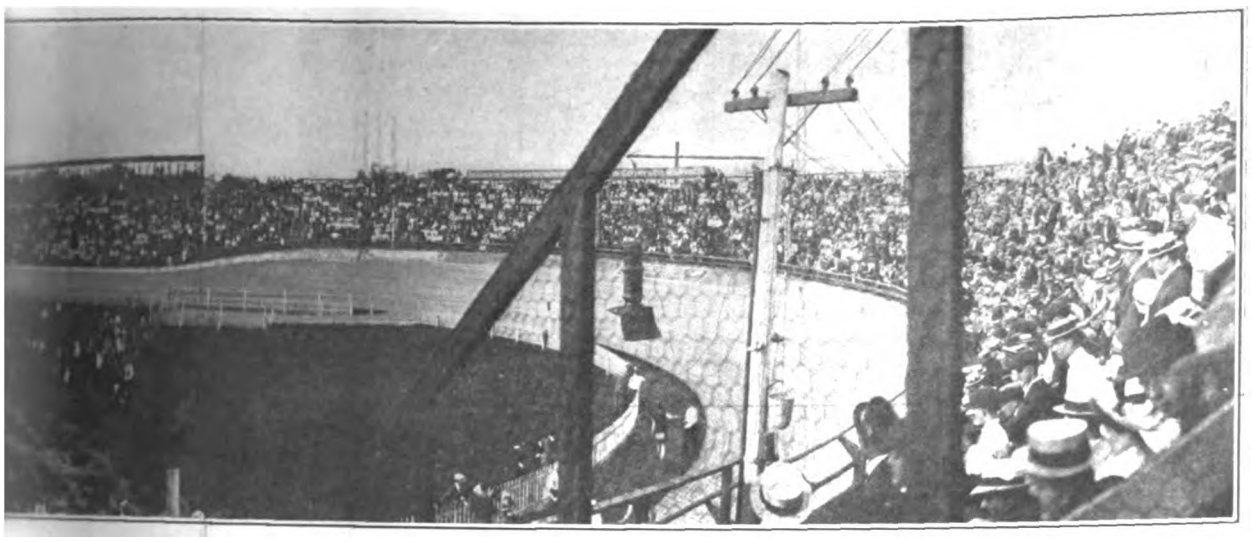
# LASS EVENTS—NEWARK TRACK ON JUNE 20



[illegible] handicap (amateur)—Won by [illegible] Newark (65 yards); second, Edward [illegible] Australia (85 yards); third, August Lang, [illegible] (55 yards); fourth, John Derher, New- [illegible] Time, 1m. 17⅗s.

[illegible] championship (professional)— [illegible] Alfred Grenda, Australia; second, Reggie [illegible] Australia; third, Bob Spears, Australia; [illegible] Egg, Switzerland. Time, 9m. 45s.

[illegible]—Grenda, 14 points; Goullet, 13 [illegible] 12 points; Spears, 9 points; Mc- [illegible] Fogler, 2 points; Egg, 1 point.

### 3-DAY TOUR FOR C. R. C. A.

[illegible] New York Division of the Century [illegible] Association will hold next Sat- [illegible] annual three-day tour to Sag Har- [illegible] Long Island, N. Y., starting from [illegible] Circle, New York, on Saturday [illegible] at 8 o'clock, and traveling over the [illegible] in Long Island direct to Sag [illegible] arriving their at about 9 o'clock [illegible] morning.

After resting and eating, the tourists will [illegible] seeing in the afternoon, and will [illegible] at the Vail House over night. They [illegible] New York on Monday morn- [illegible] about 8 o'clock, arriving home late [illegible]

### LOCK CAPTURES THREE EVENTS

[illegible] J. Lock, leading rider of the [illegible] division of the Century Road [illegible] America, won all three events in [illegible] weekly road races Sunday, June [illegible] Springfield Road in Queens. He [illegible] the way in the half-mile scratch [illegible] two-mile handicap, and four-mile [illegible] Twenty cycylists took part in [illegible] contests.

### HANDICAP FOR INDIANAPOLIS

[illegible] Ind., June 26.—The annual [illegible] July bicycle road race in this [illegible] be held on Monday, July 5. The [illegible] start and finish at the corner of [illegible] and Meriden streets, at nine [illegible] the morning. Entries will be re- [illegible] July 2, the fee being fifty cents. [illegible] be secured from Bob Douglass, [illegible] & Tolbot's store, or from the [illegible] company. The handicapping will [illegible] by Douglass and Floyd Hassler.

## CARMAN FIRST IN SHEEPSHEAD RACE

### Goullet Annexes the Alternance at One Mile; Ohrt Again Accounts for Two Events

SHEEPSHEAD BAY, N. Y., June 28.—Riding at a steady pace in the two ten-mile heats of the motor-paced race, Clarence Carman, the American motor-paced champion, captured the feature event of the Sheepshead Bay Velodrome meet last Saturday night, winning easily from George

Clarence Carman

Seres, of France, and Jimmy Moran, of Chelsea, Mass. In each heat the champion defeated the Frenchman by about three-quarters of a lap, while Moran was entirely outclassed, completing the first heat eight laps behind the winner and the second, seven laps in the rear. Carman maintained a steady and terrific speed throughout the race.

The alternance race at mile went to Alf Goullet, the blond Australian, who had fifteen points to his credit. Reggie McNamara was second with eleven points, while Jackie Clark, with seven points, sailed in third. The fourth heat of the race furnished the greatest excitement of the evening. Goullet, Egg and Clark each took turns at setting the pace. Egg had a big lead and was traveling like mad, when Goullet and Clark shot out after him, and passed the Swiss a few feet from the tape, Goullet winning from Clark by inches.

Hans Ohrt, who had been forming the habit of capturing two races a night, again repeated the performance. From a field of twenty-two starters, he annexed the two-mile amateur open in 4:27⅖; Al Krushel, of Buffalo, accounted for second position, while Henry Werner, of Newark, was third.

The Californian again showed his superiority when he finished in front in the one-mile handicap, after a speedy spurt of a lap and a half. The San Francisco comet started from scratch with a field of eleven riders against him, all with liberal handicaps, one of which was one hundred and seventy yards. For six and one-half laps Ohrt trailed the other riders, and with little more than a lap to go, the Californian shot down from the upper edge of the track and started out to overhaul the leaders. Ohrt traveled rapidly and passed man after man, finishing a bare half wheel length ahead of Henry Werner, of Newark, who had a handicap of fifty yards. Al Krushel, of Buffalo, was third, with a fifty-yard handicap, and Jerry Nunziata, of the Empire City Wheelmen, fourth, from the eighty-yard mark. Ohrt's time was 1:56⅕.

N. N. Johnson and Harry Glotzer, both of the Century Road Club Association, accounted for first and second places respectively in the one-mile novice races. Johnson's time was 2:52⅗.

### ST. LOUIS CYCLISTS ON RUNS

St. Louis, Mo.—On Saturday, June 26, the members of the St. Louis Cycling Club held a run to Graysummit, while on the following morning they pedalled out to Ballwin.

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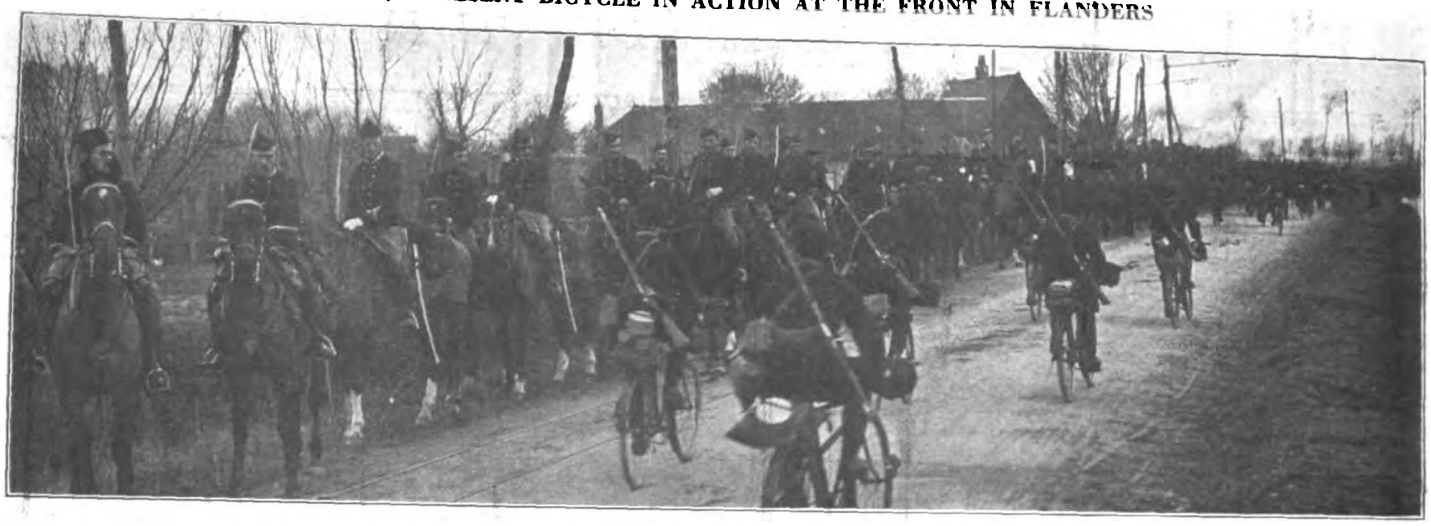
THE EVER-PRESENT BICYCLE IN ACTION AT THE FRONT IN FLANDERS



Belgian Bicycle Corps Passing the Dragoons on Their Way Through Walhaem

## SANBORN LEADS MILEAGE CONTEST

The first published list of the standing of the contestants in the annual century and mileage competition of the Century Road Club Association, as listed below, shows Fred M. Sanborn, of Baltimore, Md., in first position, followed by William Winquist, of Richmond Hill, L. I., and George Steppello, of Long Island City.

Sanborn won this competition in 1914, after riding over 8,000 miles and 50 centuries. Leading as he does up to June 15, when this list was compiled, gives him a fair chance of repeating this performance. The standing on June 15 was as follows:

1—Fred M. Sanborn, Baltimore, Md.
2—William Winquist, Richmond Hill, L. I., N. Y.
3—George Steppello, Long Island City, N. Y.
4—Sylvain Segal, New York, N. Y.
5—Charles F. Hansen, Jersey City, N. J.
6—Adolf Weiner, New York, N. Y.
7—Louis Zemo, Elberon, N. J.
8—Howard V. Carroll, New York, N. Y.
9—Adolph R. Jacobson, New York, N. Y.
10—Joseph S. Caldwell, Brooklyn, N. Y.
11—Ray Caldwell, Brooklyn, N. Y.
12—George H. Segal, New York, N. Y.
13—Robert Wolfson, New York, N. Y.
14—Duane W. Moore, Bayonne, N. J.
15—Ralph W. Zarr, New York, N. Y.
16—Alfred Knipling, New York, N. Y.
17—John M. Mitchell, Greenwich, Conn.
18—William F. Thompson, New York, N. Y.
19—A. S. Thomson, New York, N. Y.
20—George Harvey, Brooklyn, N. Y.
21—Andrew N. Segal, New York, N. Y.

## AMATEUR CHAMP RACE AT BAY

Sheepshead Bay, June 28.—A ten-mile Australian pursuit race will be staged at the Sheepshead Bay Velodrome to decide the championship among teams of two riders each, representing the eight clubs of the Inter-Club Amateur Cycle Road Racing League of New York. It is expected that the first of the preliminaries will be run on July 10, and following up closely will be the semi-finals and finals.

## POPULAR PRICES AT CHICAGO TRACK

Chicago, Ill., June 26.—Since last Wednesday night the prices of admission to the Chicago Velodrome have been reduced. Grand stand seats, which formerly sold for seventy-five cents, are now fifty. Other sections have been reduced in proportion. A considerable increase in attendance has been noticed since the new popular prices have been in effect.

# REVERE FEATURE WON BY LINART

## Belgian First in Motor-Paced Race; Carman Lowers Record for Thirty Mile Event

BOSTON, June 26.—This has been a good week in the bicycle game at Revere Cycle Track. Wednesday night Clarence Carman, of Jamaica, N. Y., put up a new record for 30 miles, doing the distance in 41 minutes ⅗ seconds. Tonight Victor Linart, the Belgian, won the 25-mile motor-paced race, continuing his winning streak.

The Wednesday races were stirring. In the 30-mile motor-paced event, Carman came into his record only half a lap ahead of Elmer Collins. George Wiley, who has been having his share of bad luck lately, was overtaken by the motor-trouble jinx in the sixth mile, and before he could change motors, his opponents had gained five laps. He showed himself to be in the top form after that by gaining 1½ laps on the field after the new motor had gotten onto the track.

Some of the fastest work ever seen here took place from the 16th to the 20th mile, Wiley and Collins alternately trying to pass the champ. It was not until the 20th mile that Wiley, with a tremendous burst of speed, was able to pass Carman, who never lost his pace throughout. On the sixth lap of the last mile Collins took the bank in a try for the lead, and for a lap held on tightly, losing out, however, as Carman put on the last burst of speed. The summary:

Half-mile amateur handicap race—Won by Fred McKenzie, Revere (80 yards); John Barry, Cambridge (70 yards), second; Edward Harrison, Orient Heights (95 yards), third; J. B. Rollins, Everett (55 yards), fourth. Time, 57⅘s.

Mile professional handicap race—Won by Harold Rollins, Everett (25 yards); Alvin Loftes, Providence (15 yards), second; Frank Drobach, South Boston (50 yards), third; Hugh McPartland, Boston (65 yards), fourth. Time, 2m. 6⅕s.

One and one-half mile tandem amateur race—Won by John Fardig, Orient Heights, and Edward Harrison, Orient Heights (150 yards); Tom Connolly, Everett, and Fred Herbert, Fall River (50 yards), second; L. C. Rollins and J. B. Rollins, Everett (scratch), third; Willie Turville, Revere, and Elmer Duncan, Everett (120 yards), fourth. Time, 3m. 1⅕s.

Mile amateur invitation race—Won by Kenneth Plummer, Revere, three laps; Charles J. Cardio, Boston, two laps; Patsy Antonucci, Boston; Michael Barber, Brighton, and Charles Barron, Malden, one lap each. Time, 2m. 20⅗s.

Five-mile open amateur race—Won by L. C. Rollins, Everett; Tom Connolly, Everett, second; Willie Turville, Revere, third; Fred Herbert, Fall River, fourth. Time, 11m. 23⅕s. Lorimer Winslow, Providence, winner of most laps.

Three-mile open professional race—Won by Pat Logan, South Boston; Harold Rollins, Everett, second; Dennis Connolly, Everett, third; Alvin Loftes, Providence, fourth. Time, 6m. 45⅘s.

30-mile motor-paced race—Won by Clarence Carman, Jamaica, N. Y.; Elmer Collins, Lynn, second; George Wiley, Syracuse, third. Time, 41m. ⅗s.

In the motor-paced 25-mile event tonight, won by Linart, Wiley's jinx still pursued him, and he was forced to withdraw in the 12th mile after he had had a puncture and had broken the chains on two wheels. Linart's victory over Elmer Collins was a good, clean win. Things were good and close up to the 15th mile, when the Lynn man lost his pace, and from that time on the Belgian was never headed, having a lead of 1½ laps at the finish.

In the mile professional, Harold Rollins, of Everett, from scratch, beat Hugh McPartland, of South Boston, by a fair margin. Logan and Loftes failed to get within the money. In the half-mile amateur handicap, Tom Connolly sprinted ahead of Willie Turville for a win. Bert Jones, in the five-mile open amateur, showed some real racing headwork when with four laps to go he caught the fast men napping, jumped into the lead and won by a quarter of a lap. The summary:

Mile professional handicap race—Won by Harold Rollins, Everett (scratch); Hugh MacPartland, Boston (75 yards), second; Saxon Williams, Buffalo (90 yards), third; Warren Holbrook, South Boston (80 yards), fourth. Time, 2m. ⅘s.

Half-mile amateur handicap race—won by Tom Connolly, Everett (15 yards); Willie Turville, Revere (30 yards), second; Fred Hansen, Revere (90 yards), third; John Fardig, Orient Heights (75 yards), fourth. Time, 57⅘s.

Miss-and-out professional race—Won by Pat Logan, South Boston; Dennis Connolly, Everett, second; Alvin Loftes, Providence, third; Harold Rollins, Everett, fourth. Distance, 1 mile 3 laps. Time, 3m. 3⅗s.

25-mile motor-paced race—Won by Victor Linart, Antwerp; Elmer Collins, Lynn, second. George Wiley did not finish. Time, 33m. 59⅗s.

Five-mile open amateur—Won by Bert M. Jones, Revere; L. C. Rollins, Everett, second; Willie Turville, Revere, third; Ned Chandler, Boston, fourth. Time, 11m. 31⅗s. Lorimer Winslow winner of most laps.

One and one-half mile professional tandem handicap race—Won by Dennis Connolly, Everett, and Frank Drobach, South Boston (100 yards); J. S.

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Grant, Lynn, and Ray Jones, Revere (140 yards), second; Harold Rollins, Everett, and Hugh MacFarland, South Boston (30 yards), third; Hardy Jaisen, Revere, and Saxon Williams, Buffalo (170 yards), fourth. Time, 2m. 52⅘s.

### BICYCLE BOY SCOUT TROOP

Dallas, Tex., June 26.—Plans for a bicycle troop have been definitely decided upon by the boy scouts of this city, under the direction of Scout Commissioner Glidewell. Before being admitted to the troop, scouts must pass a competitive examination. The candidate must have a bicycle and be well versed in bicycle tactics as outlined in the bicycle manual of drills and must have a full understanding of bicycle construction and methods of quickly repairing machines. The troop is the first of its kind in the state.

### N. E. W. POINTS RACES

The New England Wheelmen, of New York City, resumed their point races over the Eastern Boulevard on Sunday, June 27, twenty riders taking part in a five-mile handicap which provided a thrilling finish. The first six men were closely bunched as they approached the line, but C. Eiler managed to force his wheel slightly to the front as the finish was crossed. C. H. J. Tonjes was second. The time for the distance was 15:20⅕.

### MARQUART IN C. R. C. A. WEEKLY

The final of the series of spring weekly point bicycle races, of the New York Division of the Century Road Club Association was held Sunday, June 27, over the Fordham road course, Bronx, N. Y. This course is one and a quarter miles to the lap, making a total of five laps to the distance of six and a quarter miles, the length of the race.

From the field of twelve riders, J. J. Marquart took first place. Owing to the great speed attained by the riders who started from the 1 minute 30 seconds mark, Joseph Naphtal, the only scratch man, dropped out after he had ridden two and a half miles, and, a little later on, George Steppello also dropped out, being unable to keep the pace. The others were closely bunched up, and remained in this position until the finish was approached. Then Marquart suddenly sprinted and kept the lead over the finish line, leading Ray Coldwell by a wheel's length.

The order of finish was as follows: First, J. J. Marquart, time 15:02⅘; second, Ray Caldwell, 15:03; third, Joseph Caldwell, 15:03⅕; fourth, Edwin Jensen, 15:03⅗; fifth, Jackie Welton, 15:04⅕; sixth, George Marback, 15:04⅗; seventh, Harry Whiteman, 15:05; eighth, Charles Hyland, 15:05⅗. All the entrants were handicapped 1 minute 30 seconds but Jackie Welton, who left the 1 minute mark.

### VETERAN CROSSES IN 35 DAYS

Arriving in New York on Monday, June 21, from San Francisco, Carles Atwood won a wager by completing the transcontinental trip of 3,800 miles in thirty-five days, on his Selkirk-Yale bicycle.

The wager on which he took the trip was made by Gen. Otis, owner of the *Los Angeles Times*, who bet $10,000, it is said, with a bicycle concern, that Atwood could not make the trip in thirty-five days. Atwood, it is claimed, is having all of his expenses paid and receives forty per cent. of the money won. He is a cousin of Harry Atwood, the aviator. Atwood is fifty-five years of age and made the trip on an eighty-two gear bicycle.

### SPOKANE GREETS BOB LAWSON

Spokane, Wash., June 21.—Bob Lawson, the transcontinental bicyclist, who has been travelling up the Pacific coast from Mexico, arrived in this city today. He has covered 16,872 miles in ten and one-half months. After he finishes his trip on the Pacific coast he will pedal his way to Idaho and return south and then toward new York.

## BICYCLE RENDERS EFFICIENT SERVICE IN GUARDING BRITAIN'S COAST

THAT the bicycle is an invaluable aid in all war-operations has been amply proven by its general adoption in all of the contending armies. For general field service, the Continental forces make use of folding models of machine, but the British service has found a rigid frame model of excellent value. In the English volunteer work of guarding the coasts, heavy-framed machines with rather high saddle position, and an all-weatherproof finish are employed, each mount having rifle clips as well as panniers or packs for the rider's kit. The larger photograph shows a "stable" of Rudge-Whitworth and B. S. A. machines at one of the volunteer headquarters on the Sussex Coast.

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### ON THE ANNUAL PIKE COUNTY TOUR

(*Continued from page 43.*)

for the shore. Cautiously the Kentucky neared the bank and tied up alongside a cornfield. Here the old boat remained for five hours.

Long before the engines again resumed their steady pulsations, the tired but happy St. Louis tourists were sound asleep in their berths. When they awoke at seven o'clock the next morning, the cornfield was not to be seen. From berth room windows, blinking eyes, momentarily dazed by the sunlight, were astonished to behold the familiar sight of the city of St. Louis.

The Pike County Tour, in spite of the storm and the rickety old Kentucky, was unanimously declared by two score and twelve cyclists, who briskly pushed their dust-covered machines down the gang plank, to have been the year's classic.

### NEW POPE CATALOGUES

Westfield, Mass.—Attractive catalogues are being issued by the Pope Mfg. Co., describing part of their comprehensive line of bicycles. One booklet goes into the details of the construction of the Rambler, another tells some very interesting facts about the Imperial bicycles, while the third is devoted to a careful description of the Fay juvenile machines.

### BICYCLE BOYS IN CAMP

Cleburne, Tex., June 26.—The first annual encampment of the Bicycle Boys' Athletic Club, of this city, was held last week on the Nolan river. The camp was pitched near a spring at a point on the river where the fishing and swimming were good. A. J. Habermacher was at the head of the affair.

### NOVEL MACHINE AT PICNIC

Cleveland, Ohio.—Thos. Lister, a local bicycle dealer, gives a picnic to his rider-friends each year and this season he got up the novel machine shown in the accompanying illustration and had the ladies ride it. A close look at the machine in the reproduction gives a good idea of its construction.

### TEXAS CHAMPIONS

Fort Worth, Tex.—This city has the honor of having within its limits the championship bicycle team of the State. It is composed of Hanway Anderson

and Dobel Anderson, both of whom are shown in the accompanying illustration, Hanway being in the saddle. These riders are members of the active Panther City Cycle Club, and captured the championship for ten, fifteen and twenty miles last year.

### ATHERTON BRAKE FOLDER

The Buffalo Metal Goods Company is again boosting the bicycle in an attractive little folder gotten up especially for boy scouts. They call attention to the health building qualities of the bicycle, which makes a boy eager for the open country, as well as the reliability of the Atherton coaster brake.

### BICYCLISTS CONQUER MOUNT

Los Angeles, June 26.—The Southern California Wheelmen had a small turnout in their club run last Sunday. This is explained by the character of the run, laid out through Griffith Park and up the scenic drive that winds around Mt. Hollywood, reaching an elevation of about 1,200 feet. Earl Miller enjoys the distinction of making the whole climb in the saddle. The coast down into Hollywood was one long happy slide for seven miles.

**Cleveland Girl Bicyclists on Thomas Lister's Novel Machine**

### NEW REPAIR SHOP IN PHILADELPHIA

Philadelphia, Pa.—Louis Spararo has engaged the store at the southwest corner of Twenty-first and Orleans street, this city, and will conduct a bicycle and motorcycle repair shop. Spararo, who has had considerable experience in the repair line, will also carry a complete line of bicycles and accessories.

### "PIERCE NEWS" OUT AGAIN

The Pierce Cycle Company, of Buffalo, N. Y., has just issued the second number of its house organ, *Pierce Bicycle News*.

The four-page paper, while of small size, is filled with material which Pierce dealers are finding very interesting, and the Pierce Company is receiving many favorable comments on its new enterprise.

### COMING BICYCLE EVENTS

July 4, New York City.—Pleasure run Arrow Wheelmen (rain date, July 5).

July 4, Wichita, Kan.—Fifth annual 25-mile road race, C. B. Hamilton, manager.

July 5, Toledo, O.—20-mile handicap road race, Toledo Bicycle Club, open to all N. C. A. registered amateurs.

July 11, New York City.—Pleasure run. New York Division Century Road Club of America (rain date, July 18).

July 25, New York City.—Picnic and carnival of sports, Inter-Club Amateur Cycle Road Racing League rail date. August 1).

August 3, 4, 5, San Francisco, Cal.—Panama-Pacific Exposition bicycle championships, under sanction of National Cycling Association.

August 8,—Pleasure run, New Jersey Division Century Road Club of America (rain date, August 15).

August 22, New York City.—Cycling carnival, New York Division Century Road Club Association (rain date, August 29).

September 5, Floral Park, L. I.—Road race, Acme Wheelmen (rain date, September 6).

September 6, Toledo, O.—Labor Day 25-mile handicap road race, Toledo Bicycle Club, open to all N. C. A. registered riders.

September 12, Floral Park, L. I.—15-mile handicap road race, New England Wheelmen of New York (rain date, September 19).

September 26.—Tri-State century run, New Jersey Division Century Road Club of America (rain date, October 3).

October 10, 17, 24, New York City.—Annual championships, Inter-Club Amateur Cycle Road Racing League.

Allentown, Pa.—The Lehigh County Commissioners in connection with the Lehigh Valley Transit Company and the Pennsylvania State Highway Department will build a model concrete road between this city and Easton, a distance of about 15 miles.

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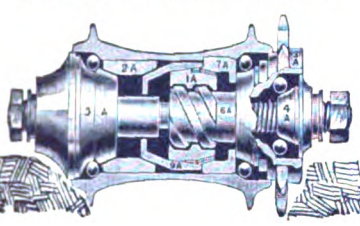

Kokomo Everlaster Studded Tread

M'f'd. by Kokomo Rubber Company, Kokomo, Ind.

The Original Motorcycle Fabric Bicycle Tire.

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ALL GOOD

# Big Numbers Coming

July 8—Stories of Saratoga Rally and Dodge City Race.

July 15—F. A. M.—Pacific Coast Number.

July 22-29—The F. A. M. Meet and Trans-Continental Dispatch.

August 5—Atlantic Coast—Cycle Trades Number.

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MOTOR CYCLE ILLUSTRATED

From Your Local News-Dealer

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is the time to bring out your

# NEVERLEAK TIRE FLUID

Display it in your show-cases, on your counters, and in your window. This spring's demand should be greater than ever, because there are more bicycle riders to buy it.

Call Neverleak to your customers' attention by displaying it and by talking it. It's the only guaranteed, reliable tire fluid on the market, and the kind your customers know and demand.

Don't overlook the fine profit it pays you and the magnificent premiums you get. How is your supply? Order today if you are low and get ready for a big spring business.

BUFFALO SPECIALTY COMPANY

BUFFALO, N. Y.

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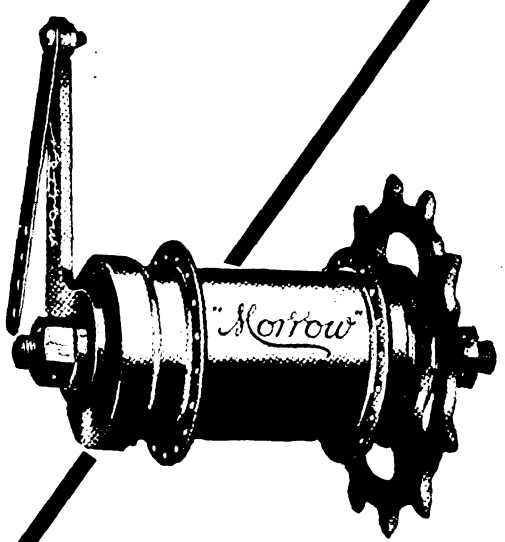
# Push the Morrow Coaster Brake and watch it push your bicycle business

HERE'S the brake with the quality and the essential mechanical features that the bicyclist of today must have.




Dealers find it a business booster; you too, will find it a force behind your business. It sells and stays sold; no come back.

***Send us the name of the bicycle you sell--and ask us to tell you all about the Morrow***

## Eclipse Machine Company

**Elmira, N. Y.**



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# News of the Clubs

### NINE PERFECT IN WHEELING RUN

Wheeling, W. Va., June 22.—Nine riders finished the endurance run of the Wheeling M. C. last night, with perfect scores, after riding for nearly three days. Ten others finished the course, but were penalized for lateness at various controls. Of the nine riders obtaining 1,000 points, two drove sidecar combinations. The perfect score list is as follows: Harry Immel, Henderson; R. J. Immel, Henderson; Charles Caldwell, Harley-Davidson; Ivan Jacobs, Indian; Harvey Bernard, Indian; J. P. Wasmuth, Indian; E. R. Durkee, Harley-Davidson sidecar; Wesley House, Indian; Earl Braunlich, Harley-Davidson sidecar. All will get gold medals.

Wasmuth, Indian, will be awarded the silver cup for the highest individual consistency score. Bernard and Jacobs, Indians, had the highest team score in consistency. The highest sidecar score was made by Durkee, Harley-Davidson.

Following is a list of finishers who did not get perfect scores: C. L. Cheshire, Harley-Davidson, 998; A. C. Davis, Indian, 998; A. M. North, Harley-Davidson, 996; W. Phillips, Excelsior, 984; Carl Sells, Harley-Davidson, 924; Joe Dumuth and Fred Grubber, both on Harley-Davidsons, each 742; D. Mikels, Thor, 726; E. B. Berisford, Pope, 652.

### MADISON RIDERS ORGANIZE

Madison, Wis.—After a series of unsuccessful attempts at organizing a motorcycle club the riders of this city have gotten together in what is considered the first real Madison Motorcycle Club with a charter membership of thirty. M. J. Morressey was elected president. The other officers are: Vice-president, A. Koch; secretary, A. Pfahler; treasurer, D. Heick; road captain, E. Hanson; first lieutenant, S. Brockman; second lieutenant, V. German, and trustees, all of the motorcycle dealers of the city.

Goodfellowship will be the prevailing spirit of the new organization. Numerous sociability runs and cross country tours are being arranged for riders in the vicinity of Madison. The club is negotiating for club rooms to be opened in the near future.

### READY FOR RACINE TOUR

Racine, Wis.—Arrangements are being completed for the first annual Goodfellowship Tour to be held under the auspices of the Racine Motorcycle Club, July 4 and 5, to Lake Mills, Wis. The local club took an active part in the celebration in connection with the homecoming anniversary of its sister city, Kenosha. Nearly 100 riders of the city went to Kenosha to take part in the big parade. A big party of the boys rode to Milwaukee to see the first race meet in that city.

### REVISED WORCESTER TEAM SCORES

Worcester, Mass., June 26.—The scores of teams entered in the Worcester Endurance, as given last week by the official referee, have again been changed. The following are the revised team scores: Boston Henderson solo team, 4,000; Hendee Indian sidecar team, 3,990; Harley-Davidson solo team, 3,000; Worcester Indian solo team, 3,000; Providence Indian solo team, 3,000; Providence Indian sidecar team, 3,000; Harley-Davidson sidecar team, 2,987; Boston Excelsior team, 2,978; Worcester Excelsior team, 2,935; Detroit Henderson team, 1,994; Hendee India solo team, 1,974; Pope sidecar team, 1,000. The individual scores are now reported as being correct as they appeared in last week's issue.

### PARADE FOR BUFFALO M. C.

Buffalo, N. Y., June 25.—On Sunday night, July 11, the Buffalo M. C. will stage a mammoth motorcycle parade in Buffalo. Every rider in Buffalo and vicinity has been invited to decorate his mount and take part. The paraders will ride on a number of the principal downtown streets and then proceed to the Buffalo Velodrome races in a body.

### SPRINGFIELD'S DECISION

Springfield, Mass., June 30.—A fine point of law involving the perplexing question whether a bicycle to which is attached one of the new motor attachments, constitutes a motorcycle, occupied the attention of Inspector George H. Norris, Traffic Officer A. L. J. Letendre, and several other police officials yesterday, and was settled finally by Major A. F. Foote and Clerk of Court George Leonard, who opined that such an attachment would make a common bicycle a motorcycle and quoted a newly-enacted law to prove their point. The law reads as follows:

"The term motorcycle shall apply only to motor vehicles having only two wheels in contact with the ground, and a saddle on which the driver sits astride . . ." and as amended continues ". . . and to bicycles having a motor attached thereto a driving wheels, or wheels, in contact with the ground in addition to the bycycle itself."

**ASSEMBLED WHERE FOREST AND SEASHORE MEET AT SAYVILLE, L. I.**

Riders and Guests of the Bronx Motorcyclists' Association and Bedford M. C. at Recent Picnic to Long Island Summer Resort; the Two Organizations Hold Regular Combined Runs to Similar Places Each Season

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# Our Canadian Letter

## McNeal on the Hop at Toronto

TORONTO, Ont.—The fastest racing ever witnessed in Canada was seen on the Toronto board track when J. A. McNeal of Omaha, riding an Excelsior, ran away from Brownie Carslake of Australia, in a special four-mile match race which was the feature of a big mixed meet on Saturday night, June 26. Incidentally, McNeal covered a mile in an exhibition trial in 38⅘ seconds, or at the rate of 95 9/10 miles per hour. Later, in a ten-mile handicap, McNeal, who started on scratch, reeled off the quarter-mile laps in 9⅕ seconds, or at 98 miles per hour. Carslake's eight-valve Indian could not be used on account of magneto trouble, and accordingly, McNeal had little difficulty in winning the two heats of the four-mile match in 2:45⅘ and 2:42 respectively. His victory was decidedly a popular one.

Art Spencer, the Canadian bicycle star, added another scalp to his string of great victories when he sprinted the whole way from scratch in a three-quarter-mile bicycle handicap and grabbed the lead about five feet from the tape. The crowd of 5,000 wildly enthusiastic spectators screamed with delight at Spencer's sterling performance. Bounsall, with a sixty-yard start, had a sleigh-ride behind Spencer and took second prize, while Wilson, starting at 150 yards, was a close third.

A sensational incident occurred when Henikman rode the last mile of the 5-mile invitation motorcycle race to victory with half of his handlebar broken off. Burtschaell of Atlanta, chased him hard but secured only second money. Time for the five miles, 3:33. Burtschaell turned the tables on his rival, however, by winning out in the ten-mile handicap in which McNeal did not finish on account of a broken chain.

George Wright, the king-pin of Canadian pace-followers, again demonstrated his extraordinary ability in the motor-pace bicycle race for the amateurs when he captured the two three-mile heats in 4:22 and 4:25⅕ from Norm Webster, the Riverside youngster.

His Worship Mayor Church was the starter of the match feature and George Kraemer, last year's manager of the track, was back again for the first time to superintend the motorcycle racing.

### KENNEDY GETS A MEDAL

Toronto, Ont.—According to an official announcement by the War Office, Corporal Bert Edgar Kennedy of the Divisional Signal Corps, First Canadian Contingent, has been awarded the Distinguished Conduct Medal for gallantry in action during the battle of Langemarck in France. Before the war, Kennedy was a motorcycle repairer employed in Toronto. It is understood, from private advices, that he earned the distinction by speeding on his motorcycle with important despatches under heavy fire.

### A GROUCH ON THE BENCH

Woodstock, Ont.—Magistrate Ball, head of the Woodstock police court, did all in his power to place a damper on future relay rides or cross-country races when he had Ernie McIntosh and Tommy Smith brought from Toronto under police guard to answer to the charge of exceeding the speed limit when they dashed through the town of Woodstock on the military relay ride across Ontario on June 5. Ernie McIntosh was treated like an ordinary criminal by being forced to spend the night in the cells. The fine, with costs, imposed on McIntosh amounted to $28, while Smith had to pay $13 altogether. The efforts of His Worship, Mayor Church of Toronto, to secure their release were unavailing and the riders are indignant over the unsportsmanlike attitude of Magistrate Ball.

### WHAT'S DOING IN MONTREAL

Montreal, Que.—Motorcycle enthusiasts of a number of Canadian cities are expected to make the trip to Saratoga Springs, N. Y., for the Motorcycle Rally, July 3-4-5, which has been arranged by MOTOR CYCLE ILLUSTRATED. A general invitation from J. A. Hall of Brooklyn, New York, State F. A. M. commissioner, to Canadian riders to attend the rally was published in Canadian papers with the result that a number are preparing to go. From Montreal, R. A. Radmore, M. Michaels, and others will make the tour, it is expected, while Ed Buffum, manager of the Canadian Hendee factory, Herb Kipp, the Indian rider, Fred Johnston, the C. M. A. official, and others, are planning to go.

Alderman Louis Rubenstein, for many years president of the Canadian Wheelmen's Association, appeared before the Board of Control here recently to press demands for the establishment of a motorcycle police squad to assist in the regulation of traffic on Montreal's crowded streets. Montreal, the largest city in Canada, has yet to see a motorcycle cop.

### TORONTO DEALERS PLAN PICNIC

Toronto, Ont.—The Toronto Motorcycle and Bicycle Dealers' Association have decided to hold a joint motorcycle and bicycle picnic at some convenient spot near the city within the next few weeks. The officers have also begun to make arangements for a big bicycle road race of twenty or thirty miles. This event will be unique in that handicaps will be arranged to enable cyclists without racing wheels and boy riders a chance to win. The type of bicycle to be used by an entrant will be considered in arranging the time allowances.

There are now over one hundred licensed racing bicyclists in Toronto, according to the register of the Canadian Wheelmen's Association.

### WINNIPEG RACES JULY 8

Winnipeg, Man.—Four hundred dollars in prize money will be distributed to the winners at the motorcycle race meet to be held on the Exhibition half-mile track in connection with Winnipeg's Patriotic Carnival during the first part of July. The motorcycle whirls are to be staged on July 8. A number of outside riders are to be brought here for the meet.

On Tuesday, July 6, a feature of the Carnival is to be a decorated motorcycle parade for which a number of prizes have been hung up. The riders will also be busy in other events during the joy-period.

About twenty members of the Winnipeg Motorcycle Club held their annual run to Selkirk on a recent Sunday. The riders halted at a convenient and secluded spot to enjoy forbidden fruit, namely a baseball game on the Sabbath.

### TRAINING FOR WAR SERVICE

The Vancouver Cycling Club has now become practically merged in the Vancouver Cycle Corps, organized by the government for home defence in case of war necessity. Although officially recognized by the Canadian Government, uniforms have not yet been supplied. The corps has an enrolment of forty, and the boys have riding drill twice weekly at the old drill hall on Richards street; N. C. O. drill is added once a week, with gun drill and outings on Sunday, when all the boys turn out.

### SARNIA BOYS ARE BUSY

Sarnia, Ont.—The members of the recently organized Sarnia Motorcycle Club decided to assist Major MacVicar, the local recruiting officer, by distributing the printed notices calling for men for the new 29th Battery, Canadian Field Artillery, in all parts of Lambton county, which constitutes his district. The riders dashed in every direction throughout the county and posted the notices in the prescribed places in less than a day. Without the motorcyclists' aid, it would have taken three or four days to do the same work.

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### DOCTORS ENJOY RIDES

Washington, D. C., June 28.—There has been much excitement about the Casualty Hospital in this city for the past six weeks. A Washington motorcyclist had the misfortune to meet with an accident in which he received a broken leg, and became a patient in the Northeast "repair shop." Then followed busy times for the doctors in the institution. A never-ending succession of friends of the injured rider called on the patient each day, and soon the doctors discovered that the visiting riders were not at all averse to taking out a passenger on the tandem for a spin through the parks. One rider especially, whose machine is fitted with a sideseat, was a welcome visitor. With an interne on each side and the rider perched in the middle, this outfit furnished much welcome recreation to the hard-working hospital staff. One friend of the injured rider was so smitten with the charms of a nurse in the hospital that after a few brief weeks of courtship she resigned her position to enter the state of matrimony.

When the injured rider's broken leg had mended sufficiently he was removed from the hospital and taken to his home in a sidecar. Now the Casualty Hospital doctors are hoping that the next motorcycle accident case is brought to their institution.

### COURT BANS SPEEDING

Detroit, Mich.—Judge Connolly of Detroit, has issued an order to owners of motorcycles that speeding must be stopped. Last week six motorcyclists were brought before him. The court ordered their machines placed in the custody of one of the bailiffs for a month. In this connection, William E. Vanderveer, Harley-Davidson dealer in Detroit, says: "No dealer should encourage speeding or fast riding. On the other hand, we should discourage it, for every time a motorcyclist gets mixed up in an accident or is arrested for speeding, the motorcycle industry gets a black eye. People get in the habit of thinking that the only way a motorcycle can be ridden is fast."

### WHERE ALL FORMS OF TREAD WERE SHOWN IN PITTSBURGH

**Left Hand Window of United States Tire Branch in Pennsylvania City, with Different Patterns Exhibited on Machines as Well as Separate During National Cycle Week**

### MISS CREWE IN PORTO RICO

Ponce, P. R.—Miss Della Crewe, who is touring the world with her Harley-Davidson sidecar combination, arrived here a short time ago for a tour of the island of Porto Rico. She has already visited the cities of Guayama, Humacao and San Juan, as well as Mayaguez, and will take boat to Jamaica, British West Indies, for a tour of that island. She expects to cover the entire West Indies, with the possible exception of Hayti, owing to the disturbances in the latter country.

Miss Crewe is enthusiastic over her tour in Porto Rico, especially as regards the growing interest in motorcycles and touring. She relates different experiences in the hills, in which the climbing abilities of her combination were commented upon by automobilists with much admiration.

### TRI-COLOR SCHEME ATTRACTED AT SIOUX CITY, IOWA

**Red, White and Blue Decorations Formed Effective Background for United States Tire Products in Local Branch Show Window During National Motorcycle Week**

### LIGHTING RULES IN JACKSON

Jackson, Mich.—This city has a new traffic ordinance which became effective June 18. Lights on motorcycles must be kept burning in front and rear during the time city lights an streets are required to be lighted. Motorcycles left standing must have rear lights burning when street lights are required to be lighted; and the same applies to bicycles.

### STATE NOW SUPPLIES TAGS

Pueblo, Colo.—Owing to the fact that motorcycle riders have in the past been obliged to furnish their own license tags, after paying an annual fee of two dollars, it has been found that the diversity in the tags displayed has caused no end of confusion. This year the state is supplying the tags and distributing them through the county clerks. It is now an offense for riders to show any tag but those furnished by the state, and arrests will be made for all violations.

### 3 PERFECT IN PORTSMOUTH RUN

Portsmouth, N. H.—Returns from the recent endurance run of the Portsmouth Motorcycle Club, indicate that there are three who scored perfect, out of eight contestants. The holders of the perfect scores are: H. W. Call, Thor; A. N. Page, Indian, and E. Gorman, Excelsior.

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## DISPLAY THAT DREW CROWDS IN DETROIT DURING CYCLE WEEK

**Show Window of United States Tire Company's Branch in Motor Metropolis During National Sales Week—Four Different Makes of Machines Were Represented**

### READING RUN TO MT. HOPE

Reading, Pa., June 26.—About forty-two motorcyclists took part in the run staged by the local club last Sunday to Mt. Hope, Pa. They covered the three counties of Berks, Lebanon and Lancaster. The roads in all of the counties were found in good condition, except a stretch of highway between Schaefferstown and Cornwall, which was covered with gravel. All of the riders succeeded in climbing the mountain slope to Hull's tavern, where dinner was served. Captain Rhodes, of the Reading M. C., is getting the members together for a run to Baltimore and return on July 4.

### DETROIT USES 30 MACHINES

Detroit, Mich.—The taxpayers of Detroit are mighty good to their public servants. They have purchased and turned over to them no less than 30 motorcycles, which are used by the waterworks, department of public works, public lighting commission and police departments.

### MOTORCYCLE BANDITS ACTIVE

Cleveland, O., June 26.—Five hold-ups, one private house burglary and robberies at three business places are laid to motorcycle bandits who operated on the West Side late Thursday night and early Friday morning of this week. The men are reported as riding two machines fitted with tandem attachments. Part of their loot was motion picture films of $1,000 value. At the present writing the police have not run down the bandits.

### DALLAS SOCIAL RUN

Dallas, Tex., June 26.—Twenty-five couples of motorcyclists, of this city, participated in a sociability run on Sunday, June 20, from Dallas to Ft. Worth and Cleburne, returning home in moonlight on Sunday night, after having covered two hundred miles. The party was headed by Leslie Lincoln, Excelsior demonstrator of the Charles Ott agency, while William Gillette, Harley-Davidson demonstrator, brought up the rear as trouble scout.

### THE "KINK" SAYS "HOWDY!"

Old King Paduke on his marble pedestal in the public square at Paducah, Kentucky, the town which was named for the ancient Indian chieftain, looked down the other day with amazement as the first cop ever to be commissioned a motorcycle emissary rode off on a machine from the Hendee factory. "And they call that an Indian!" he was heard to remark to himself. He did not know at first whether to be wholly pleased at having one of a later generation near his throne, but reflected that "the times do move," and concluded to give his official sanction.

### PURINTON IS OPTIMISTIC

Detroit, Mich.—H. D. Purinton, of the W. E. Metzger Co., Indian agents, says: "We hope to sell over 300 motorcycles this year. We are making more sales than we did at this time last year, but the cash is hard to get right now. It isn't because Detroit people haven't the money. They have lots of it. The savings deposits at banks were never greater. The difficulty is that young men are buying homes and trying to get them paid for as fast as possible. They take their time about the other things which they buy.

"Bicycle business is big—much better than last year. We sell 100 ladies' wheels every year. In fact, our store has always been popular with the ladies, as we have made it a point to take special pains in selling them. We find that there isn't a man with money who won't let his boy have a bicycle."

## SMALL MOTOR SQUAD MAKES GOOD SHOWING

PROBABLY the most thankless job in motorcycling, yet one which carries great responsibility, is that of deputy sheriff in a county that harbors a metropolitan city. Take the county of Milwaukee, Wis., for example. The sheriff makes his headquarters in the county jail in the heart of the city of Milwaukee. There are six members to the sheriff's motorcycle squad which has for its special duty the enforcement of speed and traffic laws in the county.

Most of the violations of the law occur on the roads leading out of the city. There are thirteen important highways that need watching so it can be seen that the sheriff's little half dozen minute men have some task set out for them.

The motorcycle squad is in charge of Under Sheriff Alfred Loose, and his instructions to his men are to chase every speeder on the county roads even though it be necessary to follow him to the state line.

So great has been the success of the motorcycle squad in the sheriff's office that the county board has authorized the purchase of two more motorcycles. The members of the squad are on duty from 5 a. m. to 6 p. m. with one working on a night shift, from 11 p. m. to 4 a. m.

**Milwaukee's Half Dozen Capable Motor-Cops**

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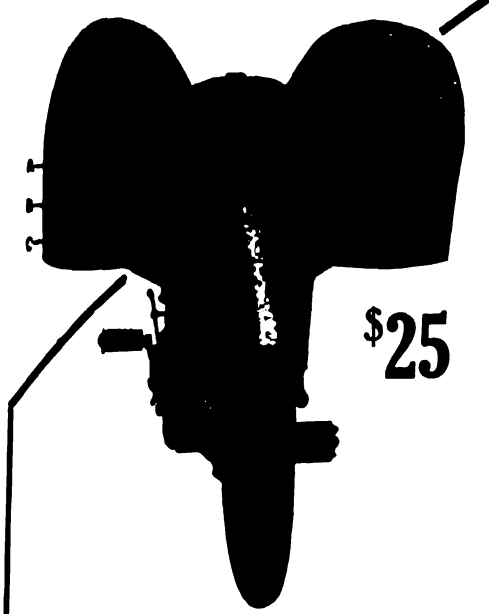


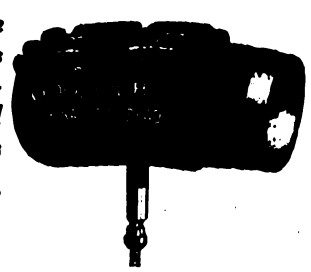
$25

# You don't know what real motorcycle comfort is

UNLESS you've tried the Triplex and felt its deep soft upholstering high around your back, you really don't know what a lot more pleasure there is to motorcycling than you have dreamed of.

It practically makes an automobile out of your motorcycle—no automobile can offer you more riding pleasure, better spring action, more sociable arrangement of seats than the Triplex. Costs much less than a sidecar and only slightly more than a good tandem. Made to fit any make of motorcycle, finished in colors to match and can be put on or taken off in 5 minutes. Your dealer can show you; say to him "I want to try the Triplex."

*Get our new tire circular-thousands of Diamond-Goodrich brands. You'll wonder at the prices*



Our new Bargain Bulletin is ready—send for it.

**Haverford Mfg. Co.**

827-829 Arch Street Philadelphia, Pa.

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CORBIN

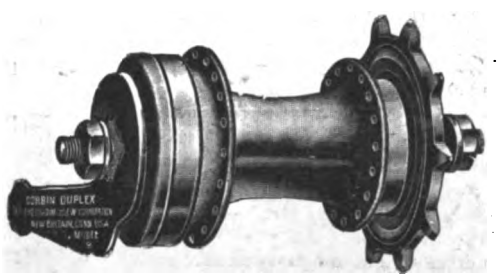
# DUPLEX COASTER BRAKE

On all sorts and conditions of roads, on crowded streets or swift down grades, the Corbin Duplex Coaster brake performs its functions with a reliability that has never been equalled.

Strength of grip together with ease of operation have made the Corbin Duplex the most convenient, practical, dependable brake on the market.

The size and design of the Corbin Duplex permit of the use of larger ball bearings and greater brake surface. These two features account for the smooth action, and unusual strength and durability of the brake.

Increase the pleasure and comfort of bicycling by equipping your wheel with the Corbin Duplex Coaster brake. Sold and equipped by dealers everywhere. Catalog on request.



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## "The Coventry"

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The price is $1 a foot to the consumer. Higher than the ordinary and worth it.

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Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

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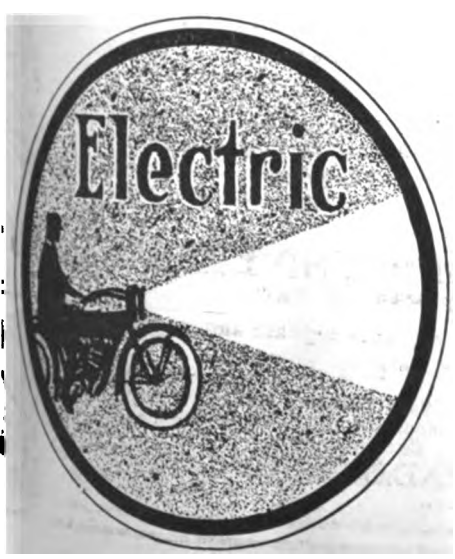
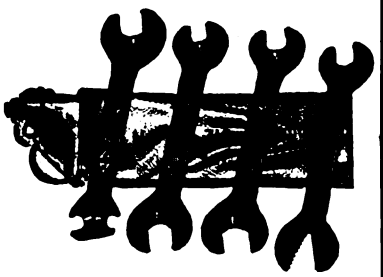



# HOW LITTLE TIME

**It Takes To Have Things Right If You Have Proper Tools**

**Motorcycle Engineers' Wrenches No. 715 In Canvas Kit**

**50c.**



Motorcycle Set No. 715

Quick-kit "A"

**Quick-kit "A"**

**The three most desired tools on the market.**

**Screwdriver**
**Pliers**
**Telescope wrench**

**Especially designed for motorcycle work.**

**$1.10**

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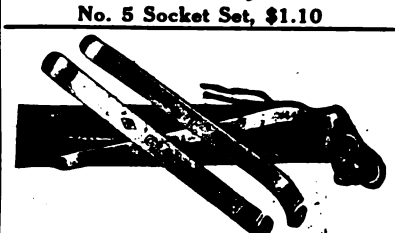
**No. 5 Socket Set, $1.10**



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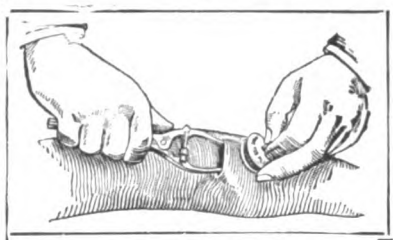
## FEATHER-EDGE
## Innertube Plug



No Cement
No Cleaning
No Patches

Here's the plug that took the "ire" out of tire. In a minute and a half you can repair the worst tube puncture quickly, easily and with the least effort. No cement, no cleaning, no patches are necessary. Simply insert plug, screw it up, break off screw and the tube is repaired forever. The edges of the SAMPSON PLUG cannot cut the tube, for they are made of soft rubber, as soft as the tube itself. MONEY BACK AT ANY TIME if the SAMPSON KIT proves unsatisfactory. We guarantee this in writing. Price, $1.50, including drop forged tool and six plugs. At your dealer.

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Be up-to-the-minute. Have a Speedometer Lamp on your machine. The MATCHLESS MOTORCYCLE SPEEDOMETER LAMP can be attached to any speedometer in a minute and operated from either a storage battery or small dry cell. A 2½ foot armored cable allows the MATCHLESS SPEEDOMETER LAMP to be used as a trouble lamp.

Price $1.50

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Reading Standard R-S

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Every 1915 rider of an R-S is satisfied.

Because the R-S single and twin motors are unequalled. You never hear R-S riders complain that their motors have no power and speed, or that they refuse to start. Every motor built right and tested.

All machines equipped with Bosch Magnetos. Send for catalog and agency proposition.

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**The EXTENSION AXLE of the PULLMAN SIDE CAR** is alone sufficient to establish a marked superiority over all competitors.

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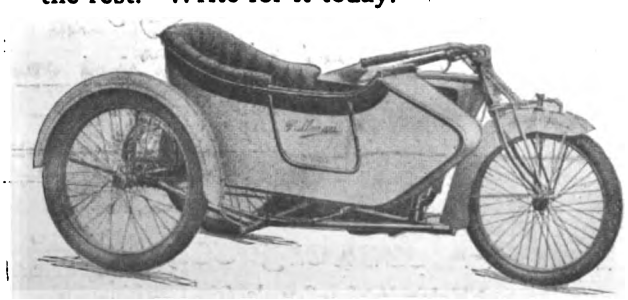
This is, however, only one of many details of PULLMAN Supremacy—our catalog tells the rest. Write for it today.



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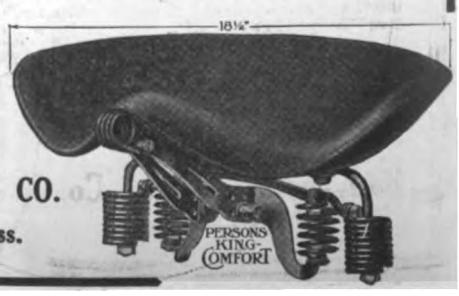
*To endure the jolts and jars of riding,*
*You may be quite content*
*But—here's a truth I am confiding—*
*'Tis money poorly spent.*

*You invest your hard-earned wage in buying*
*A "boat" that's trig and neat*
*Still—you're cheating yourself—there's no denying,*
*'Til you mount a PERSONS SEAT.*

## PERSONS King Comfort

Get the full "dope" from us or your dealer.

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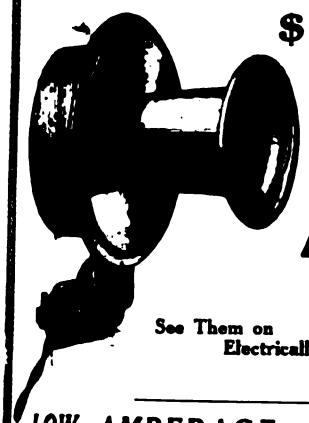

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Our models 8198-8199 are especially adapted to the special service required of the chains used on the popular machines of to-day.

RENOLD CHAINS have consistently proven their reliability in every important event. They are the chains *par excellence* for heavy duty, for sidecar work, for trials where the fundamental superiority of RENOLD CHAINS comes to the surface.

Write for our booklet, "Hints on Chain Drives for Motorcyclists."

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"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Has roll type door with hinge and catch, and is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed. Is fitted with ½-ft. gas tip. Prop centers 7". In parcel post box, weight 5 lbs. 5 oz.

All Nickel or Black and Nickel, Each $6.00.

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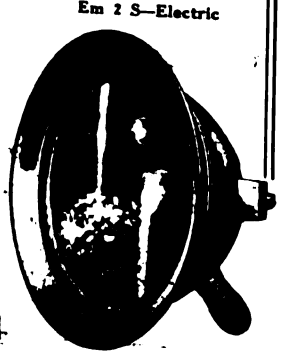
For Brilliant, Reliable Lighting

Model Em 2 S

Em 2 S—Electric



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[illegible] $5.50.

**Badger Brass Mfg. Co.**
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THE MIAMI MOTOR BICYCLE
SAFE · SILENT · CLEAN
WEIGHS 110 Lbs. COSTS $125.00

*DEALERS*

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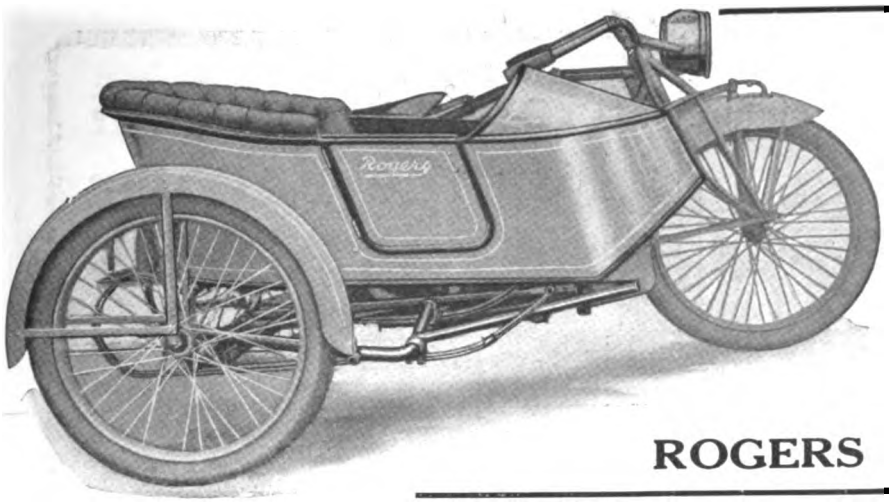

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Right now is the best time of all the year to push the Rogers.

Its beauty of line and finish fits the season. The comfort of its deep upholstery and spacious body is in keeping with the desire for ease and rest.

It is built stronger and 35 pounds lighter than any other sidecar—no strain on the frame of motorcycle or on the mind of the rider.

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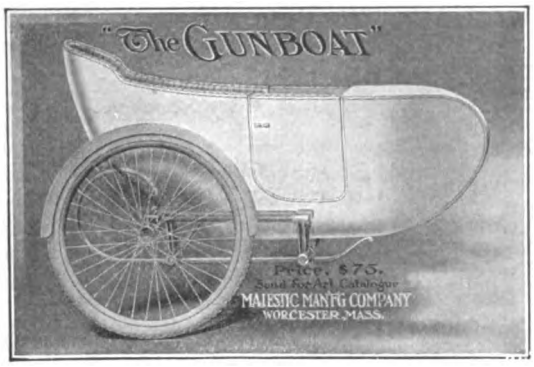


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We can ship in 24 hours. *Order Now*

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Extra Heavy

A motorcycle chain built to withstand hard service.

Thousands of dealers and riders are using No. 149 on the big powerful machines with good satisfaction.

Give the No. 149 a trial—we are confident of the results.

Furnished with—

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"The astonishing value of this new

# *MODEL 77*

has made this the best year's business that I ever had, though before I started selling it my sales had been very slow," writes one big jobber. "Model 77 gives the bicycle business new life."

Every detail so good that you naturally expect to find a high price on the tag.

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While the German and Russian Soldiers have been fighting to kill each other, we have been fighting to kill the high cost of Reboring and Regrinding Cylinders.

A VICTORY

Our mechanics have succeeded in making a new machine with which we are now able to do this work at reduced prices.

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Same quality and Materials as in Firestone Automobile Tires.

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Don't Ride Bareback

Like a motorcycle without a backrest is like riding a horse without a saddle—proper support and a sense of security are lacking. The

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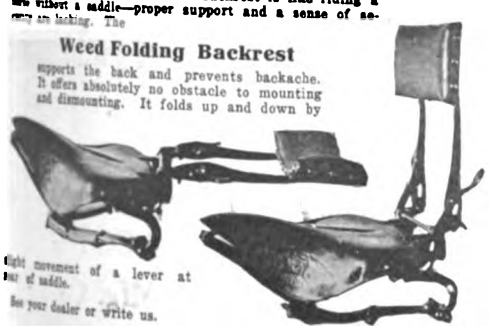
supports the back and prevents backache. It offers absolutely no obstacle to mounting and dismounting. It folds up and down by



slight movement of a lever at rear of saddle.

See your dealer or write us.

WEED FOLDING BACKREST CO., Stamford, Conn.

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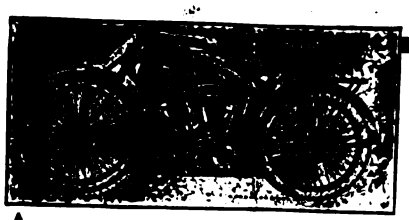

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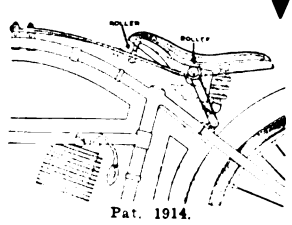

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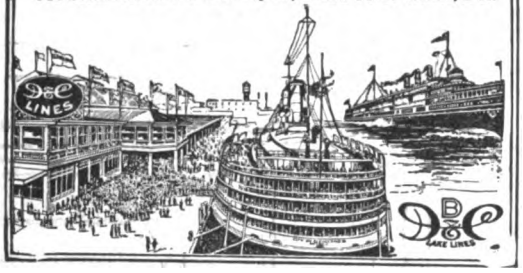


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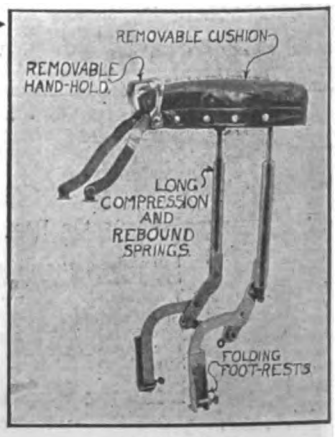


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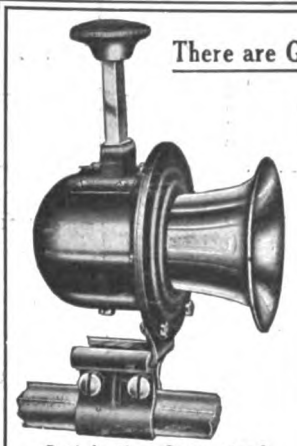

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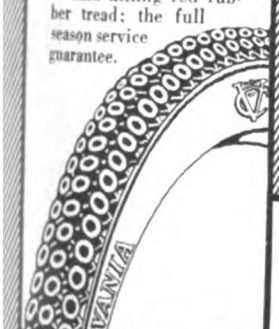
Think of it—a fabric that is as strong and heavy as most makers put into their Ford size auto casings—to make these tires *puncture proof*.

And remember—this improvement is *in addition* to the oilproof guarantee; the skid killing red rubber tread; the full season service guarantee.

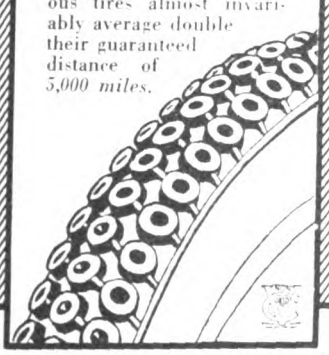



**If you're tired of ordinary popular priced tires**

—stop at the dealer's and find out the why of the irresistible appeal to the good motorcyclist that lies in

VACUUM CUP Oilproof MOTORCYCLE TIRES

It is nothing more or less than actual automobile tire construction. That's the reason these strenuous tires almost invariably average double their guaranteed distance of *5,000 miles*.



Guaranteed oil-proof
Effectively non-skid
Guaranteed 4,000 miles

—with the increased value we've secured by selling them direct to the dealer.

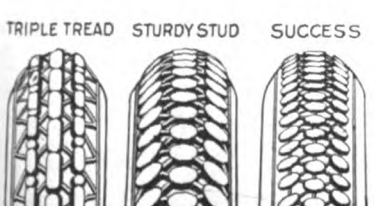
STURDY STUD Oilproof MOTORCYCLE TIRES

Here's a moderate priced tire—with a service far and away beyond anything you've ever expected of a motorcycle casing at any price.

★THREE★STAR★
*LINE OF*
BICYCLE TIRES

—the championship team that has qualified in every expectation of tens of thousands of riders.

Just see this big line—all dealers.




**Pennsylvania Rubber Co., Jeannette, Pa.**

*Direct factory branches and service agencies throughout the United States and Canada*

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# HARLEY-DA

## Dodge City 300-M

# 1st—2nd—4t

## All of Them Brea

**1st, Otto Walker, Harley-Davidson, Time 3:55:45**

**Average 76-3/10 Miles Per Hour**

**2nd, Harry Crandall, Harley-Davidson**

**4th, Joe Wolter, Harley-Davidson**

**5th, Red Parkhurst, Harley-Davidson**

**6th, Al Stratton, Harley-Davidson**

# The Most Stupendous Victo

## Harley-Davidson Motor

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# IDSON Wins!

## International Race

# 5th—6th—7th

# he World's Record!

Six Harley-Davidsons finished in first seven places.

Total of 27 starters, of which there were 8 Harley-Davidsons; all 8 starters finished!

This marvelous Harley-Davidson victory has made the whole world gasp.

Be prepared for more news!

# the History of Motorcycling!

## Milwaukee, Wis., U. S. A.

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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Thor

THE QUALITY MOTORCYCLE

Thor

CONSISTENCY

RELIABILITY

# Once More Thor Proves Its Supremacy

## Against a field of class Thor brings Marks home to victory in the 5 mile professional dash

at the Ohio State F. A. M. Meet at Lima, June 26th.

The Thor will win for you. See your dealer—or write to us today.

AURORA AUTOMATIC MACHINERY CO.

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

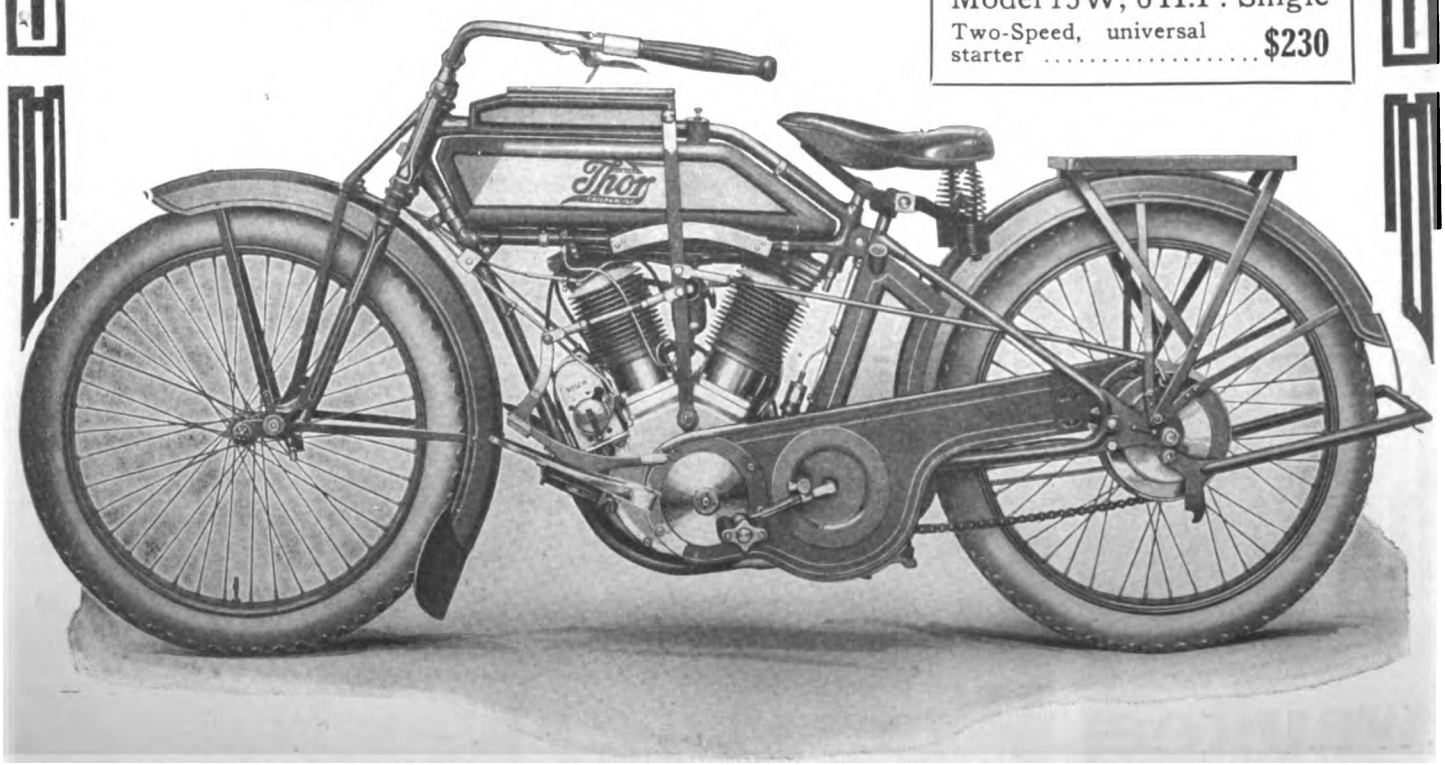
**Thor MODELS AT POPULAR PRICES**

Model 15A, 12 H.P. Twin
76 cubic in. displacement ..... $275

Model 15U, 8 H.P. Twin
61 cubic in. displacement, Price ..... $265

Model SR, 7 H.P. Twin
Short Coupled Road Racer, Truform Saddle Stock Bars Optional ..... $250

Model 15W, 6 H.P. Single
Two-Speed, universal starter ..... $230



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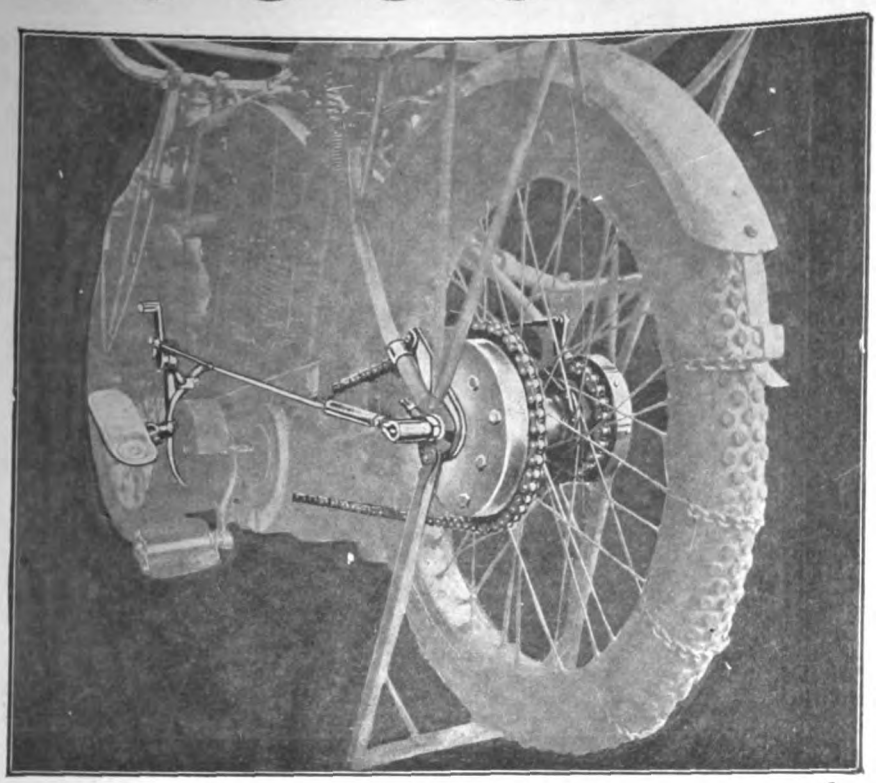
# Eclipse Equipment Makes Sales Grow



Live dealers say here's the fastest selling accessories on the motorcycle market today; and back it up with sales proof.

**ECLIPSE TWO SPEED**—Every rider of a single speed model—either belt or chain drive—is a live prospect for this rejuvenator of the motorcycle. Don't take long to attach it and the cost is moderate. The result is astonishing—new life and all the vigor of the very latest models. Demonstrate these things to your customers. It will pay you.

**ECLIPSE CLUTCHES**—Sales makers, too. Make better motorcycles and give the rider absolute control on any road. Puts new pleasures into motorcycling and takes the danger out.

**Let us tell you about our exchange clutch offer. Get in touch with us right away. Delay means lost sales.**

## Eclipse Machine Co.

**Elmira New York**



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# How The Smith Motor Wheel Serves Two Purposes

In the day time your friend the merchant can attach a Smith Motor Wheel to a delivery van and make his deliveries at about half what they are costing him now. Evenings, Sundays and holidays he can attach the same Motor Wheel to a bicycle (any bicycle) and he or any member of his family can use it as a pleasure vehicle. And the

**Smith MOTOR WHEEL**

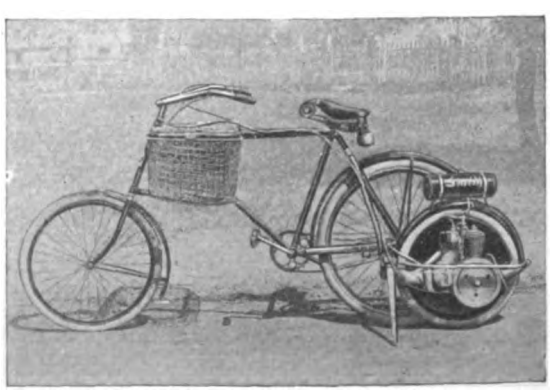
**(Detachable)**

**"THE BICYCLE BOOSTER"**

is so thoroughly practical and so very useful, that every buyer is a booster. It is built "right." High tension Magneto—no troublesome batteries. Float feed Carburetor—uniform gas feed and gasoline economy. Heavy, double tube, non-skid tread clincher Tires—easy riding qualities—miles and miles of service. The Smith Motor Wheel will push a bike 25 miles an hour and run 100 to 125 miles on a gallon of gasoline.

## List Price $60.00 F. O. B. Milwaukee

You responsible, well established dealers who haven't taken on the Smith Motor Wheel, get busy. Tell us what makes of Motorcycles and Bicycles you are handling, volume of business done, etc., and get our proposition.



*FULLY PROTECTED BY U. S. AND FOREIGN PATENTS*

**MOTOR WHEEL DIVISION**

## A. O. SMITH COMPANY

**MILWAUKEE, WISCONSIN**

*Largest Manufacturers of Automobile Parts in the World*



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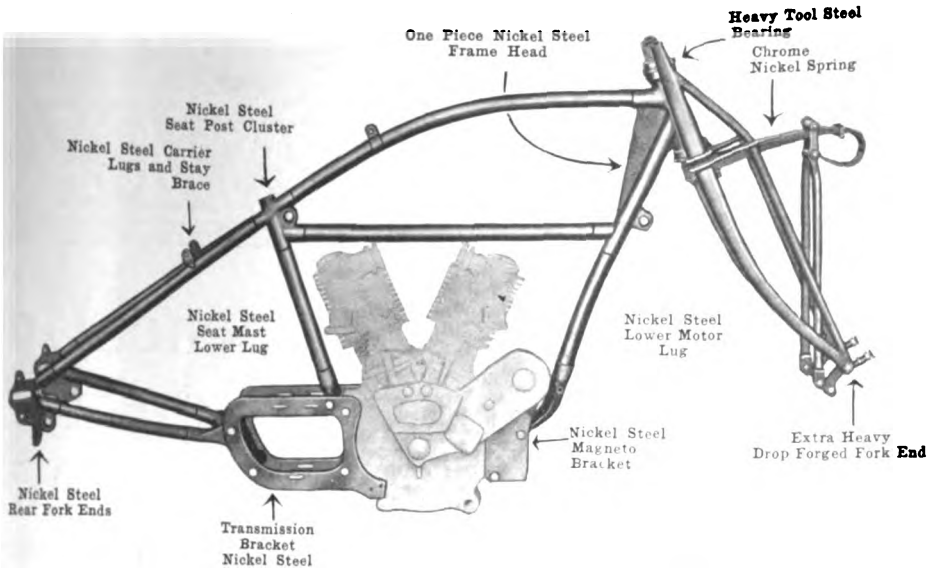
# The Seat of Power




The effective strength of any motor, no matter how great the power developed thereby, is absolutely dependent upon the stability of its foundation and the perfect alignment of the transmitting mechanism.

When we perfected the Model 15 "X" Motor, we immediately developed a frame of enormous strength to prevent springing or disalignment of the transmitting mechanism and to meet the terrific strain to which a motorcycle of such power and speed would be subjected and insure not only perfect power transmission but the life and safety of the rider.

To do this, we built a frame of Nickel Steel Drop Forgings and the best Heavy Gauge Seamless Nickel Steel Tubing throughout.

## HERE ARE THE DETAILS:

HEAD. A one piece nickel steel drop forging providing connection for the upper, middle and lower frame tubes with a vertical web that gives the greatest possible strength.

SEAT POST CLUSTER. A one piece nickel steel drop forging engaging the upper and middle frame tubes, seat mast and rear stays.

REAR FORK ENDS. One piece nickel steel drop forgings comprising axle slot, carrier and stand lugs.

REAR STAY BRACE. Nickel steel drop forging with lugs for carrier.

MOTOR AND TRANSMISSION BRACKETS. Heavy pressed nickel steel plates.

SIDE CAR CONNECTIONS. An integral part of the head, seat cluster and rear end forgings. The only mechanically correct method of side car attachment, eliminating cumbersome and unreliable fittings.

FRONT FORK. The familiar EXCELSIOR cradle spring fork with extension fork sides, heavy nickel steel drop forged crown, extra heavy nickel steel fork ends. Five leaf Chrome Nickel steel springs, and three-point handle bar connection.

HEAD BEARINGS. Extra heavy, tool steel, turned from bar stock, flush type. Cups pressed into seats in head forging.

Such a frame means 100% efficiency and absolute safety, a point of such vital importance that you cannot afford to buy a motorcycle without first carefully studying and testing the frame construction.

Compare the EXCELSIOR frame with any other ever built or get the opinion of experienced engineers. They will tell you the EXCELSIOR frame stands pre-eminent as the strongest motorcycle ever built, and you can see for yourself that this strength is coupled with handsome appearance and graceful lines.

It is just one of the many details of

## EXCELSIOR SUPREMACY

## Excelsior Motor Mfg. & Supply Company

**Office and Factory: 3703 Cortland Street, Chicago**

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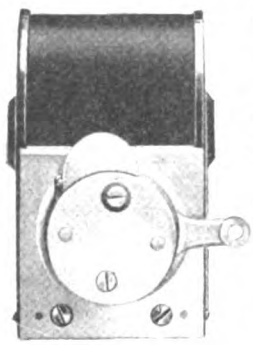
# DIXIE MAGNETO



## Uncle Sam Depends Upon 20th Century Ignition— the DEPENDABLE DIXIE

For the exacting duties of the United States Signal Service Corps—the instant pick-up and flying get-a-way, the flexible control and tremendous power at all speeds DIXIE equipped *Indians* are in demand.

"BY INVITATION" MEMBER OF

SPLITDORF ELECTRICAL COMPANY

ATLANTA.10-12 E. Harris St.
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NEW YORK.3-5-7 W. 61st St.
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PHILADELPHIA 210-12 N. 13th St.
SAN FRANCISCO..1028 Geary St.
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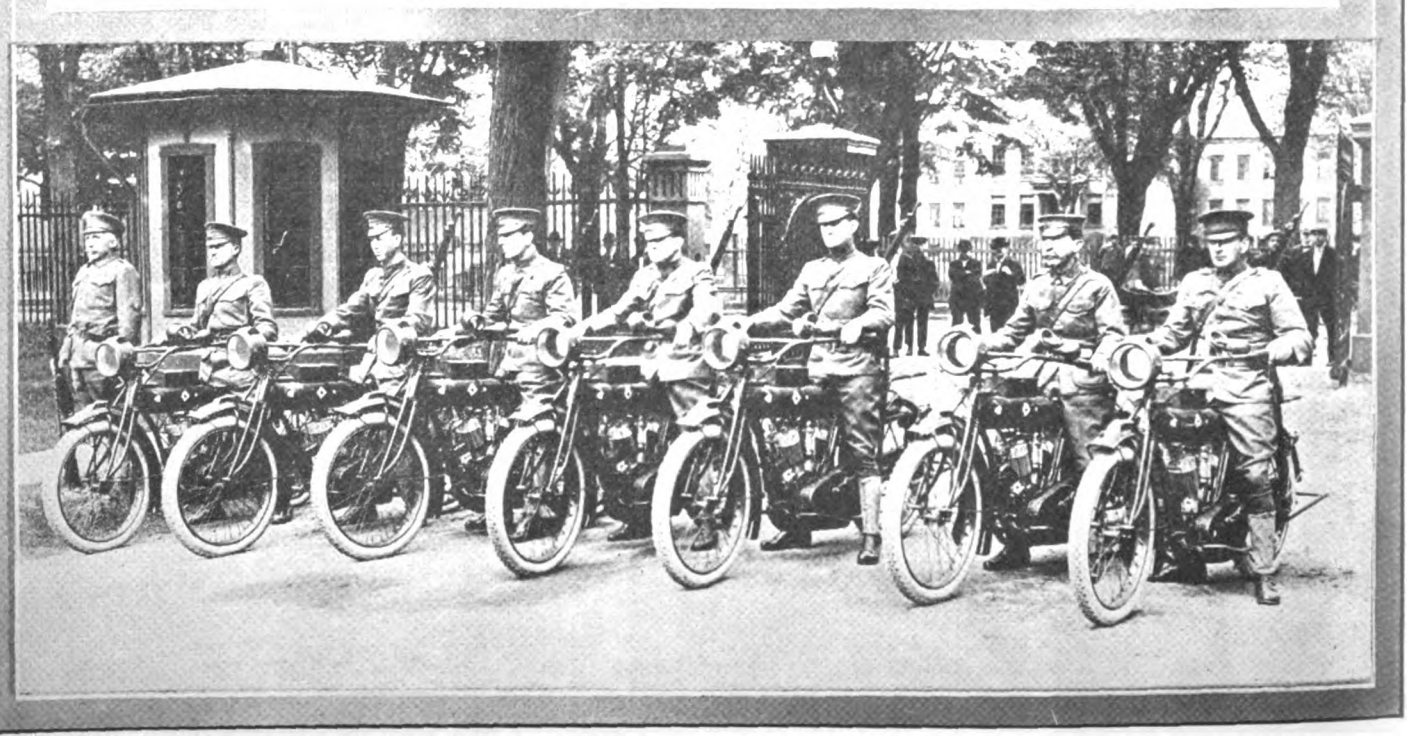
BUENOS AIRES

Factories: NEWARK, NEW JERSEY

*(All SPLITDORF features are fully covered by patent or patents pending)*



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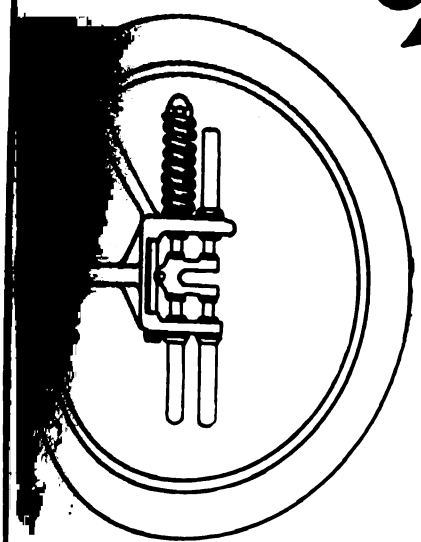
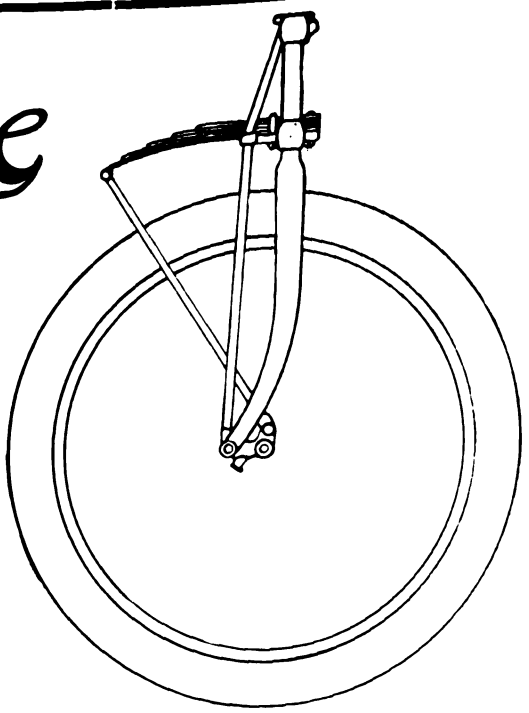
# Pope



**Spring Suspension Features Make Touring a Pleasure**



## Pope Motorcycle Construction

provides a rigid frame of great strength and permanence of alignment, coupled with which

## Pope Spring Suspension

front and rear, protects both rider and machine from road shocks, making long tours or short rides a pleasure.

## Pope Motorcycles

invite close inspection at every point. They are good all through, not just in spots.

**7 MODELS—TO SUIT ALL NEEDS**

BETTER BE A POPE DEALER THAN TO WISH YOU WERE

BETTER RIDE A POPE MOTORCYCLE THAN TO WISH YOU DID

## THE POPE MANUFACTURING COMPANY

11 CYCLE STREET, WESTFIELD, MASS., U. S. A.

*A good deed often means a good deal*—Please mention MOTOR CYCLE ILLUSTRATED.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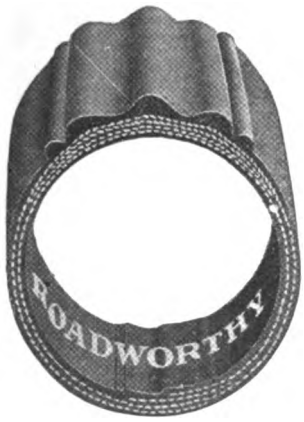



# 15 GOOD REASONS

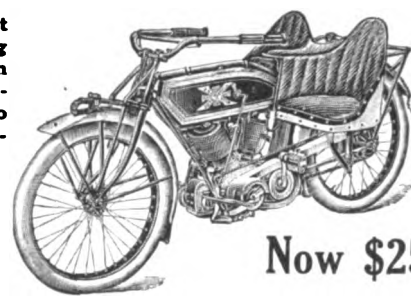
**WHY YOUR SALES SHOULD TAKE A JUMP NEXT WEEK—ONE REASON WHY NO DEALER—MOTORCYCLE OR BICYCLE—CAN AFFORD TO FAIL TO GET OUR SPECIAL OFFERS AT THIS TIME.**

**For the Bicycle Dealer we have over 45,000 pairs of DIAMOND-GOODRICH BICYCLE TIRES—14 different brands, strictly first quality, at prices you will scarcely believe—prices we dare not print. Never before have we ever offered anything like this and we cannot say that we will ever again be in a position to offer such real, undeniable values.**

**If you are a legitimate Dealer, write us this minute on your letter-head for our TIRE SPECIAL—Get our prices and then use your own good judgment. Get them now.**

## THE MILLER TRIPLEX SIDE SEAT

**offers you one of those opportunities that come your way only once in a very long while. Look at it. Have you ever seen anything that looked better to you—anything that should appeal more strongly to the rider or serve you better in demonstrating your 1915 machine?**



**There's something entirely different about the TRIPLEX—something that attracts every Motorcycle rider. It is this "something different" that makes it such an exceptional seller. If you are not thoroughly convinced that you are losing money in not having the TRIPLEX in stock, you may rest assured that you are not thoroughly acquainted with its wonderful possibilities.**

**Now $25.00**

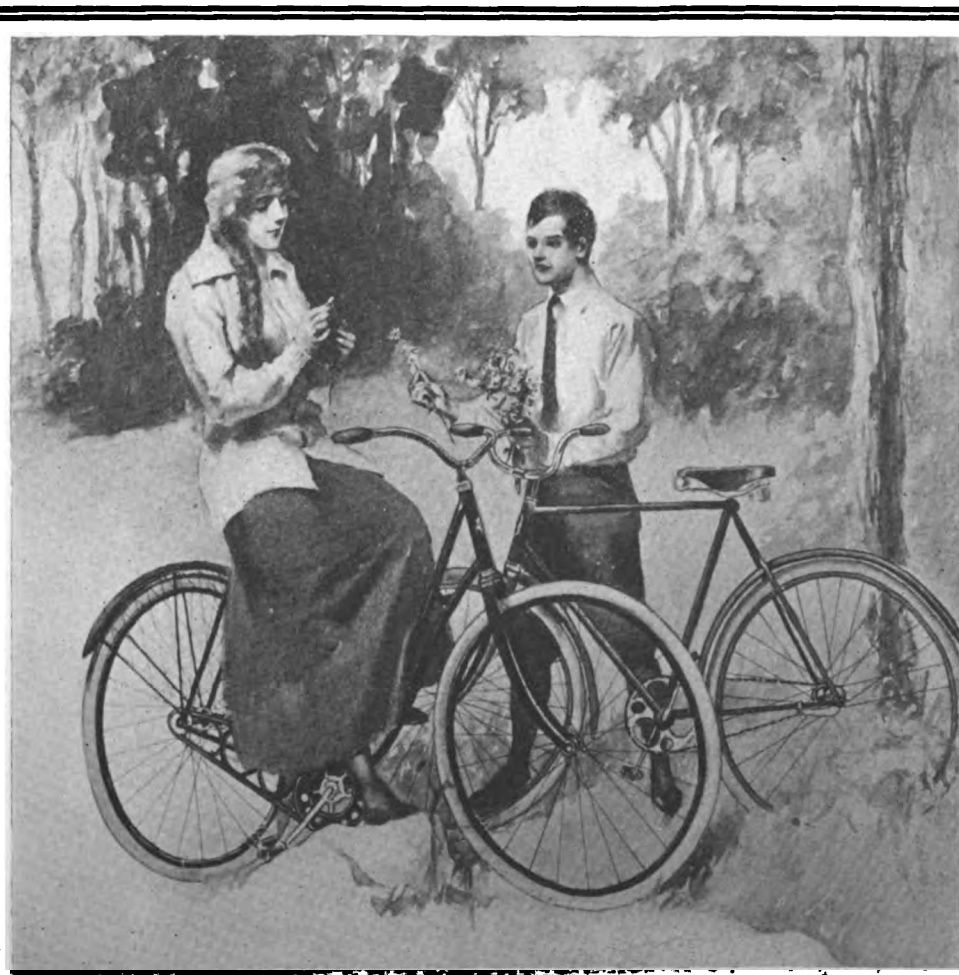
**LET'S GET ACQUAINTED. Write TODAY for our Illustrated Booklet and New Proposition.**

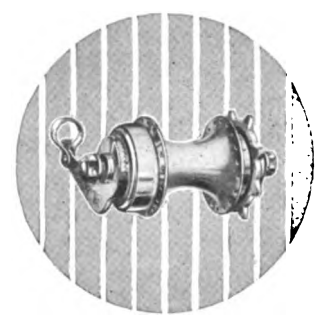
**OUR BARGAIN BULLETIN IS READY**

## HAVERFORD CYCLE CO.

**827-829 Arch Street Philadelphia, Pa.**

**You'll find all that's worth while in our 1915 Catalog and Trade Price List**





# VACATION

days are cycling days—creating the biggest opportunity of the year for selling bicycles, made best by the

## NEW DEPARTURE COASTER BRAKE

—It will pay dealers everywhere to go after this business. We'll help.
—Our "Red Book" shows the way. Send for it at once.
—There's money in it.

**The New Departure Mfg. Co.**
**Bristol, Conn., U. S. A.**

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# A CLEAN-UP

## FOR SCHEBLER CARBURETERS

### AT DODGE CITY

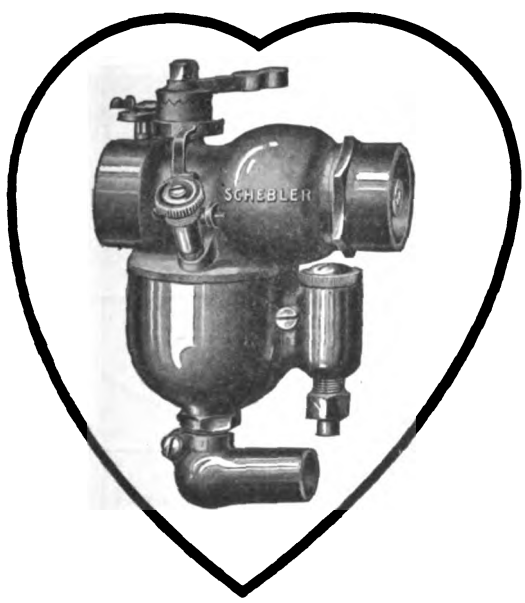
**All Six Prize-Winners Rode Machines Equipped With Scheblers, and Never Has A Motorcycle Carbureter Given A Better Account of Itself.**

## ALL 300-MILE RECORDS SMASHED

FIRST — Walker, Harley-Davidson, Schebler equipped; time, 3:55:45.

SECOND — Harry Crandall, Harley-Davidson, Schebler equipped; time, 3:58:29.

THIRD — Carl Goudy, Excelsior, Schebler equipped; time, 4:07:02.




FOURTH — Joe Wolter, Harley-Davidson, Schebler equipped; time, 4:07:30.

FIFTH — "Red" Parkhurst, Harley-Davidson, Schebler equipped; time, 4:07:39.

SIXTH — Al Stratton, Harley Davidson, Schebler equipped; time, 4:11:05.

## WINNER'S AVERAGE SPEED, MORE THAN SEVENTY-SIX MILES AN HOUR

**This is easily the most overwhelming victory ever won in a motorcycle race, and it proves beyond all question the vast superiority of the Schebler carbureter, the carbureter for all uses — always absolutely dependable.**

**Have a Schebler on your machine — the best of all trouble cures.**

## WHEELER & SCHEBLER

**INDIANAPOLIS, INDIANA**

*The advertiser wants to know—Therefore mention* MOTOR CYCLE ILLUSTRATED.

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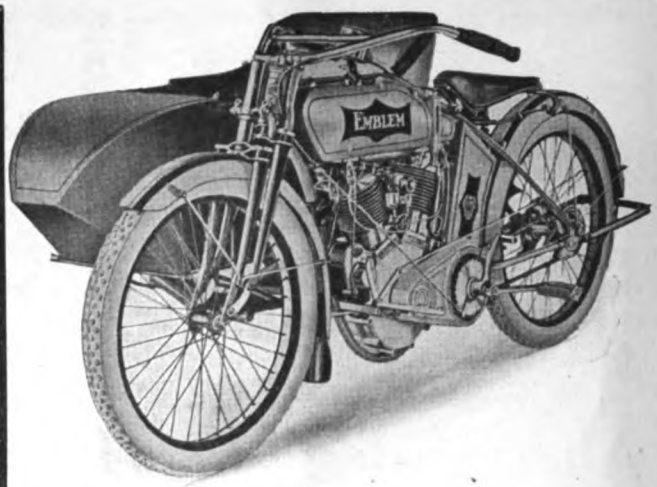
# EMBLEM




the embodiment of strength and speed. A motorcycle that you can depend upon to carry you up the steepest hill and over roughest roads with absolute certainty, or along the smooth stretches at as fast a pace as you will care to go.

**A mighty machine made to render satisfactory service under most exacting conditions and every one with a speed guarantee of 65 miles an hour The fastest honest stock machine made.**

## THE EMBLEM MOTOR

HERE is an engine of tremendous power—a piston displacement of 76.6 cubic inches—making it master of every road, from a smooth, silent glide over the boulevard to the racking test of hard driving over rough and unpaved streets.

**Emblem Bicycles** better and sturdier than ever. Send for catalogue

## INVESTIGATE THE EMBLEM

GO to any Emblem dealer and ask for a demonstration. Look up the road records of this machine that has carried most unusual loads over unusual roads, daily demonstrating its remarkable power and endurance. If there is no dealer near you write direct to us.

**Emblem Mfg. Co., Angola, N.Y.**

TRADE <E> MARK

# DIAMOND "E" SPOKES AND NIPPLES

We have been making spokes and nipples for the cycle trades for many years. Wherever and whenever spokes and nipples are needed DIAMOND "E" are always first specified. Every spoke and nipple bears the trade mark "Diamond E" and is guaranteed for exact fit, measurement, quality and finish.



## THE STANDARD COMPANY, TORRINGTON, CONN.

MANUFACTURERS OF

Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

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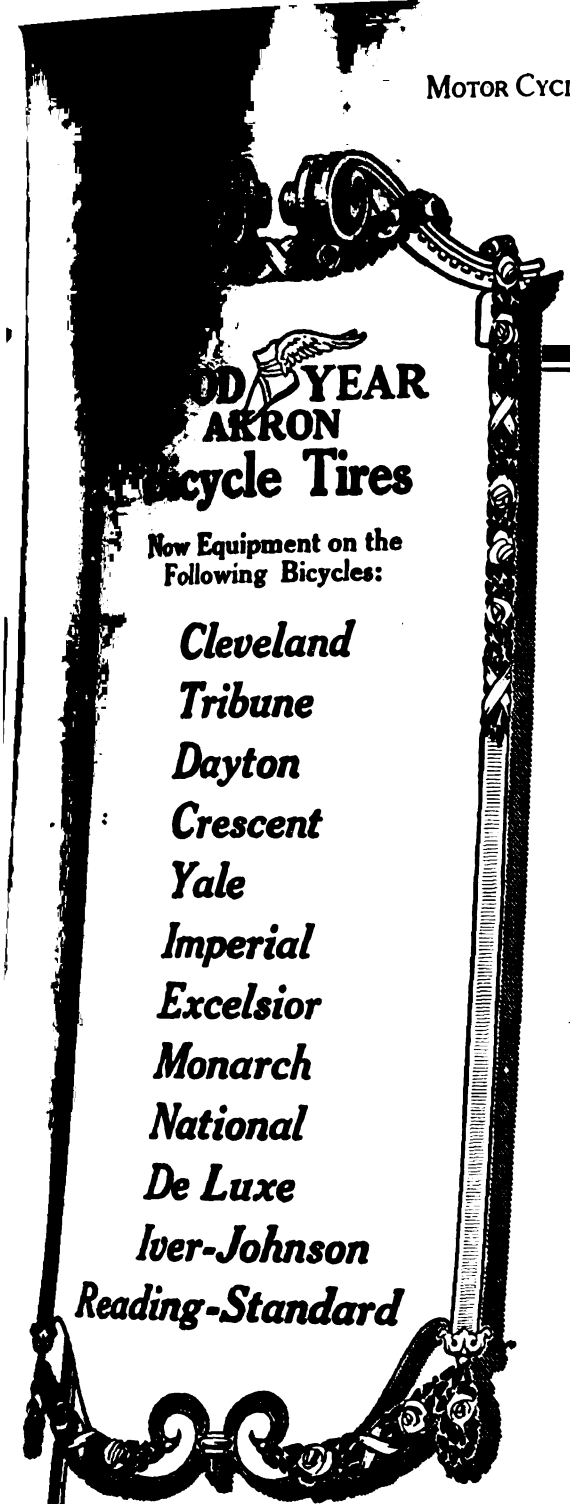

OODYEAR
AKRON
Bicycle Tires

Now Equipment on the Following Bicycles:

*Cleveland*
*Tribune*
*Dayton*
*Crescent*
*Yale*
*Imperial*
*Excelsior*
*Monarch*
*National*
*De Luxe*
*Iver-Johnson*
*Reading-Standard*

## A *Tested* Guarantee

Every Goodyear Bicycle Tire is inspected eight times before it leaves our factory.

It is filled with air and kept under observation for one whole week.

That's why they are really guaranteed for material and workmanship. Should any fail the dealer makes good to the owner and we make good to the dealer.

But such adjustments are rarely known. We make *sure* the tire is right from the start.

We believe no other maker uses the caution that we do to give you a perfect tire.

# Dealers—
# Why Postpone?

Competition in the bicycle business is keen today. Success and profits come to dealers who apply the greatest selling pressure.

Make every bicycle you sell bring you in new customers. Most bicycles now are well built. They entice trade on appearances.

The test is in the *tires*. Poor tires make the best bike helpless.

Keep your bicycles and customers "sold." See that the machines you sell give continuous pleasure. That will bring you new business quicker than anything we know of.

Tires almost ruined the bicycle business once. But they never will again.

Goodyear-Akron Bicycle Tires now stand at the top—in mileage, comfort and reliability. They have made the bicycle *safe and sure* for business, distance, or for pleasure.

136,082,830 Goodyear-Akron Bicycle Tire advertisements are being published this year in the great magazines and papers. People now know of this new tire sensation.

Think of what such publicity must do for dealers who follow up the advantage.

Learn more about this Goodyear Dealer Co-operation. Write for our brilliant sales-making plans.

We offer this service to all dealers FREE. Write today, else you may forget. Address Dept. 227

**The Goodyear Tire & Rubber Company**
**Akron, Ohio**
***Makers of Goodyear Automobile Tires***

**Dealers! Mail Now for FREE Sales Plans**

**The Goodyear Tire & Rubber Co.**
**Dept. 227 Akron, Ohio**

Please tell me about your Salesmaking Plans and Dealer Co-operation.

*Name* .....

*Address*..... .....(2472)




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# United States Motorcycle Tires

# ALWAYS WIN

## In Long Endurance Runs and Road Races

Joe Wolter, on a Harley-Davidson, equipped with United States Tires, won the 200-mile race at La Grande, Oregon, June 17th, *without a tire change.* Time: 3:36:58. This is perhaps the most wonderful record ever made by any motorcycle tire, as the entire distance of the course is an ordinary country road. It is conceded to be the roughest road over which a meet of this kind was ever held.

Jim Davis broke the World's 100-Mile Dirt Track Record with an Indian, equipped with United States Tires, at Detroit, June 13th. Time: 88:06 2/5.

## THESE RIDERS USED

## United States Motorcycle Tires

Because They Were Out To Win

EQUIP YOUR MACHINE WITH THEM AND JOIN THE WINNERS

**Made by the Largest Rubber Company in the World**




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MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

# Walker Wins Dodge City Triple-Century at Pace That Sets New Records

First Actual Photograph of the Dodge City Classic; Excelsior Riders Opening Up on Getting Flag from Referee Donovan's Automobile (at Left) Which Led Field for Flying Start. Indian Riders Headed by Perry Just About to Cross Tape

DODGE CITY, Kan., July 3.—Flattened against the broad tank of his Harley-Davidson and blarneying every last bit of "pep" out of the motor which [illegible] him consistently from the start, Otto Walker, [illegible] laurel-browed from a dozen brilliant wins in fast [illegible], carried off the 300-mile speedway race here [illegible] His time was 3:55:45.

[illegible] Crandall, astride another Harley-Davidson, [illegible] second, his time being 3:58:29. Then came [illegible] and his Excelsior. Goudy was the only con[illegible] break into the continuous performance, which [illegible] had been arranged for the first seven places [illegible] Harley-Davidson camp. He finished third—and [illegible] him came four more representatives of the Mil[illegible] factory.

### Times Made by the Others

[illegible] Excelsior reeled off the triple century in [illegible] Joe Wolter, Harley-Davidson, chased him [illegible] tape in 4:08:30. Fifth place went to Leslie [illegible]khurst, Harley-Davidson, in 4:08:39, and Al [illegible] unting another Gray Fellow, went over the [illegible]:10. Ralph Cooper, also hailing from the [illegible] camp, was in seventh place.

[illegible] the cold facts as set forth in the official returns, but in plain justice it should be stated at this juncture that Morty Graves and his Indian deserve a share of the limelight, which is now being turned upon the winners. Graves was leading the field and getting over the ground in a manner to shame the far-famed jackrabbit until his gasoline tank burst its seams in the 150th lap—the final dash for the tape—and left him out of the running. Graves had only about one mile to ride when the trouble occurred.

### With a Rolling Start

Twenty-nine riders, the pick of the various racing camps, went off to a rolling start at 11:30 a. m., when Competition Chairman John L. Donovan, of the F. A. M., led them around the track in an automobile. They made one circuit of the two-mile speedway in this fashion, and then flashed across the tape on the triple-century journey. The weather conditions had been threatening, but today they were well-nigh ideal, and it was freely predicted that more than one record would fall before the volleying motors of the speed squad. Nor did this prediction fail.

Taylor and his Indian showed the way on the opening lap, but on the second circuit of the course Don Johns jockeyed his Cyclone into first place, with Taylor running second. The third lap found Johns still setting the

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# First Six Over Tape At Dodge City

Otto Walker, Winner

Harry Crandall, Second

Carl Goudy, Third

pace, with Taylor second and Glen Stokes, Excelsior in third place. At this stage Clarence Johnson, Indian, who had dropped his goggles and been delayed at the start got back into the running and made a game effort to cut down the handicap of three laps.

**Johns Stops for Fuel and Oil**

Johns continued to show the way and his performance was of championship caliber all the way to the sixteenth lap, when he made a stop for gasoline and oil. In the fourth and fifth laps Taylor struggled gamely to inch up on the flying Indian rider, but did not succeed in doing more than catching up with his rear wheel. There he hung with bull-dog tenacity.

Don Klark, of the Indian camp, stopped at the pits in the eighth lap, and "Speck" Warner, also mounting an Indian, had been retired in the third lap with a broken valve-lift. Roy Good, Indian, was halted by a fouled spark plug in the seventh lap. Taylor gradually fell off in his pace at this stage of the race and Glen Stokes began to trail Johns in second place, with Bob Perry, Excelsior, riding third.

When Don Johns stopped to replenish his tanks in the 16th lap Stokes was left in the lead with Perry not far in his rear. Perry jumped into the lead in the 18th lap, but gave way to Stokes again in the 19th. Don Johns had returned to the fray and was making a desperate effort to cut down the handicap of six laps which he had to put up with as a result of his stop for fuel. Johns' work was nothing short of spectacular and it was generally understood that he was gaiting himself for a new 100-mile record.

**Bob Perry in the Lead**

The 22d lap found Bob Perry in the lead, with the first division speed-boys all going great guns in an effort to get a jump on

Joe Wolter, Fourth

Leslie Parkhurst, Fifth

Alva Stratton, Sixth

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## Records of Those Who Were Still in the Race at the 120th Circuit

| Name. | Machine | 60th lap. | 65th lap. | 70th lap. | 75th lap. | 80th lap. | 85th lap. | 90th lap. | 95th lap. | 100 lap. | 105th lap | 110th lap | 115th lap | 120th lap | 125th lap | 130th lap | 135th lap | 140th lap | 145th lap | 150th lap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Otto Walker | Harley-Davidson | 12:45:50 | 12:53:20 | 1:01:00 | 1:08:25 | 1:16:00 | 1:23:40 | 1:31:15 | 1:38:50 | 1:46:28 | 1:55:32 | 2:03:08 | 2:10:45 | 2:23:30 | 2:31:00 | 2:38:45 | 2:46:21 | 2:54:00 | 3:01:38 | 3:09:15a |
| Harry Crandall | Harley-Davidson | 12:46:12 | 12:56:55 | 1:04:15 | 1:11:50 | 1:19:32 | 1:27:15 | 1:35:53 | 1:43:43 | 1:51:31 | 1:59:26 | 2:09:10 | 2:16:55 | 2:24:42 | 2:32:39 | 2:40:30 | 2:48:22 | 2:56:14 | 3:04:07 | 3:11:59b |
| Carl Goudy | Excelsior | 12:49:00 | 12:56:35 | 1:04:36 | 1:12:23 | 1:19:52 | 1:27:15 | 1:47:40 | 1:50:57 | 2:01:47 | 2:09:32 | 2:17:18 | 2:25:53 | 2:33:25 | 2:41:05 | 2:48:47 | 2:56:07 | 3:05:01 | 3:12:50 | 3:20:32c |
| Joe Wolter | Harley-Davidson | 12:48:00 | 12:55:33 | 1:03:12 | 1:10:52 | 1:18:32 | 1:27:00 | 1:35:00 | 1:42:57 | 1:50:06 | 1:58:15 | 2:06:24 | 2:15:17 | 2:33:06 | 2:41:05 | 2:49:05 | 2:56:50 | 3:04:52 | 3:12:52 | 3:21:09d |
| Red Parkhurst | Harley-Davidson | 12:50:04 | 12:57:58 | 1:05:51 | 1:13:31 | 1:21:08 | 1:28:55 | 1:47:00 | 1:55:29 | 2:03:00 | 2:10:43 | 2:18:13 | 2:25:53 | 2:33:25 | 2:41:05 | 2:48:47 | 2:56:27 | 3:04:44 | 3:12:36 | 3:21:04e |
| Al Stratton | Harley-Davidson | 12:52:10 | 1:00:30 | 1:08:55 | 1:15:10 | 1:22:50 | 1:29:10 | 1:38:08 | 1:46:55 | 1:59:45 | 2:06:10 | 2:14:30 | 2:22:51 | 2:31:04 | 2:39:31 | 2:49:32 | 2:57:50 | 3:06:10 | 3:16:05 | 3:24:35f |
| Ralph Cooper | Harley-Davidson | 12:46:42 | 12:54:15 | 1:01:40 | 1:09:36 | 1:18:17 | 1:27:45 | 1:42:00 | 1:54:15 | 2:02:36 | 2:12:30 | 2:20:40 | 2:28:35 | 2:36:35 | 2:44:35 | 2:52:30 | 3:00:40 | 3:08:45 | 3:11:55 | 3:25:10 |
| Glen Boyd | Indian | 1:00:25 | 1:09:22 | 1:16:57 | 1:24:31 | 1:32:05 | 2:00:00 | 2:06:00 | 2:13:55 | 2:21:24 | 2:28:53 | 2:36:24 | 2:43:58 | 2:51:33 | 3:00:47 | ..... | ..... | ..... | ..... | .....g |
| Lee Taylor | Indian | 1:05:38 | 1:14:30 | 1:22:19 | 1:30:18 | 1:37:43 | 1:43:00 | 1:55:50 | 2:03:40 | 2:10:40 | 2:19:45 | 2:29:07 | 2:38:40 | 2:49:15 | 2:58:17 | 3:07:15 | 3:16:16 | 3:25:27 | ..... | .....h |
| Marty Graves | Indian | 1:24:27 | 1:40:09 | 1:55:50 | 2:03:40 | 2:10:40 | 2:19:23 | 2:27:11 | 2:36:55 | 2:44:48 | 3:00:30 | 3:08:38 | 3:16:57 | 3:27:30 | 2:48:58 | ..... | ..... | ..... | ..... | .....i |
| Harry Glenn | Indian | 1:24:30 | 1:40:09 | 1:55:50 | 2:03:40 | 2:11:33 | 2:19:23 | 2:27:11 | 2:36:55 | 2:44:48 | 3:00:30 | 3:08:38 | 3:16:57 | 3:27:30 | ..... | ..... | ..... | ..... | ..... | .....j |
| C. Johnson | Indian | 1:24:27 | 1:40:09 | 1:55:50 | 2:03:40 | 2:11:33 | 2:19:23 | 2:27:11 | 2:36:55 | 2:44:48 | 3:00:30 | 3:08:38 | 3:16:57 | 3:27:30 | ..... | ..... | ..... | ..... | ..... | .....k |
| Ray Weishaar | Harley-Davidson | 12:58:50 | 1:07:04 | 1:15:15 | 1:23:29 | 1:32:43 | 1:38:56 | 1:44:55 | 1:53:10 | 2:01:24 | 2:10:22 | 2:24:00 | 2:32:13 | 2:40:35 | 2:48:58 | ..... | ..... | ..... | ..... | .....l |
| Wm. Brier | Harley-Davidson | 11:15:30 | 11:22:26 | 11:30:14 | 11:37:50 | 11:45:27 | 11:53:04 | 11:59:41 | 12:06:18 | 12:13:55 | 12:21:32 | 12:29:09 | 12:36:46 | 12:44:23 | 12:52:00 | 12:59:37 | 1:07:14 | 1:14:51 | 1:22:28 | .....m |

(a) First place; prize, $600 and $200 for record. (b) Second place; prize of $300. (c) Third place; prize $150. (d) Fourth place; prize $75. (e) Fifth place; prize, $50. (f) Sixth place; prize $25. (g) Flagged 134th lap. (h) Out, 134th lap (threw a tire). (i) Out in 150th lap. Received flag for one more lap to go when gas tank burst one mile from finish. (j) Flagged, 138th lap. (k) Flagged. (l) Flagged, 130th lap. (m) Flagged, 126th lap.

## Complete Lap Times of the First Two Men to Cross the Tape in the Triple-Century Speedfest

**OTTO WALKER—Time per lap:** 1:50, 1:40, 1:30, 1:30, 1:30, 1:30, 1:28, 1:32, 1:30, 1:30, 1:28, 1:28, 1:26, 1:26, 1:27, 1:28, 1:29, 1:30, 1:30, 1:31, 1:35, 1:32, 1:33, 1:34, 1:31, 1:33, 1:34, 1:33, 1:33, 1:32, 1:30, 1:30, 1:28, 1:32, 1:30, 1:31, 1:30, 1:32, 1:36, 1:40, 1:32, 1:33, 1:34, 1:30, 1:32, 1:29, 1:30, 1:28, 1:35, 1:34, 1:36, 1:30, 1:32, 1:30, 1:31, 1:31, 1:32, 4:10, 1:34, 1:34, 1:35, 1:35, 1:30, 1:30, 1:32, 1:32, 1:32, 1:33, 1:32, 1:30, 1:27, 1:26, 1:26, 1:27, 1:28, 1:29, 1:30, 1:30, 1:29, 1:30, 1:31, 1:35, 1:27, 1:26, 1:26, 1:25, 1:27, 1:28, 1:28, 1:33, 1:35, 1:28, 1:33, 1:35, 1:30, 1:32, 1:30, 1:30, 1:31, 1:33, 1:35, 1:35, 1:30, 1:32, 1:33, 1:32, 1:30, 1:28, 1:29, 1:30, 1:30, 1:29, 1:31, 1:27, 1:27, 1:30, 1:31, 5:55, 1:30, 1:30, 1:31, 1:30, 1:30, 1:31, 1:34, 1:32, 1:30, 1:31, 1:31, 1:32, 1:32, 1:31, 1:27, 1:26, 1:26,

**HARRY CRANDALL—Time per lap:** 1:44, 1:45, 1:33, 1:35, 1:35, 1:40, 1:40, 1:36, 1:35, 1:31, 1:41, 1:35, 1:35, 1:31, 1:34, 1:30, 1:34, 1:32, 1:33, 1:34, 1:35, 1:35, 1:31, 1:34, 1:32, 1:33, 1:33, 1:34, 1:31, 1:33, 1:34, 1:34, 1:32, 1:33, 1:32, 1:31, 1:35, 1:32, 1:36, 1:35, 1:32, 1:30, 1:35, 1:35, 1:30, 1:32, 1:36, 1:40, 1:32, 1:30, 1:30, 1:35, 1:35, 1:35, 1:35, 1:30, 1:35, 1:35, 1:35, 1:35, 1:30, 1:35, 1:35, 1:35, 1:35, 1:30, 1:38, 1:32, 1:36, 1:36, 1:38, 1:35, 1:32, 1:35, 1:33, 1:35, 1:35, 1:35, 1:35

# Record-Chasers and Trade Boosters As They Appeared On the Dodge City Firing Line

**At Top, the Cyclone Team, with Chairman Donovan at the Right. Second Picture, the Score Board, Where All Eyes Were Focused to See the Riders' Progress. Third Picture, Harry Crandall and Otto Walker Just Before the Start of the Race. Fourth Picture, the United States Tire Representatives**

the field. Stokes was in second place and well up in the 22d and in the next lap he again wrested the premier position from Perry. At this juncture Don Johns and his Cyclone whirled into first place again, and the 24th lap found him setting a terrific pace and looking for all the world like a winner. Perry was second, Stokes third and Carl Goudy fourth. Johns held his position in the 25th lap and was still showing the way in the 29th circuit when Bob Perry stopped to change a tire.

Clymer, of the Excelsior squad, had dropped out, and Sargent, of the Indian camp, made a stop for oil and gas in the 25th lap. The 23rd lap put Pineau, the Merkelite, out of the running with a broken piston.

Johns had not been displaced as leader in the 35th lap, and Stokes was still in second place with Goudy third and Taylor fourth. Morty Graves had come up into fifth place and was giving promise of great things. Goudy was in front in the 40th lap, with Taylor second and this order was maintained for several circuits.

### Thought Scorers Had Dropped a Lap

It was argued in some quarters that the scorers had not kept up with Johns while he was hitting up his best pace in the earlier laps, and that he was really entitled to one lap more than the scoreboard showed. Some of the fans continued to regard him as the leader as late as the 40th lap. Harry Glenn, Indian, had stopped in the 34th lap for oil and gas, and Good, Indian, was delayed with carbureter trouble. Don Johns stopped again for gasoline and oil in the 41st lap.

The best time for the hundred miles was made by Carl Goudy, Excelsior. He was clocked at 1:14:10, which was officially regarded as a new dirt track record for the distance. Competition Chairman Donovan announced that the distance covered by Goudy in the first hour was 80 miles. For setting the new record Goudy won a special prize of $100 in addition to the prize of $150 which he carried off for finishing in third place.

It was the 45th lap that left Don Johns high and dry. The gas tank of his Cyclone was damaged and he was forced to quit. Dave Kenny, the other Cyclone entrant, had been eliminated with a broken frame earlier in the race. Carl Goudy continued to ride consistently until the 55th lap when he was forced to change a tire.

### Glen Boyd Makes a Jump

Glen Boyd got a hop out of his mount in the 57th that enabled him to assume the lead. Graves was in second place and Harry Crandall had brought his Harley-Davidson mount into third position. At this time Otto Walker was riding fourth and Joe Wolter was trailing him.

Lee Taylor tried his hand at pushing in the 49th lap when a leaky tank caused him to run short of gas unexpectedly. He trundled his machine up to the pits. The 48th lap was featured by a blaze in which Patterson's Flying Merkel was destroyed. At this point in the big grind the following had been eliminated: Pineau, Patterson, Clymer, Don Johns, "Speck" Warner, Casner and Dave Kenny.

"Slivers" Boyd set the pace for the boys for a time after the 60-mile mark had been passed. Morty Graves was well up at the

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...ing ground. Stratton was ... The 70th lap found Otto ... the lead, and he was closely ... Graves. Don Klark had broken ... in the 58th lap. At the ... the halfway mark in the race, ... clocked at 1:54:55. Weishaar, ... Davidson camp, had blown a ... circuit of the course. Perry ... in the 45th lap when he ... stud, and in the 43d French ... for a new push-rod.

**Walker Continues in the Lead**

... was still doing the pathfinding in ... with Graves at close quarters and ... third. Walker increased his ... in the 83d circuit, with Graves ... in positions just mentioned. ... Joe Wolter blew out a tire ... Boyd halted with a leaky ... The 81st lap saw Glenn ... with an ache in his carbureter. ... a visit to the pits in the 103d ... gasoline and oil. At this time Cran... had come up to second place and ... was third. Graves regained second ... 108th lap and Walker was then ... Crandall was third. "Red" ... had come into fourth position. ... was first, with Graves, Crandall, ... and Stratton in the order named ... lap. Boyd had been obliged ... another stop in the 101st lap be... of his leaky gasoline lead.

... chance to regain the lost six miles ... up with Walker came in the 120th ... Walker stopped at the pits to ... rear wheel. In the 121st lap ... was still ahead, but Graves had ... close. The next lap looked ... like a good one for a desperate ... in a hair-raising dash he wrested ... from Walker.

**Walker Sets New 200-Mile Record**

... his precious lead carefully ... five or six laps and appeared to ... at his best. The crowds in the ... sent up cheer after cheer in ... Graves and Walker, and there was ... enthusiasm when Announcer ... that Walker had covered the ... in 2.33.18. Another flat track ... went into the discard.

... speedsters turned into the 140th ... was still leading Walker, and in ... circuits the Indian representa... lapped his rival. Gradually ... yard by yard, Graves crept ... in the next to the last lap ... lead of about a mile on Walker. ... gave Graves the flag for his ... was taken for granted that the ... of the big day's bacon was due ... with the Indian squad. Then ... mile with his tank. One of the ... up and under the terrific ... to open. Graves strug... pace, but his gasoline tric... left him helpless. Almost ... he saw his big chance slip ... Walker and the others, ... passed him on the back... the tape.

... trials, which were held ... any riders not capable ... an hour, all the entrants ... of the speed-boys fell be... hour in these try-outs, and ... in the 80-mile an hour

## Factory Men and Promoters at Rest and a Snapshot of the Speedsters Hitting Up 60 Per

**At Top, Frank Rodger at the Right. Second Picture, Promoters of the Dodge City Race. Third Picture, Frank Weschler and "Cannon Ball" Baker Discussing the Race at the Indian Pit. Fourth Picture, an Exciting Moment at the Race Showing the Riders Whirling Down the Course**

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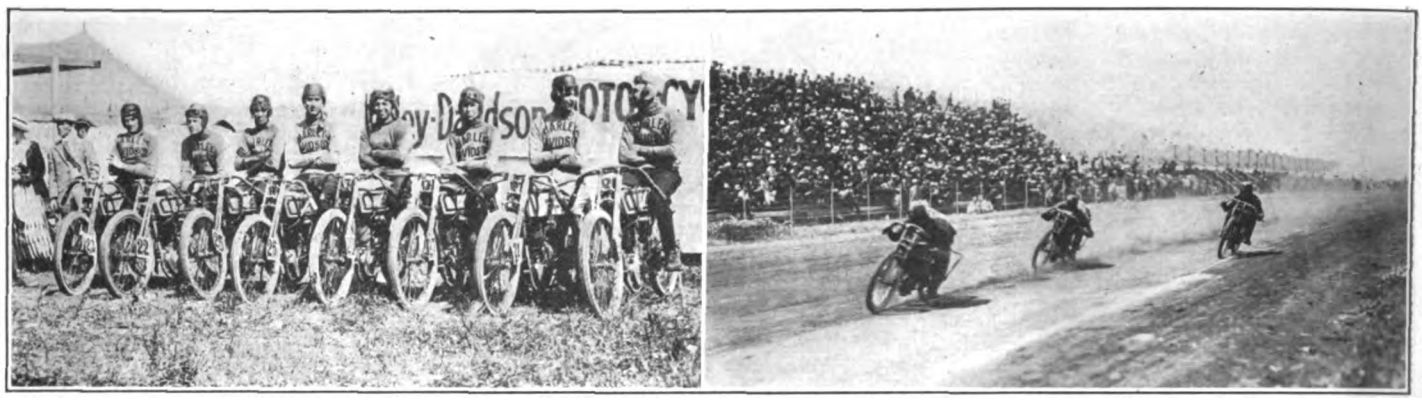
# Gray Fellows in Paddock and at Speed



**Left, Harley-Davidson Team Which Landed Five Men in the Money; Right, Team Mates "Hanging On" While Passing the Grandstand**

### DODGE CITY PERSONALS

John Donovan, chairman of the F. A. M. competition committee, was on the job to see that everything was being run according to rules. Donovan tried his best to have this race run off without any arguments springing up later and it looks as if he had succeeded.

Although there were no accidents during the race, there surely was enough of them before. Frank Rodger, publicity manager of Harley-Davidson, took a big chunk of flesh out of his heel while riding out to the track on a tandem by getting it caught in the spokes. Glen Stokes sprained his ankle during practice several days before the race and was carried to town to be fixed up by the doctor. He bought some crutches but when he thought of the prize money, away went the crutches and Stokes was in the race. No one dreamed that he was riding with a sprained ankle.

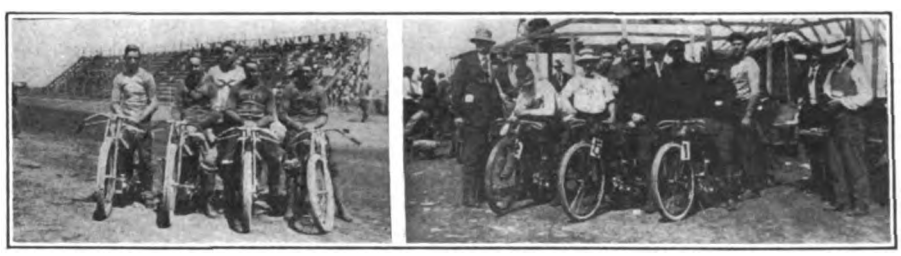
The first party to congratulate Frank Rodger on the winning of the race was no other than Frank Weschler of the Hendee Manufacturing Company, which certainly shows the true sportsmanship in the motorcycle industry. Others of the Hendee company present were: Howard O'Brien, from the factory; Al Crocker, manager of the Kansas City branch; Seidell and Strong, also of the Kansas City branch.

The Goodyear Tire Company were to have a lot of souvenirs at the track but Falor received a wire that they were shipped to Dodge City, Iowa. As there is no such city there were no souvenirs to distribute.

In the elimination trials Dave Kennie made the fastest lap, doing the trick in 1:22, but this was beaten by Don Johns, also on a Cyclone in the race itself, Don doing it in 1:20 or at 90 miles per hour.

Among the dealers who were present were E. B. Sauffley, Excelsior distributor at Kansas City; Walter Whiting, Harley-Davidson distributor at Denver, and Ed. Mead, Excelsior distributor at Denver. O. K. Newby, Merkel distributor at Kansas City, was also there and was very active in the pits. C. B. Hull, Pope traveler, was very much in evidence with his camera.

Donovan stated that the Chicago Speedway Corporation has offered to put on a Motorcycle race and the prize money to be $5,000.



**Left, Excelsior Team; Right, Flying Merkel Contingent**

### NEW ATTORNEY

Washington, D. C., July 5.—Confirmation of the appointment of J. S. G. Gallagher as F. A. M. attorney for this city has just been received from Chairman Johnson of the Legal Action Committee. Mr. Gallagher is a young attorney who recently began practice in Washington, and is just the type of lawyer recommended by Chairman Johnson on a recent visit to this city.

## How the Machines Competing at Dodge City Were Equipped

| Rider, | Machine. | Magneto. | Plugs. | Tires. | Saddles. | Chains. | Brake. | Carbureter. |
|---|---|---|---|---|---|---|---|---|
| C. F. Pineau | Merkel | Bosch | Bosch | Goodyear | Mesinger | Renold | Corbin | Schebler. |
| F. E. French | Merkel | Bosch | Bosch | Goodyear | Mesinger | Renold | Corbin | Schebler. |
| A. J. Patterson | Merkel | Bosch | Bosch | Goodyear | Mesinger | Renold | Corbin | Schebler. |
| Bob Perry | Excelsior | Bosch | Bosch | Goodyear | Troxel | Renold | Thor | Schebler. |
| Carl Goudy | Excelsior | Bosch | Bosch | Goodyear | Troxel | Renold | Thor | Schebler. |
| Glen Stokes | Excelsior | Bosch | Monarch | Goodyear | Troxel | Renold | Thor | Schebler. |
| Floyd Clymer | Excelsior | Bosch | Monarch | Goodyear | Troxel | Renold | Thor | Schebler. |
| Slivers Boyd | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Lee Taylor | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Speck Warner | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Marty Graves | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Don Klark | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Harry Glenn | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| C. Sargent | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Roy Good | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |
| Don Johns | Cyclone | Bosch | Auburn | Goodyear | Mesinger | Diamond | | Brown & Barlow |
| Dave Kennie | Cyclone | Bosch | Auburn | Goodyear | Troxel | Diamond | | Schebler. |
| Bill Goudy | Cyclone | Bosch | Auburn | Goodyear | Troxel | Diamond | | Schebler. |
| Ray Casner | Pope | Bosch | Auburn | Firestone | Mesinger | Renold | Corbin | Schebler. |
| Joe Wolters | Harley-Davidson | Bosch | Wright | Goodyear | Troxel | Renold | Harley | Schebler. |
| Bill Brier | Harley-Davidson | Bosch | Wright | Goodyear | Troxel | Renold | Harley | Schebler. |
| Al Stratton | Harley-Davidson | Bosch | Wright | Firestone | Troxel | Renold | Harley | Schebler. |
| Red Parkhurst | Harley-Davidson | Bosch | Wright | Goodyear | Troxel | Renold | Harley | Schebler. |
| Ray Weishaar | Harley-Davidson | Bosch | Wright | Goodyear | Troxel | Renold | Harley | Schebler. |
| Earl Cooper | Harley-Davidson | Bosch | Wright | Firestone | Troxel | Renold | Harley | Schebler. |
| Otto Walker | Harley-Davidson | Bosch | Wright | Goodyear | Troxel | Renold | Harley | Schebler. |
| Harry Crandall | Harley-Davidson | Bosch | Wright | Firestone | Troxel | Renold | Harley | Schebler. |
| C. F. Jackson | Emblem | Herz | Auburn | Goodyear | Mesinger | Duckworth | Corbin | Schebler. |
| Clarence Johnson | Indian | Dixie | Bethlehem | Goodyear | Brooks | Duckworth | Corbin | Hedstrom. |

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# DONOVAN ISSUES RELAY SCHEDULES

## F. A. M. Chairman Announces Approximate Times When the Message Bearers Are Due

Chicago, Ill., July 2.—With all the details of the transcontinental motorcycle relay completed by Chairman Donovan, of the F. A. M. competition committee, the estimated times when the riders are expected to arrive in the various cities along the relay route have been announced. The riders will keep going day and night. Following are the time schedules as announced by Donovan

MONDAY, JULY 19

| | Time | | |
|---|---|---|---|
| ..... | 6:00 | A.M. | *ET |
| ..... | 7:00 | | |
| ..... | 9:50 | | |
| ..... | 12:20 | P.M. | *ET |
| ..... | 2:05 | | |
| ..... | 3:50 | | |
| ..... | 6:00 | | |
| ..... | 7:15 | | |
| ..... | 10:15 | | |

TUESDAY, JULY 20

| | | | |
|---|---|---|---|
| ..... | 12:15 | A.M. | *CT |
| ..... | 1:45 | | |
| ..... | 4:45 | | |
| ..... | 8:45 | | |
| ..... | 11:30 | | |
| ..... | 1:45 | P.M. | *CT |
| ..... | 4:45 | | |
| ..... | 9:45 | | |
| ..... | 11:45 | | |

WEDNESDAY, JULY 21

| | | | |
|---|---|---|---|
| ..... | 3:15 | A.M. | *CT |
| ..... | 6:15 | | |
| ..... | 9:45 | | |
| ..... | 11:00 | | |
| ..... | 2:15 | P.M. | *CT |
| ..... | 5:45 | | |
| ..... | 8:45 | | |
| ..... | 10:45 | P.M. | *MT |

THURSDAY, JULY 22

| | | | |
|---|---|---|---|
| ..... | 3:15 | A.M. | *MT |
| ..... | 6:15 | | |
| ..... | 9:15 | | |
| ..... | 12:15 | P.M. | *MT |
| ..... | 4:15 | | |
| ..... | 6:45 | | |
| ..... | 8:15 | | |

FRIDAY, JULY 23

| | | | |
|---|---|---|---|
| ..... | 12:45 | A.M. | *MT |
| ..... | 4:30 | | |
| ..... | 7:30 | | |
| ..... | 9:30 | | |
| ..... | 12:30 | P.M. | *MT |
| ..... | 4:00 | | |
| ..... | 5:00 | | |
| ..... | 7:00 | P.M. | *PT |
| ..... | 9:00 | | |
| ..... | 11:00 | | |

SATURDAY, JULY 24

| | | | |
|---|---|---|---|
| ..... | 1:00 | A.M. | *PT |

*ET—Eastern Time; CT—Central Time; MT—Mountain Time; PT—Pacific Time.

## IMPORTANT

After this issue had gone to press, Chairman Donovan wired that the special rider from Washington would leave that city at 10 A. M. instead of 6 A. M., on Monday, July 19th, so that President Wilson could personally give the message. As a result of this change, four hours should be added to the time given in the above schedule. Chapple will reach New York at 4:30 P. M. Buffalo will be reached at 4:15 A. M. Tuesday, Victor at 7:15 A. M. Wednesday, Cheyenne at 7:15 A. M. Thursday, Kelton at 4:45 A. M. Friday, and San Francisco at 5 A. M. Saturday.

### DISCUSSING RELAY IN PHILADELPHIA

Philadelphia, Pa.—Chris Feiler, Flying Merkel agent, and John Daniels, Baltimore, Henderson agent, are working together on plans for the second and third parts of the great transcontinental motorcycle relay dispatch. Both will try to have the speed laws of the sections through which they are to travel temporarily suspended. Daniels will enter Philadelphia accompanied by Herbert Gibbs and another man to be furnished by the factory. Arthur Chapple, who will ride the Flying Merkel out of Philadelphia, will be accompanied by I. Dick and Robert Kennet. It is thought that the best plan would be to exchange the dispatch at the City Hall. Dick says the trip can be made to Trenton in 35 minutes. Daniels made a trial trip from Baltimore to this city last Sunday, leaving the center of the city and arriving at 15th street and Girard avenue here, in three hours and fifty minutes. As this time can be beaten, it is not at all unlikely that the start from Philadelphia will be made at 5 o'clock p. m., July 18.

# SHORT GRASSERS HIT THE TRAIL

## Small Party Leaves Dodge City But Delegations Will Be Picked Up Along the Route

DODGE CITY, Kan., July 4.—Heavy rains delayed the start of the annual Short Grass tour until 2:30 this afternoon, but enthusiasm was not lacking when the riders finally got under way. Dr. B. J. Patterson, in the official pilot car, led the tourists out of Dodge city and predicted that with clear weather the party would soon reach the proportions of those which have made Short Grass journeys such marked successes in the past. Moving pictures were taken as the party left Dodge City. There were twenty-five riders in line. First stop—Garden City.

Las Animas, Colo.—The Short Grass tourists reached Deerfield, Kan., Sunday night at 8 p. m. after covering 80 miles in six hours. Numerous delays were caused by the bad road conditions. In some places the highways were being repaired and in others they were full of chuck-holes.

The start on the second day from Deerfield was made at 7 a. m. A. M. Huttons and Miss Inez Patterson, riding two-speed Indians, broke down en route and shipped their mounts to Las Animas. The tourists had dinner at Holly, the first "wet" spot discovered in Colorado, and then raced fifteen miles with a storm near Hasty.

Anderson went out at Syracuse owing to the fact that his sidecar connections were damaged, but has made arrangements to rejoin the party here. An irrigation ditch gave way near Holly, and the riders were forced to make a tedious detour through heavy sand.

The tourists leave Las Animas at 8 a. m. tomorrow. They will enjoy a cherry pie dinner at Manzanola and make the night stop at Pueblo.

# F. A. M. ASSEMBLY FOR WISCONSIN

## Commissioner Lantry Plans First State Convention for Milwaukee, July 31-August 1

MILWAUKEE, Wis., July 4.—In the effort to boost the F. A. M. in Wisconsin and place the national organization in position throughout the State where it will better protect the interests of every member, J. J. Lantry, newly appointed State Commissioner, is arranging for the first Wisconsin F. A. M. assembly to be held July 31 and August 1 in Milwaukee. The Milwaukee M. C. is co-operating with him to this end.

"Wisconsin is a rich motorcycle community and can be made productive of great things for the betterment of the sport f motorcycling if it were only organized," said Commissioner Lantry to the **Motor Cycle Illustrated** representative. "When I stepped into office as State Commissioner I was amazed to note the manner in which the F. A. M. is losing its membership and its standing in the State.

"If Wisconsin is a criterion it can easily be seen why the F. A. M. does not grow. Local work is not pushed strongly enough. Now that Milwaukee has a good strong and live club we have the nucleus for a fine State organization that will awaken interest in the F. A. M. and be an influence for good through the whole country."

Mr. Lantry, Arthur Davidson, August Schneider and Lacy Colius, together with the officers of the club have been appointed a committee to promote the first State convention. The tentative program makes Saturday morning, July 31, the time for registration of out-of-town delegates at the club house, Thirty-fifth and Wells street.

In the afternoon the first business session will be held. Permanent organization will be effected first and it is probable that State Commissioner Lantry will have the honor of serving as the first head of the new Wisconsin F. A. M. At the opening meeting, as many county commissioners as is practicable will be chosen.

Saturday evening has been set aside for a monster reception in the local club rooms. The committee has for its greatest work the solution of a possible encampment plan to allow the out-of-town visitors to have the use of tents, and if the plans can be worked out the committee will also see that meals are served to the out-of-towners during their stay at the meeting.

On Sunday morning there will be another short business session to finish up the details of the State organization and then the gathering will be lined up for a panorama picture. In the afternoon the visitors will be the guests of the Milwaukee club at its second race meet on the State fair grounds.

### MOONLIGHT RIDE FOR READINGITES

Reading, Pa.—Led by Captain Alfred Dunkle, the Reading M. C. of this city to the number of 30 rode to Mohrsville and return on June 27, by moonlight. A supper was served at the hotel in Mohrsville.

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# In the Racing Realm

## Baltimore, Md.

GEORGE GEBHARDT, Excelsior, carried off the two-mile and five-mile pro. events on the card at the Gentlemen's Driving Park on July 5, the races being held under the auspices of the Maryland M. C. His times were 2:36 and 6:29⅘, respectively. Frank Chenowith, Harley-Davidson, won the two-mile amateur event in 3:55⅗. The sidecar race, for two miles, was run in heats, the first being won by Carey Mears, Indian, and the second by Gus Heinz, Harley-Davidson. In the final, Heinz won over Mears in 2:59. Following are the summaries:

Two-Mile Amateur Race—Frank Chenowith, Harley-Davidson, first; Millard Taylor, Flying Merkel, second. Time, 3:55⅗.

Five-Mile Professional Race—George Gebhardt, Excelsior, first; Carey Mears, Indian, second. Time, 6:29⅘.

Two-Mile Pofessional Race — Gebhardt, first; Mears, second. Time, 2:36.

Two-Mile Sidecar Race—First Heat—Carey Mears, Indian, first. Time, 3:02⅗. Second Heat—Gus Heinz, Harley-Davidson, first. Time, 3:04⅘. Final Heat—Heinz, first; Mears, second. Time, 2:59.

Two-Mile Moto-Bike Race—Clayton Sandruck and Millard Taylor tied. In the half-mile run-off, Sandruck won by a close margin in 1:02⅗.

The race meet was preceded by a parade through the streets of Baltimore, over 200 machines being in line. The tandem-seated and side-seated rigs were occupied by members of the fair sex, who were specially costumed for the occasion. The parade finally reached the Driving Park, where the meet was held.

Delagations from Harrisburg and Philadelphia, Pa., from Wilmington, Del., and Frederick and Hagerstown, Md., were in line. George W. Goggins was in charge of the parade.

Winners in the various classes in the parade were: Miss Theresa Lowrey for being the prettiest girl in line; Dick Dougherty, Joe. Hannibal and Edward McDonald, as negroes, for forming the most comical group; Mr. and Mrs. Howard Toomey for the best decorated machine; Mr. and Mrs. Charles Herring, as George and Martha Washington, for the best character costumes. The Hagerstown contingent carried off the prize for the most members in line, there being 54 from that city present.

## Galesburg, Ill.

JOE WOLTER and Bill Brier, both on Harley-Davidsons, took first and second places in the hundred-mile feature event on July 5 in this city. Wolter's time was 97:03⅗. George Filker, Indian, of Farmington, Ill., came third and Lewis Hadfield, Harley-Davidson, of Milwaukee, was fourth.

Carl Goudy, Excelsior, see-sawed with Bob Perry, Excelsior, for the lead up to the 57th mile, but had to drop out at the finish of that distance. Perry retained the lead for two miles more, with Brier coming on faster and faster, but mechanical trouble forced the Excelsiorite to then retire, leaving the contest for first place to Brier and Joe Wolter. Brier lost two laps by tire trouble with some ten miles to go, and Wolter finished first, with Brier a close second.

In the ten-mile race Goudy had an easy victory. Perry took second place and Brier third. The time was 9:08⅗. The five-mile novice went to Kenneth Albert, Indian, of Galesburg, with Leo Masters, Indian, Burlington, second, and Edwin Johnson, Galesburg, Thor, third. The races were refereed by Commissioner Yates, of Illinois, with Competition Committee Chairman Donovan as starter. A record crowd of 8,000 witnessed the races.

## Philadelphia, Pa.

PHILADELPHIA, Pa., July 5.—The track record of the Belmont Driving Park was reduced during one of the most exciting race meets ever held in this city, last Saturday, July 3. The meet was run by the Philadelphia Motorcycle Trades Association and was the first held by that organization since its formation some few months ago.

Hollenbach, on his Pope, did some of his finest work, and nearly won first place in three events. He took first place in the ten-mile professional event, reducing the track record for the ten miles to 8:4 sec. flat

The ten-mile amateur was hard fought and was won by Jack Mullen, on an Indian. He was protested on some technicality but later had the protest withdrawn. The time here was 9:59 seconds.

**Jack Mullen Receiving First Prize from Goodyear Representative in Ten-Mile Amateur Race**

The fifteen-mile professional proved exciting and was won by Klebes Indian. Hollenbach was doing good work until he broke his rocker arm and quit. There were but two entries in the five-mile amateur sidecar event, both being Harley-Davidsons.

Griffith, on an Indian, won the second ten-mile professional race, while J. Keenan, Harley-Davidson, finished second, followed by J. L. Miller, Excelsior, who was lapped once by Griffith. The twenty-five mile professional event proved the most thrilling feature. It was one of the hardest fought event ever contested at Belmont, and kept the grandstand on edge throughout. Klebes, Indian, and Hollenbach, Pope, were alternately leading, while the latter had mechanical trouble and quit. Klebes won, while Craddock, Harley-Davidson, was second. The summaries:

5-mile novice: Besock Bessinger, Harley-Davidson; second, Ernest DeSimone, Indian. Time 5:14 3-5 sec.

10-mile professional stripped stock: won by E. T. Hollenbach, Pope; second, Harry Klebes, Indian; third, John Empfield, Excelsior; fourth, Herbert Banks, Indian. Time 8:4 sec. flat.

10-mile amateur: won by Jack Mullen, Indian; second, Besock Bessinger, Harley-Davidson; third, John Muntz, Indian. Time, 9:59 sec. flat.

15-mile professional: won by Harry Klebes, Indian; second, Herbert Banks, Indian; third, John Empfield, Excelsior. Time 13:12 2-5 sec.

5-mile amateur sidecar: won by John Seifert, Harley-Davidson; second, Paul Tyson, Harley-Davidson. Time 6:1 sec. flat.

5-mile amateur bucket seats: won by J. Kaiser, Excelsior; second, William Armstrong, Excelsior. Time 6:31 sec. flat.

10-mile professional: won by Nathan Griffith, Indian; second, J. Keenan, Harley-Davidson; third, J. L. Miller, Excelsior. Time 9:13 sec. flat.

25-mile professional: won by Harry Klebes, Indian; second, Frank S. Craddock, Harley-Davidson; third, John Empfield, Excelsior; fourth, J. L. Miller, Excelsior. Time 22:38 sec. flat.

## Springfield, O.

WILKINS, on his Harley-Davidson, took the lion's share of the winnings in the meet held in this city on July 5. He came first in the five mile open, the three and the ten mile professional, as well as carrying off the West Side Motorcycle championship, and taking second place in the twenty-five mile and ten mile events. Forbes, on a Pope won the long distance race, while Remetter, Excelsior, came first in the ten

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...lowing are the summaries: Five mile open—Wilkins, Harley-David... Forbes, Pope, second; Remetter, ... third. Time, 6:28.

...mile open—Remetter, Excelsior, first; ... Harley-Davidson, second; Forbes, ... Time, 12:15.

...mile club championship—Won by ... Time, 6:21.

...mile—Wilkins, Harley-Davidson ... Pope, second; Remetter, Ex... Time, 3:53.

... Wilkins, first; Heine, second; ... Time, 12:26.

... mile open—Forbes, Pope, ... second; Heine, third. Time, ...

## Phoenix, Ariz.

LORENZO BOIDO, on his Indian, won the annual Tucson-Vail-Tucson road ... minutes flat on July 4. Buck, ... was second and Reynolds, on a ... the same make came third. In ... covered the course.

... forty-two miles of varying road ... from Tucson to Vail was cov... in the best time by Joe O'Connell, ... of this city, his time being 21:48. ... in fact, led in point of time and ... had bettered Erwin G. Bak... of last year, when he spilled in ... and wrecked his mount. He es... effort, however. O'Connell's was ... a number of accidents which oc... For his time of 50 minutes for the ... the course is some four minutes ... the figure set by Baker in the ... The Tucson-Nogales-Tucson ... called off.

## Columbus, O.

D... on his Indian, carried off the ...dred-mile feature event at the ... this city on July 5, as well as ... mile stripped stock and the ten... pro. events. His time for the ... race was 1:26:40⅘, as given ... watch and 1:28:46⅕ by another, ... third instrument disagreed with ... For the ten-mile stripped ... Davis' time was 8:55⅘ and for the ... open 8:47⅕. Myers, Indian, ... the five-mile pro. event in ... and Sims, Harley-Davidson, won ... mile consolation in 4:28⅖.

... machines involved in the timing of ... distance event are to be tested ... officials, and if the time of ... stopwatch is correct Davis will ... a new record for the track. Fol... are the summaries:

... Professional Myers, Indian, first; ... second, Walker, Indian, third. ...

... Professional, Stripped Stock—Davis, ... Walker, Indian, second; Kemp, In... Time, 8:55⅘.

... Professional Open—Davis, first; Wal... Myers, third. Time, 8:47⅕.

... Open—Davis, first; Myers, second; ... third, Walker, fourth. Times in ... by one watch as 1:26.40⅘ and ...

### July 4 Results at Columbus

... Davis, the Columbus rider who re... jumped into the limelight by winning ... mile race at Detroit in record time, ... shining light at the July 4 racing at the Columbus Driving Park meet. He won every race in which he was entered and in the five-mile consolation loaned his machine to Walker, who came in first.

The feature of the first day's racing was the hour race, which was won by Davis in the record distance of 67¾ miles. He was followed by Myers on an Indian, who was second with 66¼ miles to his credit. Miller, Indian, was third with 57 miles. Davis took the lead from the start and held it. Morrison was second for a time, but he dropped back and the second position was taken by Myers, who held it. For the final twenty minutes Davis was approximately one and a half miles ahead of Myers. Summary for July 4 events:

Five-Mile Professional (Open)—Davis, Indian, first; Myers, Indian, second, and Sims, Harley-Davidson, third. Time, 4:25⅘.

Two-Mile Match Race—Davis, Indian, first; Myers, Indian, second and Morrison, Excelsior, third. Time, 1:44.

Ten-Mile Stripped Stock—Davis, Indian, first; Sims, Harley-Davidson, second; Miller, Indian, third, and Kemp, Indian, fourth. Time, 9:04⅘.

Ten-Mile Professional (Open)—Davis, Indian, first; Morrison, Excelsior, second, and Suduth, Excelsior, third. Time, 8:50⅘.

Five-Mile Consolation—Walker, Indian, first; Phillips, Indian, second; Woodland, Pope, third, Time, 4:31⅗.

One-Hour Race—Davis, Indian, first, 67¾ miles; Myers, Indian, second, 66¼ miles; Miller, Indian, third, 57 miles.

## San Angelo, Tex.

BAILEY and Bishop, Harley-Davidson riders, took first honors on July 5 in the races in this city. Bailey captured the fifty mile pro. in 48:20⅘, while Bishop was victor in the ten-mile amateur race, his time being 9:21. There were nine starters in the long pro. event and seven in the amateur race.

Smith on an Indian was a close second in the pro. event, while Falbre, Harley-Davidson and Murray on a machine of the same make took third and fourth places. Second to Bishop in the amateur event came Murray with Falbre third, this making it one-two-three for the Silent Gray fellows. A large crowd viewed the two races.

## Algona, Iowa

J. NICHOLS, on his Harley-Davidson, carried off the ten and the 15-mile races held in this city on July 3, while A. Dehnert, Indian, took the 20-mile flying start event. Dehnert also was second in the ten-mile, while Nichols came in a similar position in the long distance event. Seven riders competed in all. Following are the summaries:

Ten-Mile Race—Nichols, Harley-Davidson, first; Dehnert, Indian, second; Oble, Indian, third. Time, 11:30.

Fifteen-Mile Race—Nichols, first; Oble, second; Dehnert, third. Time, 17:40.

Twenty-Mile Flying Start—Dehnert, first; Nichols, second; Oble, third. Time, 23:12.

### TEUBNER SETS NEW CLIMB FIGURE

Dayton, O.—W. J. Teubner, on his Indian, set a new record for Germantown Hill on June 27, when he ascended it in 25 4-5 in the stripped stock class at the third annual climb of the Dayton M. C. Frank Tobias, 12 h.p. Thor, climbed in 28 seconds in the second event, thus also bettering the former figure of 30 seconds. A tandem climb was won by Mel Mumma, Indian. A bicycle ascent was the last feature of the program.

In the stripped stock event, which Teubner won, Tobias, Thor, came second and Mumma, Indian, third. In the second climb Mumma got second place, with Earl Howick, Cyclone, as third man. The tandem climb saw Tobias as second man. A crowd of about 1,600 witnessed the affair.

### AUGUST MADISON MEET

Madison, Wis., July 5.—The next race meet of the Madison Motorcycle Club will be held at the fair grounds on August 1. There will be three events as follows: Ten mile for local professionals, first prize, $10, second, 5; fifteen-mile professional, first prize $20, second $10, and third $5; one hundred-mile professional race, first prize $150, second prize $75, third prize $40, fourth prize $25 and fifth prize $10.

### VICTORIOUS IN 22 OUT OF 30 RACES IN KANSAS

**"Speck" Warner with Team Mates and Mechanics and One of Five Machines Used in Sunflower State Meets This Season. Photo Taken at Ellsworth**

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# FOUR CLASSES FOR F. A. M. RUN

## Club and Pro. Teams and Sidecars Separately Organized For Two-Day Indiana Affair

INDIANAPOLIS, Ind., July 3.—Entry blanks have been issued for the two-day endurance run of the Indiana Division of the F. A. M. on August 7 and 8. These blanks have been posted to every affiliated club in the State and to all the motorcycle factories. Entries will close on July 20, after which date any applications may have to be refused by reason of the size of the field.

There are to be four classes in the run, to the end that fairer competition shall be promoted. Class A is for professionals riding in a team from some factory. Class B is for a team of three riders representing some Indiana F. A. M. club, and entrants will compete for the club championship of the State. A loving cup is offered as a prize for this class. This class is expected to be a feature of the run, as entries from every club in Indiana are expected to come in. The cup must be won three times in succession to become the property of any organization.

Class C will take care of any amateurs or pros. who are not attached to any club or factory team. Class D will be for sidecar, tandem and side-seat entrants.

The schedule calls for an average of 22.21 miles per hour for the first day, in Classes A, B and C, with a slightly slower one for Class D. On the second day, the average has been worked out at 23.49 miles per hour, and this will be over the worst section of the course, with plenty of hills and sand.

Marion will be the first night's stop, the local club taking care of the contestants. The new Consolidated M. C. will handle both the start and the finish. The course will be Indianapolis—Richmond, Winchester (noon control)—Fort Wayne, Marion (Night stop) — Lafayette — Crawfordsville (noon control, August 8)—Rockville—Terre Haute—Indianapolis (finish). The total distance will be 457 miles and every kind of roads will be encountered.

### WATER DEPARTMENT GETS MACHINE

Newark, N. J., July 3.—The local water department has just placed a new Harley-Davidson three-speed model in service for patrol duty on the watershed. The department has been using a motorcycle for the past year and the efficient service rendered by the powered two-wheeler has made a very favorable impression with the water department officials.

### ENFORCE ANTI-GLARE LAW

Camden, N. J.—Word has reached the motorcycle dealers of this city that State Commissioner of Motor Vehicles William L. Dill intends to enforce rigorously the law regarding glaring headlights, which he says has been disregarded by automobilists and motorcyclists. Should motorcyclists fail to eliminate the glare on their headlights, they stand in danger of having their licenses revoked.

### WILL TOUR TO CLEVELAND

Newark, N. J., July 3.—Chester Webb, with his Harley-Davidson combination, and Chas. Weiland, Jr., on his Indian outfit, will tour to Cleveland, via Albany and Buffalo, leaving this city on July 15. The return will be made by way of Pittsburgh and Philadelphia. The sidecars will be used to carry baggage.

### NEW CLUB FOR CHICAGO

Chicago, Ill.—A meeting was held in the Jackson Boulevard store of R. C. Crist on June 19 for the purpose of organizing a motorcycle club to be composed of Excelsior riders exclusively. Quite a large number of Excelsiorites attended and the initial gathering was a great success. The club, which has not yet been given a name, will meet every Tuesday night hereafter, and on July 13 officers will be elected. The club will be named on that evening, it is hoped.

Crist and his followers hope to have the new organization the largest of its kind in the United States. He states that there is a huge field of "X" riders to work on, and that practically all Excelsiorites are boosters for the new organization.

### BRONX ASSN. PICNIC ON JULY 18

Bronx, N. Y.—The Bronx Motorcyclists' Association will have an outing to Oakland Beach, near Rye, on Sunday, July 18. A general invitation is extended to riders in the vicinity to participate in the affair. The start will be made from the Concourse at Burnside avenue, at 8 a. m. The morning at the Beach will be given over to swimming, while in the afternoon a short ride is planned.

### A ONE-LEGGED RIDER

Unique among motorcyclists in New York City is David Kamis, a one-legged enthusiast, who handles his two-speed Indian with ease. Kamis, shown in the accompanying illustration, has been riding since 1911. Two years later he met with an accident which necessitated the amputation of his left leg. But that did not prevent him from returning to the powered

two-wheeler, and immediately after leaving the hospital, Kamis fixed up his machine so that he could operate both clutch and brake the right side. Last summer Kamis covered 5,000 miles on his Indian.

# MUD CUTS SCORE OF MANY RIDERS

## Poor Going Reduces Figures in New Haven M. C. Run—Four Get Perfect Scores

NEW HAVEN, Conn.—Four entrants in the endurance run of the New Haven M. C. on July 4 received perfect scores, while only 13 out of the 31 who started finished the course. Much rain and mud eliminated many in the last 40 miles of the circuit. The perfect score men are: Shelton Sturges and Richard Veazey, Indian three-speed machines, Clayton Becker and F. S. Brown, Harley-Davidson two-speed mounts.

The run was from New Haven to Winsted via Saybrook, Middletown, Hartford and New Hartford, then onward through Torrington, Litchfield, New Preston, New Milford, Southville, Zoar Bridge and Derby to New Haven, totaling 175 miles in all. Roads to New Milford were generally good, but from there to New Haven the rain made things lively for all hands. Spills cut the scores of several of the finishers as well as putting several other contestants hopelessly out of the running. Following is a list of those who finished, with their scores:

Shelton Sturges, Indian three-speed, 1,000 (gold medal); Clayton Becker, Harley-Davidson two-speed, 1,000 (gold medal); F. E. Brown, Harley-Davidson two-speed, 1,000 (gold medal); Richard Veazey, Indian three-speed, 1,000 (gold medal; J. S. Cowan, Harley-Davidson, 999 (silver medal); John Paulocci, Harley-Davidson, 994 (silver medal); W. F. Thompson, Indian three-speed, 993 (silver medal); F. L. Humiston, Indian two-speed, 991 (silver medal); Joe Holwegger, Indian two-speed, 988 (silver medal); Albert Carocci, Indian two-speed, 980 (silver medal); Birdsey Lattin, Indian three-speed sidecar, 976 (silver medal); Peter Cox, Excelsior, 967 (bronze medal), and William Scoville, Indian three-speed, 948 (bronze medal).

### OSHKOSH TOUR ABANDONED

Milwaukee, Wis., July 4.—Rain prevented the holding of the two-day trip to Oshkosh and return of the Milwaukee Motorcycle Club, which was to start today. The club is making arrangements to conduct another big tour this year on Labor Day, a three-day affair up through the Fox River Valley district. This is a part of the state that has never been visited by the local entourage before. The tentative dates selected are September 4, 5 and 6.

### PICNIC RUN TO NATURAL BRIDGE

Roanoke, Va., July 3.—Ten members of the Dixie M. C., of this city, took a run, in company with members of the fair sex as tandemites, to Natural Bridge, Va., on Sunday, June 27. The party had luncheon at the well-known scenic resort and returned late in the afternoon to this city. In spite of rough roads and steep sandy grades there were no spills.

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# RAIN HURTS SARATOGA PROGRAM

## Races Postponed On Account of Wet Track—100 Mile and National Championship Will Be Run Saturday

T[illegible] it's rather personal, let it be said by way of introduction that a number of gray hairs are to be found on the head of the publisher of **Motor Cycle Illustrated**, which were not there when he left New York for Saratoga last Friday. And here's the reason why:

Between seventeen hundred and eighteen hundred riders, answering the call of **Motor Cycle Illustrated**, were in Saratoga Monday morning prepared to witness a double program on the Saratoga track. A wet track on Saturday had made a postponement necessary. A perfect Sunday and a beautiful Sunday night had put the track in fine condition, even thought it had been saturated by weeks of constant rain in the eastern states. Then at six o'clock Monday morning a sudden cloudening was followed by another three-hour downpour, followed by clearing and sunshine by noon. But the track was in no condition to ride on. A special inspection was made as late as two o'clock, at which time there was still hope that at least part of the program might be pulled off late in the afternoon. A positive report from the track owners was later modified to permission if conditions would permit. In the meantime, the publishers of **Motor Cycle Illustrated** persuaded the writer to drive around the track in a side-car and look it over once more. He found a dangerous condition. The riders, true sports, would have ridden, although they admitted that they would be taking risks. The surface was nearly dry, but just below the crust there were innumerable mud-holes. Then, to cap the climax, Corley Fredericks sustained a bad fall, with thousands of people waiting at the gates for admission, with the sun shining in an almost cloudless sky, the races simply had to be called off. There was nothing else to do.

The reasons in a nutshell, why eighteen hundred riders had to return to their homes disappointed. More than thirty entries had been received, and some of the crack racing men were on the ground to compete in the hundred-mile and the professional and amateur championships. The promoters of the Rally had done all in their power to make the program even more interesting than last year. But in 1914 there was one day of good racing, but nothing to compensate this year for the fact that the races had to be called off, thanks to the unbelievable perversity of the weather. For it rained just when it should not, late at night and in the morning, while the sun shone about six hours too late both on Saturday and Monday. The Saratoga track dries as quickly as any dirt track in the country but there are limits to the speed at which even the best constructed track can dry.

But what's the use? It rained, and rain spoiled everything. No one could be more disappointed than we were. With all preparations made for a record-breaking meet, it is worth exasperating to have one's plans succumb to the uncontrollable elements.

After it became certain that no races could be held on Monday, it was decided to postpone them until Saturday, July 10, at two o'clock in the afternoon. All the riders whose entries had been received have agreed to ride on Saturday, and a fine program will be put on, as follows:

Event No. 1—Five-Mile Professional Saratoga Sweepstakes. Prizes, $25, $15 and $10.

Event No. 2—Five-Mile Professional National Championship. Prizes, F. A. M. Championship medals.

Event No. 3—Ten-Mile Professional. Prizes, $35, $20 and $10.

Event No. 4—Fifteen-Mile Professional. Prizes, $50, $25 and $10.

Event No. 5—One Hundred-Mile Professional. Prizes, $100, $50, $25 and $10.

Twenty-five dollars will also be given to the rider who is ahead at the end of 25 miles, also 50 and 75 miles. D. R. Walls, of the Splitdorf company, announced on Monday that his company would also give a prize worth $25 to the winner if his machine is equipped with a Splitdorf-Dixie magneto.

There will be at least fifteen and possibly twenty-five entries in the 100-mile race, and, assuming that the weather will be clear, those who can possibly arrange to go to Saratoga on Saturday will find it worth their while.

### Ball Game on Saturday

WHEN it became certain that races could not be held Saturday afternoon, it was decided to hold a baseball game between teams representing the various makes of machines. Within a short time after the announcement, the Indian and Harley-Davidson riders announced that they had gotten teams together and were prepared to fight for the baseball championship of the rally. Later on, the Excelsior team was also made up and it was decided that the Harley-Davidson and Indian teams play five innings and the winner play five innings with the Excelsior team. But instead of five innings, the two nines were so closely matched that they had to play eight innings to break a tie, and it was then too late to play the game scheduled with the Excelsior boys. The Harley-Davidson team won by a score of 6-5.

The Harley-Davidson team consisted of the following players: Lewis, ss. and p.; Day, c.; Parsons, lf.; Harrington, cf.; Frederich, 1b.; Janke, 3b.; Lawrence, ss. (after 3rd inning); Verbeck, p. (after 3rd inning); Toulon, 2b.

The Indian team: Bishop, c.; Winn, p.; Williams, lf.; Rykman, cf.; Cordes, 1b.; Kip, 3b.; Constant, ss.; Rogers, rf.; Noyes, 2b.

The score by innings:

Harley-Davidson .2 0 1 1 1 0 0 1—6
Indian .....2 0 3 0 0 0 0 0—5

It was generally thought that the game would be a sort of a farce comedy, but errors were not so many as might be supposed, and the pitching was excellent. In fact, the Indian team did not score after the third inning, while the Harley-Davidson team, after tieing their opponents in the 5th, were not able to send over the winning run until the 8th.

Base hits were made by Day, Parson and Toulon, of the Harley-Davidson team, and by Bishop, Williams, Cordes, Constant and Rogers, of the Indian team. Many of the boys played really clever ball, and the game was thoroughly enjoyed by 500 riders and helped at least a little bit to make them forget their disappointment for the postponement of the races.

### Strong Trade Representation

DAN R. WALLS, Michael E. Toepel, and Messrs. Wilson, Neis and Coakley gave the Splitdorf Electrical Company high-class representation at the Rally. Upon Mr. Walls' arrival, he announced that the Splitdorf company would give a special prize in the hundred mile race scheduled for Manday afternoon, and, when the race had to be postponed, he announced that his offer would stand for Saturday.

Among the Indian boosters at Saratoga were E. M. Jackson, P. L. Harriman, John O'Connor, Ed Buffum, Canadian Manager, and scores of Indian dealers from the New England and Atlantic States.

As usual, the Rochester crowd, led by Referee George J. Wagner and "Sunny Jim Rochow," were out in force and helped to make things pleasant for all with whom they came in contact.

New Jersey was very well represented. There were probably more than two hundred from that state. All the members of the Jersey Club, of Newark, wore neckties showing the club colors. The Rochester crowd wore nifty red and white caps. The members of the Yonkers Motorcycle Club wore purple jerseys and headgear with the Hollywood emblem; the Utica Motorcycle Club "old Heine" hats; members of the Schenectady Motorcycle Club orange and purple decorations.

What would undoubtedly have been an interesting feature of the Meet was a motor wheel race arranged by Lou Guterman, who had co-operated enthusiastically with this journal to help make the Meet a success, and there were nearly thirty entries for the motor wheel race.

Among the ladies who drove their machines to Saratoga were the following: Miss Van Buren, of New York (Harley-Davidson); Miss Frances Loeb,, of New York (Indian); Mrs. Filliare, of Springfield, Mass., (Indian); Mrs. Peterson, Waterbury, Ct. (Indian side car); Mrs. Hillyer, Brooklyn, N. Y., who rode her Excelsior twin two hundred and two miles in nine hours.

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Flxible sidecar demonstrations were given by L. E. Fowler, district distributor, while the Schickel light weight was demonstrated by Frank Albert, former bicycle champion, who reported having lined up a lot of new agents on a recent trip through Long Island.

Among the trade representatives, not mentioned elsewhere, were Augustus C. Rice, of the Eclipse Machine Company; H. Krackowizer, of Westfield, Mass., and C. A. Leander, of Chicago, representing the Pope; E. R. Durkee, from the Harley-Davidson factory at Milwaukee; George W. Shapcott and B. E. Longthon, of the Federal Rubber Company, and J. J. Hanse, of the United States Tire Company.

Among those who came long distances to attend the Rally were Arthur H. a Mrs. Ross, of Montreal; Ed Buffum, W. Kipp and W. G. Self, vice-president the C. M. A., all of Toronto; H. A. Slac Leroy Smith and C. N. Silsby, of Littl ton, N. H.; Elmer M. Bliss, of Washing ton; F. Noble, of Moundsville, W. Va. I. F. Jacobs and his delegation of ten from Ohio, and Miss Juanita Veste, of Lake Arthur, La.

# HALL AND CAMPBELL ELECTED F. A. M. DIRECTORS

NEW YORK State Commissioner J. A. Hall was not only re-elected to that office, but also, by a very close vote, was chosen F. A. M. director for the Atlantic District, at the business sessions of the New York State F. A. M. and the Atlantic and Eastern Districts at Saratoga Sunday night. Jes Campbell was unanimously elected as director of the New England District. George Wagner was again chosen, also by acclamation, secretary-treasurer of the New York State F. A. M.

The business sessions were called to order with State Commissioner J. A. Hall in the chair, and opened with the reading of a report from Dr. Gibson, in which it was stated that durning the year, in New York State, the number of affiliated memberships had been four hundred and sixty-eight, unaffiliated two hundred and two, and renewals three hundred and ninety-eight, an increase of two hundred and fourteen in new members for the year.

Mr. Hall reported the probability of a two dollar license law being enacted by the New York Legislature next year. Such a law is favored by Secretary of State Hugo, and it is hardly likely that there will be any trouble in putting it through both houses of the Legislature, when the New York lawmakers meet in January.

For State Commissioner of New York there were two nominations, and J. A. Hall, of Brooklyn, received fifty-eight votes and George A. Ellis, of Yonkers, forty-five.

This election was succeeded by the election of a New England director, and, as above stated, Jes Campbell, of Boston, being the only nominee, was enthusiastically re-elected.

Nominations for Atlantic District director included J. A. Hall, John U. Constant and J. O. E. Dietrich, all of Brooklyn. Previously it had been decided that in order to affect an election the successful candidate must have a majority vote. One hundred and six votes were cast, of which nine were thrown out, as they were not on official ballots, thus leaving ninety-seven votes to count, of which Hall received forty-nine, just over a majority.; Constant, forty-six, and Dietrich, two.

The classification of riders was discussed by Carl Bush, of Newark; Victor Brunzell and Jess Campbell. That the old trade rider class should be restored, was the opinion of Brunzell, who claimed that a man's mere connection with the trade should not make him a professional even though he rode on a track where the public was charged admission. Mr. Brunzell moved that it be recommended to the national body that some provision be made for trade men who do not take cash prizes, so that they would not be professionalized. Mr. Brunzell's resolution was carried.

On motion of Jes Campbell the secretary was directed to ask Chairman Donovan as to his present interpretation of the classification of competitors.

The banner given by George A. Ellis to the winner in the New York State Club contest was awarded to the Cortland Club on recommendation of Secretary Gibson, as the Cortland Club had added to its membership the largest percentage of F. A. M. members.

The recommendation of the Ohio State Convention, at Lima, Ohio, that State organizations become auxiliary units and that fifty per cent. of the dues be applied to the support of State organizations was endorsed, on motion of Arthur Rochow.

A letter of greeting, from the Canadian Motorcycle Association, was read and accepted with thanks.

## "RED" FREEMAN DUE SOON

Chicago, Ill.—J. B. Freeman, the St. Louisan, better known as "Red," may soon be at Riverview to try his luck against the local amateurs. Freeman has the honor of being the only rider to beat Carl Schuette, the Olympic star, in the 200-mile event around Lake Malar, Sweden, in 1912. He has had some track experience in Newark and Philadelphia, but his best showing was made last June when he won time prize in the 26-mile road race staged by the St. Louis Cycling Club. His time was 1 hour and 11 minutes and he beat Schuette and Kuehl of Chicago in the sprint.

Bosch F. A. M. Amateur Championship Trophy

## READY FOR RELAY AT CAPITAL

Washington, D. C., July 5.—The motorcycle relay, which starts from this city, will begin not on Sunday, July 18, as was originally planned, but will start out at ten o'clock Monday morning, July 19. Practically all arrangements have been completed for the first leg in the great transcontinental trial. It is generally believed that President Wilson will hand the message to the bearer and that a number of prominent federal officials will be on hand to witness the affair. Already all the "animated weeklies" have instructed their cameramen to be on the job.

The traffic regulations governing speed will be temporarily suspended while the relay passes through the capital. The local police and bicycle boy scouts will clear the streets, while a number of Washington motorcyclists intend to ride in advance of the message bearers to clear the roads leading to Baltimore. The National Capital Motorcycle Club has placed an order for a leather carrying case, which will be metal lined and waterproof. Duplicate keys have been provided, one of which will be sent on to San Francisco.

## NEW TACOMA SPEEDWAY

Tacoma, Wash., is the proud possessor of a two-mile speedway having unusually broad curves which are banked to enable high speed to be attained with safety. The structure of the track at the surface consists of a series of 2 x 4 timbers laid edgewise on sand and gravel and sand-grounted after being spiked. After grouting the track was heavily sprayed with hot asphalt, making an excellent riding surface.

In our issue of June 24 we showed a picture of this track before asphalting and grouting, but an incorrect title was given to the photograph. It was credited to Portland, Ore., whereas it should have been designated the Tacoma Speedway.

President Coffman, of the F. A. M., announces the appointment of E. A. Robertson, of Philadelphia, Pa., as Pennsylvania State Commissioner.

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# EIGHTEEN HUNDRED TOUR TO SARATOGA

## Wet Weather Caused Delays, But List of Those Registered Shows That Last Years' Record Was Broken By 500

"He travels the fastest who travels alone," says our old friend Rud—aforesaid—pardon the familiarity, Mr. [illegible] Well, if the aforesaid bard had been where in the vicinity of Saratoga [illegible] N. Y., U. S. A., on or about the [illegible]th and fifth days of July, 1915, he would have thrown up his hands in disgust at the wholesale contradiction of his [illegible] utterance.

When fifteen hundred riders braved the ways leading to the Mecca of Mid—North—roads battered and soaked by a [illegible] succession of rains. But it takes more than poor roads and weather to [illegible] the boys from "Meeting Us at Saratoga."

### Noyes Tells About It

"Hal" Noyes, Tourmaster of the Western [illegible] was the first victim of our editorial [illegible] when we met him at Sara[illegible]. "Fine trip—fine," said Hal. "We [illegible] the rain all the way down. We [illegible] Tuesday morning from Buffalo [illegible] eight riders. Assistant Tourmaster [illegible] met Cumberland had no trouble [illegible] fine. Then I had Mr. Roder [illegible] ride to deliver messages to the rear guard, buy sandwiches and dri—, and do other aide-de-camp jobs. [illegible] every cross-road sidecar com[illegible] joined us until, by the time we [illegible] Rochester, our noon stop, our [illegible] swelled to forty outfits, thirty[illegible] which were sidecar combinations. [illegible] sidecar outfits had women pas[illegible] Mishaps? G'wan—this is 1915. [illegible] 'em too well to have trouble. [illegible] Syracuse in time to watch the [illegible] in majestic and fiery splendor [illegible] the rolling hills in the West."

### Waxing Eloquent Over Scenery

"Next morning, early, we were on our [illegible] through Utica to Glens Falls, [illegible] had lunch, and then down [illegible] the Mohawk Valley to Schenec[illegible] where the other tours joined us. Oh, [illegible] forgot Mr. Wright, of the New [illegible] & Manufacturing Company, Au[illegible] presented each outfit with spark [illegible] It's against his express wishes that [illegible] this about this. He's very mod[illegible]

"I don't want to seem sentimental, or [illegible] of what-you-may-call-it, but for [illegible] sake, give me a July landscape [illegible] been drenched with rain. I'll [illegible] forget the Mohawk Valley with the [illegible] glistening on the myriads of rain-[illegible] leaves, turning them to burnished [illegible] And the bright, warm green of [illegible] foliage, the glistening rocks and boul[illegible] with the gradual rise of pine and hem[illegible] trees to the tops of the hills, and ever [illegible] to the broad sweep of road dwindl[illegible] to a narrow ribbon in the distance. Ah, [illegible] good to be alive then!" That'll be [illegible] said we firmly, as we gently [illegible] the grieving relatives.

### Southeast Division Turned Back By Rain

B. A Swenson, who was due at Saratoga with about 150 riders, telegraphed to headquarters that the roads between Providence and Albany were impassable. When a veteran like Swenson turns back there must be a very good reason. It was a case of rain all last week.

### Eastern Tour Has Big Representation

Despite the awful weather and the mud-ditches that had once been roads, J. O E. Dietrich, Eastern Tourmaster, piloted a sizable aggregation to the Springs. The 75 boys from the big town had an uneventful trip until Poughkeepsie was a couple of miles behind. There the front rank riders came across Miss Frances Loeb, the nervy little Bronx rider, reclining more or less gracefully in the middle of the road, counting the stars in the noon-day sky. Wilson and Neis, of Splitdorf, and Harvey Snyder, of the New York Sporting Goods Company, were right there with the first aid stuff, and after the rear wheel had been fixed, Miss Loeb continued the journey.

Miss Loeb may or may not have been a jinx, but the fact remains that shortly after, the weather man got nasty and spilled a few billion buckets of water over the landscape, keeping it up for more than six hours. Hudson, N. Y., was reached at 8 p. m., and Schenectady somewhat before midnight.

### Only Two Started From Boston

Jes Campbell was rushed to death attending to the Main New England Tour. The tour was very grateful for the attention Jes showed him. Jes started off Friday morning in a drenching downpour with A. P. Teulon as assistant tourmaster. He arrived in Springfield at 7:45 p. m., Friday, still in the same rain, where the Indian contingent joined the tour. Rain all the way, with riders constantly joining the tour at various points, until, when Schenectady was reached, more than sixty tourists were under the Campbell banner.

That's the way it went. North, East, South, West, no matter what their politics, religion, favorite underwear or drink might be—they all agreed on one thing—there was enough rain for all.

No mention is made here of the hundreds of riders who came in by ones and twos, independently of the tours. For instance, I. F. Jacobs, with 10 riders, came all the way from Toledo to see the races. We say with authority that Jacobs and his bunch managed to amuse themselves anyhow.

Taking it "by and large"—it was a wonderful thing to draw fifteen hundred motorcycle riders through such roads and SUCH weather to Saratoga. And we'll let it go at that.

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### INJUNCTIONS IN LICENSE CASE

Savannah, Ga., July 1.—Holding that the Georgia motorcycle and automobile law was unconstitutional, Judge Walter G. Charlton, in the Superior Court, today granted a temporary injunction restraining the collection by the State of the $5 license fee for the registration of automobiles and motorcycles.

The decision was upon a petition for injunction argued recently at which time Hon. Warren C. Grice, of Atlanta, attorney general, appeared in defense of the law. The petitioners are the members of the Savannah Motorcycle Club and the Savannah Automobile Club.

In his statement before granting the injunction, Judge Charlton declared that the provision for the distribution of funds accumulated by the State from the payment of fees according to the rural routes in the country "violates every rule of fairness and incidentally double taxes certain citizens for the benefit of other citizens." He did not disturb that section of the ordinance which is regulation. The bench further made some comment on the widespread use of open mufflers by automobilists and stated that some hard and swift punishment should be inflicted on the offenders in this respect.

Attorney Charles Donnelly of the Savannah M. C. stated that if the case went to the State Supreme Court it would hardly come up before October. Before that time a bill will be introduced to make the motorcyclists pay one or two dollars and that for the automobilists remain the same, except that the county from which the fees come will get them all back. With the decision in Savannah, it is expected that similar actions will be taken throughout the State and for the present at least there will be no more taxes paid by motorcyclisits in Georgia.

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### MORE ATTORNEYS APPOINTED

Recent additions to the growing list of F. A. M. attorneys include Roy F. Anthony, of Newark, N. J.; J. F. Maguire, of 375 Fulton street, Brooklyn, N. Y. (for Kings and Queens counties); F. R. Estes, of San Jose, Cal., and J. S. G. Gallegher, of 115 Eighth street, N. E., for Washington, D. C.

**MOTOR CYCLE ILLUSTRATED**

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# New Impetus Shown By Export Figures

APRIL export figures show a most encouraging increase in the number of motorcycles shipped, the month's figures being in excess of the figures for March, 1915, and for April, 1914. Imports, on the other hand, have decreased, both the months of April, 1914, and March, 1915, being in excess of April, 1915. Shipments of bicycles have also fallen off, both months being in excess of the figures for April of this year. While shipments to the Hawaiian Islands were less in April of this year than in April of 1914, still they are in excess of the figures for March, 1915. Porto Rico shows a gain over March, 1915, but a loss when compared with April of 1914. Figures for the Philippine Islands, on the contrary, show April, 1915, show a gain over April, 1914, and March, 1915. While the ten months' period shows 1915 to be below the figures set for the year 1914, still the number of motorcycles shipped compares most favorably, there being a difference of but 14, in favor of 1914, whereas when comparing 1915 with 1913, the balance is in this year's favor by 1,857 machines.

### Big Advance in Exports

A total number of 1,455 motorcycles, valued at $244,485, was shipped during the month of April, 1915, to foreign countries. During the month of March, 1915, the number of machines shipped was 578, with a valuation of $42,753. April, 1914, shows figures of 1,165 machines, valued at $217,126. For the ten months' period ending April 30, 1915, the records show 4,721 machines, valued at $847,878. This compares most favorably with the same period of 1914 when 4,735 machines were exported, with a valuation of $911,532. Both years are in excess of the period ending in 1913, when but 2,864 machines were shipped, which were valued at $532,090.

A decrease from $42,753, the value of bicycles exported in March, 1915, to $33,025 for the month of April, 1915, is noted. During the month of April, 1914, the valuation reached $42,489. Both the ten months' periods, 1913 and 1914, are in excess of the same period of 1915, the figures being $563,736 for 1913, $520,261 for 1914, and $334,032 for 1915.

### Imports Are Decreasing

Imports are gradually becoming smaller and smaller. During March, 1915, they showed a valuation of $3,542. During April, 1915, this decreased to $3,311. For the month of April, 1914, the imports of motorcycles and bicycles reached a total valuation of $22,762. This decrease is also reflected in the ten months' periods, that of 1913 showing a valuation of $157,100, as compared with $215,607 for 1914 and $72,263 for 1915.

Motorcycles and bicycles remaining in the warehouses as of April 30, 1915, showed a valuation of $343, as compared with a valuation of $710 at April 30, 1914. The month's figures, however, are slightly in excess of the figures as of March 31, 1915, when the valuation of motorcycles and bicycles in the warehouses was placed at $51.

Imports of motorcycles and bicycles to be shipped to other countries were valued at $30 during the month of April, 1915. There were no machines shipped to this country to be exported to other countries during the months of April, 1914, and March, 1915. The ten months' period shows 1914 with a valuation of $628, and 1915 with $713.

The shipments to the Hawaiian Islands of motorcycles and bicycles for the month of April, 1915, show a gain over the month of March, 1915, but a loss when compared with April, 1914. During the month of April, 1915, the valuation reached $7,216. For March, 1915, the valuation was $5,757, while for April, 1914, the figures reached a total of $9,605. The ten months' period shows the year 1913 to be in excess of both 1914 and 1915, the figures being $90,858 for that year, as compared with $71,563 for 1914 and 46,485 for 1915.

Notwithstanding the fact that April, 1914, was in excess of April, 1915, and also that previous months of this year have run behind the figures set by the previous year, the month of April of this year shows a substantial increase over the month of March, 1915. April of 1914 shows motorcycles and bicycles shipped to the value of $3,360 to Porto Rico. April, 1915, shows a valuation of $2,023, as compared with but $967 for the month of March, 1915. The ten months' period shows the year 1913 with a valuation of $45,498, as compared with $37,461 for 1914 and $22,687 for 1915.

### Philippine Values Greater

A substantial increase is noted in the shipments to the Philippine Islands during the month of April, 1915, when compared with March, 1915, and April, 1914. The month's valuation was $3,314, as against $1,131 for April, 1914, and but $500 for March, 1915. The ten months' period shows the year 1914 to be leading with a valuation of $74,700, as compared with $65,837 in 1913 and $25,678 for the ten months' period, ending April 30, 1915.

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Middletown, Ohio, June 28.—The Butler Cycle & Electric Company has been incorporated with a capital of $10,000, to act as agent for motorcycles and do repair work.

**READY FOR A FINE RUN AMID PICTURESQUE BERKSHIRE HILLS**

**Riders and Their Guests in Front of W. H. Benedict's Harley-Davidson Agency, at 3 Rostone Place, Pittsfield, Mass., on the Occasion of a Recent Week-End Outing to Albany and Saratoga, N. Y.**

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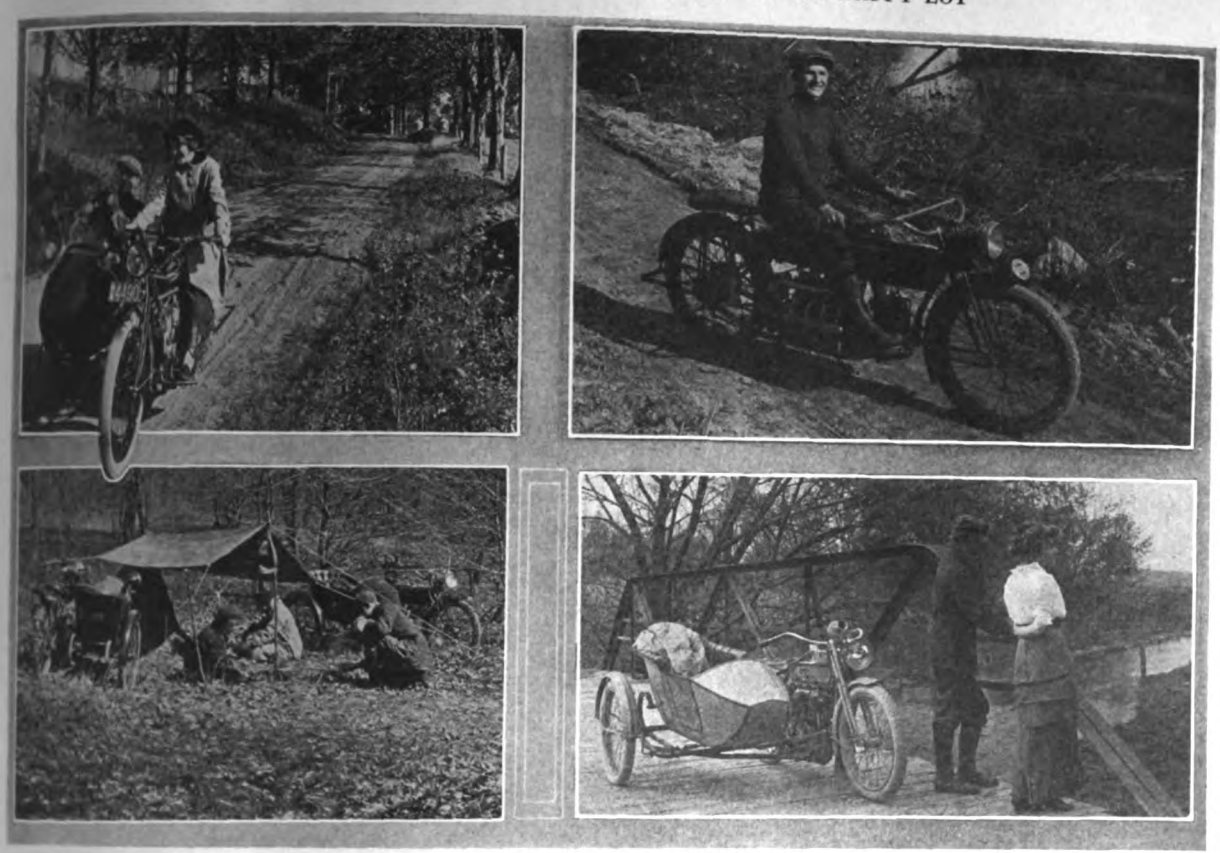
## FOUR REASONS WHY MOTORCYCLISTS ARE A CONSISTENTLY HAPPY LOT



Upper Left, Indian Sidecarists on a Picturesque Country Road; At Right, a Henderson Enthusiast Testing His Machine in the Mountains; Lower Left, An Ohio Picnic Party With Dayton Motorcycles and Rogers Sidecars; Right, Harley-Davidson Combination Amid Romantic Surroundings in Upper Wisconsin

### LESS FUEL SHIPPED IN APRIL

Shipments of gasoline to foreign countries dropped off during the month of April, 1915. A peculiar circumstance is the fact that no gasoline was shipped directly to the United Kingdom during the month, which may be accounted for by the fact that England is receiving her supply through Canada and other countries. A total of 10,071,792 gallons of gasoline was exported during April, 1915. During the month of March, 1915, the total reached 16,435,783 gallons, while in April, 1914, a total of 15,185,395 gallons was shipped. Out of the shipments during April, 1915, France received 4,104,-[illegible] gallons, as compared with 1,471,461 gallons during April, 1914, and 4,575,320 in March, 1915. During the ten months ending April 30, 1915, there was shipped a total of 136,916,290 gallons of gasoline from this country to other nations.

### JINX IS ACTIVE IN JACKSON

Jackson, Mich.—Riders in this city are trying to run down the jinx that is pursuing them, and hope to locate the animal and kill it. During the last week in June "Wild Bill" McKenzie and Kenn. Wallis have both been struck by motor vehicles and their machines badly damaged. McKenzie, in fact, was badly injured and is now recovering in the hospital.

Wallis, who was hit two weeks ago, was run down again by a motor truck on June 25, but escaped unharmed. He is now in search of four-leaved clovers and other luck-bringing emblems, as two smashes in as many weeks is rather too much.

### WEDDING TRIP IN SIDECAR

Brooklyn, N. Y.—Mirabeau L. Towne, one of the prominent members of the Invincible M. C. of this city, is on his wedding tour with his bride in an Indian sidecar. The happy couple were last heard from in central New York, but it is expected that they will be at the meet in Saratoga on July 10. The wedding took place on June 16.

### INDIAN HONEYMOON TRIP

Boise, Ida., June 28.—From this city to the Indian factory in Springfield, Mass., on their three-speed twin, is the wedding trip which Mr. and Mrs. John Dickson started on, Sunday, June 27. The distance to be covered by the young couple is approximately 3,000 miles. While they purpose to make the trip in fairly good time, they intend to stop en route at several cities, among them being Omaha, Chicago, Marshalltown and Toledo. Mr. Dickson is the expert mechanic of the Morler Cyclery, which handles the Indian in Boise.

### TO TAKE "MOVIES" OF RELAY

Washington, D. C., July 1.—Local motion picture men will be on hand to film the start of the Transcontinental Relay at 6 o'clock on the morning of July 19. These include the Pathé Weekly, Hearst-Selig and Universal Animated Weekly, and Despatch Rider Long, on his Indian, will probably have to run the gauntlet of dozens of cameras, as well as of the cinematographs. Local motion picture representatives state that endeavors will be made to film the riders at many points on the route to San Francisco.

### EACH RODE ALONE ON TRIP

Sikeston, Mo., June 28.—Beechie Walpole and Edward Mitchell, of this city, took a trip to Union City, Tenn., on June 25, returning the same day. The run included 150 miles of rough roads, of which fifty consisted mainly of sand. The first five miles out of Sikeston is rock surface, and where there were neither rocks nor sand, blue gumbo, well rutted, made things lively. Mitchell, who used a belt-drive machine, kept up with his partner all right until reaching the Hickman (Ky.) ferry over the Mississippi. Here the belt parted, but Walpole, who thought that he was right behind, crossed the river and rode on. He did not see Mitchell at all the rest of the day, so each partner made the run to Union City and back by himself in the vain hope of catching the other up.

### Over 3,000 Licensed in Oregon

Salem, Ore.—Upwards of 3,000 motorcycles have been licensed by the State of Oregon during the first five months of 1915, while during the corresponding period of last year, but 2,898 mounts were licensed.

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# Advice On Caring for the Brake

## Some Practical Pointers Along Safety Lines

By MURRAY FAHNESTOCK

MOTORCYCLE brakes are now made powerful enough for the work that they have to perform, but they will certainly work more smoothly and last much longer if they receive a little attention now and then.

While it is not often that motorcycle brakes are in such bad condition that they will not stop the motorcycle when required, it more frequently happens that the brakes will drag a little, thus increasing the gasoline consumption and cutting down the speed of the motorcycle. A constant loss of this kind is worth a little attention

on the part of the rider. If the rider makes a practice of coasting down a known test hill, with the gears in neutral, he can soon determine whether the brakes are dragging by noting how far the motorcycle goes before stopping. The same conditions should always be observed as far as possible. Another method of determining if the brake bands drag is to take a short fast ride, slowing down by the use of the throttle and not the brake, and then feeling the brakes to see if they are warm. Dragging brakes may also be discovered by spinning the rear wheel, when the motorcycle is on the stand, and noting whether the wheel comes to rest in a sluggish manner, as if under slight pressure.

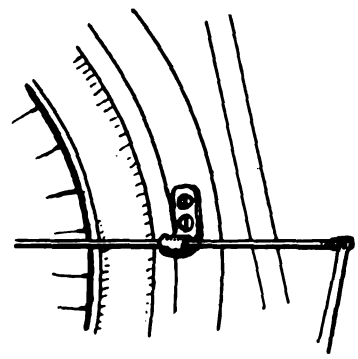
After a hard ride the brakes should be washed and cleaned, for a layer of sand or mud is scarcely liable to improve the action of the brakes, and will cut the brake linings. Oiling should be sparingly done in the case of fabric-lined brakes, for oil has a tendency to form a glaze on the surface of the fabric; but brakes of the coaster type, having a number of metal plates, need plenty of lubrication to make them run freely and prevent cutting.

Dragging may be due to bent brake shoes, to stiff control linkage, or to incorrect adjustment. Bent brake shoes should be straightened to the contour of the brake drums. If the control linkage is stiff it should be lubricated or bent so that the joints work freely, or a spring may be attached to pull the brakes to the off position as soon as they are released. To remove grease or oil from the brake linings they may be cleaned with gasoline and the gasoline burned off. This will burn the oil and grease off also, and leave the brake linings in good condition for replacing on the motorcycle.

### Packing Up Lining

If the fabric linings are not giving good service, two methods are available—blocking up the old fabric, or replacing with new fabric. If the old fabric is easily broken up it should be replaced, but if it seems good it may be underlaid with strips of brass or tin of the proper thickness. See sketch No. 1.

If the rivets show that they have been rubbing on the brake drum, they should be countersunk by means of a punch, for they will prevent the lining from making proper contact with the drum. To renew the brake linings, the fabric must be pried away from the shoe, and then the rivets can be cut off by means of a cold chisel and a hammer. Then the brake can be placed across the jaws of a vise that is opened about three-eighths of an inch and the rivets punched out. Care must be used not to spring the brakes out of shape. When ordering the brake linings from a

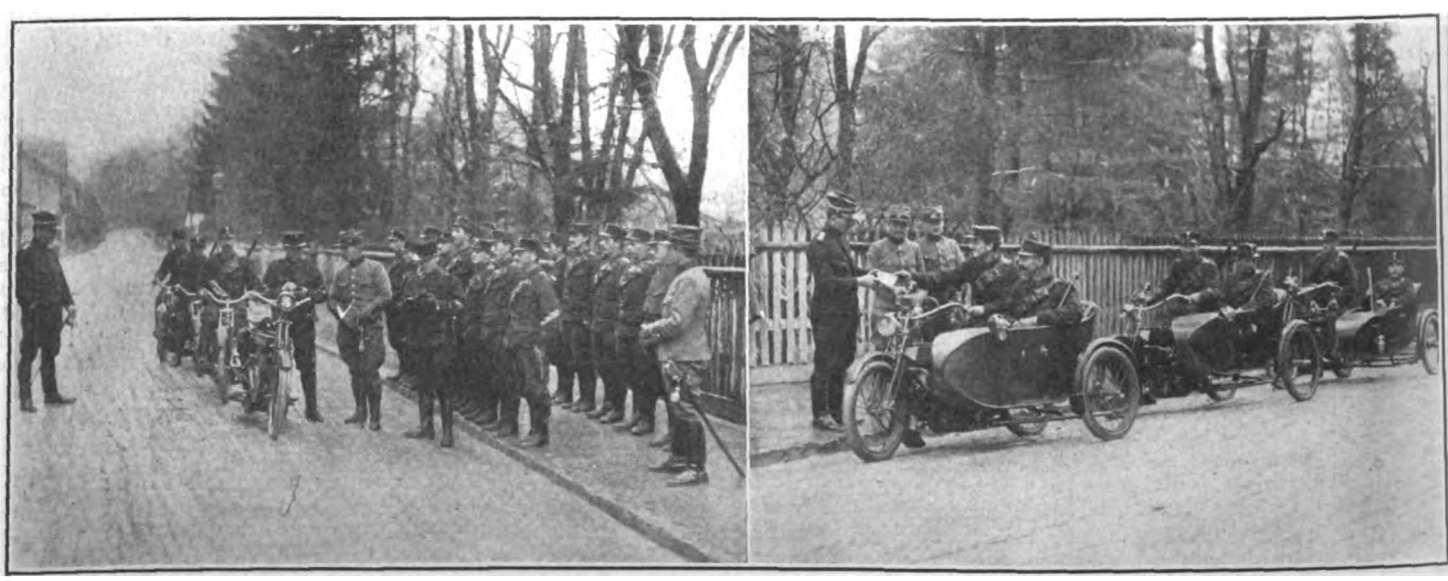


dealer, the width and thickness as well as the length should be given. After the fabric has been secured the rivet holes can be drilled by using the holes in the brake shoe as a guide. The holes drilled in the fabric should be countersunk to keep the rivet heads below the surface of the fabric. The rivets should be put through from the fabric side and riveted over on the other side, and the heads of the rivets should be kept about 1/16 inch below the surface of the lining.

### Curing the Rattle

If the brake rods rattle the best method is to put larger pins in the clevises to take up the wear. Or the brake rods can be twisted so that the joints at the ends will not be quite in line, thus putting a constant strain on the joints and preventing rattling. Still another method, sometimes used, consists of a small metal clip attached to the mudguard or other part of the motorcycle, and exerting a slight pull on the brake rod to one side, as in sketch No. 2, which is shown above.

## MOTORCYCLES PLAY IMPORTANT PART IN SWISS ARMY MANOEUVRES



**Left, Some of the Army Solo Riders Being Instructed in Despatch Duties; Right, Three Sidecar Outfits Which Have Been Added to the Cycle Corps for Patrol Service. All Machines Are Motosacoches—Courtesy of *La Suisse Sportive***

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# Looking Down the Stretch

[illegible] Reading, Pa.—Run to Miners[illegible] return of Reading M. C.

[illegible] Wheeling, W. Va.—Endurance [illegible] Wheeling M. C. to Cleveland, O.

[illegible] 13-21, Los Angeles, Cal.—Third an[illegible] Sunset Ramble of Los Angeles M. C. [illegible] Francisco and Sacramento F. A. M. [illegible]

[illegible] 17, Boston, Mass.—Ninth meet at [illegible] Park track

[illegible] 17-25, Wheeling, W. Va.—Good Fel[illegible] run to Baltimore, Md. and return [illegible] Wheeling M. C.

[illegible] 18, Toledo, O.—Race meet of Inter[illegible] Racing Association.

[illegible] 21-24, Sacramento, Cal.—Annual [illegible] and assembly of the Federation [illegible] American Motorcyclists

[illegible] 24, Reading, Pa.—Run to Sumney[illegible] and return of Reading M. C.

[illegible] 24, Indianapolis, Ind.—One hundred [illegible]

[illegible] 25, Milwaukee, Wis.—Second race [illegible] at State Fair Grounds of Milwaukee [illegible]

[illegible] 25, Elwood, Ind.—Meet of Elwood [illegible] Association.

[illegible] 25, Providence, R. I.—Swenson Pic[illegible] Indian Powwow at Palace Garden.

[illegible] Akron, O.—Meet of Akron M. C.

[illegible] Boston, Mass.—Mid Season Day [illegible] Readville Park track.

[illegible] Wheeling, W. Va.—Race meet [illegible] auspices of the Wheeling M. C.

[illegible] and August 1, Grand Rapids, [illegible] Michigan State F. A. M. two-day [illegible] run under auspices of the Grand [illegible] M. C.

August 1, Wheeling, W. Va.—Endurance run to Zanesville, O., of Wheeling M. C.

August 3, 4, 5, 6, Atlantic City, N. J.—Annual meeting of the Cycle Parts industries.

August 4, Atlantic City, N. J.—Meeting of the Motorcycle Manufacturers' Association, St. Charles Hotel.

August 7-8, Indianapolis, Ind.—Two-day endurance run of Indiana F. A. M. Division to Marion and return.

August 8, Toledo, O.—Race meet of Interstate Racing Association.

August 8, Fresno, Cal.—Race meet of local club.

August 8-9, Wheeling, W. Va.—Endurance run of Wheeling M. C. to Bedford, Pa., and return.

August 10, Elwood, Ind.—Meet of Elwood Racing Association.

August 21, Indianapolis, Ind.—Meet of Indianapolis M. C.

August 22, Toledo, O.—Race meet of Interstate Racing Association.

August 23-24, Wheeling, W. Va.—Tristate reunion and race meet, Ohio and Pennsylvania riders participating.

August 25, Aberdeen, Wash.—Annual beach race of Aberdeen M. C. on Cohasset Beach.

September 6, Trenton, N. J.—Motorcycle race meet under auspices of Mercer County Labor Union.

September 12, Toledo, O.—Meet of the Interstate Racing Association.

September 12, Elwood, Ind.—Meet of the Elwood Racing Association.

## AMERICAN PRODUCTS FOR BELGIUM

An organization of Belgian business men is now being perfected in England with the object of interesting American manufacturers in introducing their goods into Belgium as soon as the war is over. According to a recent announcement there are a large number of Belgian business men who have been partly ruined as a result of the war, but who still possess enough capital to give any necessary guarantees as agents and dealers. Any American manufacturer who desires to take advantage of the facilities for communicating with Belgian merchants, offered by the newly formed organization in England, should address inquiries to Mr. Willy Lamot, Shardhighs, Halstead, Essex, England.

## FEWER BEARINGS IMPORTED

Imports of anti-friction balls and bearings reached a valuation of $109,486 during the month of April, 1915. These figures show a decrease for the month when compared with March, 1915, when the valuation was $133,946, and with April, 1914, which shows a valuation of $129,872. Remaining in the warehouses as of April 30, 1915, were balls and bearings valued at $488,283, compared with $478,610 at April 30, 1914, and $638,945 as of March 31, 1915. During the ten months ending April 30, 1915, imports reached a total valuation of $1,359,908. For the same period in 1913, the valuation was $1,942,076 and in 1914 it reached a total of $1,561,487.

## OPORTO INDIANS ON PICNIC

Oporto, Portugal.—Indian riders of this city, led by J. J. Goncalves, who represents that make in the republic, took a Sunday trip recently to Braga. The noon stop was made at the beautiful estate of Bom Jesus do Monte, where luncheon was served. The photograph shows the 22 riders who participated as they lined up in the square at Braga.

## AMID PICTURESQUE SURROUNDINGS IN NORTHERN PORTUGAL CITY

Indian Riders of Oporto at Public Square in Braga During Recent Sociability Run Held Under the Auspices of Dealer J. J. Goncalves; A Picnic Luncheon Was Enjoyed in This City Before the Return Homeward Was Made

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# BIG INDIAN SPLA

## *Wins 100 Mile Race in*

## *at Ho*

**Jim Davis, riding an Indian, again gave a splendi**

**On June 13 Davis hung up a new world's 1**

**On July 5 he once more drove his Indian a century t**

# REPEAT

**Not only did the Indian win the 100 mile race, but the whole**

**July 4 <u>every</u> <u>event</u> went to Indian, including hour**

## *No Motorcycle Has Ever Match*

# HENDEE MANUFACTURING C



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# H AT COLUMBUS!

## minutes 43 4-5 seconds

## y Meet

stration of the red machine's SPEED CONSISTENCY.
dirt track record of 88 minutes 6 2-5 seconds.
ltered time of 86 minutes 40 4-5 seconds. This is Indian

## ABILITY

s two day meet, July 4 and 5, was a complete Indian triumph.
July 5 Indian won 4 out of 5 events.

## Clean Sweep Qualities of Indian !

ANY (Largest Motorcycle Manufacturers in the World) **Springfield, Mass.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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# On the Pacific Coast

### 1197 CALIFORNIA REGISTRATIONS

Los Angeles, Cal., July 2.—Official publication of new registrations for the month of May in California shows 1,197 new registrations and about 50 substitutions. While the former figure gives a line on the number of new riders, trade authorities point out that the substitutions give little information of value on the number of old riders who have taken new mounts, as many of them transfer their numbers without registering and take a chance on getting by with it.

### EFFECTIVE WORK OF EXPOSITION

San Francisco, Cal.—That the Panama-Pacific International Exposition is doing good missionary work in behalf of the motorcycle has been instanced many times during the past few weeks in sales of an unusual order. John H. Baumgardner, the local Indian agent, announces the sale of a three-speed Indian, electrically equipped, to Francisco Ballestra, an officer of the Argentine training ship, Sarimento, now anchored in San Francisco Bay. The machine has been placed aboard the training ship and will be taken to Argentine when the ship returns home and there introduced to a section of the country where a motorcycle now is unknown.

W. E. and W. H. Jackson, Pacific Coast distributors for Dayton motorcycles and bicycles, report an increasing sale of Dayton motorcycles. F. S. Collier, a motorcycle enthusiast of Worcester, Mass., who has been visiting the Panama-Pacific International Exposition, was so delighted with the big show and with San Francisco, that he decided to take home with him a lasting and at the same time useful remembrance of the great world's fair. After making careful investigation of the various makes of motorcycles on display in the transportation building at the exposition, he decided upon the purchase of a Dayton solo.

### DERKUM MANAGER AT BAKERSFIELD

Los Angeles, Cal., July 2.—"Daredevil" Derkum is now manager of the Kern County Fair Association, owner of the famous Bakersfield one-mile track. This track was built by Derkum in 1913, and made the record mile track gate receipts of $12,000. The owners have again called on Derkum to take hold and turned over to him the entire management of the fair association under contract to June 1, 1917, coveting leasing, promoting, and all concessions and activities inside the gates, except horse racing.

### POLICE BUY HENDERSONS

Los Angeles, Cal., July 2.—Fred Cannon, the oldest motorcycle rider on the Los Angeles county police, last week bought one of the new short coupled, 2-speed, electrically equipped Hendersons to displace his former mount. "Cannon has been a twin rider for a number of years, but through the special showing of economy in upkeep, speed and durability made in the Henderson demonstration to the county police, he became a convert to the 4-cylinder idea," says Sales Manager Hugh A. Fargo, of the Henderson Co., who is now in Los Angeles. Fargo mentions that they guarantee 65 miles per hour with all the new short coupled speedsters. A great deal of interest has been aroused in the machine for all kinds of municipal work throughout southern California. Among other recent sales Mr. Fargo mentioned one to Jack Munson of the mounted police of Beverly Hills. This machine was also of the new short type which, Fargo says, displaced a twin. Mr. Fargo quotes the County officers as saying that the new short coupled Henderson particularly suits their needs for a machine that starts easy and has an exceedingly quick getaway.

### DEALERS AS SUGGESTERS

Los Angeles, Cal.—Members of the Los Angeles Motorcycle Club are considering the nomination of Tom Girton and Hugh Fargo to the positions of official suggesters and creating enough similar positions to go around the men in the trade.

The recent run to Las Flores Canyon was by far the best attended event held by the local club this season. The attendance was stimulated by an announcement from Girton and Fargo that, if a large crowd would turn out, they would make generous contributions to the refreshments. Henderson riders who were planning a run for the same day joined the Los Angeles affair.

### GOOD TIME AT INDIAN RUN

San Francisco, July 3.—The Indian run to San Felipe last Sunday, June 27, was a splendid success from all angles. Fully 250 machines from San Francisco, Oakland, San Jose and Gilroy made the journey and enjoyed the barbecued beef and other good things to eat and drink. There were a great many sidecars and tandems included in the long caravan of motorcycles and a count of noses disclosed more than three hundred visitors assembled to swell the population of the little town of San Felipe, included in the number being a score or more of the gentler sex.

While the affair was arranged by the Indian agents of the towns represented, seventy-five riders of other makes of machines accepted the invitation to enjoy Indian hospitality, and that they were delighted with the treatment they received is indicated by the fact that they have voted unanimously to be on hand at all future Indian events of like character.

### SMALL CROWD AT ROSE CITY

Portland, Ore., July 2.—The Rose City track was in fine shape and the riders made some fast time in Portland, on Sunday, June 27, but no times were taken and but a small crowd saw fit to pay anything to see the racing. Instead, they took advantage of some high ground near the track where they could witness the riding free. If they are permitted to continue this practice it will undoubtedly end racing in Portland.

### ITINERARY OF SUNSET RAMBLE

Los Angeles, Cal., July 2.—Paul J. C. Derkum has issued for the Los Angeles Motorcycle Club the itinerary of the Sunset Ramble to the F. A. M. convention at Sacramento and the San Francisco Exposition, July 18 to August 1. The schedule is as follows:

First day, Los Angeles clubhouse to Willow Springs; second day, to Bakersfield, entertainment at Bakersfield Motorcycle Club; third day, to Fresno, swimming and dancing; fourth day, to Sacramento, entertainment by Capital City Motorcycle Club; next three days, F. A. M. convention; seventh day, boat to San Francisco; eighth, ninth, tenth, eleventh days, at exposition; tenth day, July 27, vote en route home. This will be an easy jaunt, with good roads about all the way, making about 105 miles a day. It is the third year of the Sunset Ramble under auspices of the Los Angeles Club. The committee in charge is as follows: Chairman, Paul J. C. Derkum, originator of the Ramble; W. S. Derenia, captain L. A. M. C. Club; Ed. Peterson, club secretary; Frank Lighting, Bakersfield Motorcycle Club. This affair is open to any rider in the vicinity of Los Angeles. The entrance fee, $2.50, payable to the club committee at 449 West Jefferson street, Los Angeles.

### MERKEL TERRITORY EXTENDED

Los Angeles, Cal.—Sexton & Berry are said to be averaging a Merkel a day in their Los Angeles store. They have taken over the whole stock of machines formerly carried by the Miami Cycle & Mfg. Co. at San Francisco, and are now handling the Merkel motorcycle business of the entire state, as California distributors. The San Francisco agency of the Flying Merkel is now in the hands of A. Castner, 1650 Market street.

### TO ATTEND CONVENTION IN BODY

San Francisco, Cal.—San Francisco motorcyclists are taking a lively interest in the forthcoming F. A. M. meet at Sacramento and it is expected that a large delegation of riders will go in a body from here. Plans are being discussed by members of the San Francisco M. C. looking to the chartering of a boat to carry the local delegation to the capital city, but no definite action has been taken as yet.

### EIGHTH MACHINE SOLD

Anaheim, Cal.—Harry Boon, of Minyard & Boon, the Harley-Davidson agents at Anaheim, hurried into Los Angeles the other day to get from the distributors one of the new model 11-J electrically equipped machines, to deliver to the foreman of an oil ranch in the La Grea fields. He mentioned to Sales Manager E. E. Welborn that this was the eighth machine they had sold in Anaheim already this year, while their orders in 1914 were only two machines. They aren't waiting for things to come their way, but are pushing touring, hill stunts and other motorcycle activities.

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# With the Manufacturers

### NEW CHICAGO CYCLE CATALOG

Practically everything in the accessory or parts line for both motorcycles and bicycles is described and illustrated in the 320-page catalogue just issued by the Chicago Cycle Supply Company, of 22 West Lake street, Chicago, Ill. The book includes sidecars and cars, as well as a complete list of garage and repair tools. The arrangement of the articles listed is a very convenient one, allowing of quick finding of any article desired. The company claims that it has in this book the largest and most complete catalogue issued in its field.

### BERLING WORKS BUSY

Buffalo, N. Y.—Day and night work is the rule with the Ericcson Mfg. Co., makers of the Berling magneto, according to T. S. Hemenway, manager for the concern. "The Berling is coming into its own," says Mr. Hemenway, "and we have all we can do to keep up with orders." A part of the product is for English consumption.

### DUCKWORTH PLANT BUSY

Springfield, Mass.—The Duckworth Chain & Manufacturing Co. has its full roll of machines working at high tension these days. Chains in the stock motorcycle sizes are in most of the time, while the bicycle chains turned out are by no means inconsiderable. Duckworth officials are of opinion that the present state of affairs will continue indefinitely.

### MOTOR WHEEL TEST MADE

Shelby, Mich., July 3.—A test of a Smith Motor Wheel was made yesterday by the Shelby Cycle Co., local agents. It resulted in running 91.8 miles on two quarts of gasoline. Only one pint of oil was used during the test. The course included many sandy roads. Shelby street hill in front—the steepest in the city—was negotiated several times from a standing start. An average of 20 miles per hour was maintained throughout. The machine was driven by M. W. Pullen, who has since entered the company as salesman in the Motor Wheel Division.

### FISK RUBBER ADDING

Chicopee Falls, Mass.—The Fisk Rubber Company, manufacturers of Fisk tires and tubes, is again making additions to its plant in this city. The new structures involved are a new six-story office building, 160 feet long by 90 feet wide, a garage and two large warehouses, as soon as ready the structures will be occupied.

### TO MANAGE OMAHA BRANCH

Orville A. Olson has been appointed manager for the Omaha branch of the Pennsylvania Rubber Company, of Jeannette, Pa. He was formerly traveling representative in Nebraska. The Omaha headquarters, at 2212 Farnam street, will care for Colorado, Wyoming, Utah and Western Iowa in addition to Nebraska.

### VISITING CYCLE TRADES

O. H. Jones, sales manager for the Majestic Manufacturing Company, of Worcester, Mass., is visiting the motorcycle and bicycle trades with the newest Majestic specialties. He is expected to return to Worcester in a few weeks.

### AMPLE PROTECTION WITH THIS SIDECAR TOP

Protection for the sidecar passenger from sun and weather is amply provided for by the tops manufactured by the American Auto Top Manufacturing Company, of 1451 Washington Boulevard, Chicago, Ill. They are at present adaptable to the 1914 and 1915 Rogers, 1915 Indian Maid and 1914 and 1915 Dunham sidecar models.

The top is of first quality mohair with steel and wood bows. The steel used is especially adapted to this service, while the wood is selected and thoroughly kiln-dried before making up. The main bows run from the upper side-panels at an angle rearward to act as rear upper braces to the top. The secondary bows incline forward from the main bows, while the spreaders extend from strong pivots on the secondaries. A celluloid curtain is fitted at the front and complete side curtains are

**American Auto Top**

part of the equipment. The structure of the bows and top is such that there is no and includes body irons as part of the equipment.

### HEADS FAFNIR IN DETROIT

Howard Cox has been appointed manager of the newly-opened branch of the Fafnir Bearing Company, of New Britain, Conn., in Detroit, Mich. The branch is at 752 Davis Whitney Building.

### DONLEY ON WESTERN TOUR

D. W. Donley, sales manager for the Persons Manufacturing Company, of Worcester, Mass., is covering the Middle West on a business trip at present

### BOSCH TROPHY SCORING SYSTEM

In order that riders shall clearly understand the scoring for awarding the Bosch Trophy, the Bosch Magneto Company, of 223 West 46th street, New York, recapitulates the point system employed ever since the initial offering of the cup. The system, as applied to the 1915 trophy, is as follows:

One-mile F. A. M. championship—4 points to winner, 3 points to second man, 2 points to third.

Two-mile championship—6 points to winner, 4 to second man, 2 to third man.

Five-mile championship—7 points to winner, 5 to second man, 3 to third man.

Ten-mile championship—8 points to winner, 6 to second man, 4 to third man.

Twenty-five-mile championship—12 points to winner, 7 to second man, 5 to third.

Fifty-mile championship—15 points to winner, 10 to second man, 8 to third man.

The winner of the trophy will be the amateur rider who has the highest total points in the F. A. M. championship events.

### THREE DUCKWORTH CONTRACTS

Springfield, Mass., July 5.—Announcement is made by the Duckworth Chain & Manufacturing Company that a contract has been entered into with the Harley-Davidson Motor Company and the Hendee Manufacturing Company whereby both of these concerns will use Duckworth chains on their new machines. The Duckworth company was also favored with a similar contract from the Henderson Motorcycle Company. Many departments of the Springfield plant are running overtime at present.

### BECOMES MOTT AD MANAGER

Utica, N. Y.—D. H. Wetzel, until recently owner of the Wetzel Advertising Agency, of this city, has sold his interests in that business to become the assistant advertising manager of the Mott Wheel Works. Mr. Wetzel has a complete knowledge of the Mott rim business, having handled the advertising of that company for some time past.

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# Harley-Davidson Celebrates the Glorious Fourth!

## Not Only Dodge City, but—

### HARLEY-DAVIDSON WON—

**Savannah, 100-mile—50-mile**
**Birmingham, Special Race**
**Oklahoma City, 50-mile**
**Alliance, Ohio, 3-5-10-mile professional**
**Trenton, N. J., 5-mile amateur**
**5-mile city championship**
**10-mile N. J. championship**
**Galesburg, Kansas, 100-mile professional**

### AND—

**Nine Firsts in Nine Races, Wheeling, W. Va.**

THAT'S ABOUT ALL JUST NOW.

## Harley-Davidson Motor Company

MILWAUKEE, WIS.



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# Cameron Wins Two Bay Races

SHEEPSHEAD BAY, N. Y., July 6.—Plenty of thrills were furnished the spectators in the Independence Day card at the Sheepshead Bay Velodrome on Monday night. Although Victor Linart of Belgium had no trouble over the two American riders in the thirty-mile motor-paced race, the other races had close and exciting finishes that worked the crowd up to a high pitch of excitement.

Linart won the motor-paced race in fine style, finishing three and a half laps ahead of Vincent Madonna, of Providence, who was second and a half laps ahead of Elmer Collett, of Lynn.

After a wonderful spurt in the last lap of the three-quarter mile professional handicap, George G. Cameron, of New York, flashed past a field of nine riders and was declared a winner by half a wheel's length. Cameron won his heat and was then entered the final heat until the last moment, as his handicap was thirty yards and his opponents Cameron also won the three-quarter mile professional race.

George Bowker, of the Glencoe A. C., with 160 yards handicap, won the half-mile amateur handicap race open to riders living in Greater New York from Joseph Ohrt, of the C. R. C. A., by a scant few inches. The winner's time was 1:01 4/5. There were fourteen riders off with the scratch men in the two-mile amateur race, all riders living in Greater New York or Long Island, and Tom Bello, of the Acme Wheelmen, was an easy winner by several wheel lengths. His time was 4:29 3/5.

The first two heats of the inter-club team amateur pursuit race the C. R. C. A. defeated from the Acme Wheelmen, of Brooklyn, after one mile and three and a quarter laps in 4:23 3/5. In the second heat the Newark Wheelmen, of Newark, won from the New England Wheelmen, of New York, after one mile and one-quarter lap in 3:19 1/5. The other two heats will be held on Saturday, the semi-finals on July 13, and the final [illegible].

Eight of the field of professionals riding in the five-mile open professional race at the Sheepshead Bay Velodrome last Saturday night, July 3, fell from the slippery track in the last mile of the race, suffering severe bruises about the arms and legs. Only five of the field of twenty-five finished. Goullet took the lead in the last lap and finished a length in front of McNamara. In the fourth heat of the half-mile professional handicap Alfred Goullet won from scratch, his time being one-fifth of a second inside of the world's record.

Georges Columbato, Italy's champion pace follower, returned to his European form and defeated Bobby Walthour and Vincenzo Madonna in a thirty-mile paced race. Madonna, who lost three laps in the first ten miles, was forced to change motors. Walthour stuck close to the Italian champion, but the pace was terrific and the Dixie flyer lost a lap in the twelfth mile. Columbato never slackened his pace, crossing the finish line fourteen laps ahead of Walthour, who was second. Madonna was seven laps in the rear of Walthour.

George Cameron

Frank Whitney, in a duel with Hans Ohrt in the two-mile amateur, carried the Westerner off the track in the last lap, causing several of the riders to spill. Whitney won but was disqualified.

### Tuesday's Races

Sheepshead Bay, N. Y., June 30.—Vincent Madonna had no difficulty in winning the thirty-mile motor-paced race at the Bay Velodrome on Tuesday night, June 29, leading Percy Lawrence, of San Francisco, by fifteen laps at the finish, Worth Mitten, the Iowa boy, finishing third, three laps further in the rear. Time, 44:06. Lawrence fell in the sixth mile and lost much valuable ground, which he made a game effort to regain by a series of desperate sprints.

The Quadruple, a point system race of three heats, was won by Alfred Grenda, with a total of 23 points. Joe Fogler came second with 20, Caesar Moretti a close third and Fred Hill a poor fourth.

Hans Ohrt scored a popular victory in the two-mile open amateur when he beat a big field of crack amateurs. He rode in his usual brilliant style and came in for much applause, as he finished in a pretty sprint two wheel lengths ahead of Ed Kane, N. Y. A. C., third place going to Fred Taylor, of Newark. Time, 4:29 3/5.

The two-mile handicap race for Greater New York riders was won by Felix Cambria, 110 yards start. Harold Platt, of the Empire City Wheelmen, gave him a run for his money by finishing a close second, scarcely a wheel length separating them. Edward Ganzel, Brooklyn, with 160 yards handicap, rode into third place, with the balance of the field close at his heels. Time for the distance, 4:03 1/5.

The half-mile amateur was captured by George Bowker, who had things all his own way. Hans Ohrt lost his heat in this race and did not start in the final. Thomas Grimm second, Taylor third. Time, 57 4/5.

George Columbatto

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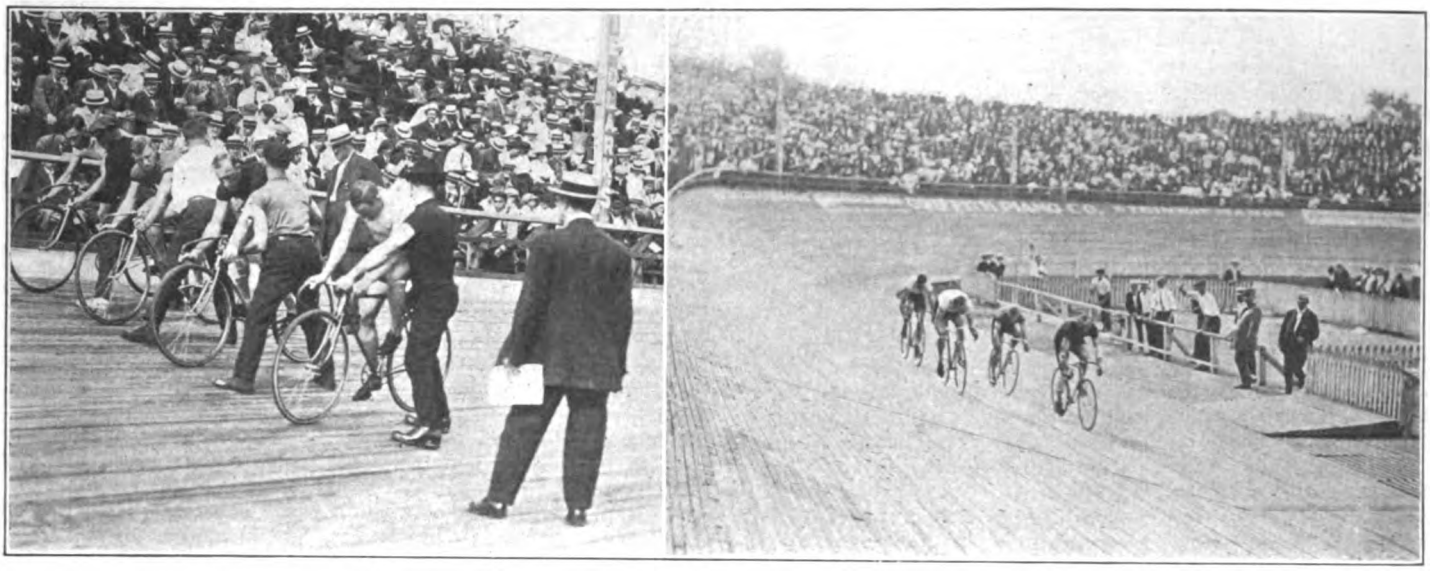
# Kramer Shatters Another Record at Newark



**Left, Raymond, Goullet, Grenda and Kramer at Start of Championship Race. Right, Kramer About to Nip Grenda Near Tape**

NEWARK, July 4.—A tie was established in the race for the national championship cycle honors here this afternoon when Frank L. Kramer, the American champion, nipped Alfred Grenda, the tall Tasmanian, at the tape in one of the most stirring races ever witnessed at the local velodrome. The finish was so close that the judges had to call upon the automatic judge, which registers just how the riders cross the finish mark, before they announced their decision. Kramer had won by about an inch, while Alfred Goullet finished third and Raymond Eaton came in fourth. Kramer and Grenda are now on even terms, each having 17 points, while Goullet is third with 15 points.

Kramer did more than win a championship race, as in his heat at a quarter mile he shattered the world's record for this distance, made by Alfred Goullet two weeks ago. Kramer's time was 27 2/5 seconds, which clips just three-fifths of a second off the mark made by the Australian. When Goullet broke the record it was an old mark of Kramer's made May 4, 1902. Kramer won the final of the championship race when not a fan in the vast crowd thought he had a chance. Going down the backstretch he was in the rear of Grenda and Goullet. Kramer did not put all of his strength into his limbs until the home stretch was reached, but here the champion let out with all that was in him and in his last jump for the tape his wheel seemed to leave the track as finished first.

Harry Taylor, a Newark boy, proved to be the class in the third mile championship race for the amateurs. Frank Whitney, another local youth, of the New York Athletic Club, finished second and Henry Werner, another Newarker, was third. Tim Sullivan, of New Haven, was unfortunate in puncturing in the final and got fourth place. Hans Ohrt failed to qualify in his heat. Taylor leads with 8 points in the amateur title series, while Sullivan has six and Ohrt five. The summaries:

Half-Mile Novice (Amateur)—Won by Fred Knoller, Millburn; Bennie Zager, Newark, second. Time, 1m. 6 4/5s.

Quarter-Mile National Championship (Professional)—Won by Frank L. Kramer, East Orange; Alfred Grenda, Tasmania, second; Alfred Goullet, Australia, third; Raymond Eaton, Elizabeth, fourth. Time, 28 3/5s. Last eighth-mile, 11 4/5s. First semi-final—Won by Grenda; Eaton second. Time, 28 2/5s. Second semi-final—Won by Kramer; Goullet second. Time, 28s.

One-Third-Mile National Championship (Amateur)—Won by Fred Taylor, Newark; Frank J. Whitney, New York Athletic Club, second; Henry Werner, Newark, third; Tim Sullivan, New Haven, fourth. Time, 40 2/5s. First semi-final—Won by Taylor; Sullivan second. Time, 41 2/5s. Second

**Harry Taylor, Leading Amateur**

semi-final—Won by Whitney; Werner second. Time, 41s.

One-Mile Handicap Invitation (Professional)—Won by Ernest Jokus, Newark (40 yards); Donald McDougall, Newark (70 yards), second; Jacob Magin, Newark (40 yards), third; Aubrey Taylor, Australia (115 yards), fourth; William Hanley, San Francisco (scratch), fifth. Time, 1m. 50 4/5s.

The Brassard Race, at One Mile (Reggie McNamara, Australia, vs. Marcel Dupuy, France)—Won by McNamara. Time, 3m. 3 2/5s. Last eighth-mile, 12 1/5s.

Two-Mile Handicap (Professional)—Won by Alfred Goullet, Australia (scratch); Robert E. Spears, Australia (10 yards), second; Marcel Dupuy, France (20 yards), third; Harry Kaiser, Bronx (50 yards), fourth; Jacob Magin, Newark (75 yards), fifth. Time, 3m. 44s.

Half-Mile Handicap (Amateur)—Won by Fred Taylor, Newark (5 yards); Nicholas Horvath, Newark (75 yards), second; Fred Knoller, Millburn (75 yards), third; William Weimar, Newark (45 yards), fourth. Time, 58s.

Five-Mile Open (Professional)—Won by Alfred Grenda, Tasmania; Reggie McNamara, Australia, second; Alfred Goullet, Australia, third; Fred Hill, Boston, fourth. Time, 9m. 53 4/5s.

Oscar Egg, of Switzerland, won the ten-mile race, the feature event at the Newark Velodrome on Monday, July 5. Egg was behind until a third of a mile from the finish, when he passed McNamara and opened a gap of fifty yards. He increased his lead until he was two hundred yards ahead at the finish.

A miscount of the laps in the one-mile Independence stakes lost Champion Frank Kramer a victory in the sprint feature. Alfred Goullet, of Australia, won, with his countryman and team mate, Alf. Grenda, second. Kramer was third.

Willie Hanley, of California, was first in the professional invitation race, with Jake Magin, of Newark, second; Willie Coburn, St. Louis, third, and George Cameron, of the Bronx, fourth. Joe Brexel, of the Century Road Club Association, took the amateur half-mile handicap from the fifty-yard mark. Hans Ohrt, of the San Francisco Olympic Club, scratch man, was second. Ohrt won the two-mile open scratch race easily from Fred Taylor, and Frank Whitney, of the N. Y. A. C.

July 2.—Once more Frank Kramer was the whole show at the bike races ridden at the Newark Velodrome, on Thursday night, July 1. He defeated Alfred Goullet in the deciding heat of a two-thirds mile match race and won the two-mile open from an exceedingly classy field of bike riders. Kramer rode the last eighth miles in 11 2/5 seconds, which is the fastest time ever made by a bike rider in Newark and is probably faster than any cyclist ever negotiated the distance.

Thorwald Ellegaard and Caesar Moretti "spilled the beans" in the one-mile tandem match race, taking two out of the three heats ridden from Alfred Grenda and Freddy Hill, as well as Bob Spears and Reggie McNamara. Hill and Grenda got the second heat while Ellegaard and Moretti annexed the first and third.

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# Bicycle Clubs on Holiday Tours

THE annual three-day bicycle tour of the New York Division of the Century Road Club Association, which was scheduled to start on Saturday, July 3, at eight o'clock P. M., was postponed on account of rain to six o'clock the following morning, when five members left Columbus Circle New York City, for Jamaica, where they stopped for breakfast. The riders decorated their wheels with silk flags and presented a fine appearance, as they were pedalling speedily over the smooth Merrick road in Long Island. Valley Stream was reached and there another member joined the party, making a total of six riders, Captain George Steppello, William Wenquist, Max Naphtal, Lucien Wetzel, Charles Hyland and Sylvain Segal.

After stopping at Amityville, the journey was resumed and the riders came to a section of the road which was closed to traffic on account of repairs. It was decided not to make a detour, so onward over the crushed stone the six pedalled, and reached East Islip, the dinner stop. Hyland wanted to make this point his destination, but, when he was advised that the State Insane Asylum was only four miles to the north, he quickly changed his [illegible]. Most of the roads were good from [illegible] to Sag Harbor which was the [illegible] of the trip. Railroad crossings were [illegible] encountered which made "walking better than cycling." The cyclists [illegible] through Sayville, Blue Point and [illegible], where a stop was made for [illegible]. At East Moriches a brief [illegible] taken and then the riders continued their trip out to their destination, [illegible] through a number of interesting his[illegible].

[illegible] six o'clock on Sunday evening [illegible] six cyclists finally entered Sag [illegible] and put up for the night at the [illegible]. One lone rider, who had [illegible] out from New York late, arrived at [illegible] an hour after the "regulars" [illegible]. The evening was whiled away [illegible] about the town and seeing the [illegible]. The next morning the tourists [illegible] right and early and started to clean [illegible] mounts for the return journey. Rain spoiled a good part of the run during the first few hours; but the cyclists kept right on in spite of the downpour which proved to be rather refreshing.

When Moriches was reached the sun started to break through the clouds. After a delay, due to traversing some bad roads in making a detour, Patchogue was attained at four o'clock in the afternoon and the riders sat down to dinner. The remainder of the journey was easy, and, after having a late supper at Rockville Center, the seven veterans got back to dear old New York at eleven o'clock on Monday night. Neither accidents nor punctures marred the journey.

### FINISH 187-MILE TOUR

Three members of the New York Division of the Century Road Club of America returned late last Monday afternoon after a two days' bicycle tour up New York State, during which they rode 187 miles. They left New York last Saturday afternoon, and going north passed through Dobbs Ferry, Ossining and Peekskill. At Fishkill Landing the cyclists ferried across the river to Newburg and then started down the west side of the Hudson on their trip back to New York. On the return trip they rode through Goshen, Tuxedo Park, Suffern and Hackensack.

The big annual open pleasure trip of the New York Division of the Century Road Club of America has been arranged for next Sunday. A three hours' stop has been scheduled for Rye Beach. The run will be fifty miles, and medals will be awarded to all those completing the distance. Application for entry can be made through L. A. Fraysse, 437 West Seventeenth street, who is Chairman of the Pleasure Trip Committee.

### YOUNG CYCLIST CLEANS UP

Fort Worth, Tex., July 2.—All of the bicycle races held in this city recently by the Panther City Cycle Club were carried off by "Dock" Anderson, the crack little fifteen-year-old cyclist. The distances of the events were five, ten and twenty miles. In an exhibition run at one-half mile, the youngster's time was fifty-six seconds. He has been following the game for the last three years and will come north next month to ride on some of the eastern tracks.

### ST. LOUIS CYCLISTS' TOUR

St. Louis, Mo., July 5.—The St. Louis Cycling Club took a three-day tour through the northern section of Missouri, leaving this city on Saturday afternoon and returning on Monday evening. The large turnout of cyclists covered about one hundred and thirty miles on the trip. All of the participants in the event had a dandy time and came back to St. Louis with a good coat of tan and fit as a fiddle.

### CRESCENTS PEDAL OUT INTO VIRGINIA

Baltimore, Md., July 5.—The Crescent Bicycle Club held its three-day tour over the Fourth of July holidays and pedalled out into Virginia. Stops were made at points of historic interest and many quaint spots were visited. The Crescents returned to Baltimore late on Monday night. They were caught in the rain but were none the worse off for their wet experience.

### POPE SALE DUE JULY 20

Westfield, Mass., July 6.—Owing to the fact that Pope Manufacturing Company's property includes real estate, the law requires that the holdings be advertised for sale for four weeks, and this accounts for the fact that no definite action has been taken in connection with the offer submitted to the receivers a short time ago.

The reported negotiations of the Hendee Mfg. Co. for the purchase of the Pope property are stated to have no foundation in fact, this announcement being made emphatically by officials.

The actual sale of the Pope property, including all the assets, is expected to be consummated on July 20, according to statements made here.

AT MORNING ROLL CALL WITH THE IMPERIAL GERMAN FORCES IN THE ARGONNE

[illegible] from a Jaeger Regiment Assembled in Eastern Part of France Ready to Ride on Patrol; Both the Regulation Folding Bicycle and Rigid Frame Mounts Are Used. Photo Copyright by Underwood & Underwood

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# Revere Honors Captured by Linart

BOSTON, Mass., July 4.—The motor-paced event on Saturday night, July 3, narrowed down to a struggle between Linart and George Seres, both of France. Elmer Collins having a spill in the nineteenth mile that threatened to end his racing career and Leon Didier being out of the running through a combination of accidents. Linart's lead over Seres was four laps at the end of the hour, Linart having to his credit 42 miles 3½ laps. Collins' accident came through skidding on a wet board high up on a turn. He slid head first down the bank, and by almost a miracle escaped being hit by the other riders.

Pat Logan, of South Boston, scratch man in the three-mile professional open, finished in front of Alvin Loftes, of Providence, with 20 yards to spare. In the half-mile amateur, the big handicaps of Fred Hansen, of Revere (100 yards), and Ben Leighton, of Revere (90 yards), proved too much for the seasoned riders, they finishing in front in the order named. The summary:

Half-Mile Amateur Handicap Race—Won by Fred Hansen, Revere (100 yards); Benjamin Leighton, Revere (90 yards), second; John Fardig, Orient Heights (90 yards), third; Fred Herbert, Fall River (50 yards), fourth. Time, 57⅘s.

Quarter-Mile Professional Handicap Race—Won by Frank Droback, South Boston (30 yards); Harold Rollins, Everett (15 yards), second; H. J. Reynolds, Forest Hills (65 yards), third; J. J. Lang, Cambridge (65 yards) fourth. Time 29⅘s.

Mile Invitation Amateur Race—Won by Kenneth Plummer, Revere; Mike Barber, Brighton, second. Time, 2m. 28⅗s.

Five-Mile Open Amateur Race—Won by L. C. Rollins, Everett; Ned Chandler, Boston, second; John Fardig, Orient Heights, third; Bert M. Jones, Revere, fourth. Time, 11m. 29⅗s. Lorimer Winslow, Providence, winner of most laps.

Three-Mile Open Professional Race—Won by Pat Logan, South Boston; Alvin Loftes, Providence, second; Dennis Connoly, Everett, third; Frank Droback, South Boston, fourth. Time, 6m. 49⅘s.

Hour Motor-Paced Race—Won by Victor Linart, Antwerp; George Seres, Paris, second; Leon Didier, Paris, third; Elmer Collins out in 19th mile by fall. Distance, 42 miles 3½ laps.

Victor Linart, the Belgian, cleaned up at Revere Bicycle Track on Thursday night, July 1, winning the famous Golden Wheel Race by making 43¾ miles in the hour. In the Golden Wheel race the Belgian rode his opponents to a standstill. For the first 35 miles Leon Didier, the Parisian, held the lead, but the strain was evident; he was in a state of collapse at the end of that mile and had to ride three laps at a jog before he could again follow his motor.

Clarence Carman, middle-distance champion of America, found the pace set too hot, and after a change of motor he had to give up. George Wiley, the former champion, had his jinx still with him and had a puncture in the fifth mile. Linart's victory was decisive, for he was passing Didier for an even mile at the finish of the race.

The professional miss-and-out race Wednesday night afforded some good sport. Pat Logan won the event. L. C. Rollins, of Everett, got away with the five-mile open amateur event by a narrow margin over Willie Turville, of Revere, Fred Herbert, of Fall River, getting third place. The summary:

Half-Mile Amateur Handicap—Won by John Barry, Cambridge (65 yards); J. B. Rollins, Everett (60 yards), second; W. M. Lane, East Boston (100 yards), third; Frank McKenna, South Boston (95 yards), fourth. Time, 58⅕.

Three-Quarter-Mile Professional Handicap Won by Harold Rollins, Everett (20 yards); Alvin Loftes, Providence (scratch), second; Frank Drobach, South Boston (40 yards), third; J. S. Grant, Lynn (80 yards), fourth. Time, 1m. 31⅘s.

Mile Invitation Race for Amateurs—Won by Fred Hansen, Revere; Benjamin Leighton, Revere. Time, 2m. 22⅕s.

Five-Mile Open Amateur—Won by F. C. Rollins, Everett; Willie Turville, Revere, second; Fred Herbert, Fall River, third; Ned Chandller, Boston, fourth. Time, 11m. 42⅗s. Lorimer Winslow winner of the most laps.

Professional Miss-and-Out Race—Won by Pat Logan, South Boston; Alvin Loftes, Providence, second; Harold Rollins, Everett, third; Hugh MacPartland, Boston, fourth. Distance, 1 mile 2 laps. Time, 2m. 42⅘s.

Golden Wheel Race, One Hour—Won by Victor Linart, Antwerp; Leon Didier, Paris, second; Clarence Carman, Jamaica, N. Y., third; George Wiley, Syracuse, fourth. Distance, 43 miles 6 laps.

**Victor Linart**

## AN EMINENT CYCLIST

Katanga is a section of the Belgian Congo which is rich in minerals, but as yet has only been very partially opened up. One of the most eminent frontiersmen in this district is Mr. George Grey, brother of Sir Edward Grey. In a very interesting book describing this district by Mr. J. B. Thornhill, the following reference is made to Mr. Grey, who it appears uses his bicycle to a large extent in connection with his work. "Straight, accessible, self-reliant, possessed of physical enegry almost beyond human power, a truly great leader, a very strong character, and one of the best shots as well as one of the bravest men that have ever set foot in Africa. The marvelous thing about him was that whatever he did, he never turned a hair. I have seen him bicycle in from Kansanshi mine—just a 100-mile ride over a bad road—and I should have thought that he had not ridden a couple of miles by his general look."

It appears that bicycles are used to a considerable extent in this remote district, but have to be built with specially high brackets so as to clear the ant hills. One of Mr. Grey's most arduous rides was from Kamboye to Victoria Falls in eight days. According to Mr. Thornhill, he is afraid of nothing but wild dogs, and on one occasion when cycling he was chased for five miles by them.

## NEW ENGLAND HANDICAP

September 12 is the date set for the annual fifteen-mile handicap road race of the New England Wheelmen of New York this year. Heretofore, for several years, the race has been one of the first road contests run during the season by this enterprising metropolitan club, but the change in date was agreed upon at a conference of the Inter-Club Amateur Cycle Road Racing League, prior to the season's start.

## MILWAUKEE BICYCLE RUN

Milwaukee, Wis.—The North Side Cycling Club held a run and outing to Theinsville, Wis., Sunday, June 27. The following are the officials: Captain, Theodore O. Gauger; lieutenant, H. L. Warnken; pace maker, Louis Pierron.

## SOME MORE EASTERN BICYCLISTS BOUND FOR THE EXPOSITION

**John Bruns and R. Schack, Who Started from Port Jervis, N. Y., May 3, and Are Now Traveling Through the State of Nebraska on Their Way to San Francisco**

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# Lawson Disqualified by Referee

CHICAGO, July 4. When Martin Ryan, the Newark pace follower met Joe Kopsky, the Bohemian, last Saturday night in a five-mile motor-paced race at the Riverview Velodrome, he gave the latter an artistic beating. Ryan won in straight heats and in winning he beat his own mark of 7:05 for the distance in each heat. In the first heat, in which he lapped Kopsky twice, he made the five miles in 6:57 and in the second in 6:47⅕.

### Lawson Disqualified

Iver Lawsons desire to reach home by the quickest possible route robbed him of a win in the two-third-mile open for professionals. Lawson came on the inside on the last lap, rode on the flat on the back stretch and beat the field by a good margin. The referee, however, saw the breach in the rules and disqualified the local Swede. The victory went to Frank Cavanagh, the Newarker, Francesco Verri, the Italian, finished second and Charles Piercey, the Australian, third.

The one-mile professional handicap proved a hummer of a contest. The limit men, in their anxiety to gather the dollars put up for lap prizes, made the going so fast that the best the back markers could get was second place which went to Lloyd Thomas a 40-yard man. Bob Diefenbacher, the Brassard holder, won the race from the 155-yard mark. The time was 1:46⅕.

### Amateur Competition

In the amateur races the competition was keen and exciting. In the half-mile handicap Egisto Davini, the Italian, won. But having a rider with his hand he enthused the wrath of the referee and was disqualified. In the pursuit race Ernest Kopsky the Riverview Cycling Club star, won after going almost two miles.

Summaries

One-Mile Handicap (Amateur)—Won by Olaf Hansen, Italian-American C. C., 65 yards; second, Joseph Ferrara, St. Louis C. C., 30 yards; third, Frank Petersen, Conquer A. C., 65 yards; fourth, Louis Kuehl, Chicago C. C., 50 yards. Time, 57⅗. Egisto Davini won, but was disqualified for coming in with his hand.

One-Mile Pursuit Race (Amateur)—Won by Ernest Kopsky, Riverview C. C.; second, Charles Hanson, Riverview C. C.; third Egisto Davini, Italian-American C. C.; fourth, Willie Kell, Chicago C. C. Time, 4 minutes. Distance, 1 mile 1 lap.

Two-Third-Mile Open (Professional)—Won by Frank Cavanagh, Newark; second, Francesco Verri, Italy; third, Charles Piercey, Australia; fourth, Lloyd Thomas, San Francisco. Time, 1:20. Iver Lawson, Chicago, won this race, but was disqualified for coming in on the flat of the track.

One-Mile Handicap (Professional)—Won by Bob Diefenbacher, San Jose, 155 yards; second, Lloyd Thomas, San Francisco, 40 yards; third, John Bosch, Long Island, 90 yards; fourth, Gordon Walker, Australia, 30 yards. Time, 1:46⅕.

Five-Mile Motor-Paced Match—Martin Ryan, Newark, vs. Joe Kopsky, Bohemia. Run in two out of three heats. Ryan won first and second heats. Times, 6:57 and 6:47⅕. Bettering old mark held by himself of 7:05.

### Krebs Loses Brassard

Floyd Krebs, the Newark Dutchman, got the real surprise of his life last Wednesday night in his effort to retain his meal-ticket Brassard. The Brassard netted Floyd two checks of $25 each when he beat Bobby Walthour, the localite, and then defended the same against Albert Krebs, the Salt Lake flyer. The Brassard race is at one mile and was run in one heat, French style. Krebs met Bob Diefenbacher, of San Jose, last night, and Diefenbacher started out as though he was on a quarter-mile dash. The San Jose rider was out to ride Krebs dead and he succeeded. In the first trial both of the riders went down in a heap when Diefenbacher struck his pedal and Krebs went over him. After re-starting the race Diefenbacher tired the Newarker when the latter tried to keep Diefenbacher from jumping him, but when the bell sounded for the last lap the Californian went to the front and Krebs lost out on his money-producing armlet.

**Iver Lawson**

Next in line of importance to the Brassard race was the five-mile motor-paced event between Eddie Root, the Boston rider, and Martin Ryan, who hails from Newark. Ryan won the first heat in 7:26, and Root won the second in 7:11⅘, beating his own mark of 7:19, which he established on Sunday, June 27. In the third heat Ryan won in 7:05, breaking Root's mark made in the second heat.

### Wednesday's Summaries

Louis Kuehl, the Chicago Cycling Club star, won the one-mile open for non-winners. Charles Minnetti, one of the Riverview Cycling Club riders, annexed the two-third-mile point race. Summary:

One-Mile Open for Non-Winners (Amateur)—Won by Luis Kuehl, Chicago C. C.; second, Willie Kell, Chicago C. C.; third, Fred Samlow, unattached; fourth, Andrew Andresen, Conquer A. C. Time, 2:13.

Two-third-Mile Point Race (Amateur)—Won by Charles Minnetti, Riverview C. C., 9 points; second, Kelsey Cleveland, Chicago C. C., 7 points; third, E. Davini, Italo-American C. C., 5 points; fourth, Andrew Andresen, Conquer A. C., 2 pints. Time, 1:20⅘.

One-Mile Brassard Race (Professional)—Won by Bob Diefenbacher, San Jose; second, Floyd Krebs, Newark. Time, 3:30.

Ten-Mile Open (Professional)—Won by Charles Piercey, Australia; second, Lloyd Thomas, San Francisco; third, Francesco Verri, Italy; fourth, Eddie Madden, Newark. Time, 21:04⅘. Lap prize winners, Kopsky, 10; Drobach, 10; Piercey, 7; Thomas, 6, Walker, 5; Rudi-Russe, 5; Anderson, 4; Wohlrab, 4; Lawson, 3; Young, 2; Cavanagh, 2; Verri, 1.

### BOB LAWSON AT 'FRISCO

San Francisco, Cal., June 30.—Bob Lawson is back at San Francisco once more. In a post card received from the veteran cyclist he states that he is immediately going to pedal south.

### TWO STORY BUILDING FOR STORE

Louisville, Ky., July 5.—The Central Manufacturing & Repair Company, which for several years has conducted an exclusive bicycle and accessories store, has leased a two-story building at the corner of Fifth and Walnut streets, where they will continue business on an even more progressive scale. The new store has been repainted, attractive windows have been arranged, and a trim, attractive looking stock of bicycles has just been installed.

On the right side of the store is a raised platform for men's machines, while in a rack suspended from the wall is a complete line of juvenile two-wheelers. Shelves and showcases for accessories are located at the left side of the store. Each bicycle in the windows is separated from its neighbor by means of a brass rail. The manager of the company is Carl G. Ogden, while W. H. Humboldt takes care of all business outside of the establishment.

### MOTOR WHEEL CLUB ORGANIZED

Detroit, Mich.—A club has been formed in this city among owners of Smith Motor Wheels, under the auspices of the Haverford Cycle Co., local sales agents. It is the purpose of the club to have runs at least once or twice a month, or if possible every week, on Sundays. The club is a purely social affair.

### CHAMPION RACES DOUBTFUL

The bicycle championship races which were scheduled to be held at the Panama-Pacific Exposition, August 2-4, may be called off unless some arrangement can be made by the special committee of the National Cycling Association whereby financial guarantees will be assured. If these events are run at all the date will be set some time in October. Nothing definite has yet been settled by the N. C. A. committee.

**Cutting Prices on Bicycles Is Bound to End in a Loss of Profits**

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### VACATION TRIP AWHEEL

San Francisco, Cal., July 2.—Art. Kutz, the speedy young rider of the Southern California Wheelmen, of Los Angeles, has made a vacation trip awheel to this city recently from his home town, in three and one-half days. During the past week he

**Art Kutz**

has been the guest of the New Century Wheelmen. He reported the roads in good condition most of the way. Kutz uses a new model Pierce machine equipped with Vitalic tires which have covered four hundred and seventy-nine miles without a puncture.

### BROWN OPTIMISTIC AFTER TRIP

Buffalo, N. Y., July 3.—Sales Manager Fred L. Brown, of the Pierce Cycle Works, has returned from a ten-days' business trip by auto to Auburn, Syracuse, Albany, Springfield, Boston, Providence, New Haven, New York, Scranton, Binghamton and Elmira, with a fine coat of tan. "All along the line," he said, "there was much evidence that the better grades of bicycles are becoming more and more popular. More ladies' bicycles were noticeable everywhere and especially in Rhode Island. And at one point, a short distance from Narragansett Pier, I saw some neatly clad women in front of a palatial house actually dusting their bicycles. The whole affair was a surprise to me. But on a whole, I might say that, after making this hasty trip to twenty cities, I am convinced that the bicycle business for 1916 will be a big increase over this year."

### NEW BICYCLE STORE OPENED

Washington, D. C., July 5.—Frank D. Hazleton has opened a new bicycle salesroom and repair shop at 901 9th street, N. W., in this city. Mr. Hazleton has for about twelve years been interested in the extensive bicycle business conducted by his father, Edward P. Hazleton, at 429 10th street. The younger Mr. Hazleton has now entered the business on his own account. His location is on a prominent corner in the heart of the motorcycle section.

A line of Tribune bicycles will be handled exclusively. Special tires, made by the United States Tire Co., under Mr. Hazleton's own brand, will be kept in stock, as well as a large assortment of sundries. A well-equipped repair shop, in charge of competent workmen, will be maintained.

In connection with the bicycle business, Mr. Hazleton has secured a sub-agency for the Merkel and Thor motorcycles, under Harry F. Seamark, the local agent for these machines. Motorcycle repair work will be handled in the repair shop and a stock of parts kept on hand, but the motorcycle branch of the business will be kept subordinate and the bicycle line will be featured. Special attention will be paid to the commercial bicycle and its uses.

### LIVELY MARKET FOR MOTOR WHEEL

Milwaukee, Wis., July 3.—According to a recent announcement from the factory of the A. O. Smith Company, the month of June has shown an increase of sixty per cent. in Smith Motor Wheel sales over the preceding month. Nearly five times as many attachments were sold in June as in April and two and one-half times as many in June as in the months of April and March combined, according to the factory bulletin.

Up to the first of the current month, seven hundred and seventy-nine dealers had been assigned agencies, which is an increase of one hundred and fifty-two over the figures as of June 1. There are, the Smith officials assert, 10,624 of the bicycle boosters contracted for by the agencies.

### QUINCY'S (ILL.) OLDEST RIDER

**Capt. W. H. Gay, 80 Years Old, Rides His Bicycle Every Day**

### CALIFORNIA BIKE SALES BRISK

Los Angeles, Cal., July 2.—C. Tobey, prominent rider of the Pope in this season's long distance speed events in the vicinity of Los Angeles, is now on the road selling accessories for C. L. Smith, Los Angeles distributor. He has just returned from a trip making Fresno, Bakersfield and other towns in the San Joaquin Valley, where he reports bicycle business making good progress from sales to ranch hands working on fruit which is just coming in.

### MESSENGERS ON BIKE RUN

Pottsville, Pa., July 3.—Five messengers connected with the Postal Telegraph Company's branch office in this city embarked on a run last Sunday. Each of the five own bicycles, which have seen some wear in the company's service. The youngsters started early on Sunday morning, headed for Reading, arriving there after four hours of pedalling over a distance of forty miles.

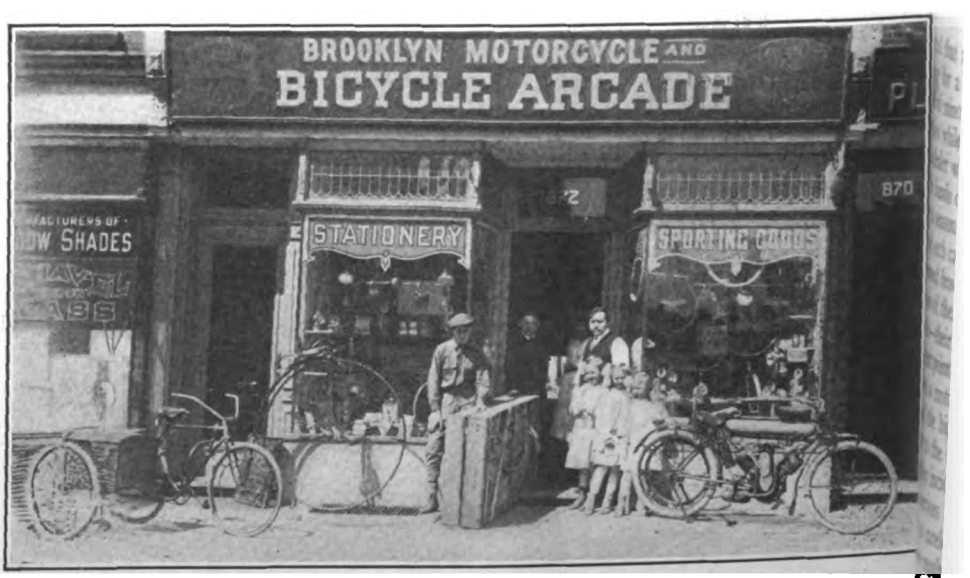
### AGENTS DOUBLE BUSINESS

Buffalo, N. Y., July 2.—The Pierce Cycle Works report that they have received a repeat order from their Salt Lake City and Denver agents, which means that these Pierce agencies have doubled the amount of their normal trade.

### QUINCY WILL HAVE CLUB

Quincy, Ill.—The many bicycle riders in this city are going to organize a club. Captain W. H. Gay, the oldest active bicycle rider in Quincy, is one of the chief boosters.

### WHERE MANY BICYCLES AND ACCESSORIES ARE SOLD EACH YEAR




**Exterior View of the Brooklyn Motorcycle & Bicycle Arcade, at 872 Flatbush Avenue, Brooklyn, N. Y. G. A. Bielefeld, the Proprietor, Is Seen at Right**

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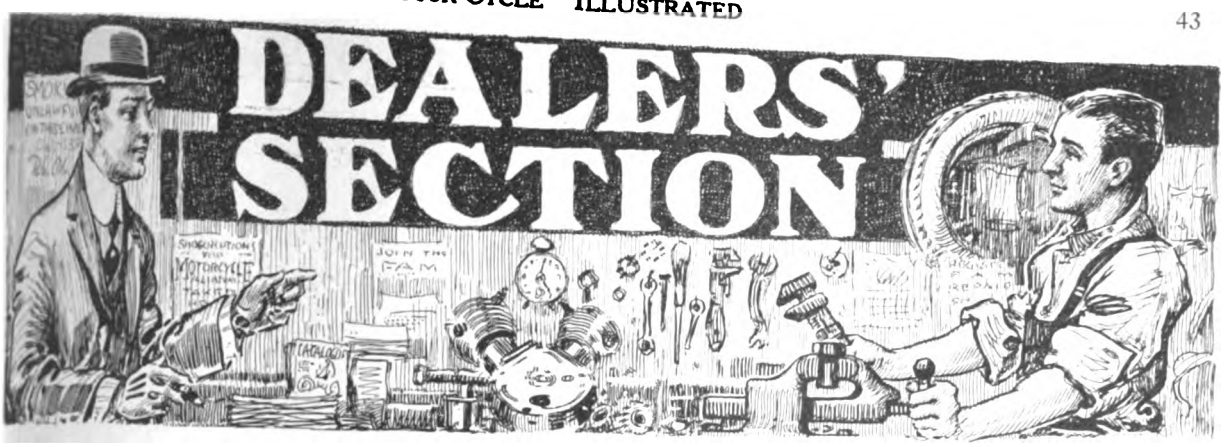


# The Dealer and the Gasoline Problem

## A New Angle on Efficiency in the Motorcycle Agency

SEVERAL times of late, in quarters where such matters are given the keenest possible consideration, the question has been raised—Is it a good business proposition for the motorcycle dealer to sell gasoline? and there is an increasing inclination to believe that in many cases the query can be safely answered in the negative. That there are the usual "two sides" to the situation must be admitted, but developments tend to prove that the average motorcycle agent's profits from handling gasoline are not in proportion to the additional risk he assumes and the time and energy necessary to cater to gasoline buyers.

It is argued that the gasoline sales in themselves have never given a motorcycle dealer a profit, and that the business in accessories and parts brought in the shop through riders who come to have their tanks refilled is negligible. Such sales of accessories, say those who have given the matter much thought, would come to the dealer in the regular course of business—even though he never sold a drop of gasoline. Or would they? There appears to be room for a reasonable doubt on that point.

**?**

**Considering the increased fire risk, the higher insurance premiums charged, the time devoted to handling it and the trifling profit, does it pay a motorcycle dealer to sell gasoline**

**?**

It cannot be denied that many riders, preparing for a trip, discover their need of minor accessories and supplies while having their tanks refilled at the agency, and a dealer who refused to handle gasoline might force into the hands of his rivals quite a number of motorcycle sales during a season. Against this claim it is argued that the loss of such casual sales would be more than offset by the increased business that would result from the concentration of the dealer and his staff upon the sale of motorcycles—their chief aim, after all.

One of the strongest points raised against the wisdom of selling gasoline from a motorcycle agency is that the increased fire risk and the higher insurance premiums are not in proportion to the value of the gasoline business and the accessory sales incidental to it. During the present season several serious fires in motorcycle agencies have been traceable to careless handling of gasoline, and while fires might have resulted under any conditions it is probable that the loss sustained was considerably increased through the presence of quantities of gasoline. Where the gasoline is kept in a sunken tank, entirely apart from the building, there is the item of expense for the tank and its installation, not an inconsiderable one at all.

Then there is the matter of competition. Some of the big companies are now quoting gasoline prices lower than the motorcycle dealer—operating on a limited scale—can possibly cope with. At the big gasoline stations it is possible to obtain gasoline—or something that passes for it—at 10½ cents per gallon, a price below the rock-bottom figure that any motorcycle dealer can sell at and still avoid an outright loss. It follows that the bulk of the gasoline trade will go to the big stations, and that the motorcycle agent will get only the fag end—which fag end boosts his insurance premiums just as high and causes him as much annoyance as if he were doing all the gasoline business in his neighborhood.

ANOTHER argument, not the strongest but still worthy of thought, is that the motorcycle dealer who handles gasoline is called upon to sell to quite a few automobilists during the season. There is no possibility that this class of business will result in any incidental accessory or supply sales, and all the dealer has to show for the attention given the automobilists is the slight margin between the cost and selling prices of the fuel, which is almost too small to consider.

At the bottom of the present arguments, however, is the primary contention that the gasoline business is not worth while because it requires time and attention which ought to be devoted to the sales of motorcycles. That's the basic idea. Among the various reasons why the motorcycle dealer is not justified in selling gasoline, say observers, none ranks in importance with the fact that a dealer in order to be successful needs every waking moment for the upbuilding and general advancement of his trade.

FIGURES collected in several large Middle Western cities of late show that few motorcycle dealers regard the gasoline business as anything but a nuisance. When asked why they continue to burden themselves with it season after season they almost invariably answer that a motorcyclist who had to go elsewhere for his fuel might take the same route when he wanted repairs or accessories.

What are the rock-bottom facts in the situation? Is the sale of gasoline in a motorcycle agency an asset to the dealer—or any out-and-out liability?

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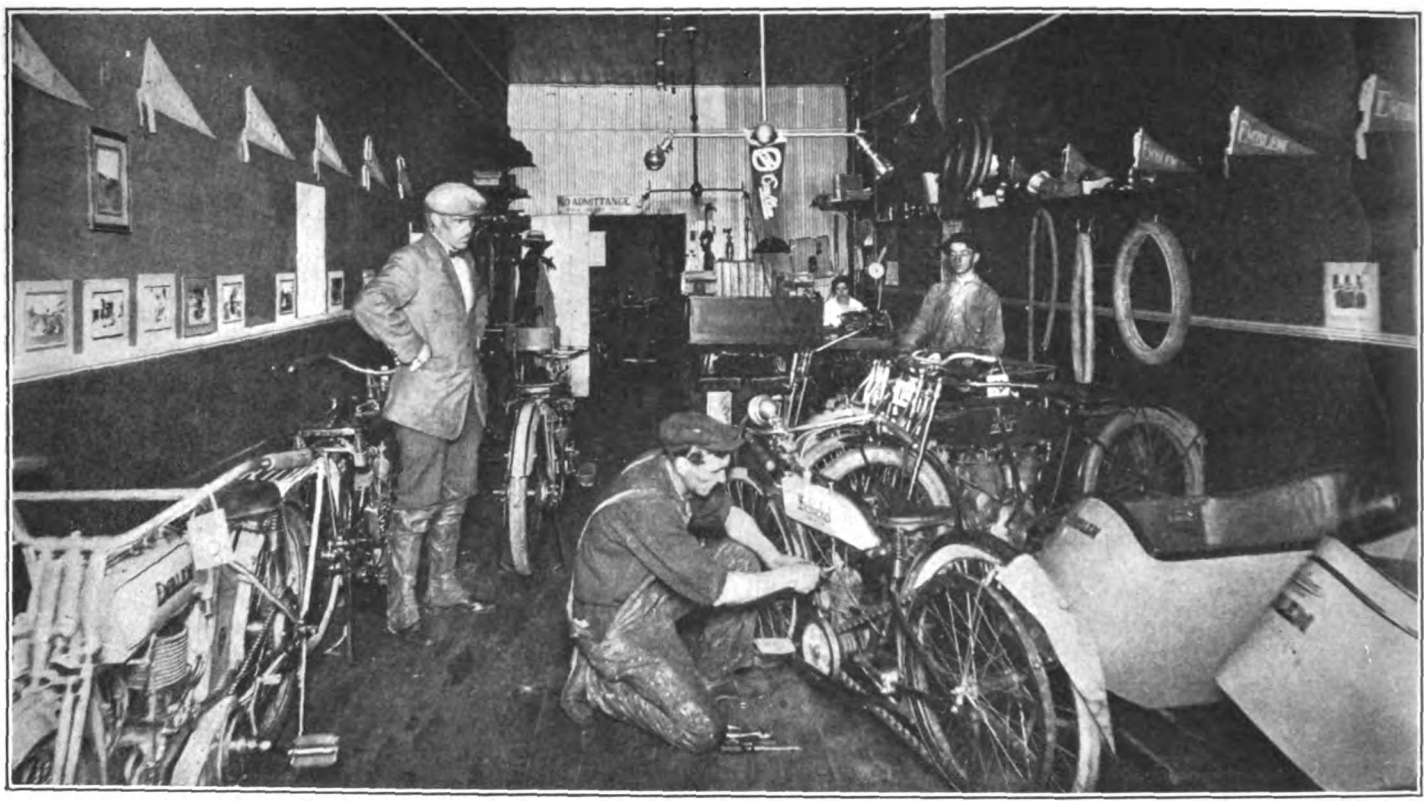
# DEALERS' SECTION



**Attractive Interior of Emblem Agency of A. P. Strogonoff, at 107 State Street, Syracuse, N. Y. The Proprietor Prides Himself on the Appearance of Both Shop and Salesroom, as the Photograph Indicates**

## RISDEN'S DANCES A HIT

Los Angeles, Cal., July 2.—Once again C. Will Risden has shown how ingenuity and good fellowship and the spirit of service keep "the finest motorcycle store in the world" busy as a real producing asset. Risden's monthly dances have assumed a place of impotance in Los Angeles entertainments. The first was an experiment during National Motorcycle Week and was such a success that another was held last week. Hereafter there will be one on the last Wednesday of each month.

Risden's store, with the floor cleared and waxed and the counters laden with refreshments, makes a fine place for a dancing. At the last dance, there were enough Indian riders of both sexes to fully occupy the spacious floor in every dance. Mr. Risden is offering a prize to the lady who first wins 2000 points in an interesting contest. Points are awarded by a committee after each dance night under the following system of rating: Prettiest girl, first, 150, second, 75, third, 50; neatest and best dancer, each three similar sets of awards; most consistent scoring an extra 200; submiting name of a new buyer, 100; bringing in a new buyer registered by someone else, 100; bringing in a new buyer not registered, 200.

## NEW MOTORCYCLE SQUAD

Wilmington, Del., July 2.—A motorcycle squad consisting of four patrolmen and one sergeant was recently created by the board of police commissioners. The new squad will be furnish with 1915 Indian motorcycles, purchased from John H. Minnick, the local Indian agent, and will be in charge of Sergeant Joseph A. Davis, U. S. A., an officer in the Delaware militia and physical instructor on the board of police examiners.

## TO OCCUPY BIG BUILDING

Philadelphia, Pa.—Alterations are being made to the property at 503 Market street, this city, which will be occupied by the Haverford Cycle Co., Excelsior motorcycle distributors, when finished. It is planned to consolidate the three stores in this city into the new building which is six stories high. The stores which will be abandoned are located at 329 Market street, 829 Arch street, and 5134 Market street, in West Philadelphia. The new building starts off Market street and runs back about 60 feet, where it turns into Fifth street. Several departments will be established: One for the sale of the Excelsior, one for the Smith Motor wheel, and one for accessories. A repair shop will be erected.

## SIX H-D DEALERS MARRY

Chicago, Ill., July 4.—Six Harley-Davidson dealers in and around the Windy City were married last week. The first one to take the daring step was H. Hanke, of the Northwest Side; then came R. Dolezal, of Dolezal Bros., and C. Vesely, of the Vesely Bros. Not to be outdone by this trio, A. Henderlong, of Crown Point, Ind., followed suit, as did E. A. Flaring and F. Beck, of Joliet, Ill. Cupid, however, found it an absolutely useless job to get C. H. Lang, the Illinois State distributor, entangled in his meshes.

## TO MAKE OUTING ANNUAL ONE

Beloit, Wis.—The success of the first annual outing of the motorcycle dealers of southern Wisconsin and northern Illinois held in this city recently has made the promoters determined to make the affair an annual event. The meeting this year was preceded by a parade through the main streets of the town before going up the river to Yost's Park. It is proposed next year to extend the invitation for the outing over a larger territory and possibly interest dealers in the lower corner of Iowa to attend.

## MOTOR WHEEL IN MOVIES

Los Angeles, Cal.—A Smith Motor Wheel played a prominent part in a comedy entitled "A Motor Cop Constable," which was recently "filmed" by a local moving picture manufacturing company. The scene in which the Smith Motor Wheel made its appearance showed a young lady motorwheeling at a brisk pace after a speed fiend in an automobile.

## NEWARK SCHICKEL AGENT

Newark, N. J., July 3.—Chas. Krebs, the local Henderson and Pope agent, has added the Schickel to his line. He has been kept busy by the local gasoline knights giving demonstrations on the Schickel since the agency was placed.

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# DEALERS' SECTION

### CELEBRATES 20TH ANNIVERSARY

Frank B. Widmayer, Flying Merkel agent, whose headquarters are at 2304 Broadway, New York, recently celebrated his twentieth year in business. Widmayer started in a store three doors from his present establishment in the days of the bicycle boom and was the first Indian agent in New York City. His place was the headquarters for the New York Motorcycle Club and its successor, the M. T. C. of New York. With Amos Shirley and Tom Sixsmith, Widmayer forms the veteran trio of the Manhattan cycle dealers.

### SALES COMPANY IN ACCESSORY LINE

Manager Al Graves, of the Harley-Davidson Sales Company of New York, with headquarters at 533 West 110th street, announces that the firm has entered the supply business on an extended scale and has issued an attractive catalogue. One of the features of this new extension of the sales company's endeavors is a credit department, which provision for foreign sales are made. Since issuing the catalogue, Graves and his assistants have been kept busy carrying the orders, as well as selling Harley-Davidson machines.

### MECHANICAL HORNS BIG SELLERS

Louis Goldsmith, Yale and Indian agent, at 4 St. Nicholas avenue, New York, finds the greatest demand among accessories this year is the mechanical horn line. In one week recently he disposed of thirty-three signals of this type and was obliged to turn odnw several additional orders, owing to inabolity to get delivery on short notice. The repair department which Goldsmith installed at the beginning of this season has proved a good money-maker, and the mechanics are kept busy for the full time each week.

### DEALERS INCORPORATED

Middletown, Ohio.—The Butler Cycle and Electric Co. has been incorporated with a capital of $10,000 to act as agent for motorcycles and do repair work. The incorporators are J. A. Pratt, Gordon Gage, E. C. Speier, H. D. Riley and E. Reed.

### POPULAR SALESMAN DIES

Chicago, Ill.—John Nicoll, aged 64, who was until recently a salesman of the Excelsior General Supplies Company, died recently. Speaking of the keen grief which Mr. Nicoll's sudden death has caused among his many friends, F. W. Grubb, manager of the Excelsior company, said: "John was one of the best liked men in the trade and esteemed very highly in our organization. His death is a great loss, for he was not only liked for his personal qualities, but also for the sincerity and conscientiousness which he showed in his work."

Stuart Slosson, special representative of the Firestone Tire & Rubber Co., in San Francisco, has been called to Los Angeles by the illness of his wife.

### THREE-SPEED MODEL IN DEMAND

T. J. Sixsmith, the veteran Excelsior dealer, at 203 West 100th street, New York, finds that the biggest demand for this make is the "15-3," or three-speed twin mdoel. Sixsmith's storage space is getting too small for his customers, and it is rumored that he will take over the store adjoining his present quarters in order to care for the increasing number of patrons.

### VALLEJO CYCLONE AGENT

San Francisco, July 3.—Ludenclos & Henry, Northen California distributors for Cyclone motorcycles, have appointed W. Welch, of 932 Capitol street, Vallejo, as their agent at that place. Mr. Welch is an expert mechanic and an enthusiastic motorcyclist, with wide acquaintance in the navy yard city.

### MUDD BECOMES SALESMAN

Washington, D. C., July 5.—Thomas N. Mudd, who for many years has been connected with the sport of motorcycling in this city and has been identified with the local bicycle trade, has closed his store at 824 9th street, and accepted a position with Harry F. Seamark, local agent for the Merkel, Thor and Emblem motorcycles.

### PITTSBURGH DEALERS PICNIC

Pittsburgh, Pa.—Pittsburgh motorcycle dealers will give a picnic for the riders in the near future at Alameda Park, near Butler, Pa. The date has as yet not been definitely decided upon.

Where Indians Are Handled in Cortland, N. Y., by the Cortland Sporting Goods Company, 16 North Main Street. Proprietors A. A. Perry and G. D. Southwick Are in the Sidecars

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## British Sales Are Still Fairly Steady

LONDON, ENG.—One would naturally think that in these strenuous times, when England is fighting for her very existence, that the motorcycle trade, with the exception of a few manufacturers who are working on War Office contracts, would suffer. Such, however, does not seem to be the fact. One sees on a fine Saturday afternoon or Sunday, more motorcycles on the road than ever before, and the number of red Indians about nowadays is remarkable.

The 1915 Indian, with the three-speed gear, seems to have got on wonderfully in this country this year. I think the reason for this is that W. H. Wells, the London manager of the Hendee Manufacturing Company, has made a study of the requirements of British motorcyclists; the Indian is equipped with so many British fitments, such as tires, chains and saddles. The general design of the machine is also on the lines of the British ideal.

Last Sunday I took a long trip on my two-stroke lightweight amongst the concentration camps within a 50-mile radius of London, and solved the mystery regarding the wonderful demand for motorcycles that exists at the moment. Here are the facts: Amongst our army quartered in England are hundreds of young men of wealth and position. They may not be called to the front for several months. They may have the means to purchase a car, but it is not a handy vehicle to store, and here is where the motorcycle comes in. It is just the vehicle they require to run about camp on, and, when they get leave, to go home and return on.

What will happen after the war is over, no one can foresee, but there is certainly a feeling amongst the motorcycle manufacturers that even if the automobile industry suffers, the motorcycle trade will be more prosperous than ever.

### COVERED 8,000 MILES

Knoxville, Tenn., July 2.—L. C. Wilson, of Asheville, N. C., and his wife recently entered Knoxville on a 1915 Harley-Davidson machine which was equipped with a sidecar. Mr. Wilson is field man for the Southern branch of the Harley-Davidson Motor Company, of Milwaukee, and covers North and South Carolina, Georgia, Alabama and Tennessee from his headquarters at Asheville. Mr. Wilson had been on the road for thirty days when he reached Knoxville, and had covered a very intricate network of roads, including macadam boulevards in North Carolina, sand in Georgia, and rocks and mud in Tennessee. The trip covered a total of nearly 8,000 miles.

### WILL FIGHT ROAD OILING

Louisville, Ky., July 5.—Riders and automobilists of this city are up in arms against the municipal authorities because of the present system of road oiling. The boulevards and a number of important business streets are badly flooded with oil which is not evenly distributed and stands in pools. Last year the Louisville Automobile Club prevailed upon the city officials to oil but one-half of the road at a time and to permit the oil to soak in before the other half of the road was oiled. This plan was found to be the best yet tried in this city, but for some reasons the city is not using this scheme now.

## Classifying Trade Workers in the Racing Game

EDITOR: May I have the privilege of a few lines in your paper in which to discuss the proposed change in the F. A. M. constitution, suggested by the Capital City Motorcycle Club of Sacramento?

I feel with the framers of this change that the present classification of riders into but two classes, the "amateur" and "professional," is not wholly fair to the men employed at motorcycle work who, however, have never competed in any motorcycle event for a cash prize. But it seems to me that the change offered to correct this evil, does not correct it; it simply divides the professional class into two classes—those who can speed and those who cannot—which is wholly unnecessary. What is needed, is a special class for riders who, though they be employed by motorcycle dealers or in motorcycle factories, have no desire to take up motorcycle racing as a profession.

To create another class of riders, basing the subdivision on the speed proclivities of the men included, is simply compounding the work of the chairman of the Competition Committee, who already has subdivided both the "amateur" and "professional" into three distinct classes.

I trust that at the convention the matter will be fully threshed out and that the suggested change of the Capital City Motorcycle Club will be so altered that it will do some real good, and not make harder work for our friend, John Donovan.

E. F. HALLOCK.

THE GALE BOYS DEMONSTRATING THEIR SCHICKEL LIGHTWEIGHT

**Another Photograph of the Unique Outfit With Which the Gale Family Is Making the Trip From Coast to Coast; the Youngsters On Their Side-Seat Rig Are Attracting Much Attention Along the Route**

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# Our Canadian Letter

### FIRST TOUR FROM HALIFAX

Halifax, Nova Scotia.—The first real motorcycle tour held in this part of Canada was conducted on Dominion Day, July 1, when 17 riders took part in a run from Dartmouth to Middle Musquodoboit, a distance of 81 miles. The objective of the tour was a picnic park, and the party arrived at the resort about noon, after averaging 20 miles per hour over roads in fair condition.

Of the 17 participants, nine came from the city, seven from Dartmouth, while the last came from Elderbank. The route was well "shared" all through so that no difficulty was had in keeping to the course. All enjoyed themselves immensely.

### STANDARD WELDING AGENTS

Toronto, Ont.—The K. & S. Auto Tire Company, of 571 Yonge street, has been appointed Canadian representative for the Standard Welding Company, of Cleveland. A complete assortment of Standard welding products will be carried in stock at the Toronto store, as well as in the branch at 4 Park avenue, Montreal. The K. & S. firm is also pushing the sale of tires in Canada.

### FIGURE IN PUBLIC DISPLAY

Toronto, Ont.—One of the recent big social events held in this city was a combined motorcycle and automobile decorated display in Dickson Park under the auspices of the Daughters of the Empire, the Canadian Ladies' Patriotic Association. The machines were first paraded before the officials of the ladies' organization, after which prizes were awarded. About 20 motorcycles were shown by their owners.

### TO REACH NEW YORK IN JULY

Saskatoon, Sask.—Bob Franks and George Morley, the Harley-Davidson sidecar outfit, who left this city for a tour to New York, expect to reach the American metropolis about the middle of July. During the first two weeks of their trip they encountered intermittent rain and therefore found the roads through Saskatchewan North Dakota and Minnesota in the worst of conditions. Their average so far, however, has been 100 miles a day. On reaching New York both men will take ship to England to join a motorcycle corps.

### WANT RACERS IN BROCKVILLE

Brockville, Ont. — The Commercial Travellers' Association of Brockville, has extended an invitation to motorcycle racers to participate in speed contests at the fair grounds oval on Civic Holiday, August 2. There will also be bicycle races and other [illegible]

## SPENCER HOLDS CHAMP. TITLE

### Toronto Cyclist Takes Premier Amateur Position at Dominion Day Meet, July 1.

WATERLOO, Ont.—Art. Spencer, of Toronto, the Dominion's premier bicycle speedster, now holds the undisputed title of Canada's amateur champion. At the thirty-fifth annual championship races of the Canadian Wheelmen's Association, held in this city on July 1, he won the half-mile, one-mile and five-mile distances. A stiff handicap in the two-mile event kept Spencer from getting better than fourth place, R. Goldsmith, Salem B. C., coming in first in this event. A feature of the program was a quarter-mile exhibition by the five-year old son of Herb. MacDonald, one of Toronto's veterans. Young MacDonald performed well for a youngster.

Spencer, who is a member of the Riverside Athletic Club, covered the half-mile in 1:12, and the mile in 2:37⅖. His time for the five-mile championship event was 12:36⅘. Goldsmith's time for the two-mile handicap was 4:26⅕. C. Coleclough, of this city, was victor in the one-mile novice, the opening race on the card, his time being 2:24⅕. With Bounsall's victory in the mile for 2:35 class men, in 2:25⅕, the Riversides scored heavily over the other competing clubs as regards points. About 4,000 spectators witnessed the races, many of these coming out on a special train chartered by the Riversile club from Toronto. In addition to the speed events, a baseball game between teams from Berlin and Waterloo, a band concert and a meeting of the Canadian Wheelmen's Association rounded out the day. The bicycle fans who saw the events were well pleased.

The summaries:

One-Mile Novice—C. Coleclough, first; H. Bounsall, second; L. Scarletto, third. Time, 2:24⅕.

Half-Mile Championship—Art. Spencer, Riverside B. C., first; George Watson, Riverside B. C., second; Herb. MacDonald, third. Time, 1:12.

One Mile, 2:35 Class—H. Bounsall, Riverside, first; E. Penny, second; L. Scarletto, third. Time, 2:25⅘.

One Mile, Boys under 15—Patsy Brown, Toronto, first; W. Taylor, Waterloo, second; W. Bailey, third. Time, 2:21⅕.

One Mile Championship—Art. Spencer, first; G. McMillan, Toronto B. C., second; Norman Webster, Riverside B. C., third. Time, 2:37⅘.

Half-Mile Boys, Local—G. Gross, first; W. Dierlamm, second; G. Plantz, third. Time, 1:19⅗.

Five-Mile Championship—Art. Spencer, first; Fred McCarthy, MacDonald B. C., second; Gordon McMillan, third. Time, 12:36⅘.

Two-Mile Handicap — R. Goldsmith, Salem B. C., first; W. Taylor, second; R. Martin, third. Time, 4:26⅕.

### BERRY BROTHERS MOVE

Vancouver, B. C.—Berry Brothers, of this city, have moved into a more central location on Dunsmuir street, near Seymour. The new quarters have better facilities than those previously occupied, and the effect has already made itself apparent by the increase in custom.

### CYCLE CORPS NUMBERS FORTY

Vancouver, B. C.—The Vancouver Volunteer Cycle Corps, organized for home defence, has a membership of over 40 at present. Tri-weekly drills are held, and they are always well attended, gun drill proving particularly attractive. Applications for membership in this organization are coming in regularly, but more recruits are being called for.

### MOVIE STAR IN ACCIDENT

Orangeville, Ont.—Miss Pauline Bush, one of the best known actresses in the Kalem moving picture company, was thrown from her motorcycle recently while taking part in a spectacular ride. Although injured about the head and shoulders, she quickly recovered and later repeated the scene without the spill. Miss Bush in private life is Miss Pauline Newport, and lives at 61 Lansdowne avenue, Toronto.

### SOLD ANOTHER TO TELEPHONE CO.

Vancouver, B. C.—W. H. Morrison, who presides over the Vancouver tepee, has just sold another 1915 Indian to the British-Columbia Telephone Company. This machine is to be used by the "trouble shooter" in the Cloversdale district, and makes the 17th Indian in the company's service.

### SIDEVAN FOR GROCER

Cornwall, Ont.—This city has its first "live wire" grocer in the person of G. W. Armstrong, who recently adopted a sidevan outfit for delivering his goods. The machine is an Indian and the van of the same make. Agent, W. O. Relyea supplied both.

### THIRD SHIPMENT BOOKED

Vancouver, B. C.—Haskins & Miller, who are handling the Smith Motor Wheel for Vancouver and vicinity, have already disposed for their second shipment from the Milwaukee factory, and are all ready to deliver the contents of the third shipment as soon as it arrives. At present there are over a dozen of the attachments in use in the city and district. The bicycle department, in conjunction with motor wheel, has experienced a very busy season, as almost every buyer of the latter device purchases a cycle at the same time. Second-hand bicycles have been much in demand.

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# Another Friend of the Lightweight

EDITOR **Motor Cycle Illustrated:** Nothing that I have seen in your columns recently has pleased me more than Mr. Alfred H. Bartsch's article on lightweight motorcycles, which appeared in the June 17 issue. I agree with the author thoroughly in his statement that the lightweight machine is about to launch its claim for a large share of the popularity which the big twin has enjoyed for some years.

I feel sure that there is quite a large market for these handy and economical mounts here as there is in Europe, where they have almost displaced the more powerful and heavier machines for solo riding, and are frequently used with light sidecars. I would like to offer a few suggestions as to what constitutes a really handy, easily started and controlled lightweight motorcycle.

The motor should be of 22 cubic inch capacity with horizontally-opposed cylinders. There should be two cranks, 180 degrees apart, each carrying a big end. The crankshaft should run on ball-bearings, while the big and little end connecting rod bearings should be plain. Such a motor can be practically perfectly balanced, thus ensuring smooth running and long life to transmission and tires.

The carbureter, placed centrally between the cylinders, should have air and gas levers on the right handle bar. Transmission should be by chain from motor to countershaft, with final drive by V-belt. A two-speed gearset incorporating the clutch should be in the countershaft position. Ignition of course should be by high-tension magneto.

Lubrication need only involve a drip-feed to crankcase with splash for the motor. The frame of course would be sprung front and rear. Wheels should be 26 inches diameter with 2½-inch tires and the weight in running order 140 pounds. I am sure that this mount could be sold for $160.

I have a machine of this type at present, which I use every day, no matter what the weather. It gives the utmost satisfaction. The gear ratios are 5½ and 8½ to one, making the mount capable of climbing any hill as well as of very slow running in traffic. I consider this the ideal machine for the business or professional man who has to make a number of short journeys every day, mostly in cities where a big heavy twin would be very unhandy.

With a machine just as described, one can get along a busy thoroughfare much quicker than either a heavier mount or an automobile, owing to its exceptionally easy steering and control. The machine is capable of making 45 miles per hour and has a gasoline consumption of 110 miles to the gallon. I hope to see further news on this most interesting topic in your valued paper.

Astoria, N. Y. DAVID P. ROBERTSON.

## RECENT TRIP INTO SIERRAS

Fresno, Cal.—A party of four Fresno people have recently taken a sidecar trip from this city into the Sierras in Indian outfits driven by P. K. Carmine and A. B. Knapp. The quartet were away from Fresno for three days, carrying with them their own cooking utensils and food. They found the roads in good condition, and were able to made a distant point in Kings River Canyon, being the first sidecarists on record to have penetrated the Sierras to that point.

The travelers proceeded to the General Grant National Park, down to Hume, and out onto the state highway beyond, to the end of that road, where they followed the Kanawyer trail. In reporting their journey they were able to give some valuable information to the autoists and motorcycle riders of Fresno. They found that all dangerous grades were eliminated, and that the gradients were never more than eight per cent. In Grant park they encountered drifts of snow about three feet deep, which flanked the roadway, the road itself having been found for the most part hard and dry. From the many high points of vantage along the route Fresno tourists were able to get some inspiring glimpses of the beautiful and impressive country.

## LARAMIE CLUB ENTERTAINS

Laramie, Wyo.—The Laramie M. C. acted as host to the Cheyenne contingent and the Motor Club of Northern Colorado on Sunday, June 27. The two visiting organizations rode into this city and were met at the outskirts by members of the local organization.

**READY FOR DESPATCH WORK WITH ITALY'S FIELD FORCE IN SOUTHERN AUSTRIA**

**Motorcycle Riders Attached to Piedmont Divisional Headquarters About to Start Off From Rome to Report for Duty; Belgian, English and French Machines Are Seen in the Photograph, and Represent But a Small Number of Makes in Use**

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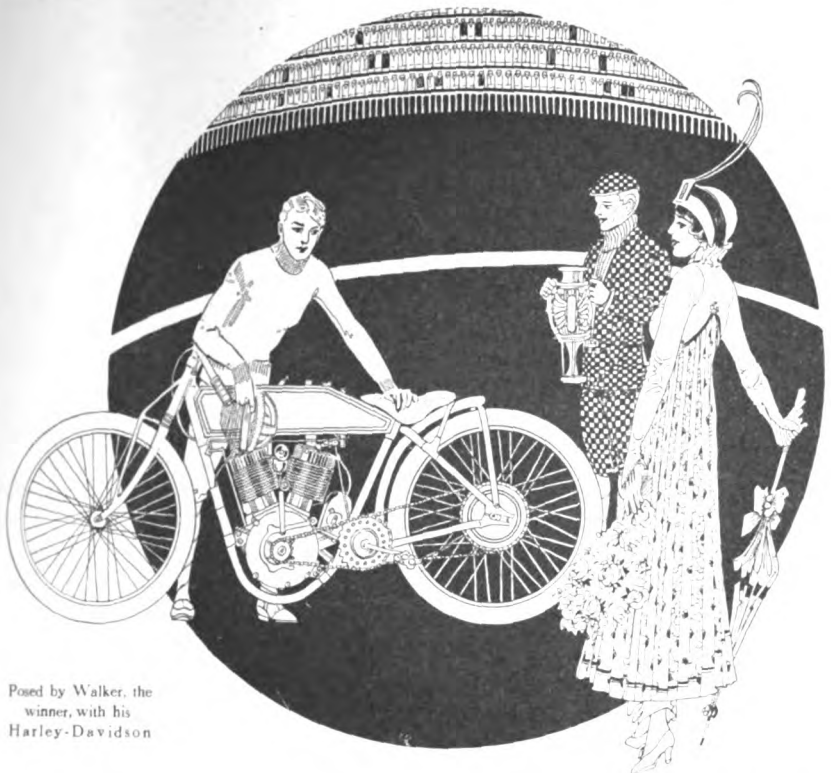

Posed by Walker, the winner, with his Harley-Davidson

# BOSCH WON

## Dodge City 300 Mile Race

THE fastest 300-mile speedway race again was won by Otto Walker, again was won by a Harley-Davidson motorcycle, and again the Bosch Magneto made the winning speed possible.

Bosch Magnetos are universally chosen by the world's most prominent racers, not only because Bosch is more capable, not only because Bosch is more speedy, but mainly because Bosch Magneto Ignition is

## ABSOLUTELY RELIABLE

For your present motorcycle or your new motorcycle
Specify Bosch - - - - - You'll Be Satisfied

BOSCH MAGNETO COMPANY
206 West 46th Street, New York

If you are interested in the popularity of Bosch, write for a copy of "How Bosch Stands in Your Field."



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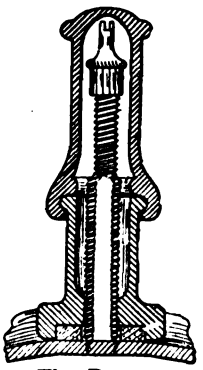
# A TRIO OF INTERESTING PATENTS

### TIRE VALVE PROTECTOR

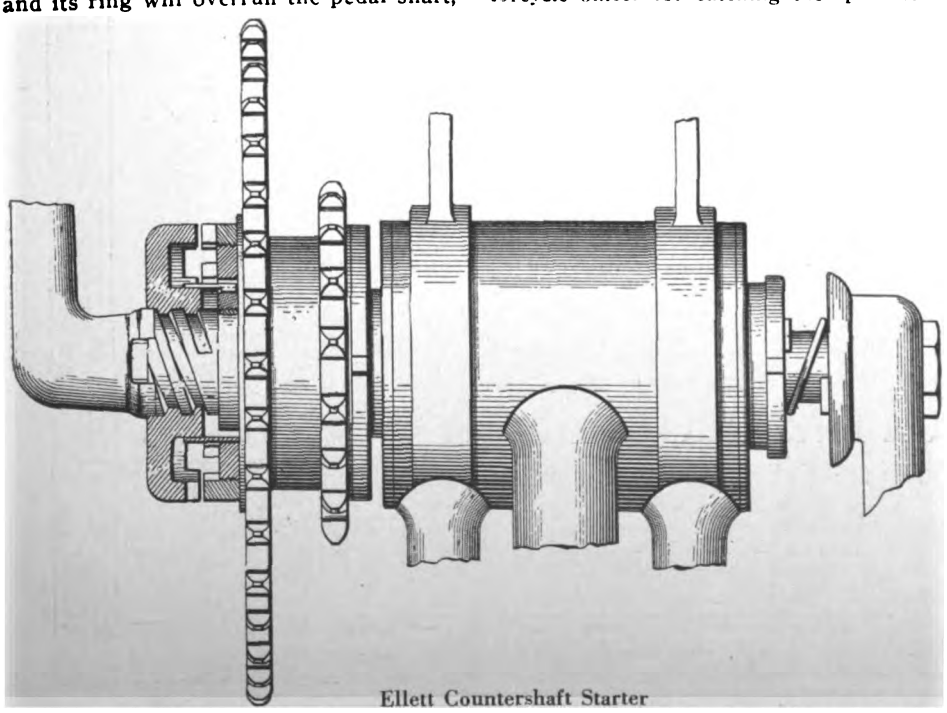
In order to protect the stem of a tire valve, George M. Stadelman, of Akron, O., has invented a cap which will cover all parts of the same, yet will allow of ready access to the cover for inflating. This cap consists of a lower section fitting over the valve nut close to the rim and having an upper rounded rim. Over this fits the hooked end of an upper cap or member, this being of a flexible material so as to be removable by pulling off. The arrangement of both members keeps the valve from dust as well as from shocks. The patent is No. 1,141,219 and has been assigned by the inventor to the Goodyear Tire & Rubber Co., of Akron, O.



The Protector

### COUNTERSHAFT STARTER

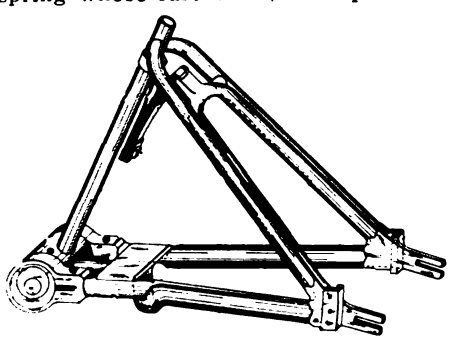
Frederick S. Ellett, of Elmira, N. Y., well known as the inventor of a number of devices used by the Eclipse Machine Company, has been granted a patent on a pedal starter. This device, which is to be fitted on the countershaft, has a quick-pitch, square thread screw formed on the pedal shaft and a collar meshing with the same and having lateral dog-teeth. The primary drive sprocket has attached to it a ring with dog-teeth corresponding to those on the collar. On the rider pedaling forward, the collar is moved inward along the pedal shaft and its dog-teeth mesh with those on the ring, subsequent forward impulses causing the motor to be revolved by the pedals. On the motor starting, the sprocket and its ring will overrun the pedal shaft, causing the collar to recede and disengage the dog-teeth. A spring on the opposite end of the pedal shaft assists the engagement of the teeth. The patent is No. 1,141,787.



Ellett Countershaft Starter

### COMPOUND SPRING FRAME

A spring frame incorporating a rigid rear fork structure and floating fork structure is the subject of patent No. 1,142,344, issued to Frank Mackey, of Newark, O. The floating structure is pivoted to a cross-member near the front of the main forks and its motion is guided vertically by pieces attached to the fork-ends. The stay portion is attached to the end of a leaf spring whose butt in turn is attached to a single leaf spring whose further end clamps to the seat mast under the saddle. Provision is made for attaching a tandem seat and frame on the rigid structure, the frame being fitted with its own springing device.



Mackey Spring Frame

### MAY ADD MOTOR COPS

Watertown, N. Y.—It was learned recently on good authority that the village fathers were considering putting on a motorcycle officer for catching the speedsters.

### ASCENDED TO MOUNTAIN LAKE

Roanoke, Va., July 1.—What is claimed to be the first motorcycle trip of 1915 to Mountain Lake, Va., was made by Messrs. Ford, Littlejohn and Martin, of the Dixie M. C., on Sunday last. The lake is over 4,000 feet above the surrounding country and measures over a mile in length. It was necessary to cross three mountain ranges to get to it from Roanoke.

Mountain Lake is only a short distance from the top of Bald Knob, recently ascended by Martin on his Indian. Time did not allow the trio to go up the Knob after their circuit of the lake, so they left for Roanoke, enjoying the four and a half mile coast from the lake to the level country below, before riding the mountains homeward.

### TENTATIVE PHOENIX PROGRAM

Phoenix, Ariz., July 2. —A tentative program has been drawn for "Motorcycle Day," November 17, at the Arizona state fair. The program includes mile time trials, ten-mile race for private owners, fifteen miles open, ten miles for road equipped machines, twenty-five miles for the Arizona championship, a ten-mile relay and 100-mile open race. It is for the latter that the big money will be offered. The fair commission has guaranteed purses aggregating $1,000.

### TO HAVE MOTOR COP AGAIN

Wausau, Wis., July 4.—The common council has appointed a motorcycle policeman to serve permanently in the detecting of traffic regulation disrespect. The plan was tried out here some time ago and proved a big success and resulted in great improvement in the manner of driving within the city limits and observance of the rules of the road. Lack of finances caused the motorcycle patrol to be dropped and conditions on the highways immediately took a turn for the worse.

### OLEAN M. C. ENTERTAINS

Buffalo, N. Y., July 4.—Forty members of the Buffalo Motorcycle Club rode to Olean today, where they were the guests of the Olean M. C. at their summer cottage, which is located on a small lake just outside of Olean, over the 4th and 5th. Besides the water sports, a baseball game was played between the two clubs.

### NEW PORTLAND M. C. OFFICES

Portland, Ore., July 3.—The members of the Portland Motorcycle Club have elected O. L. Day president, to succeed A. L. Welch. A. C. Knight, who received the next highest number of votes, was chosen vice-president. Mr. Day has been vice-president for a year, and Mr. Knight secretary for three years.

### FORT COLLINS HAS CLUB

Fort Collins, Colo.—The Motor Club of Northern Colorado was recently organized in this city, and now numbers 50 active rider-members. There have been a number of applications for admission to the ranks of the club and these are being acted upon as fast as the membership committee can handle them.

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A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.


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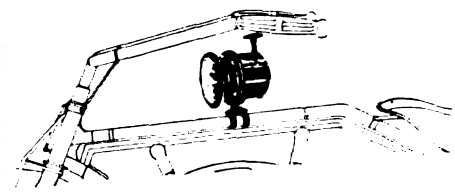
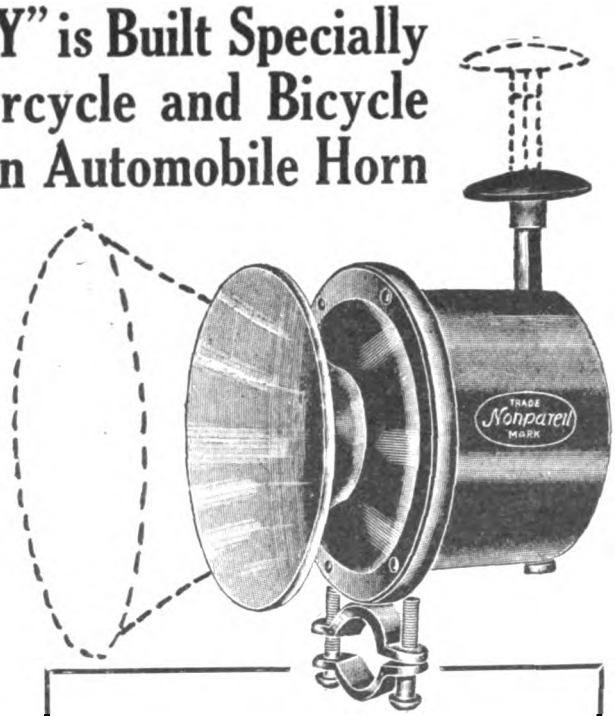
# The "BEE JAY" is Built Specially for the Motorcycle and Bicycle —It is NOT an Automobile Horn Cut Down



With Top Bar Bracket
**$2.75**

Think, riders, of the startling price this horn is sold at, think of its light weight, only 21 ounces, of its compactness, its simplicity, and then ask yourselves if here, at last, is not the horn you have been waiting and hoping for.




Dealers—stock the "BEE JAY." Your customers have long been looking for horn satisfaction. Sell it to them in the "BEE JAY."

**$2.50** First and Last Cost

***Write us today for prices, etc.***

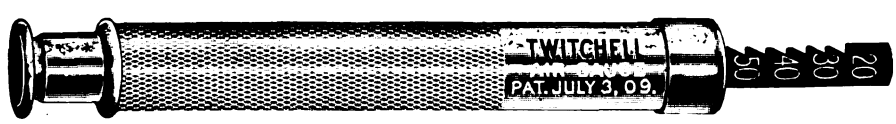
**NONPAREIL HORN MFG. CO., 73 Wooster Street, New York**

# TWITCHELL AIR GAUGE

## *Guessing May Cost You Your Life*

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of five pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.




Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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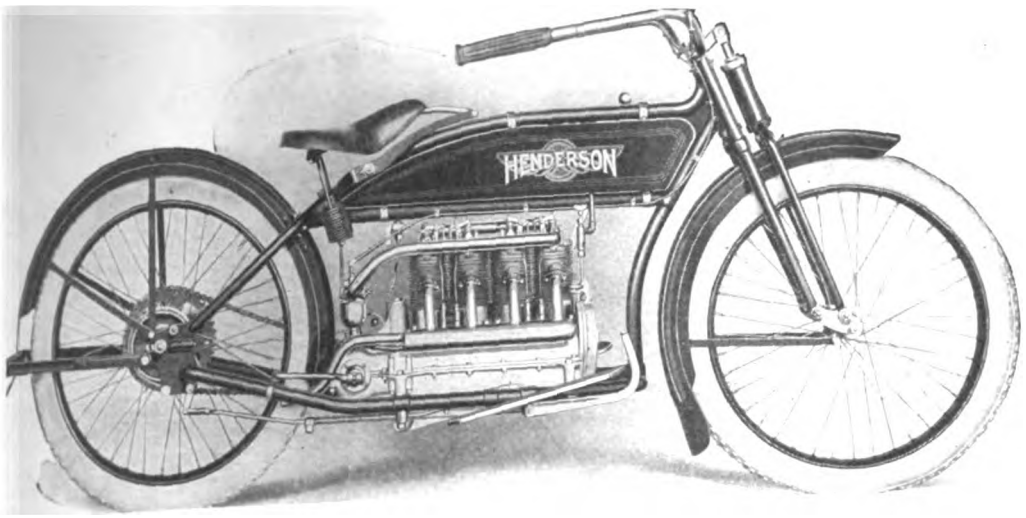


# Why

Don't you buy the best? It costs very little more to own the motorcycle that makes a steep hill ashamed of itself.

**The Henderson Motorcycle Company**
**Detroit, Mich.**

HENDERSON



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Pullman

THE HARRY SVENSGAARD SALES CORP. DETROIT.

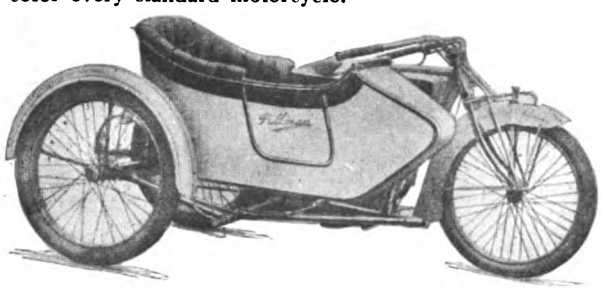
**The Drop Forged SIDE CAR**

Have you noticed the stress that the builders of the leading automobiles, motorcycles and bicycles lay on drop-forged construction?

The PULLMAN
is built of Nickel Steel Drop Forgings throughout and is *the only side car* so constructed.

Such construction comes high, but
The PULLMAN
is the *Quality Car* and in every detail is designed on a Quality Basis, that insures Durability, Comfort and Light Running.

See the dealer or write for catalog. We are prepared to make immediate delivery from stock to fit and match in color every standard motorcycle.



**Harry Svensgaard Sales Corporation**
**471-73 Woodward Ave., Detroit, Mich.**

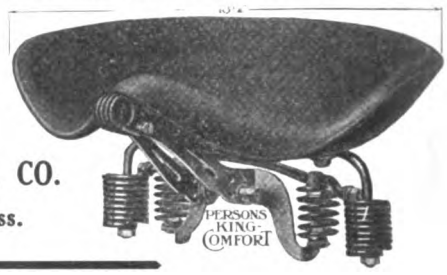
**Says Old Man Comfort :**

*What's the use of wasting time*
*A' looking for THE saddle.*
*Don't make us write another rime,*
*Get busy and skeedaddle*
*To your dealer—never mind the heat,*
*Get a King Comfort Motor Seat.*

**Persons King Comfort Motor Seat**

The saddle that has taken the country by storm by reason of its common sense, shape-conforming, roomy and "ultra"-comfortable construction. Imagine it! A seat 18½ inches wide, thickly padded, with the famous DUPLEX SPRINGS that have distinguished PERSONS saddles for the past two seasons.

Write for full "dope" on the greatest saddle of them all.

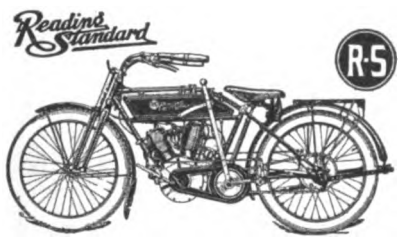



PERSONS MFG. CO.
Worcester, Mass.



# R-S EXTREMES

Reading Standard R-S

$150  $250

The lowest priced and highest powered motorcycle in the country. The R-S is the most complete machine of the day.

All orders filled same day received.

Bosch magnetos used exclusively.

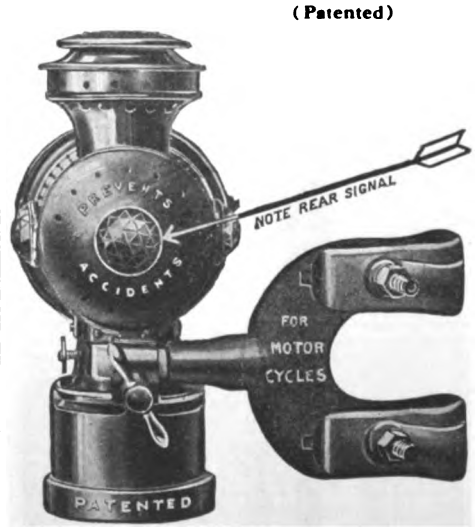
Write for catalog and agency proposition.

**READING STANDARD COMPANY**
**501 Water Street** **Reading, Pa.**



# The Neverout

**MOTORCYCLE OIL LAMP**
(Patented)




Burns 10 hours on one filling with kerosene

Guaranteed to stay lit or money back

Riveted and clinched

**No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.**

FOR SALE BY LEADING DEALERS

*Write to us for complete description*

**ROSE MANUFACTURING COMPANY**
**933 ARCH STREET** **PHILADELPHIA, U. S. A.**

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Model "J. M."

$5.

Complete with Fittings

# LONG HORN

## Yours Truly in a Pinch

The outstanding feature of a Long Horn is Reliability. It will never double-cross you at the wrong moment. It never "plays soldier." This is the kind of a horn that motorcyclists need for the protection of the public and for their own protection as well. Go to the Long Horn dealer and have him show you Model "J. M." for motorcycles. Easily the best horn value obtainable. Substantially constructed, beautifully finished and guaranteed to outshout, outdistance and outlast any ordinary motorcycle signal.

One Service One Guarantee

JOHNS-MANVILLE SERVICE

COVERS THE CONTINENT

back of every J-M Accessory

J-M Mezger 38 Soot-Proof SPARK PLUG

## For a Big, Fat, Hot Spark

—the kind of a spark that means sure-shot ignition—you need a J-M (Mezger) Plug. These plugs do not short-circuit, due to their unique double-chamber construction, and they won't leak because their joints are gas-tight. The insulator, made of specially tempered clays, can be heated red hot and immersed in cold water, but it won't crack. Ask your dealer for "J-M's." Price 75 cents each.

*A. A. M. National Convention, Sacramento, Cal., July 21st to 25th.*

## H. W. JOHNS-MANVILLE CO.

| | | | |
|---|---|---|---|
| Akron | Dallas | Louisville | Rochester |
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| Boston | Galveston | New Orleans | Seattle |
| Buffalo | Houghton | New York | Syracuse |
| Chicago | Houston | Omaha | Toledo |
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| Cleveland | Kansas City | Pittsburgh | Wilkes-Barre |
| Columbus | Los Angeles | Portland | Youngstown |

The Canadian H. W. Johns-Manville Company, Ltd. Toronto, Montreal, Winnipeg, Vancouver. 3261

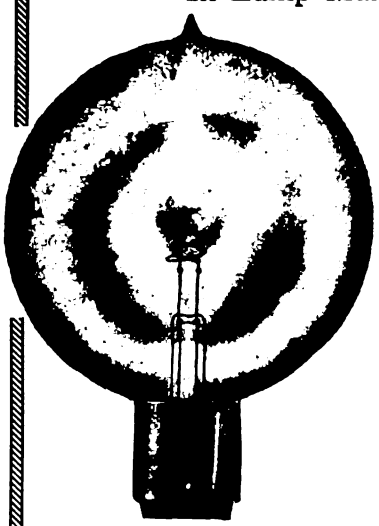
# WARNING

## To The Trade

On June 22, 1915, we were granted U. S. Patent No. 1,143,909, covering the

## TAPERED SPIRAL FILAMENT

In Lamp Manufacture



### Advantages—

**The Ideal Motorcycle and Automobile Headlight**

***Because:***

More concentrated and uniform light, therefore vastly better focusing qualities than any other coil filament on the market.

The illumination of the leg through the center of the tapered spiral concentrates the entire strength of the current into a single-point light of vivid intensity.

This patent, applied for on March 14, 1914, will be protected by us to the full extent of the law.

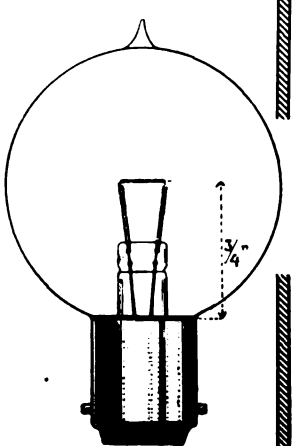
All Persons Are Warned Against the Manufacture, Use, Possession or Sale of Any Infringement upon These Patent Rights.

# Jaeger's Nitros

The Genuine Nitrogen Gas Filled

## Motorcycle and Automobile Lamp

One half the amount of current for the same candle power as the ordinary Tungsten Lamp.




**Other Advantages:**

Brilliant, Concentrated White Light.
Burns at ½ Watt per candle.
Maintains its Candle Power.
Bulb will not Blacken.
Close Focal Adjustment.

Write us for full particulars, illustrated literature, prices and discounts.

**Some territory is still open for progressive dealers.**

Manufactured Exclusively by

## H. J. JAEGER CO., Hoboken, N. J.

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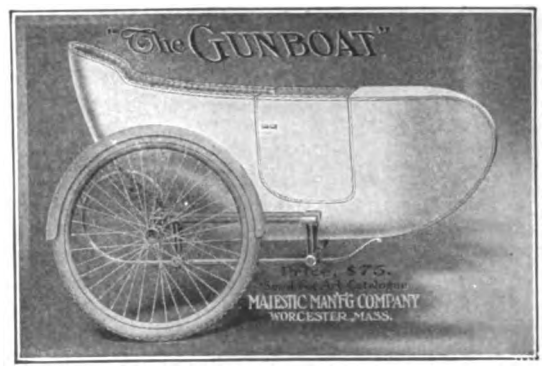
The Original Motorcycle Fabric Bicycle Tire.

ALL WHITE
ALL GOOD

# Do You Want Safety?




## Majestic Side Cars are Safe!

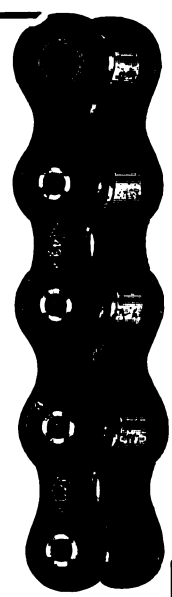
As "A chain is no stronger than its weakest link" so is a SIDE CAR no stronger than its weakest FITTING. Oldest in experience and largest in output, Majestic Side Cars insure your safety, there are no weak fittings. MAJESTIC SIDE CARS are made to insure safety, service and comfort—not to meet the cheapest price. You know the name MAJESTIC.

**We can ship in 24 hours.** *Order Now*

**MAJESTIC MFG. CO.,** WORCESTER MASS.

# "149"

## Extra Heavy



You get a motorcycle chain designed and built *right* in the Diamond No. 149.

We heat treat the wearing parts of this chain by the same distinct process as we use in the heavy truck chains.

Consider what this means in chain service. In addition—you get a chain with rollers that DO NOT BREAK.

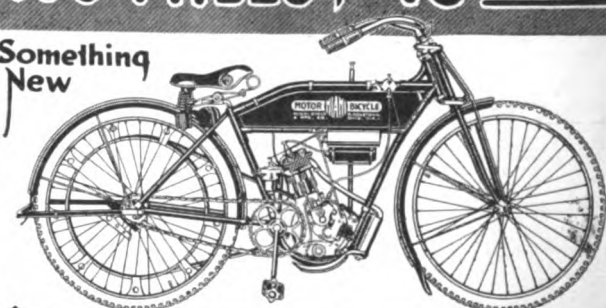
*Free Short Sample on Request*

Look For This
TRADE ◇ MARK
On Every Link

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**

# "100 MILES for 10 cents"

Something New




THE MIAMI MOTOR BICYCLE
SAFE - SILENT - CLEAN
WEIGHS 110 Lbs. COSTS $125.00

## *DEALERS*

Here's quick profits for you. Something you can sell for cash to an unlimited market.

*WRITE FOR TERMS*

The Miami Cycle & Mfg. Company
"America's Greatest Cycle Makers"
100 Mobile Avenue, Middletown, Ohio, U.S.A.

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Son 156—Gas

## Record Breakers for Efficiency

"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Has roll type door with hinge and catch, and is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed. Is fitted with ½-ft. gas tip. Prop centers 7". In parcel post box, weight 5 lbs. 8 oz.

All Nickel or Black and Nickel, Each $6.00.

## SOLAR System

For Brilliant, Reliable Lighting

### Model Em 2 S

Em 2 S—Electric

Is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances. The large center light is a G. 12, 6 volt, 18 c.p., two wire bulb to be used for country riding. Either can be lighted or both turned off by our combination switch and plug at the bottom to which wiring is attached.

Nickel, Each $5.50.

**Badger Brass Mfg. Co.**

KENOSHA, WIS.



## *THE DIARY of your SUMMER TRIPS WILL be ACCURATELY and COMPLETELY RECORDED by the*

## CORBIN-BROWN SPEEDOMETER

*"The Speedometer of Absolute Accuracy"*

Make it a part of your equipment. Investigate the Corbin-Brown today—the one speedometer that can stand investigation.

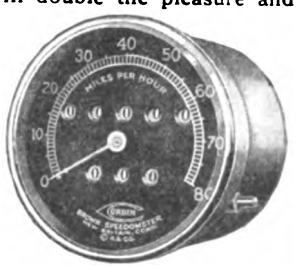
Motorcyclists and automobilists have tested it on the roads, scientists have tested in their laboratories.

In both principle and practice they have found it absolutely sound.

Accurate in any temperature.
Durable under heavy service.
Steady on the roughest roads.
Convenient to read and reset.
Simple and strong of construction.
Guaranteed for one year.

Equip for the summer tours with the Corbin-Brown Speedometer. By enabling you to judge the life of your tires, the rate of gas and oil consumption, the condition of your engine, and the actual mileage made it will double the pleasure and economy of running.

Sold and equipped by dealers everywhere. Investigate today. Catalog on request.




**The Corbin Screw Corporation**
THE AMERICAN HARDWARE CORPORATION, Successor
NEW BRITAIN, CONN.

Branches:
New York Chicago Philadelphia
Makers of Corbin-Brown Motorcycle Speedometers and Automatic Screw Machine Parts.



# A-B HORNS

## MOTOR CYCLE ELECTRIC VIBRATOR

$2.50

With Cord and Push Button

See Them on Electrically Equipped Harley-Davidsons

*LOW AMPERAGE*
*EASY ON YOUR BATTERIES*

*See your dealer or write us direct*

**Adams-Bagnall Electric Co.**
CLEVELAND
NEW YORK PITTSBURGH DETROIT CHICAGO ST. LOUIS



# NOW

## is the time to bring out your

# NEVERLEAK TIRE FLUID

Display it in your show-cases, on your counters, and in your window. This spring's demand should be greater than ever, because there are more bicycle riders to buy it.

Call Neverleak to your customers' attention by displaying it and by talking it. It's the only guaranteed, reliable tire fluid on the market, and the kind your customers know and demand.

Don't overlook the fine profit it pays you and the magnificent premiums you get. How is your supply? Order today if you are low and get ready for a big spring business.

**BUFFALO SPECIALTY COMPANY**
BUFFALO, N. Y.

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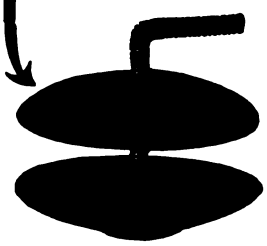
# Here Are Two Tire Necessities That Will Serve You Well

## Sampson Featheredge Innertube Plug

A minute and a half is all you need to repair the worst innertube puncture, permanently. The edge of the **SAMPSON FEATHEREDGE INNERTUBE PLUG** is pure, soft rubber—it will not cut the tube. With the **SAMPSON** Kit you require no cement, no cleaning, no patches, no vulcanizing. Money-back guarantee placed in each kit, providing for refund of purchase price at any time if plugs prove unsatisfactory. Kit consists of a forged steel tool and six plugs of assorted sizes, packed in a stout wallet. Ask your dealer to show you the **SAMPSON** today. Price $1.50 complete.

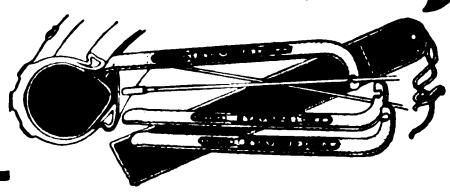


## Simplex Tire Tools
### Strong—Simple—Efficient

Most practical on the market. Heaviest tire removed without effort. Simply insert straight working end of lever under the bead, then force curved end down until it hooks over spoke. Tool will then hold itself in position, leaving both hands free to complete removal of casing.

**Price, No. 1, for tires up to 2¼".....25c.**

**Price, No. 2, for heavier tires .....50c.**



**STEVENS & CO.**

**375 BROADWAY NEW YORK**

# The Saddle of Perpetual Ease

**Here, at last, is the end of all experimentation in saddle construction. *No* saddle can be better than**

## The Mesinger Cushion Suspension Saddle

***(With Air Cushion Spring)***

There are no springs whatever visible in the Mesinger Cushion Suspension. The entire cushioning action takes place within two drawn steel barrels, where the springs are protected against dust and dirt and permanently lubricated. WITH THE NEW MESINGER SADDLE YOU GET ONE INCH LOWER SADDLE POSITION THAN WITH ANY OTHER.

We have added to this springing system a real **air-cushion system** that makes for the same degree of comfort, as afforded by shock absorbers on an automobile. The rider actually feels no jar whatever, no matter what the condition of the road may be. At a severe road shock, all the rider feels is a series of easy "air-waves."

Write for detailed information.

**H. & F. MESINGER MFG. CO.**

**144th St. and Austin Place, New York**

# Jobbers-Remember!

The goods you sell must sell not only on their merits, but they must also have the added "punch" of distinction. When you handle the "strongest motorcycle chain in the world," proven to be so by competitive tests, you are assured of a ready market—always.

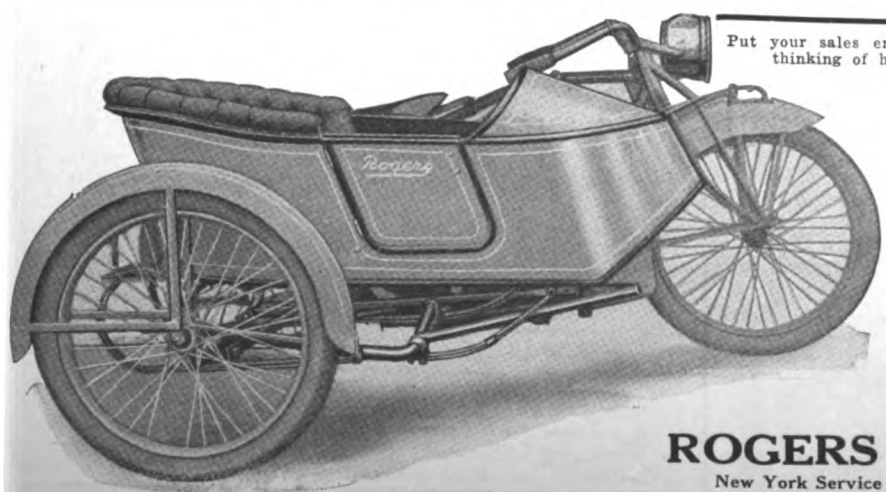
## "The Coventry"
### Strongest Motorcycle Chain in the World

The price is $1 a foot to the consumer. Higher than the ordinary and worth it.

Write for our booklet, "The Motor's True Mate."

**Herbert F. L. Funke Co., Inc.**

112 Broad Street, New York



Put your sales energy back of this sidecar now, when your prospects are thinking of holiday or vacation trips, and you'll cash in big on the

**Rogers**

ROGERS MANUFACTURING COMPANY CHICAGO

## SIDECAR

Its beautiful lines appeal to every one, and its substantial construction of body and frame, with the ball and socket method of attaching to the motorcycle, gives them an outfit to be proud of and one that will carry their passengers in ease and comfort wherever they want to go.

**No matter what motorcycle you sell, we can make immediate shipments of Rogers Sidecars to match.**

Act upon this today

**ROGERS MFG. CO.,** 324 West Madison Street CHICAGO

New York Service Station, Irving Beck, 1493 Fifth Avenue, New York

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.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PATENTED

The Smooth—Easy Riding Qualities of the Stoll Combination Tandem No. 2 at $10 00

makes riding a real pleasure — It adds to the appearance of the machine—is durable—and very convenient as a luggage carrier — Insist upon a Stoll Tandem — you get greater value for your money.

The Stoll Mfg. Co.

Denver, Colo.

Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

Motorcycle Mica

75c Can't Break

Special Oil Resisting Construction

Champion Spark Plug Co. 2308 UPTON AVE. TOLEDO, OHIO

RENOLD

"The Chains of Proven Reliability"

With a golden record of achievements extending over 35 years, Renold Chains offer the rider real proven service.

WRITE FOR DETAILS

Peter A. Frasse & Co., Inc.

Canal and Sullivan Streets New York

The choice of the experienced rider is

PREST-O-LITE

The Only Practical Light for Motorcycles

The best road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

The Prest-O-Lite Co., Inc. 246 SPEEDWAY INDIANAPOLIS, IND.

The World's Largest Makers of Dissolved Acetylene

*Prest-O-Lite Exchange Agencies Everywhere*

THE MOTORCYCLE MANUAL

124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

25 Cents a Copy

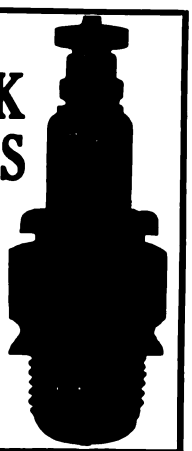
All About Motorcycles — Trouble Chart — Complete Dictionary — Trade Directory, Etc., Published by

Motorcycle Illustrated

51 CHAMBERS ST., NEW YORK

For Fast Work

REFLEX SPARK PLUGS



Sold on a guarantee to return your money upon 30 days' trial if you are not fully satisfied in every way.

Special magneto wire. High quality cores to resist heat and give long service. Made right, stay clean, keep your mount on the go.

Used as regular equipment by sixteen leading Motorcycle and Automobile manufacturers—proof of their superiority.

SEND FOR BOOKLET AND PRICES.

The Reflex Ignition Co. 211 High Ave. Cleveland, Ohio

*The pathway that is lighted with*

a 20th Century Lamp

It makes bicycling and motorcycling by night as safe as by daylight. Get a 20th Century and you will be getting the best.

20th Century Mfg. Co.

41 Warren Street NEW YORK, N. Y.

A good deed often means a good deal—Please mention MOTOR CYCLE ILLUSTRATED.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"Eklips"

Never misses a spark. Soot-proof and oil-proof features. Hand-turned, imported porcelain or special process mica. Well finished and reliable.

MADE TO FIT ALL CARS

Sold direct if your dealer does not handle it. Send for folder—"A Spark Plug of Many Merits."

THE FULTON COMPANY,
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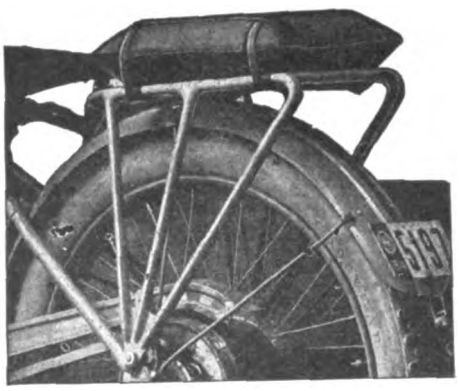

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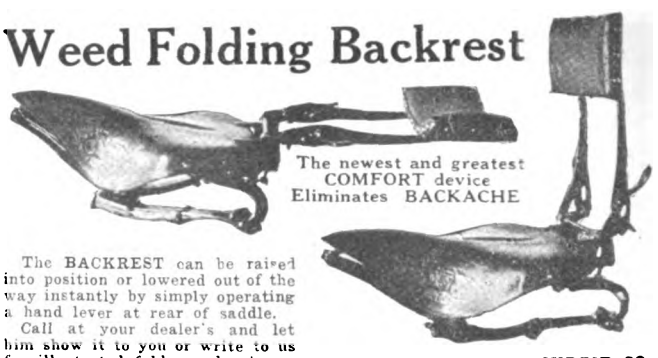

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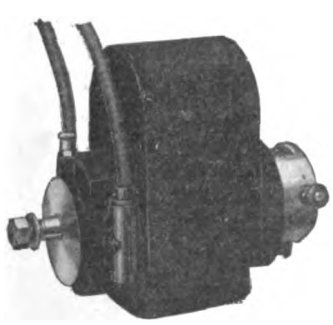

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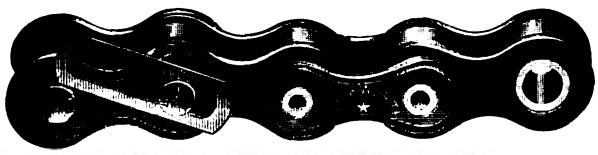

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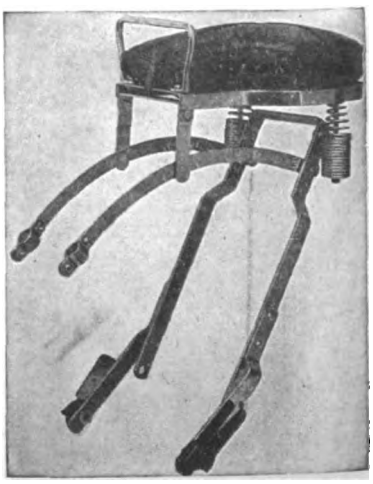

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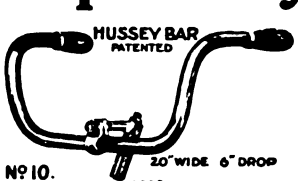


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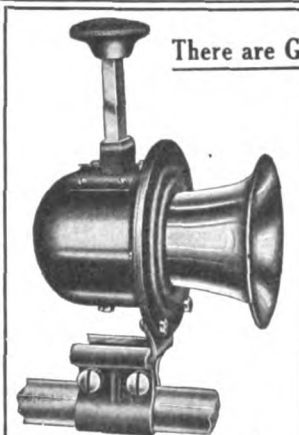

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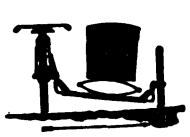

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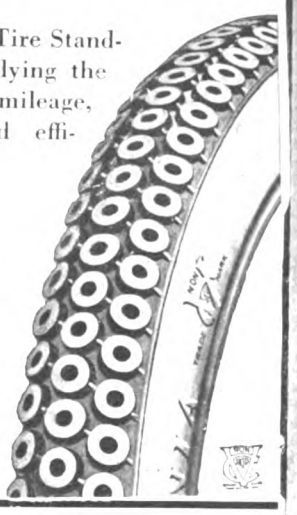

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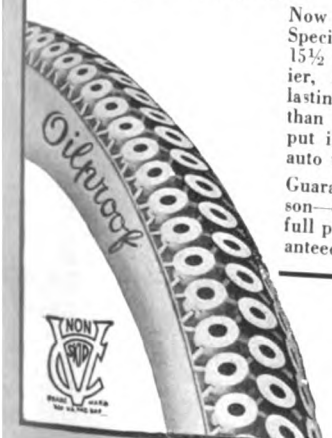


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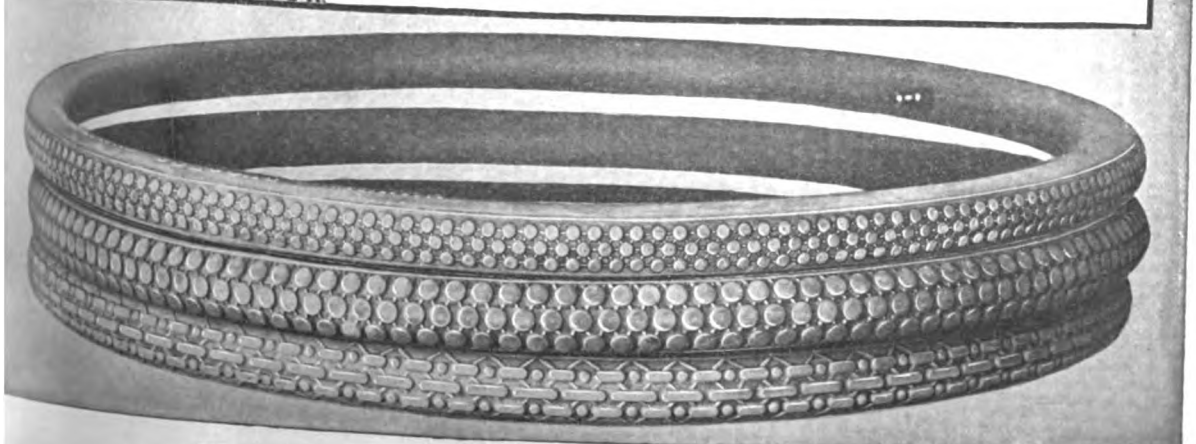
JEANNETTE, PA.

*Direct factory branches and service agencies throughout the United States and Canada*



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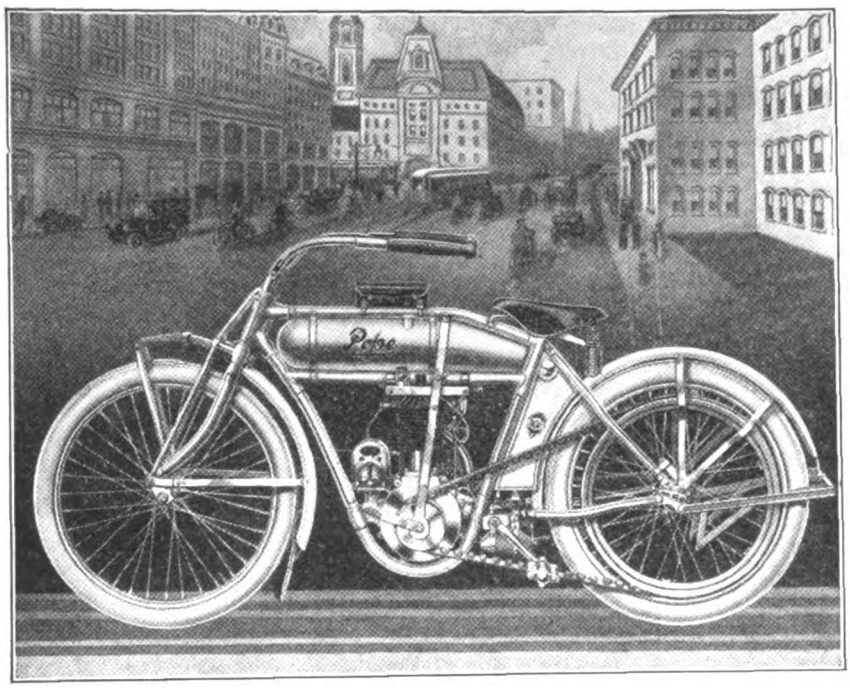


# Model H-15

# THE LIGHT-WEIGHT CHAMPION

## PRICE $150

**With 3-Speed Gear Price $195**

Thousands of people want a Motorcycle for Business purposes as well as pleasure.

They do not care for excessive speed but require simplicity of construction, ease of control and absolute reliability.

To this great market Model H-15 readily appeals.

By using metals of the highest grade, we save in weight, and the reinforced frame tubes and fork sides give mute evidence of great strength.

The double stem handle bars give a feeling of security well worth having.

Spring forks and seat post with comfortable Persons Saddle dissipate road shocks.

## A FEW FACTS TO BE PROUD OF:

4 to 45 miles per hour as a speed range.

100 to 120 miles with a gallon of gasoline.

7c. per day covers entire cost of operation (in Kansas City).

33c. covered cost of repairs for two years.

## WHAT IT CAN DO HAS A WIDE LIMIT

The *Grocer* takes orders and makes special deliveries which without his Model H would require another team.

The *Plumber* watches twice as many jobs in progress and doubles his income.

The *Carpenter* easily reaches his work in city or country and carries any special tools required.

The *Collector* covers three times the territory he could before and increases his salary.

The *Salesman* carries his sample cases and covers 300 miles per week.

The *Mechanic* reaches home in half the time of other means and lives comfortably in the country.

## BEST COMMERCIAL PROPOSITION ON THE MARKET FOR USER OR DEALER

**Catalog and Terms on Application**

# THE POPE MANUFACTURING COMPANY

**11 Cycle St., Westfield, Mass., U. S. A.**



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Thor THE QUALITY MOTORCYCLE Thor

# After All

CONSISTENCY RELIABILITY

## What is more essential to the purchaser than absolute proof of Endurance, Reliability, Consistency —again conclusively proven by Thor

Salt Lake, Utah, 9:54 A. M., July 6, 1915.
Aurora Auto Machinery Co.
Thor team wins perfect score in big intermountain classic endurance contest of 300 miles, hardest event in western country, 300 miles of desert mountain canyons and cow trails; twelve horse power electric equipment models used; machines in absolute perfect mechanical condition.
J. Louis Anderson.

**AURORA AUTOMATIC MACHINERY CO.**

General Offices, Thor Bldg. 1307 Michigan Ave. Chicago

Sales Offices and Works 361 W. Superior St. Chicago

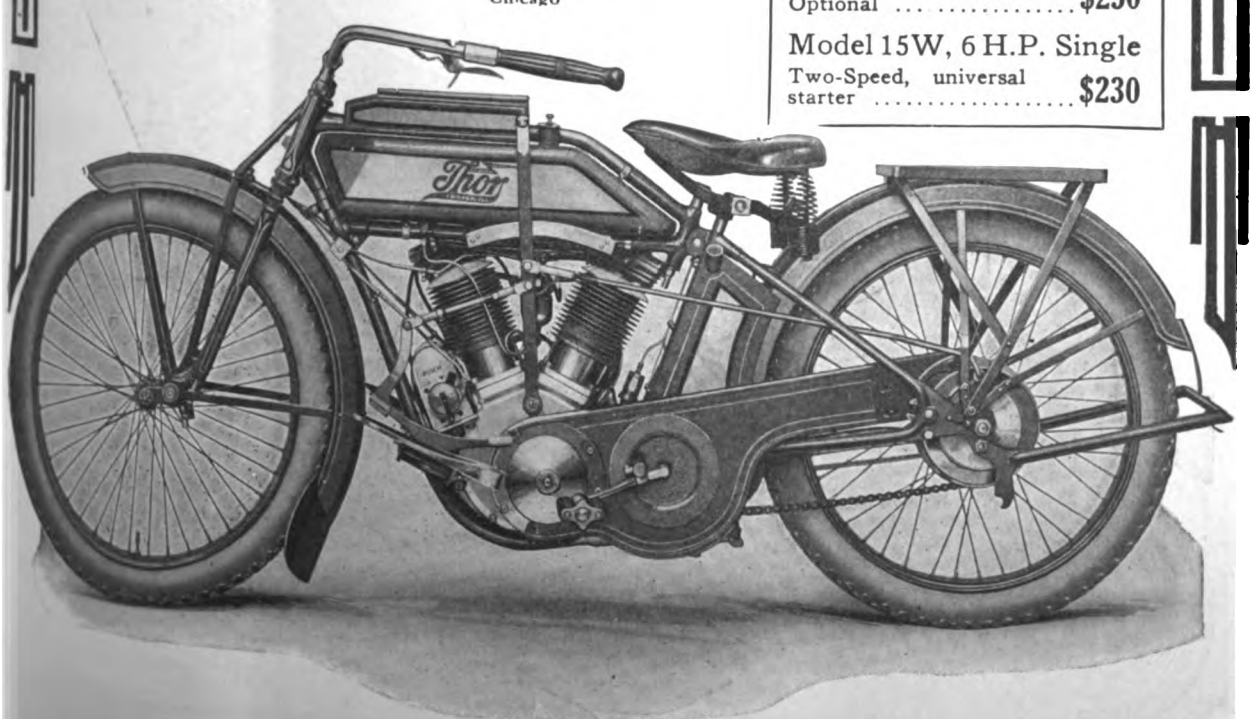
**Thor MODELS AT POPULAR PRICES**

Model 15A, 12 H.P. Twin
76 cubic in. displacement ..... $275

Model 15U, 8 H.P. Twin
61 cubic in. displacement, Price ..... $265

Model SR, 7 H.P. Twin
Short Coupled Road Racer, Truform Saddle, Stock Bars Optional ..... $250

Model 15W, 6 H.P. Single
Two-Speed, universal starter ..... $230







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# United States

## *Chain Tread*

THE SHO

UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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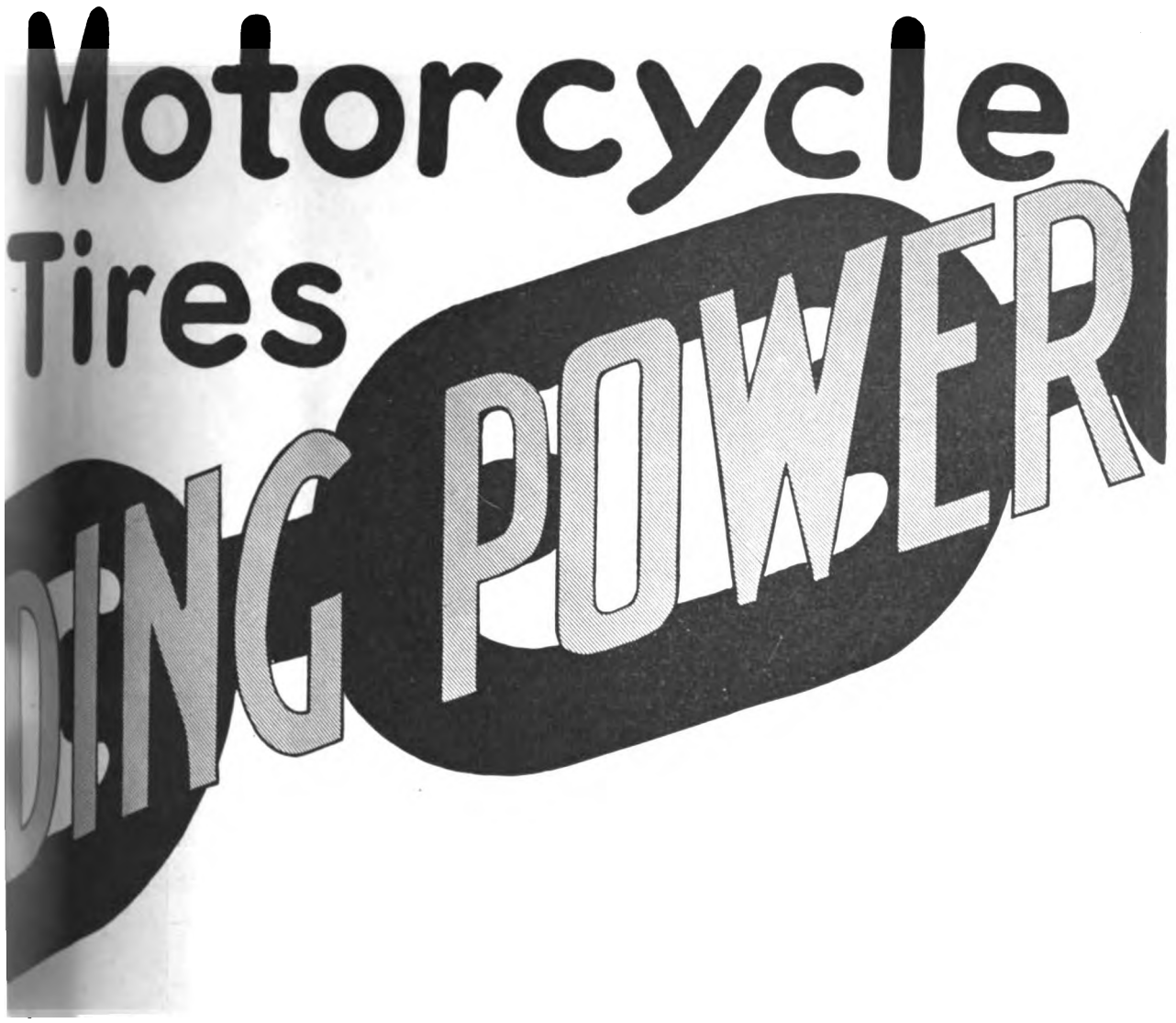


CHAIN TREAD Motorcycle Tires take you wherever you steer and HOLD YOU THERE.

Chain Tread tires are the most effective Non-Skid tires on the market. They give you more for your money, better service and render a greater degree of safety. To buy them is true tire economy.

Specify Chain Treads on your new machine and be convinced. Write for booklet "M".

# UNITED STATES TIRE COMPANY

**Broadway at 58th Street, New York**

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.

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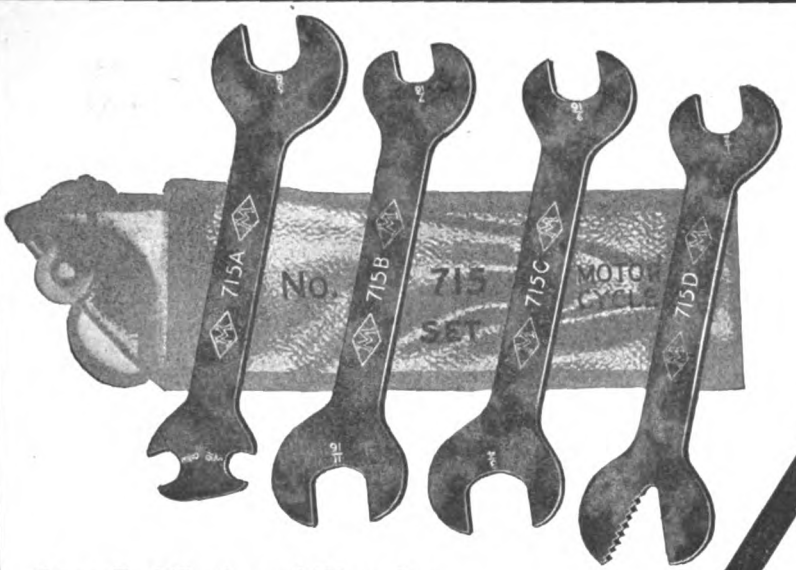
# MOSSBERG Wrenches

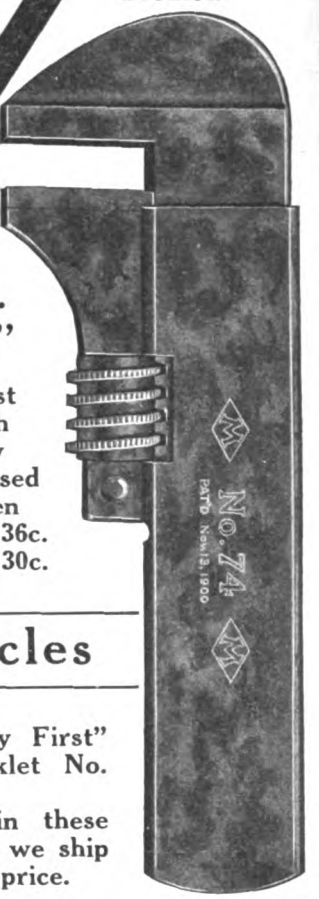



**Open-End Engineers' Wrenches**
**Mossberg No. 715 Set for Motorcycles**

Thin model, finest steel, constructed especially for this work. Nine openings: 5/16, 3/8, 15/32, 1/2, 9/16, 5/8, 11/16, 3/4 and an alligator jaw.

In enameled duck kit, 50c.

**$10**
**FREE—**
**See our "Safety First" booklet.**




**No. "74"**

**The sturdiest little wrench you can buy**
**4 1/2" when closed**
**6 3/8" when open**
**Nickel plated - 36c.**
**Mottled - - - 30c.**

## Special Tools for Motorcycles

**Every MOSSBERG tool *absolutely Guaranteed***

Ask for your "Safety First" motorcycle tool booklet No. 172 C.
If you cannot obtain these tools at your dealers, we ship prepaid on receipt of price.

ATTLEBORO, MASS.

**No. 5 Socket Wrench Set**

**Contains 5 sockets and double end handle that will fit your particular machine—instantly, exactly and stand heavy work. In enameled duck kit $1.10**

*(Specify your particular machine)* **Mossberg Socket Wrench Set No. 5, for Motorcycles**

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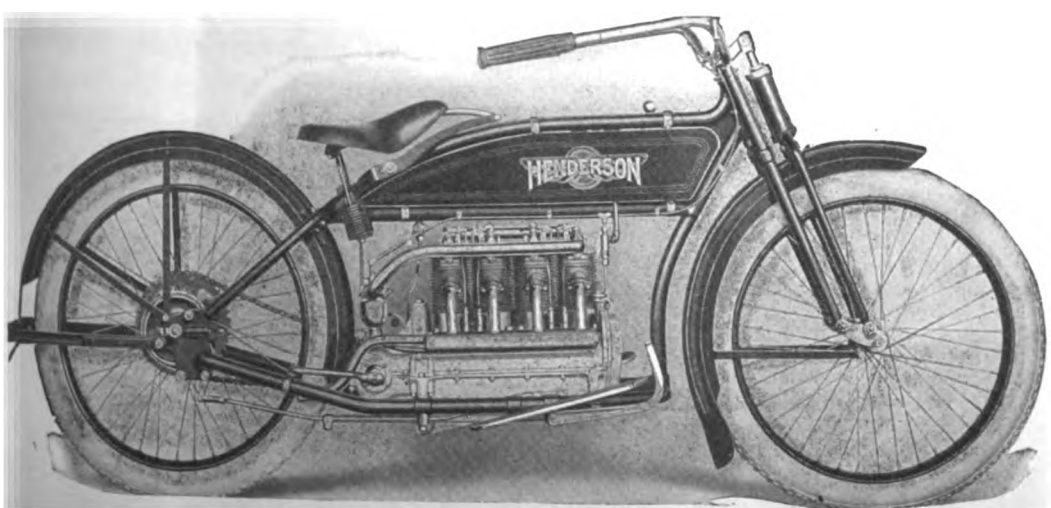
# HENDERSON

**If Every Reader of This Advertisement Could Get a Demonstration of the Heuderson—Feel for Himself the Steady Resistless "Push" of the Four Cylinders --He Would Be Permanently Converted to the Four Cylinder Motorcycle; Just as a Man Who Once Rides in an "8" Auto Ever After Scorns Those of Lesser Smoothness and Flexibility.**

**Henderson Motorcycle Company**
**Detroit**




Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.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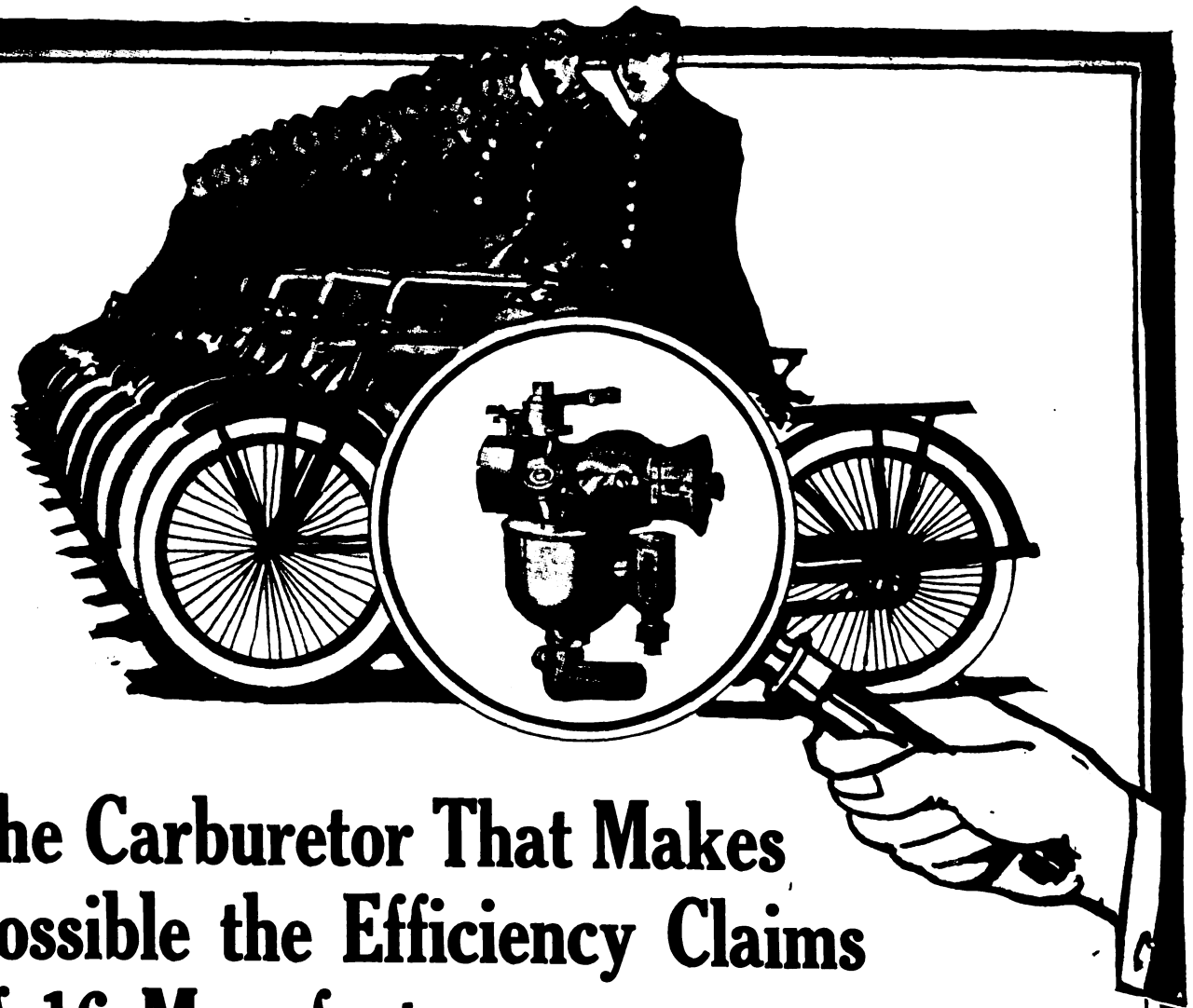

# The Carburetor That Makes Possible the Efficiency Claims of 16 Manufacturers

Sixteen of the leading motorcycle makers of AMERICA place their confidence in the SCHEBLER carburetor—rely upon the SCHEBLER to establish their claims for economy of fuel consumption, power and speed. The SCHEBLER has never failed to substantiate these claims.

When you consider the wide range of selection possible among American carburetors and realize that these manufacturers have steadily pinned their faith to the SCHEBLER since the sport of motorcycling became a factor in this country, you MUST feel that here is indeed a carburetor of exceptional quality.

## Wheeler & Schebler
INDIANAPOLIS

# Schebler



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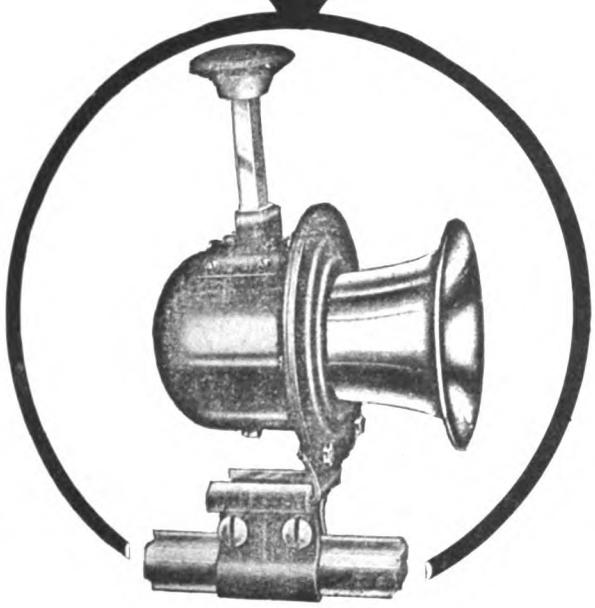
# Warning!



## Clero Horn

When you hear the CLERO HORN you hear the voice of authority. It is a peremptory warning — that MUST be obeyed. When you SEE the CLERO you'll want to own one—before you even know the price. Its handsome, compact, efficient appearance, its instant response to the slightest touch in a blast of deep-toned discord, its total absence of complicated mechanism—these features appeal to every rider as being ideal.

Then finally, the astounding price! $3.50 for a real, honest-to-goodness automobile range horn, with all gears eliminated —a horn that will last as long as your machine and longer! There's quality in the CLERO—don't ever forget that! It is only because of the stupendous production that we can make the price what it is.

**There are but two moving parts in the CLERO; the plunger is connected to a worm, which turns the large, horizontal ratchet wheel, the teeth of which, touching the diaphragm nipple, cause the sound vibrations. That's all there is to it. Each part is perfectly tempered, hardened and practically unbreakable. We will replace free of charge any damaged or defective parts.**

**The Fitzgerald Mfg. Co.**
**Torrington, Conn.**

**Dealers—The horn that will successfully meet all competition and outsell and outserve all others.** Write us for trade prices.

## $3.50—First and Last Cost

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# WHEN YOU BUY A SIDE CAR

Give the matter the same careful consideration you do the purchase of a motorcycle.

Consider the chassis construction. Whether it be Nickel Steel Drop Forgings throughout as in the PULLMAN, or castings and similar cheap make-shifts.

Note the body construction. Compare the Coach Built construction of the PULLMAN with the other kind.

Assure yourself that the axle is adjustable to meet the tread requirements of different road conditions.

Note the springs both as to construction and material.

Get the experience of the expert mechanics and engineers. They will say PULLMAN every time.

Then ask the owner of a PULLMAN. He will tell you it combines Luxurious Comfort with Light Draft, Durability and Absolute Dependability on all roads and under all conditions.

There are reasons—many of them—that need only to be shown to be appreciated.

Quality Counts, and in designing and building the PULLMAN line, we have aimed only to produce the best that can be built, and hundreds of enthusiastic owners of and riders in PULLMAN Side Cars endorse the success of our efforts.

See the dealer. If he is not sufficiently alive to your interests and his own to carry PULLMAN Side Cars, write us direct and we will give you full details and back up every statement by a practically unlimited guarantee.

## PULLMAN COMMERCIAL CARS

We also build commercial side cars to FIT all lines of business and insure the lowest possible cost of light merchandise transportation.

PULLMAN Side Cars are all the name implies in Construction, Finish, Comfort and Durability.

## THE HARRY SVENSGAARD SALES CORPORATION

**471-473 Woodward Avenue, DETROIT, MICH.**

**F. O. B. Factory $75.00**




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# "I Like To Sell The Emblem"

"Not only for the profit involved, but for the satisfaction it gives to know that every time I sell an EMBLEM I feel that I am putting another supremely satisfied rider on the road—a man who will always look upon me as his best friend; because I have placed at his command a faithful servant that will never fail him." So says the successful EMBLEM dealer.

**POWER**

The EMBLEM motor has 16 inches more cubic piston displacement than any other motorcycle motor made, either domestic or foreign! Although rated at conservative power figures, repeated tests have proven that the EMBLEM motor generates nearly *twice as much power* as the official figures. Think what this means on hills, or for sidecar use!

**SPEED**

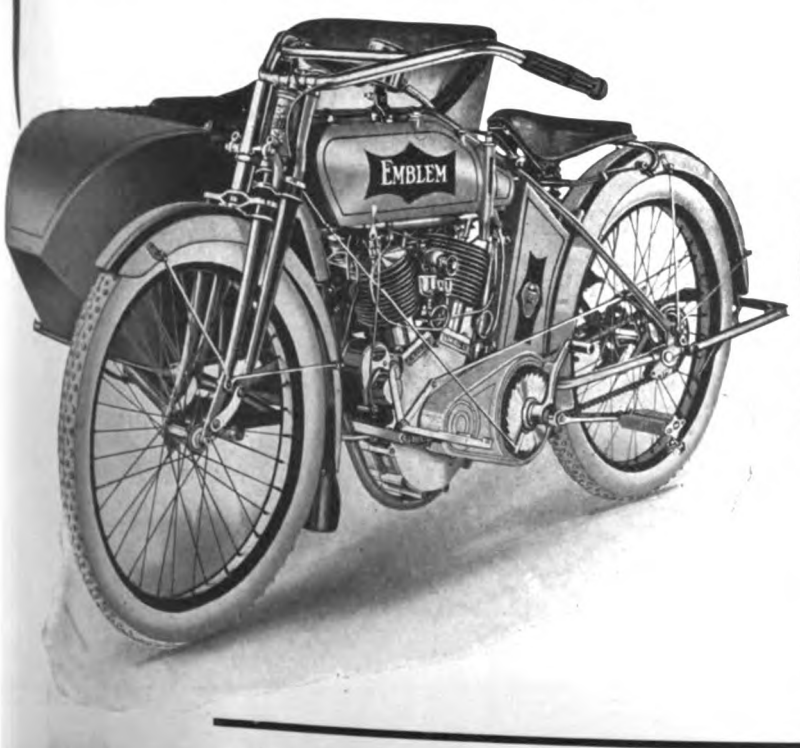
An ingenious improvement in valve action in our 1915 models adds from five to eight miles to EMBLEM speed. Seventy miles an hour is the guaranteed speed of every EMBLEM twin that leaves the factory. A final testing card tells the buyer just what the machine can do.

**COMFORT**

EMBLEM springing has always been the criterion of comfort. The now famous EMBLEM step-starter makes the starting question an easy one. No more tugging and lugging onto the stand. A quick kick downward and off you go. Other features are Clutch Control in Grip, the EMBLEM step-starter, foot-controlled two-speed, hinged mudguard, allowing easy access to rear wheel, etc.

Write for the EMBLEM literature. Dealers are requested to get in touch with us on our wonderfully liberal agency proposition.

## Emblem Mfg. Co., Angola, N. Y.



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# Why Smith Motor Wheel Buyers Are All Boosters

In addition to the wonderful convenience of the Smith Motor Wheel, the pleasure it brings to the owner and its extremely low cost of operation, there are several more reasons why it is so popular. For one thing, it is thoroughly practical, well designed, carefully built and made to stand up. This means freedom from mechanical trouble. Also, the

**Smith MOTOR WHEEL**

**(Detachable)**

**"THE BICYCLE BOOSTER"**

has a high tension Magneto—no troublesome batteries. The Float feed Carburetor means uniform gas feed and economy in gasoline consumption. Non-skid tread, double tube pneumatic Tires means a lot in the way of comfort and efficiency. The Smith Motor Wheel then is, practical, durable, cleanly, wonderfully convenient—and besides all this is the most economical means of fresh air transportation in the world. Riders find this out before they have ridden 50 miles and they "Boost." Boosts mean sales.

The Smith Motor Wheel attaches to any bicycle in 5 minutes—speeds up to 25 miles an hour—runs 100 to 125 miles on one gallon of gasoline and is fully controlled by a small thumb lever attached to the handle bars of the bicycle.
You responsible, well established dealers who have not taken on the Smith Motor Wheel, don't overlook this little profit maker any longer. The season will soon be at its height. Tell us what lines of bicycles and motorcycles are you handling, number sold, etc., and we will make you an interesting proposition.

***Fully Protected by U. S. and Foreign Patents***

**Motor Wheel Division "104"**

## A. O. SMITH COMPANY

**Milwaukee, Wisconsin**

*Largest Manufacturers of Automobile Parts in the World*



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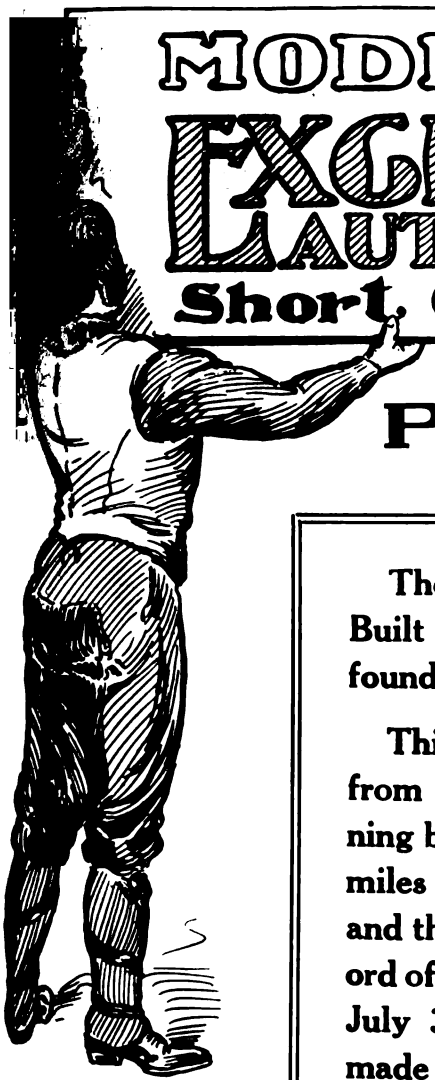
# ANNOUNCEMENT

## MODEL 16-S-C-
## EXCELSIOR AUTO-CYCLE
### Short Coupled Stock



## Price $250.00

100 MILES in 74 minutes 10 seconds.

81¼ MILES in an hour on a dirt track.

The Fastest Stock Motorcycle Ever Built has been developed, tried and found good.

This is the machine that ran away from all competitors at Readville, winning by 25 miles over the second and 50 miles over the third, in a 300 mile race, and that established a new 100 mile record of 74 min. 10 seconds at Dodge City, July 3rd, beating the previous record, made on June 13th, by nearly 14 minutes. The greatest slash ever made in a record for this distance.

Watch this space for full details or write for information.

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory: 3703 Cortland Street, Chicago**

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# In the East, too—
# Harley-Davidson Wins

## *Saratoga Springs, N. Y.*
## *100-Mile Professional*

**1st**
**Leslie Parkhurst**
**Harley-Davidson**

**2nd**
**Davis**

**3rd**
**Goudy**

**Time 97:31**

**Rough Track—Heavy Going**

**Harley-Davidson Motor Co.**
**Milwaukee, Wis.**



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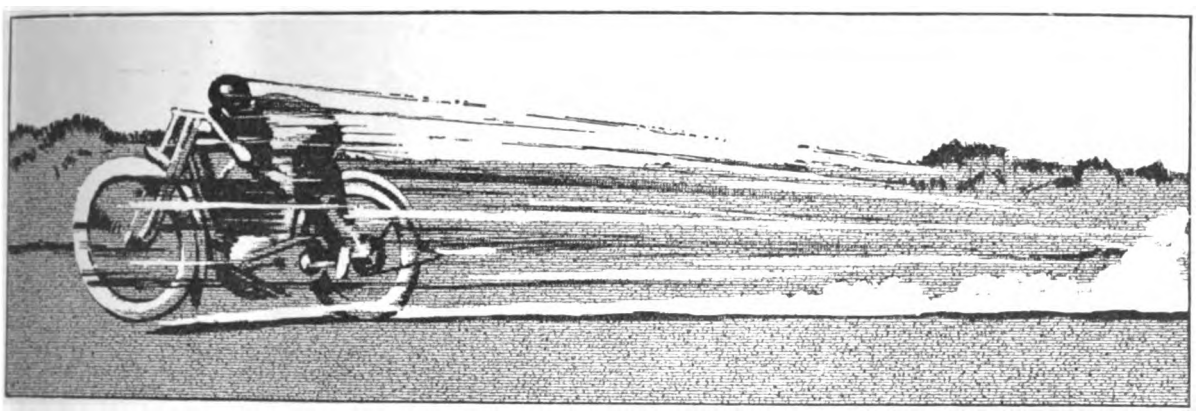
# Some Remarkable Facts Concerning the Harley-Davidson Victory at Dodge City



79 6/10 miles an hour for 100 miles
78 4/10 miles an hour for 200 miles
76 3/10 miles an hour for 300 miles

Harley-Davidsons won 1st, 2nd, 4th, 5th, 6th and 7th.

8 Harley-Davidsons started—every one was running at the finish, and not one experienced any motor trouble.

19 machines of 5 other makes started—14 of these were not running at the finish, and only 1 of these 19 machines was able to finish in the first 7 places.

6 Harley-Davidsons finished in the first 7 places, all 6 breaking the previous world's record.

4 makes failed to place a single machine in the first 7 places.

Taking out time lost for pit stops, Walker's Harley-Davidson averaged 79 3/10 miles an hour throughout the race.

# Ride a Winner

## Harley-Davidson Motor Co.

MILWAUKEE, WIS., U. S. A.

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# The Unbeatable Team

## SPLITDORF "Common Sense" Spark Plug

## DIXIE MAGNETO

Equipping your machine with 20th CENTURY IGNITION means getting the jump on the other fellow not so fortunately equipped. The

# DIXIE

is the "mag" that gives a motor the quickest pick-up and liveliest getaway. It is waterproof, a demon for punishment and as simple and accessible as the A B C.

In combination with the always reliable and famous old stand-by

## SPLITDORF "COMMON SENSE" PLUGS

designed and manufactured specially for motorcycle use, the 20th CENTURY IGNITION TEAM is easily first over the tape in the delivery of ignition goods.

"BY INVITATION" MEMBER OF

## SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
LONDON

DETROIT.....972 Woodward Ave.
KANSAS CITY....1827 Grand Ave.
LOS ANGELES...1215 S. Hope St.
MINNEAPOLIS....34 S. 8th Street
NEWARK.....290 Halsey St.
NEW YORK.....3-5-7 W. 61st St.

PITTSBURGH..5941 Ellsworth Ave.
PHILADELPHIA..210-12 N. 13th St.
SAN FRANCISCO...1028 Geary St.
SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.
BUENOS AIRES

Factories: NEWARK, NEW JERSEY

*(All SPLITDORF features are fully covered by patents or patents pending)*




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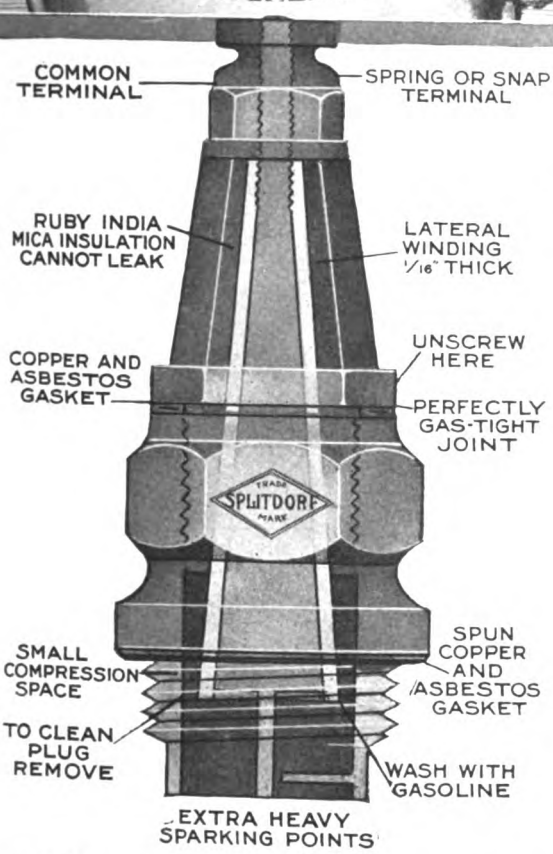
"COMMON SENSE" SPARK PLUGS




WILL OUTLAST YOUR MOTOR

Protection from Plug Ailments

Soot-Proof Gas-Proof Practically Indestructible

Imported ruby mica of the highest grade known is used as insulation in SPLITDORF COMMON SENSE plugs. This guarantees the hottest spark being delivered to the mixture with a terrific punch to add pounds of power to motor efficiency.

SPLITDORF ELECTRICAL COMPANY

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LONDON
BUENOS AIRES

Factories: NEWARK, NEW JERSEY

*(All SPLITDORF features are fully covered by patent or patents pending)*




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# Here's the Link that Connects You with the Service that Leads to Success

We carry in stock the largest and most complete line of bicycles and bicycle and motorcycle supplies in the United States.

**RELIABLE GOODS**
**PROMPT SERVICE**
**RIGHT PRICES**

If you are a dealer or repairman and have not yet received our catalog, send for it now. Let's Get Acquainted.

**No Goods Sold at Retail**

## Chicago Cycle Supply Co.

FACTORY DISTRIBUTORS TO THE TRADE. 22-24 W. LAKE ST.
BICYCLE AND MOTOR CYCLE SUPPLIES. CHICAGO, U.S.A.




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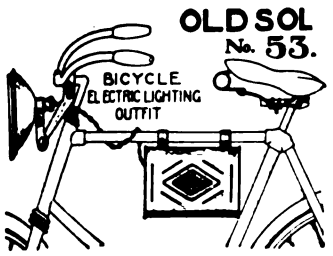
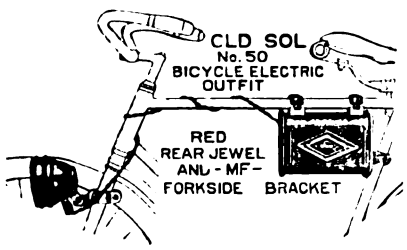





# "Old Sol"

## *"The Name That Spells Lighting Perfection"*

When you see that name on a lamp, be it gas or electric—you know that its owner is satisfied with his lighting service.

"Old Sol" has been a name to conjure with since the sport of motorcycle riding began.

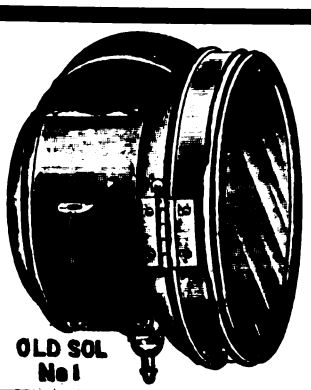
It means solid construction—scientific construction—enduring construction. It means the highest form of lighting efficiency—it means QUALITY.

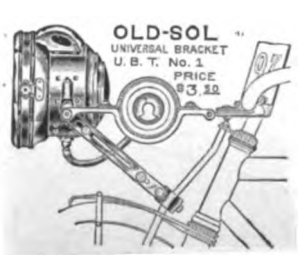
Therefore, whatever be your needs in the lighting line—whether you require a steady, glowing electric lamp for your bicycle, or a powerful searchlight for your motorcycle—"OLD SOL" has *just* the lamp, with *just* the lighting power that you want—selling at *just* the price you feel you ought to pay.

Hence, if you need anything in the lamp line—go to your dealer and ask to be shown the "OLD SOL" stock. You'll be satisfied.

**HAWTHORNE MFG. CO.**

**4 Spruce Street** **Bridgeport, Conn.**







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# STEVENS MOTORCYCLE NECESSITIES

## SAMPSON FEATHER-EDGE INNERTUBE PLUG

Don't lose your time and patience repairing punctures and blow-out in the old way with patches that are unsatisfactory.

Make a quick, clean, permanent repair with a SAMPSON REPAIR PLUG.

Just as easy as changing a spark plug or tightening up a nut on your motor.

NO CLEANING NO CEMENT NO DELAY

Satisfactory Results Guaranteed

Sampson Motorcycle Repair Kit, with tool and half dozen assorted Plugs

Price, $1.50

Money back any time if you are not satisfied

## Comfort

SAFETY SHOCK ABSORBERS

double comfort of sidecar riding. Absorb all spring reactions on rough roads, prevent sidesway. $1 Per Set.

To Fit ALL Sidecars.

### SIMPLEX FOOT RESTS

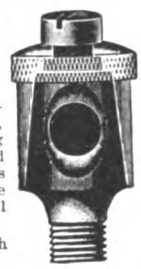
Any luggage carrier may be converted into a comfortable tandem attachment by fitting a set of SIMPLEX FOOT RESTS. Made up in four different styles, finished in heavy nickel. No. 232.

Price, $1, without pedals.

### FRESH AIR FOR THE CARBURETOR

Fit this little "jigger" on your machine and watch your carburetor take on new life.

### THE STEVENS AUXILIARY AIR VALVE



Set your carburetor for a rich, easy starting mixture, and when she "warms up" open the air valve. You'll be tickled.

Price, 20c. Each

### STEVENS SPEEDOMETER LAMP

Here's a handy little lamp to have on your machine. Attached to any speedometer in a minute and operated from either a storage battery or small dry battery cell. Can also be used as a trouble lamp.

Price, $1.50.

STEVENS & Co. 375 BROADWAY NEW YORK

# Light—Powerful Indestructible—Neat

## "BEE JAY"

### *The Horn They're Talking About*

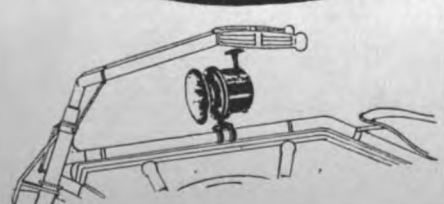
The "BEE JAY" has jumped into favor overnight. It's the horn they all have been waiting for. It contains all the necessary elements of warning signal perfection. Its sound is distinctive and penetrating, its range tremendous. A slight touch of the finger is all that is necessary to produce a harsh discordant call that makes them jump.

Simple—a tool steel ratchet vibrates a vanadium steel diaphragm, producing the sound.

The "BEE JAY" weighs but 21 ounces—very light for its enormous range. It is large enough to give depth to the tone, of just the right size without being flimsy.

Finally, the price is the lowest of any practical warning signal made. You can't get any greater value if you paid twice the price.

Go to your dealer today and ask him to show you the "BEE JAY," You'll want one on sight.



With Top Bar Bracket $2.75

Nonpareil Horn Mfg. Co.

73 Wooster St., N. Y.

$2.50

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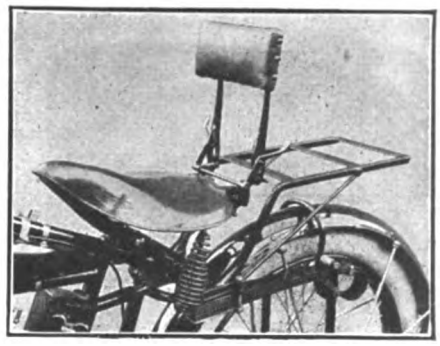
# For All Machines

The Weed Spring Folding Back Rest is made for all machines, and its sensational selling success conclusively proves that it fills a positive need.



Backaches are absolutely prevented by using the

## Weed Spring Folding Backrest

The luxuriously padded leather back supports the rider at exactly the right place, the small of the back. The use of a WEED makes the longest ride over roughest roads an "easy-chair" proposition.

The WEED is strongly made throughout, and its simplicity of construction minimizes the chance of trouble from breakage. The flat spring supporting arms of Backrest take up all surplus jars not absorbed by the saddle and its springing system.

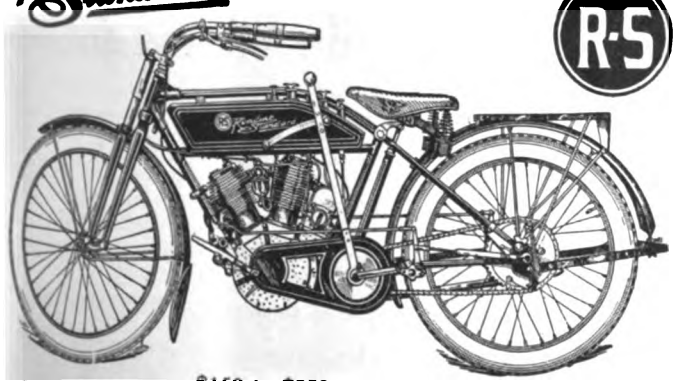
Every rider appreciates the patented folding feature. It allows rider to mount and dismount machine without the slightest interference from Backrest which lies flat at saddle level when folded. Folding accomplished by simple movement of a lever at rear of saddle.

Send for illustrated booklet at once.

**Weed Folding Backrest Company**
**STAMFORD, - - CT.**

Reading Standard

R-S



$150 to $250

## Every 1915 Rider Satisfied

No parts of the R-S are used simply for talking points. Service and Reliability are the two main features of the 1915 R-S. That is why the rider is satisfied. No specials to smash records, but every purchaser of an R-S gets the best there is for the money and a machine with more power and speed than any other strictly stock motorcycle on the market. Note the prices.

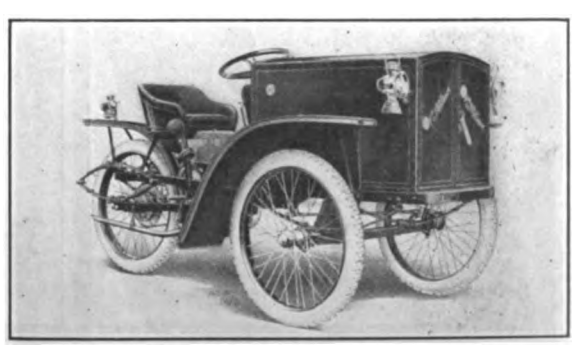
**Write for our special agency offer**

## The R-S Quick Delivery Van

Dealers who have taken the agency for this modern delivery car claim that a demonstration simply clinches the sale. Hundreds of prospects in every city and town.

Get agency now before it is too late.

**READING STANDARD COMPANY**
**501 WATER ST., READING, PA.**



**Price $295.00 f. o. b. Reading.**

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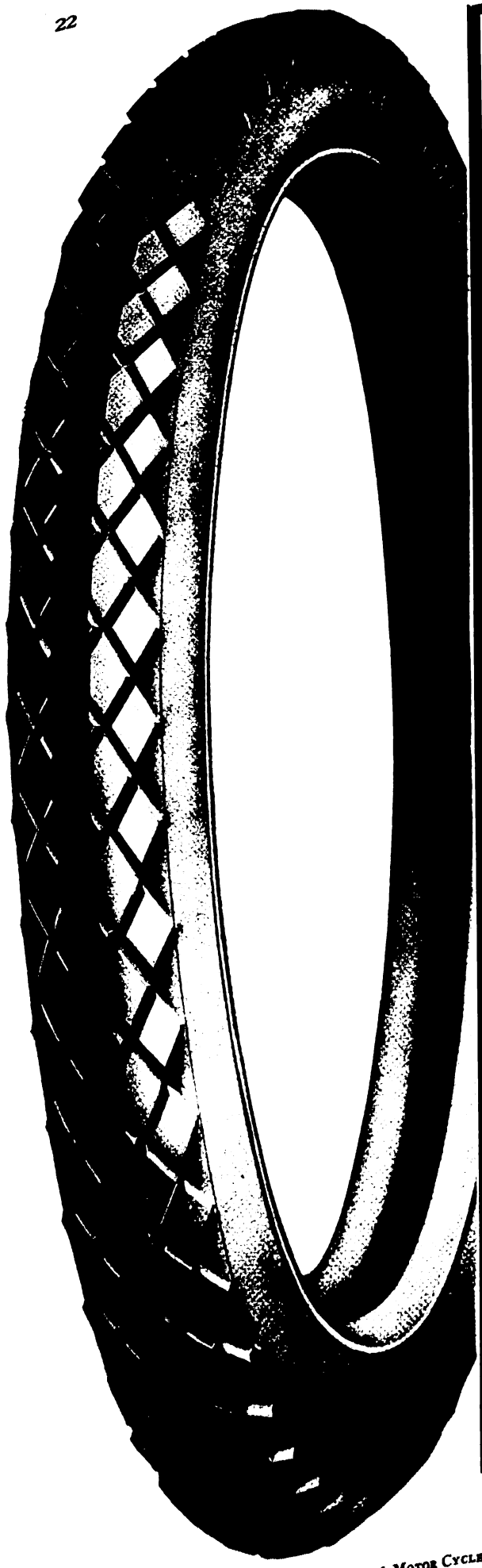

# Three World Records Shattered on Blue Streak Tires

## SPEED KING'S RIDE TO FAME

### Terrible Grind on Tires Proves Blue Streaks Claim to Glory

### Dodge City Motorcycle Races July 3, 1915

## New 100 Mile World's Record

Carl Goudy established new World's record for 100 miles on **Goodyear Blue Streaks,** covering the distance in one hour, 44 minutes, 10 seconds; 14 minutes and 47 seconds faster than old record.

## New 200 Mile World's Record

Walker established new World's record for 200 miles—2 hours, 32 minutes, 58 seconds on **Goodyear Blue Streak** Tires.

## New 300 Mile World's Record

Walker won the 300 mile Race and established new World's record for the distance—3:55:45—about **76⅕ miles per hour** on **Goodyear Blue Streak** Tires, lowering nearly 20 minutes the previous world's record for this distance.

Goudy took 3rd in the 300 mile race on **Goodyear Blue Streaks**—4 07:02. This was also faster than former world's record of 4:15 flat.

## 90 MILES PER HOUR ON BLUE STREAKS

Don Johns made fastest lap in 1:20—90 miles per hour on Blue Streaks.

24 of 28 entries were equipped with Goodyear Blue Streak Motorcycle Tires.

No need to argue which tire is best with such records as these before you. Any dealer can supply you Blue Streak Motorcycle Tires if you simply ask him for them.

GOODYEAR
AKRON, OHIO
Blue Streak
MOTORCYCLE TIRES

**The Goodyear Tire & Rubber Co., Akron, Ohio**

*Makers of Goodyear Fortified Automobile Tires*



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# Big Fourth Races Go to Blue Streaks

## Amazing Array of Victories Won on This Matchless Motorcycle Tire

Gaze on this score board of Blue Streak's new achievements. Men who seek speed, class and endurance stake their fame on these prize winning Blue Streaks.

Demand Blue Streak Road Tires for speed, endurance runs and pleasure tours.

Rival tires are now left years behind. All-Weather Tread Blue Streaks will prove this to you if you ask your dealer for them.

## The Conquering Motorcycle Tire

All the following races were won on Blue Streak Tires.

**Baltimore Motorcycle Races**
**2 Mile Strip Stock**
1st Gebhart
2nd Mears
Time 2:36
**5 Mile Strip Stock**
1st Gebhart
2nd Mears
Time 6:29

**Fort Worth Motorcycle Races**
**10 Mile Race**
1st Hilliard
Time 15:45
**9 Mile Race**
1st Correnti
Time 9:26
**50 Mile Race**
1st Bailey
All riders finishing in this event equipped with Blue Streaks.

**Indianapolis Motorcycle Races**
**5 Mile Professional**
1st Sargent
2nd Mischales
3rd Erish
Time 4:35
**10 Mile Professional**
1st Sargent
2nd Mischales
3rd Erish
Time 10:40
**15 Mile Professional**
1st Mischales
2nd Spangler
3rd Alexander
Time 15:58 2/5
**25 Mile Professional**
1st Mischales
2nd Spangler
3rd Meyer
Time 26:32

**Pittsburgh Motorcycle Races**
**5 Mile Race**
1st Schmidt
2nd McCall
3rd Payne
Time 6:13 4/5
**5 Mile Race**
1st Crist
2nd Bower
3rd Simon
Time 6:14 3/5
**10 Mile Race**
1st McCall
2nd Payne
3rd Keys
Time 12:19 3/5

**Rexburg, Idaho, Races**
1st Briggs
2nd Huffaker

**Wichita Falls, Texas, Races**
**5 Mile Race**
1st Nolen
2nd Totten
Time 6:28

**Galesburg, Ill., Races**
**100 Mile Race**
1st Walters
**10 Mile Race**
1st Perry
**Amateur Race**
1st Albert
2nd Master

**Oklahoma City Races**
**50 Mile Race**
1st Warren

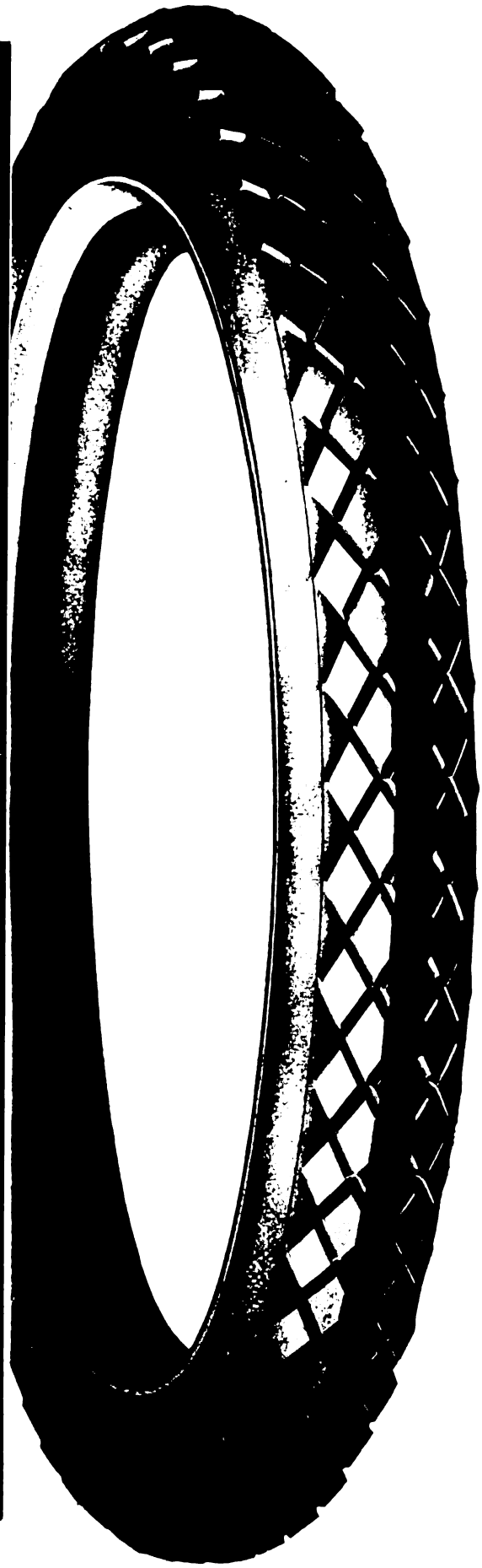
**El Paso Half Mile Track Races**
**10 Mile Race**
1st Fegan
Time 16
**1 Mile World's Record Broken on Half Mile Track**
Forrest, Ill., July 7, 1915.
Goudy broke record on Blue Streaks. Time 1:7.

### DEALERS - ATTENTION

GOODYEAR AKRON, OHIO
Blue Streak
MOTORCYCLE TIRES

Cash in on the tremendous popularity of these trade winning Blue Streaks. Hundreds of live wire dealers have already doubled their tire sales. Write us now for our Service Station offer on these Blue Streaks. Address Dept. 301.

**The Goodyear Tire & Rubber Co., Akron, Ohio**
*Makers of Goodyear Fortified Automobile Tires*



The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# The Morrow Coaster Brake Is Stronger Than it Ever Need Be

The man who rides a wheel equipped with the MORROW COASTER BRAKE is safe. That's the most important essential. There are varying degrees of safety. There's the coasting safety, that means a gradual jolting grind to a halt on a downgrade. There's the sliding, slipping stop on a level road.

But with the MORROW you get **real safety**—the sort that means an abrupt, silent, velvety "hold" on the steepest down-hill—a quick, effective stop from speed on the level path.

Then, too, there is the indescribable delight of the free coasting of the MORROW. One pedal push generally means a block of coasting on the level road. Hills become half as hard to climb—the rider "rests" all the way up.

The dealer who harnesses MORROW quality and MORROW reputation to his stock makes a clean-up in his territory.

Write for ECLIPSE Literature.

## Eclipse Machine Company, Elmira, N. Y.



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F. A. M. and Pacific Coast Number

MOTOR CYCLE
ILLUSTRATED
WITH WHICH IS INCORPORATED
The Bicycling World

Vol. 10 July 15, 1915 No. 28

# Sacramento Extends The Glad Hand

SUNNY-TEMPERED Sacramento, smiling through friendly vistas of scenic beauty and extending the hand of hospitality in keeping with the sacred traditions of the Golden State, awaits the F. A. M. delegates and riders. For weeks past carefully-chosen committees have labored night and day to perfect the details of the five-day convention program, and the task is finished. F. A. M. members and others who visit the Capitol City during the convention week will find that the work has been well done. Expense has not been spared to give the program variety, and at this writing it is apparent that the visitors will have to establish new records for versatility if they are to avail themselves of all the amusements set forth, and hinted at, in the announcement of the general committee.

Sacramento's motorcyclists have rallied nobly in support of the big undertaking, and the business men of the city, inspired by the Chamber of Commerce, have also been heard from. It remains now for the riders to do their part by rolling into the convention city in such numbers as to repay Sacramento for all her efforts.

When the final phase of the big program has passed into F. A. M. history on the evening of Sunday, July 25, there will undoubtedly be new reasons for pointing to California as the queen state of American motorcycledom.

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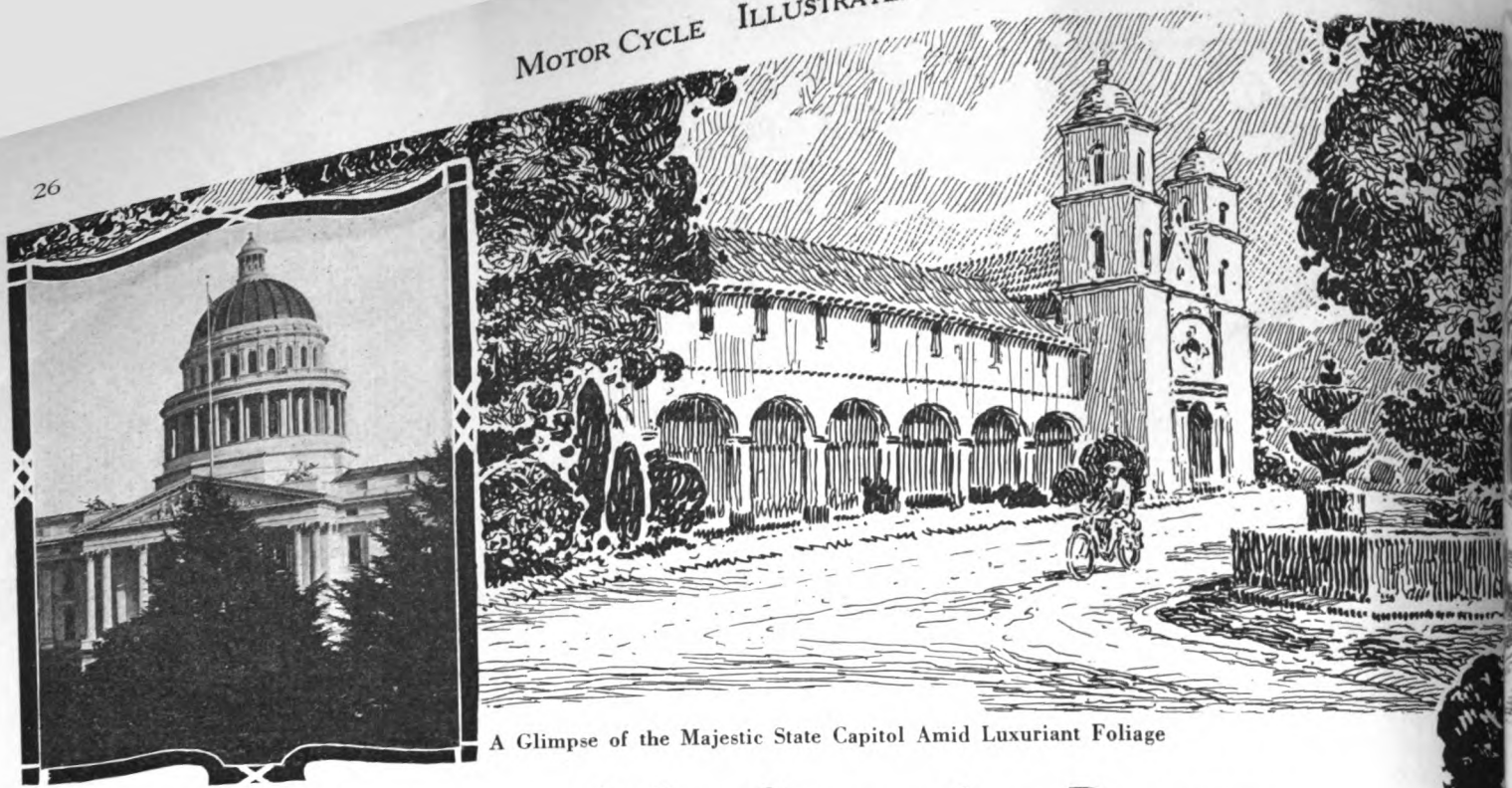

A Glimpse of the Majestic State Capitol Amid Luxuriant Foliage

# Chief Features of the Convention Program

SACRAMENTO, Cal.—As the date draws near for the opening of the F. A. M. annual convention in this city it is increasingly apparent that Chairman Pixley and his co-workers on the general committee have prepared a well-balanced and highly interesting program. There is no necessity for adding greatly to the program outlined recently in the columns of **Motor Cycle Illustrated,** because the features already provided for will occupy all the time of those who visit the convention.

**Wednesday, July 21**

The formal program opens on July 21, when the delegates and other visitors will arrive and register. An informal reception will be held at the Travelers' Hotel in the evening, that being the official headquarters, and the Capital City M. C. will keep open house. The 21st will be devoted largely to making the visitors comfortable and getting them acquainted with their surroundings.

**Thursday, July 22**

Morning and afternoon sessions will be held on Thursday. The opening session is scheduled for the Senate Chamber of the State Capitol and Governor Hiram Johnson has agreed to make an address of welcome. Following the evening meal, the motorcycle visitors will make a boat trip about 20 miles up the Sacramento river. Music will be provided for those who wish to dance, and those who do not feel turkey-trottish will be entertained otherwise. Thus endeth the second day.

**Friday, July 23**

Automobiles furnished by the Sacramento Chamber of Commerce will be used for a trip through the fruit belt on Friday. Enough cars will be provided to carry all the delegates and other visitors, and the route will lead through Loomis, Penryn, New Castle and Auburn. The club's guests will be escorted through packing houses, orchards, etc., and given every opportunity to see how California handles her fruit. If the party arrives back in Sacramento early enough there will be amusements for the evening, but it is expected that the trip through the fruit belt will just about fill Friday's phase of the program.

**Saturday, July 24**

Saturday morning will find the delegates gathered for another business session and in the afternoon the F. A. M. National Championship races will be staged at the State fairgrounds track, Agricultural Park. An illuminated and decorated motorcycle parade is on the program for Saturday evening, and it is predicted that this will be one of the most striking features of the whole convention. Hundreds of machines will participate, and they may even run into the thousands.

**Sunday, July 25**

On Sunday morning the delegates and visiting motorcyclists will be lined up for a panoramic photograph at South Side Park, and in the afternoon the final series of championship races will be held. Late Sunday afternoon and Sunday evening the riders will leave the city in squads, many of them going on to San Francisco to view the Panama-Pacific Exposition before returning home.

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**MORE LEEWAY FOR F. A. M. RACERS**

Competition Chairman John L. Donovan, of the F. A. M., announces his intention to endeavor to have suspended the provision in the competition rules relating to eligibility of riders for national championships. This provision, which appears under article 12, section 2, states: "No rider shall be eligible to enter the national championship excepting the winner of a place in a state championship."

Chairman Donovan desires the suspension by reason of the fact that very few states have held state championship races this season, and therefore strict adherence to the section would debar amateurs who the chairman knows are capable of entering the major events, but in whose state there have been no championship races held.

Looking West on K Street, One of Sacramento's Main Thoroughfares

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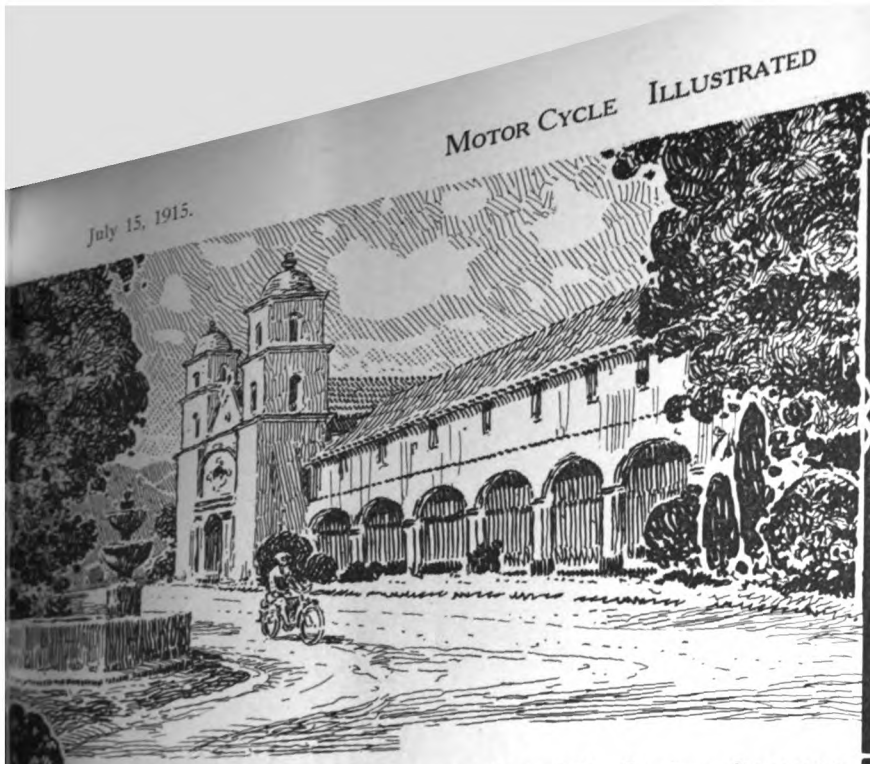

Typical View in Fruit Orchard Not Far From Sacramento

# Two Days of Spectacular Racing Assured

SACRAMENTO, Cal.—As usual, much of the interest in the F. A. M. convention program centers in the two-day race meet to be held on Saturday and Sunday, July 24-25. An attractive list of prizes has been prepared and some of the best factory racers, in addition to a lot of clever amateurs, have assured the club committee that they will be at the tape. The races will be staged at the State fairgrounds track, Agricultural Park, and while no records are in great danger, some spectacular speed work is counted upon, owing to the strong lineup of entrants. The programs follow:

**Saturday Card**

Five-mile professional stripped stock. Cash prizes amounting to $100.

Five-mile National F. A. M. amateur championship. Merchandise prizes and three medals.

Ten-mile professional stripped stock. Prizes amounting to $100.

One-mile National F. A. M. amateur championship. Merchandise and medals.

Twenty-five mile professional F. A. M. National championship. Medals and $100.

Ten-mile amateur F. A. M. championship. Merchandise and medals.

Five-mile professional Capital City Motorcycle Club race for members only. $50 prize.

Fifty-mile amateur F. A. M. National championship. Merchandise and medals.

**Sunday Card**

Five-mile professional free-for-all. Prize of $100.

Two-mile amateur F. A. M. National championship. Merchandise and medals.

Ten-mile professional F. A. M. National championship. Medals and $100.

Five-mile amateur Capital City Motorcycle Club race for club members only. $50 in merchandise.

One-mile professional F. A. M. National championship. Prize $100.

Fifteen-mile professional stripped stock. Prize of $200.

Twenty-five-mile amateur F. A. M. National championship. Prizes of medals and merchandise.

**Committee Chairmen**

The committee heads that have complete charge of the Sacramento end of the convention consist of the following:

C. S. Pixley, general chairman; Albert Elkus, finance; F. M. Woodson, entertainment; H. A. Ten Bosch, program and prizes; T. W. Madeley, accommodations; Dr. E. C. Turner, decorations; H. L. Duke, printing and decorating; Fred Pearl, race meet; W. W. Jenne, publicity.

The official headquarters will be established at the Travelers Hotel, Fifth and J streets, opposite the house of the Capital City M. C.

## RIDERS ATTENDING CONVENTION TO RECEIVE TOURING PRIZES

Sacramento, Cal.—The Capital City M. C. of this city announces an extensive list of touring prizes for those who ride or drive to the National Convention and races on July 21 to 25. To be eligible for the prizes, riders and passengers will have to show proof of accomplishment to R. H. Carter, of the club's prize committee. Following is the list:

A 28 x 3 inch Federal casing to the rider coming the longest distance; a similar casing to the Pacific Coast rider coming the longest distance; a 28 x 3 inch Goodrich Black Tread casing to the lady rider coming the longest distance; a Wald tandem to the tandem pair coming the longest distance.

For the couple coming the longest distance another Wald tandem will be awarded. The heaviest rider attending will be given a Weed folding back-rest, as will the oldest rider. An Eclipse clutch will be awarded to the sidecar coming the longest distance. A Heitger carbureter is to be given to the married couple coming the longest distance from Sacramento via sidecar combination.

In every case, the prizes have been donated by the makers of the various articles themselves.

Sacramento's Chief Recreation Resort

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Travellers Hotel, Where F. A. M. Delegates Will Gather

# California the Tourists' Wonderland

## Ever-Changing Range of Attractions for Motorcyclists

By FRANK REED

THE motorcycle sport is California's own favorite. Indeed, the Golden State believes that the motorcycle was made especially for it, and that, therefore, the holding of the national F. A. M. convention in the capital of the state is particularly appropriate, for this is a country where nature and man have prepared ideal conditions for the votaries of the powered two-wheeler. Many pleasures and interesting experiences lie before the motorcyclists who will tour through California.

With the most inviting out-of-doors that ever beckoned a man to see its magnificent wonders right in the midst of riders from all corners of the country, the question, Where shall we go? is one that never lacks an answer. Look over the sands of Venice to the breakers, where the foaming crests of the ocean sparkle like animated crystal in the sun. Are the cool waters of the Pacific inviting? Just see the radiant jollity on every face, as hundreds swim and dive in the surf that is strong enough to be exciting but surely not over rough. The temperature is bracing and the salt air most exhilarating. Stay in five minutes, or all day, and when you come out you will find how good it is to be alive and hungry!

They don't overcharge you for the "eats" in California. A real "glad-you're-with-us" smile lights up on the face of the waiter as he courteously and promptly fills your order. Fill up, men—and you ladies do the same. That ride on the tandem will settle your dinner for you.

Look up to the north and see the beautiful colors on the Santa Monica Mountains. "How solid they look," you muse; "I wonder whether you can ride among them." Sure you can—everybody is but too willing to point out the road. The Topanga Canyon road from the sea to the San Fernando Valley is finished. "Some roll!" is the general opinion of riders who have tried it. Just get a picture of that road fixed in your mind: seven per cent. grades; surface as smooth as a floor; rocks, mountains and trees on either side, and a bubbling little stream of purest water dashing by—that's the Topanga Canyon road.

Stop anywhere to picnic; it's all open and free, like all of California. And if anybody else is in the spot you like, go right in and hear the cheery California welcome.

Then further up the shore from Venice are Las Flores Canyon and the Malibou shore where the sea fishing off the rocks is as fine as the trout fishing up the stream. Of course, for the trout you have to go inland from the head of the canyon, through the San Fernando, and turn beyond Calabasas, into Clyatt's Ranch, and down afoot to a place opposite that big peak you see towering up into the clouds.

Venice is but one point out of many in California where the shore is the magnet that draws motorcyclists by the hundreds. San Diego has its beaches where many congregate, and so has San Francisco Bay and a number of the inland rivers. There are thousands of little camping spots by the ocean that are open to tourists. Here cottages can be rented and tents set up or else just a blanket will do to ward off the cool breezes that spring up during the nights. It isn't at all necessary to make any elaborate preparations — you can live on the fish you catch and the game you shoot. Flour, butter and eggs can be bought at depots near the camps.

Usually in sight of the shore are the gigantic mountains from whose tops the most wonderful views are obtainable and in whose rugged seams sometimes lurk bob cats, bears and rattlesnakes. In many instances the peaks of these mountains can be reached by good roads, and once on top, the tourist is more than rewarded for his efforts in grinding up the grades. Rivers and brooks that seem like narrow threads of silver winding in and out among mountains and huge rocks can be seen in the valleys below, together with masses of green trees flanking the banks, the monotony of the verdant foliage being broken by brilliantly colored flowers.

California is the land of the places to which one wants to go. Satiety is never reached because the good places are so numerous. Each famous place is so big and so far away that to see it means a trip of a day to several weeks; and every mile along the way is full of novel incidents, interesting scenes and enlivening people. Canyon riding gets a firm hold on a man who once really learns to ride. When a man becomes master of his machine there is nothing like the freedom of the great hills. The cycling enthusiasts who are fortunate enough to be guests on these rides off the asphalt into the country back

**Headquarters of Capitol City M. C.**

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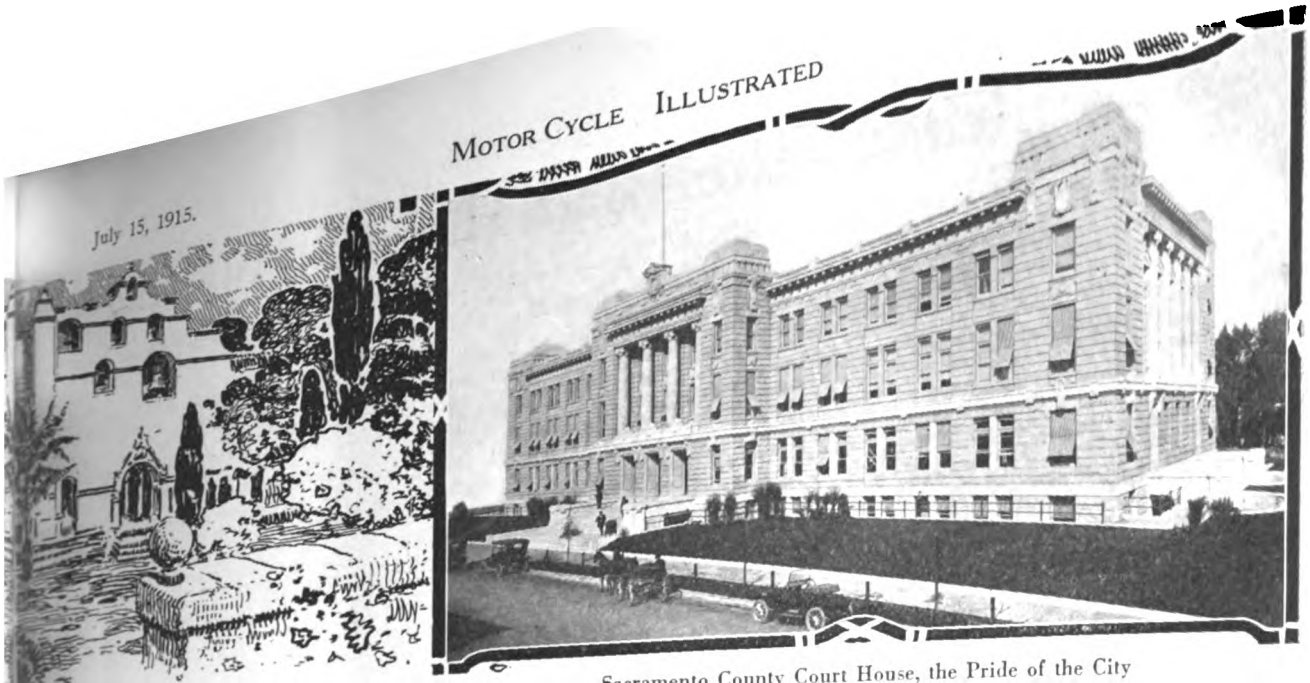

Sacramento County Court House, the Pride of the City

of the sapphire veil, that clothes the distant hills and conceals their gates through which their winter rivers pour out on the plain, never fail to become enchanted with the country.

As for the lady tourists, they soon learn why khaki was invented, and that an open fire heats gas for cooking. Many of the California motorcycle girls are learning to take a trout with the fly or shoot a quail on the wing with the confident technique of frequent practice.

The desert in California usually calls to the man who has already tamed the mountain trails: it has risks and terrors and mysteries of its own. The desert can only be traveled with infinite precaution and reasonable provision for quick rescue if a man is to come through very close to the year he is due. But this year's riding has proved that the desert, strewn with bleached skeletons of mules and burros, has been successfully conquered by the three-speed motorcycle when in control of a master rider. Others had best keep out, taking warning from the bones that bleach in the dazzling, white sands.

It is surprising to find how many interesting places in California have been visited by almost all motorcyclists one meets. Just begin to run over the names of places: Mt. Lassen in eruption, San Francisco and the exposition, the old missions along three hundred miles of El Camino Real, San Diego and her exposition, Arrowhead, Bakersfield and Coalinga and the oil fields, Lake County, the gold mining country, and the great valleys of the Sacramento and San Joaquin, Humboldt County with its lumber and its salmon rivers, Shasta, Crater Lake, Monterey, San Marcos Pass and Conejos, Fresno and the beautiful towns of the vineyard country, Santa Barbara, Inyo County, where the perpetual snows of the Sierra peaks look like a forbidding wall, but in reality overhang canyons that suggest a paradise on earth to the favored explorer, Salton Sea and the ancient craters of Mono. Then there are Lake Tahoe, Sequoia and General Grant national forests, home of the big trees in their greatest glory, and, finally, the universal goal, the Yosemite. California motorcyclists are barred from visiting the Yosemite on their machines, but they can ride up to the edge of this wonderland and explore its marvels afoot.

It would require many pages to give anything like an adequate conception of the great marvels of nature that abound in every nook and corner of the Golden State. Every interesting place that one might mention suggests at least a dozen others equally alluring. The motorcyclist who attends the convention, in touring through the state, will soon realize that California makes no empty boast when she claims motorcycling as her favorite sport.

# Motorcyclists at Top of Mt. Tamalpais

SAN FRANCISCO, Cal.—One of the most daring feats ever attempted with a motorcycle was successfully accomplished by "Happy" Alzina and W. G. Collins, two local motorcyclists, on Saturday, June 26, when they climbed Mount Tamalpais on their 1915 three-speed Indians, equipped with United States chain tread tires. The ascent was made over the ties of the Mount Tamalpais Railway Company, "the crookedest railway in the world," and was accomplished without mishap.

An idea of the strenuousness of the feat may be gained when it is known that the mountain has an elevation of 2,592 feet, and the railroad track which was followed contains 281 curves in a distance of 8½ miles. If in following the tortuous course the curves had been continuous, there would be forty-two complete circles made. The longest straight piece of track is but 413 feet. About half way up the mountain is the "Double Bow-Knot," where the track of the railroad parallels itself five times within a distance of about 300 feet, forming, as the name denotes, an almost perfect double bow-not.

Curving through the canyons, looking down their steep sides, the road crosses over Slide Gulch, through McKinley Cut, around Summit avenue, into Mill Valley Canyon, the vast panorama expanding every moment as the bay of San Francisco unfolds to view. Winding around the edges of grand canyons, one can see below the different curves of the serpentine road, and when the rail trip is ended at Tamalpais Tavern, there is spread out on all sides one of the most magnificent panoramas of valley, bay, ocean and mountains, near and far, that it is possible to conceive.

But arrival at the tavern does not complete the journey, for the summit, back of the tavern, rises a considerable additional height, which has to be undertaken on foot, up steps cut in the rock of the mountain. Not satisfied with having ascended to the tavern, "Happy" Alzina left his companion and took his machine up the steep and, winding steps to the observation tower, perched on the extreme summit of the mountain, where he may be seen in the accompanying picture.

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# "We're Ready—the Glad Hand is Waiting"

## Chairman Pixley Tells of the Good Time Arranged for Delegates to Sacramento

By G. A. PUTNAM

SACRAMENTO, Cal., July 10.—"We are preparing to entertain between 7,000 and 8,000 motorcycle visitors during the period of the F. A. M. convention program in this city," said Chairman C. F. Pixley, of the General Arrangements Committee, in an interview with the representative of **Motor Cycle Illustrated**, "and it goes without saying that we are leaving nothing undone to make the most of our opportunities.

### Big Things are in the Air

"We take it for granted that at least 2,000 visitors will be on hand from points outside the state and there are the strongest possible reasons for believing that California will send a sufficient number to make up the balance. In the past this state has shown her ability to give motorcycle demonstrations of greater magnitude than any other part of the world, and now that the annual convention of the governing motorcycle body is to be held here it is fair to assume that there will be big things in the air.

"No matter where the visitors come from, they will be assured of a cordial welcome—a typical Western welcome, which means that we will take them to our hearts and go to the very limit of our resources to make their stay pleasant. In this plan we have the hearty support of Governor Johnson, a native Californian, who has promised that he will exert every possible influence to make the convention and the incidental entertainments the best ever. Governor Johnson will hand the keys of the state to the motorcyclists, and if he can be persuaded to make one of his famous Johnsonian speeches he will certainly convince the motorcyclists that they are welcome.

### Capital City M. C. on the Job

"There are a thousand and one things to be thought of and attended to by the committee, of course, but we have practically completed the preliminary work. From now on we shall simply be adding the finishing touches. Much attention has been given to the matter of accommodating the convention visitors, and a list of hotels and their rates will be obtainable at the rooms of the Capital City Motorcycle Club, which are located at Fifth and J streets, just across from the Travelers' Hotel—the latter being the official headquarters. Every visitor who needs information should go to the club rooms, where everything possible will be done to assist him.

"The business sessions of the convention will be held in the large California room at the Travelers' Hotel, and the convention banquet will also be held at this hotel. Owing to the excellent location of the official headquarters, it is believed that unusually well-attended sessions will be held.

### Splendid Co-operation Assured

"The Sacramento Chamber of Commerce is co-operating with the committee and the Capital City M. C., and this trade body will supply automobiles in which the visitors will be taken on trips into the rich fruit belt, and to other points of interest. It is likely, of course, that most of the motorcyclists will stick to their trusty single-trackers, but the ladies at least can avail themselves of the automobiles.

"One of the best side trips will be a sail up the Sacramento river, the third largest river in the United States. There will be a barge for dancing, and those who do not wish to indulge in that fascinating pastime will find other amusements ready for them. Visitors to Sacramento in the past have always commented very favorably on this river trip, and it is expected that the visiting motorcyclists will find it very pleasant. It will be a pleasant ending for the day.

### 10,000 Expected at Races

"As for the motorcycle racing, everyone knows that there will be plenty of action, and it can safely be predicted that no less than 10,000 speed fans will witness the championship events. The plans for racing program are being laid very carefully, so that both spectators and racers can be given the best of attention. Nothing will be left undone to make the track as safe and as fast as human ingenuity can make it, and there will be enough officials on hand at all times to attend to the details.

"While much is expected of the racing programs, the motorcyclists of Sacramento naturally expect that a great deal of the pleasure to be derived by the visitors will come from pleasant side trips to points of scenic and historical interest. Sacramento is an ideal place from which to start short motorcycle sight-seeing trips. The trip to beautiful Lake Tahoe is only 109 miles, and the route is easy for the motorist. The run is frequently covered without hurry-

(Continued on page 53.)

**"We are leaving nothing undone to show the boys what Westerners have on tape in the line of hospitality. My committee has arranged a varied and interesting program for all the delegates. Now let 'em come!"—C. F. Pixley, in charge of Sacramento convention arrangements.**

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MOTOR CYCLE ILLUSTRATED

July 15, 1915.

# Coffman's Administration a Busy One

## F. A. M. Chief's Tireless Work Throughout the Country Has Shown Results

By THE VETERAN

"IT'S difficult to put your finger on any one improvement in the F. A. M. of late aside from Legal Action work," said a member in conversation with the writer a few days ago, "but you feel confident just the same that the national organization is in much better condition now than it was a year ago."

That certainly is true. The Federation has a firmer grip on the loyalty of its riders and a better understanding with the general public than it had a short time back. As for the legal action progress which has created such an excellent impression, it is entirely the outcome of Chairman William Johnson's energetic campaign and attention to details. All the other advances—the improved spirit from coast to coast and the various improvements by which F. A. M. members get more for their money—are due to President Coffman and his "never-say-die" personality.

Before he had been wearing the presidential toga two weeks Coffman was sky-hooting up and down the country preaching the doctrine of co-operation and grabbing members—many of them old-timers in the cycle field who knew just how to jump in and help boost—and behind him he left a trail of live ones.

The pace he set during the first few weeks has never been slackened, and he is just as eager to get a new member today, or to put in motion plans for even a slight improvement, as he was when the executive honors were fresh upon him. His activities in behalf of the F. A. M. have been many and varied, and they have extended from the Atlantic to the Pacific. It follows, therefore, that Coffman knows his field and that if retained in office for another term he will be enabled to widen his sphere of usefulness.

President Coffman himself has said very little about his candidacy for another term, but his friends have been over the situation for some time that the possibility ramento is date the strongest presidential timber in California is Director C. S. Pixley, of Sacramento—and Director Pixley has asserted that he is "for Coffman."

Conventions are sometimes "uncertain quantities," but there is every reason to believe that President Coffman's efforts to place the affairs of the F. A. M. on a business basis have met with widespread approval and that said approval will be evinced in Sacramento by an almost unanimous desire to keep the rapid-fire Toledoan in office.

"Coffman has vitalized the F. A. M.," said the member who was quoted in the opening paragraph of this screed, "and one does not have to consider the national motorcycle situation very extensively to discover signs of life where there were none before. Local and State commissioners have been more active than in the past, chiefly because they knew Coffman expected better things from them, and as a result the F. A M. doctrine has been consistently boosted in sections where the organization spirit had hitherto been weak or non-existent."

As a "mixer" the present F. A. M. executive has set a record that future occupants of the presidential chair will find difficulty in maintaining. It is safe to say that President Coffman has attended more club meetings and encouraged the riders by his presence at more club racemeets than any previous head of the official Federation family. On personal business trips he never fails to keep in touch with the clubs, even when stopping in the smaller towns.

Coffman does not believe in hiding the F. A. M. light "under a bushel," and never overlooks an opportunity to deliver a short speech or otherwise call attention to the fact that he is the active head of a wide-awake organization of national scope. He makes the most of conditions wherever he may be, and just when the "assembled multitude" begins to wonder what is going to happen next, out comes the F. A. M. doctrine and all its trimmings and the converts begin to hit the gasoline trail.

Those who have seen President Coffman work are surprised at the ease with which he combines his own extensive business schedules and those of the F. A. M.—and scores bull's-eyes on both sides of the house. But he does. The fact that Coffman would have to jump around the country a good deal on his own account anyway, has enabled the F. A. M. to have official representation in many cases where it would not have been possible to send a special emmisary, but that's only an incidental. The big points are that Coffman is a dyed-in-the-wool booster, and that he is behind the F. A. M. heart and soul.

**"President Coffman has vitalized the F. A. M. and one does not have to consider the national motorcycle situation very extensively to discover signs of life where there were none before. Local and state commissioners have been more active than in the past."**

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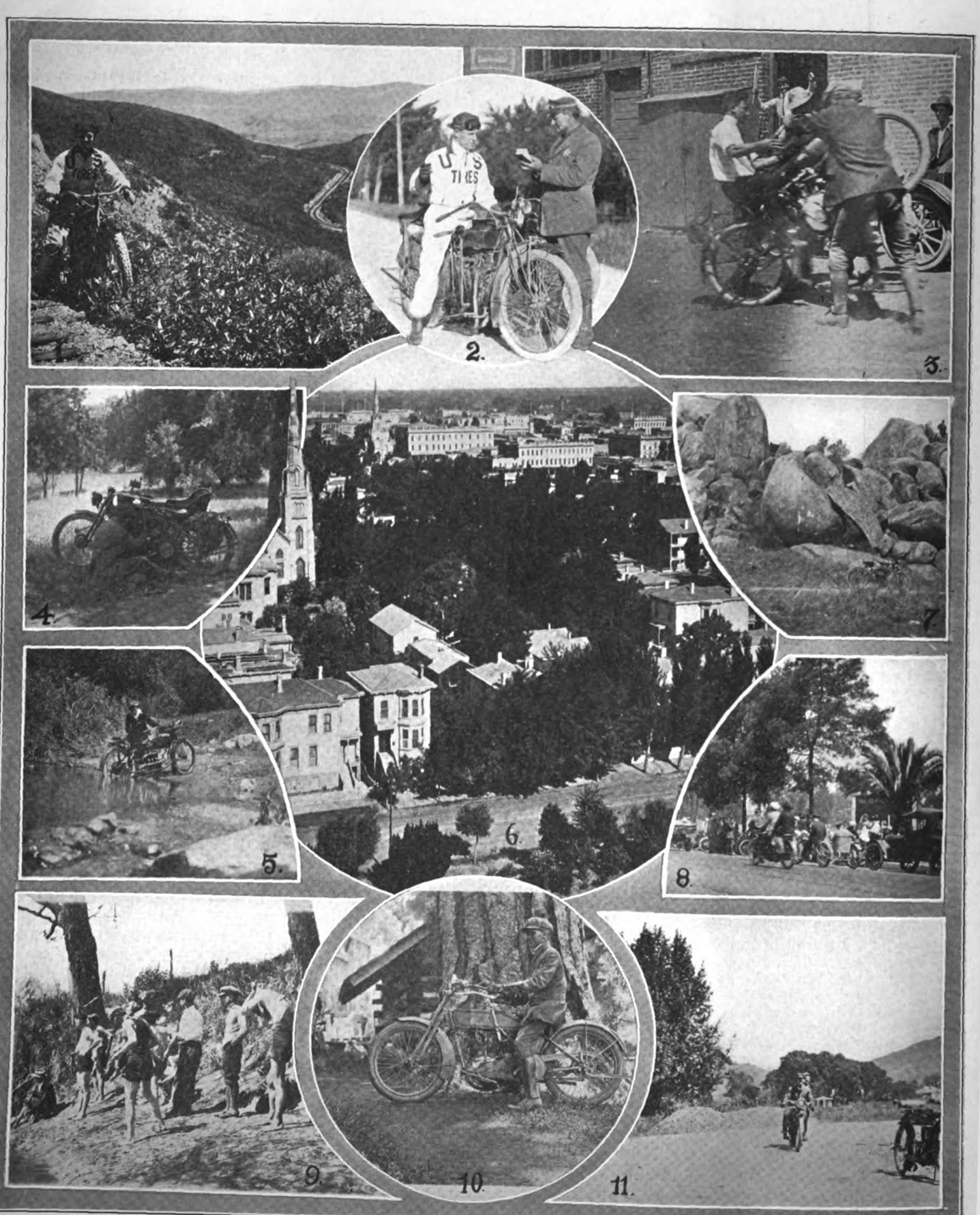
# Scenes Which Attract Coast Riders




1, "Happy" Alzina Riding the Ties on Mount Tamalpais, Near San Francisco; 2, Alzina Held Up By Traffic Cop in San Jose; 3, Trying 'Em Out in Merkel Alley, Los Angeles; 4, Cleaning Out Fuel Line Amid Typical Park-Like Country Near Santa Ynez; 5, Mrs. Lem Sahagan, of Los Angeles, Fording Mountain Stream With Her Henderson; 6, Panoramic View of Sacramento, the State Capital; 7, Huge Boulders Near Tallac; 8, Off for Los Angeles M. C. Barbecue; 9, Ready for a Dip in Merced River; 10, By One of the Big Pines Near Big Bear Lake; 11, Officers of San Francisco M. C. Pathfinding Near Tacoma

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# Eleven Angles of California's Charm

1, Mission San Fernando, with Henderson Machine in Foreground; 2, W. B. Schortman of Porterville Cyclery and Family; 3, Walon, Catalina Island, the Famous Fishing Place; 4, M. G. Anlauf Imitating a Bucking Broncho with His 3-speed Excelsior at Anaheim; Santa Cruz Mountains Near Los Gatos; 6, A Striking View of the Yosemite Valley; 7, On the Trail Up Mt. Wilson; 8, A ...briel Canyon; 9, Lem Sahagin and his Henderson on Recent Desert and Mountain Trip Described in This ...f Los Angeles M. C.; 11, Pasadena Excelsior Riders Near Colbrook on Way to San Diego

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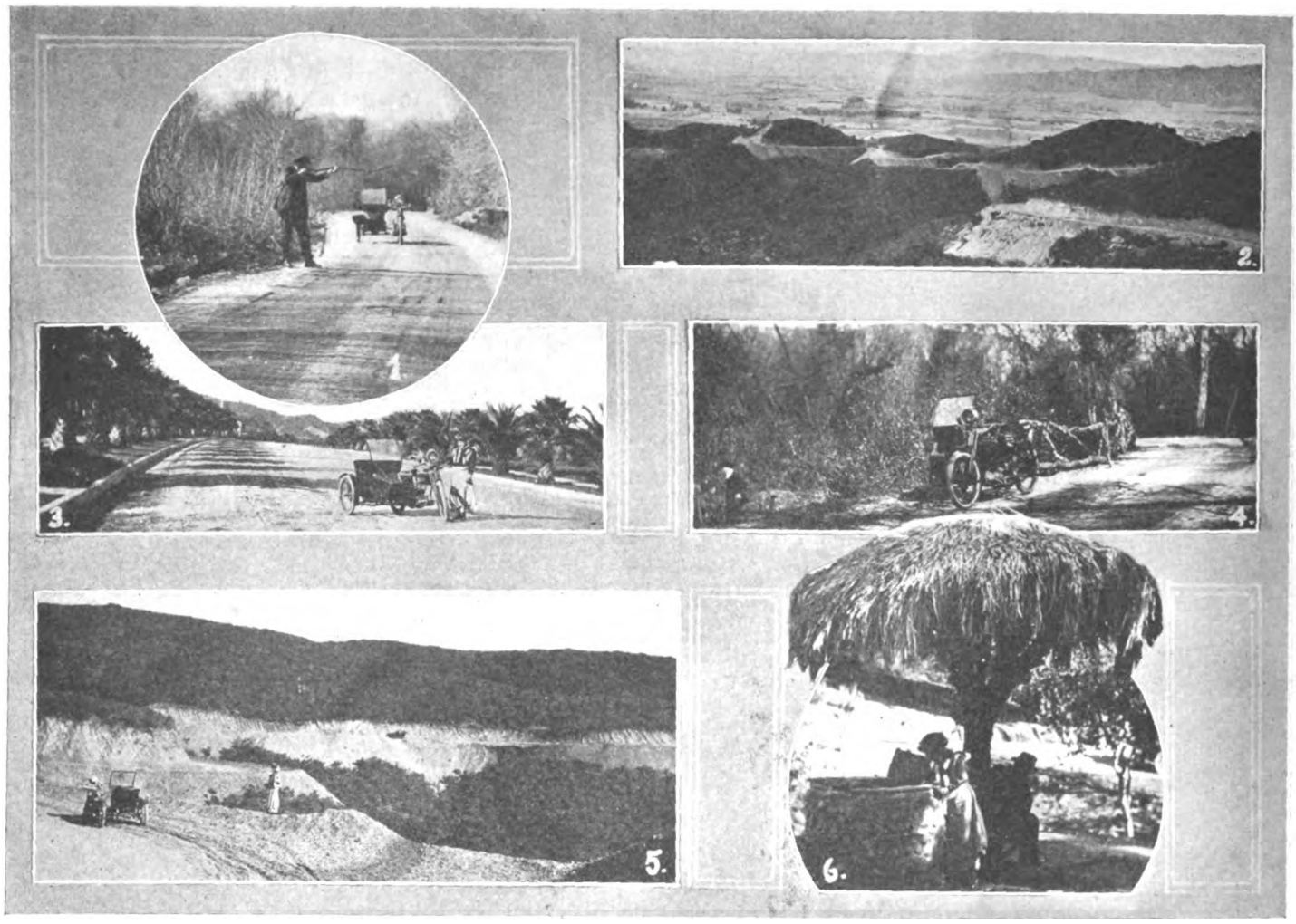
# A Trip Through Los Angeles' Scenic Park



**Views Snapped on the Picturesque Drive in Griffith Park, Los Angeles, Cal. 1—The Road Through the Wooded Section. 2—Bird's Eye View of the Mountains, Valley and Hair Pin Turns of the Drive. 3—The Approach to Griffith Park. 4—Near a Rustic Bridge That Crosses One of the Many Streams. 5—Sharp Turn in the Road Which Rounds the Valley. 6—"Vanity Well," in Whose Depths the Mineral Water Mirrors a Perfect Likeness of the Person Looking Down. Photos by LeRoy Snodgrass**

### PLEASANTON RACE RESULTS

Pleasanton, Cal.—Johnny Gibson, Harley-Davidson, won the five-mile pro. race on July 4 in this city, in 4:36. "Shrimp" Burns was second on a Pope and Ben Torres, third, on an Indian. J. Houghton, Indian, carried off first honors in the five-mile amateur event for 61 cubic inch motors, his time being 5:12⅕. Al. Zettle, Excelsior, was second. In the five-mile amateur for 30½ cubic inch mounts, J. Wilson, Excelsior, came first, with F. de Soto, Indian, second. Time, 6:10.

The ten-mile pro., stripped stock 61 cubic inches, went to B. Burns, Pope, in 9:14⅕, with L. Gibson, Harley-Davidson, second, and G. Benedetti, Thor, third. The 25-mile amateur race was won by Al. Zettle, with Houghton second. Zettle's time was 26:55. About 2,600 witnessed the program.

### NEW CYCLONE RACER

San Francisco, Cal.—John Gibson, the half-mile track champ, has joined the Cyclone racing stable and will appear in a number of the professional events at Sacramento. He now is engaged in demonstrating work in this city for Ludenclos & Henry. In addition to Gibson, Dave Kennie and Don Johns, of the Cyclone racing team, will be on hand to contest in the professional races at Sacramento.

### WHERE ROADS ARE EASY ON TIRES

Los Angeles, Cal.—"One of the best things about California, from the viewpoint of the motorcyclists," said President Walter Davidson, of the Harley-Davidson Motor Co., a few days ago, "is that the roads are exceptionally easy on tires. Tires appear to last much longer here than they do in any other part of the country."

### CAMERON'S CROSS-COUNTRY TRIP

Los Angeles, Cal.—A. C. Cameron called at the Los Angeles Excelsior store last week with an interesting tale of cross-country travel. He spent about a month on the road, stopping at various places along the Lincoln Highway route, and several days at San Francisco and San Diego, where he took in the expositions.

One of the three-inch Goodyear studded tires on his machine had made a trip from Chicago to Boston last year and altogether stood 4,500 miles before it started on this tour and still had Chicago air in it in Los Angeles. Last year his Boston trip was a series of punctures and chain breaks. This year he came through without a puncture or a break, using a Perry short chain and Duckworth long. His spills on the entire trip were only three, one of them a good one in the sand, where his dive measured 30 feet.

T. C. Girton, of Girton-Hoffer Company, the Los Angeles Excelsior distributor, entertained Cameron while he was in town.

### KARSLAKE WILL RIDE

San Francisco, July 8.—Manager J. D. Fraser, of the Appeal Manufacturing Company, California distributors of the Harley-Davidson line of motorcycles, has announced the selection of the great endurance rider, H. T. Karslake, of Oakland, to ride in the transcontinental relay race. He has been assigned to ride between Sacramento and Tracey. Karslake has an enviable reputation as an endurance rider and he is expected to give an excellent account of himself when he hits the trail.

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# Greater Harmony Should Be Keynote

## Legal Action Committee Needs Backing of Trade and Riders, Says Johnson

By JAMES M. ANDERSON

A GREAT deal has been said during the last few months concerning the achievements of the F. A. M. Legal Action Committee, under the able and untiring direction of Chairman William Johnson, and with the attention of motorcyclists the country over centered on the Federation because of the approaching annual convention it will not be amiss to say again that Chairman Johnson has [illegible] all records for activity. [illegible] fire with energy but [illegible] considerable modesty, Mr. [illegible] studied his big task [illegible] and prepared to [illegible] legislators the country [illegible] that they could not ride [illegible] over the interests of [illegible] And he has con[illegible] them.

As the work of the Legal Ac[illegible] Committee progressed its [illegible] grew rapidly until at one [illegible] long ago the chairman [illegible] in hand affecting mo[illegible] in half a dozen states. [illegible] that riders in at least [illegible] states have profited by [illegible] Johnson's activities [illegible] and he is still hard at [illegible] He has already made [illegible] a big year in F. A. M. [illegible] developments, and [illegible] be even bigger if he [illegible] way about it. And there [illegible] scarcity of work for him. [illegible] demanding his attention [illegible] up on all sides.

### Benefits the Whole Industry

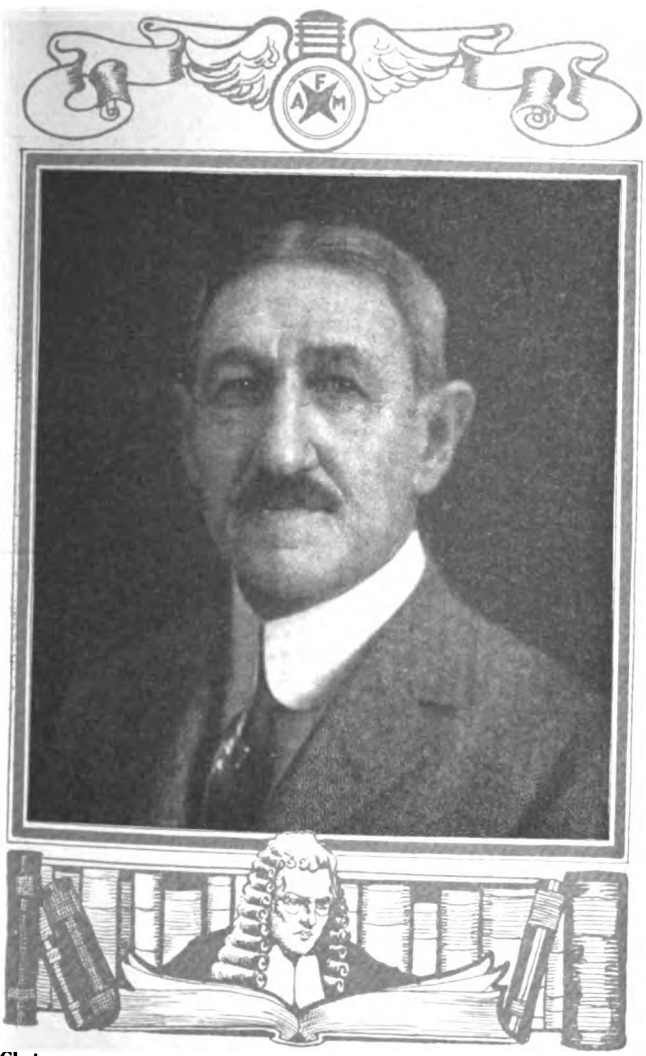
[illegible] of course, Chairman [illegible] work is intended to [illegible] rider, but by assisting [illegible] of motorcycles he is [illegible] a spur for the entire [illegible] What helps the rider [illegible] to benefit the dealer, [illegible] the dealer profits, his [illegible] is certain to be passed [illegible] the manufacturer. So [illegible] work is more far-[illegible] than might appear at a [illegible]

[illegible] Johnson has learned [illegible] that states where [illegible] is not all it should [illegible] fewer motorcycle riders [illegible] states which have [illegible] motorcyclists reason[illegible] consideration. Naturally, [illegible] laws in the states [illegible] drive off riders and cut into [illegible] of the dealers.

### Harmony the First Essential

"[illegible] going into a lengthy discussion [illegible] of legal terms," said Chairman [illegible] in a recent interview, "I will try [illegible] as simply as possible the main [illegible] plan to improve legislative con[illegible] throughout the country, as applied [illegible] the motorcyclist. As a starter, we are [illegible] to produce greater harmony among the motorcycle dealers. There must be enough harmony, for example, to permit of the dealers agreeing upon one attorney for each section or city. It stands to reason that any lack of harmony in the work we are doing will have a bad effect upon public opinion in that section, and we need favorable public opinion to back us up.

"When the dealers unite in recommending a certain attorney to look out for F. A. M. interests in any city or district, he is officially authorized to represent the riders. Naturally this attorney looks to the dealers to assist him in every way possible, and he in turn gives very close attention to every case brought to his notice by an F. A. M. rider. A certain amount of rivalry is a good thing, perhaps, but both dealers and riders cannot co-operate properly with the Legal Action Committee unless they are willing to take a broad-minded view of the situation and pull together. That's one of the biggest objects of our campaign.



Chairman William M. Johnson, 42-Centimetre Executive of the F. A. M. Legal Action Committee, Who Makes a Plea for a Solid Stand of the Trade and Riders Behind the National Governing Body.

### The Dealer's Interests Affected

"When there is an accident it will usually be found that the dealer is as deeply interested as the rider himself. Many motorcycles are being sold these days on the instalment plan, and when such a machine is damaged on the road through the carelessness of another road user, it is a mighty fine thing for the dealer who sold the mount to know that both he and the rider have the backing of the national motorcycle body. When the dealers and a rider—or better still, a whole club of riders—unite in a movement to force a just claim there is pretty sure to be favorable action. Working hand in hand with our local attorney some very excellent results can be obtained—in fact they are already being obtained in cities where the F. A. M. members have realized the value of co-operation. After one or two successful legal fights in behalf of motorcyclists, the authorities in any city will think twice before taking an unjust advantage of a motorcyclist. They begin to understand that he has certain rights which must be given reasonable respect.

"All this work is leading towards a 'get-together' spirit which will help the F. A. M. immeasurably in years to come. We are only laying the foundation now. The interests of the rider, the dealer and the manufacturer are so closely allied that the ultimate outcome of the present campaign must be far-reaching.

### Improving Public Opinion

"We find that the growing tendency to stand together on the part of dealers and riders is creating a better feeling outside of the motorcycle ranks. People who find motorcyclists kicking over this, that and the other thing are soon convinced that there is something wrong with the whole industry. On the other hand, when they find a healthy air of optimism and co-operation pervading the ranks of riders in any given district they arrive at the conclusion that there is something solid and dependable behind our efforts.

"The motorcycle game has certainly advanced very rapidly in the last two years, and there is every reason for believing that it will keep up this pace. Fewer open-muffler fiends are to be found these days, and the speeder is slowly but certainly being discouraged. We hope to have him entirely eliminated very soon. He is a

(Continued on page 53.)

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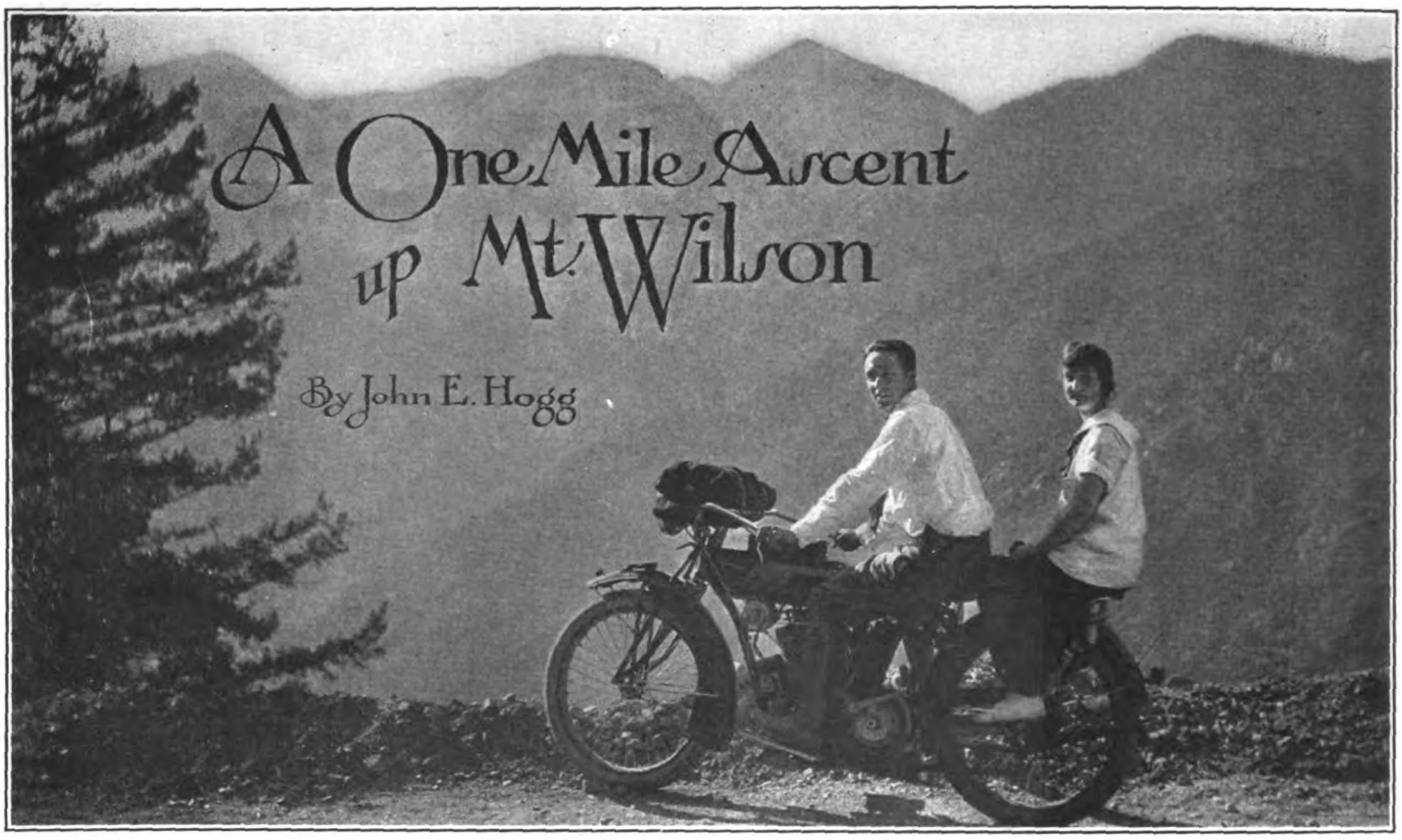


**On the Crest of California's Giant Peak: The Author and Miss Ruth Ashbrook Just Finishing the Climb**

MANY of the motorcyclists of Northern California and those from other states who are going to attend the national convention of the F. A. M. at Sacramento will, if they tour through Southern California after the big rally, get an inspiring glimpse of this beautiful country by grinding up to the summit of Mt. Wilson, a peak of the Sierra Madre range, as Ruth and I did a few weeks ago. Any red-blooded motorcyclist can accomplish this feat provided he has at least a seven horsepower, two-speed machine, for the city of Pasadena has built an automobile road to the very top of the mountain. The road winds up in "S" curves at 22 per cent. grades for a distance of nine miles until the summit is reached, which is more than a mile high.

### Ready for the Ascent

Early one Sunday morning, when the sun had just crept out of bed, Ruth and I found ourselves at the foot of snow-capped Mount Wilson, ready to make the ascent. We borrowed a big wrench from the German tollgate keeper and swung the exhaust pipes out of the muffler to prevent toasting the valves on the long climb. After digging up six "bits" at the toll gate, we were off with the motor shooting like a machine gun and the noise reverberating up the canyons of the mountainside.

There is a giant arroyo at the base of the mountain, which the road crosses over a wooden bridge; after that the highway shoots off at right angles up a hair-raising grade. For the next nine miles I was as busy as a cat on a tin roof. The road is just wide enough for an automobile, with turnouts dug into the mountain wall about every thousand feet.

Twenty-two per cent. grades are not so bad with a modern twin, three-speed, even when one is carrying a tandem passenger, as I was. The character of this road, however, didn't afford much opportunity for admiring the scenery, for nearly every hundred yards or so it angles back over itself at a curve worse than a hairpin. Rounding these turns one can see just about where he would land were he to slip off the road.

Roaring up-grade for the first three miles, I amused myself by keeping my eyes glued to the road and pumping oil, while Ruth crowed and clapped her hands in feminine delight over the beauty of the view down into the valley. Then we came to a wonderful spring, where we stopped to refresh ourselves and let the motor cool. We had no sooner dismounted than lizards and gray squirrels scampered in all directions. Looking around, Ruth and I were somewhat surprised to find that the orange, lemon, pepper and eucalyptus trees, which we were accustomed to see down in the valley, had given place to gigantic pines. A difference of a couple of thousand feet in elevation had caused sufficient climatic variations to change entirely the nature of the vegetation.

We were already above the fleecy, white clouds, and as we looked down upon them they seemed to blow against the side of the mountain and vanish. The wind had robbed the sunshine of its warmth, putting "goose-bumps" on my bare arms and sending Ruth into her sweater coat.

### The Motor Stalls

After a half hour's stop, we started again, but hadn't gone far when the needle valve to the gasoline line jiggled shut and killed our motor right in the center of the hairpin curve and on a grade that was so steep that we immediately began to slide downhill. With my foot on the brake I was able to stop, but in doing so I found it difficult to balance the machine and start the motor again. It was a thousand feet straight down over the edge of the curve and for a moment our predicament was "deucedly peculiar," to say the least. However, Ruth, with her usual presence of mind, came to the relief of the situation by jumping off the tandem and placing a large rock under the rear wheel. With this as a support, we were able to start in low gear and continued to the halfway point before stopping again.

At this place the road breaks through a canyon to the east side of the mountain where a magnificent view of the back country mountains can be obtained. Here Ruth and I rested and took a cooling draught from a crystal spring which bubbled out of the adamantine rock. Then we were off once more.

### A Miniature Landslide

Hardly had we proceeded many feet when a big touring car appeared in front of us, that was growling up the hill in low gear at a mere snail's pace. The driver of the car, however, was evidently a gentleman, for he pulled over close to the wall and permitted us three feet on the edge of a 1,500-foot precipice. We managed to get by and in doing so dislodged a couple of stones that went crashing down the mountainside, causing a miniature landslide.

The last half of the ascent was not nearly as difficult as the first. The grades were not as steep and the curves were less abrupt. For two miles we pulled in high gear, dropping into intermediate only at the turns.

Noon found us perched on a rock, looking from the highest pinnacle of the peak down upon the entire southern por-

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tion of California. Back of us were the San Bernardino mountains with their white crests towering high above and "Old Baldy" (Mt. San Antonio) with its ten thousand feet of snow and ice looming up into the heavens and glistening in the bright sunshine.

Under our feet, in the crevices of the rocks the last of Mt. Wilson's summer snow was fast melting under the persistent heat of the sun's rays. In front of us stretched the cities of Los Angeles and San Gabriel as well as the beautiful, verdant valleys of the Santa Ana, which lay unrolled before Ruth and me like an immense map. Two hundred miles of ocean beach extended north and south, while the blue waters of the Pacific were seen to girdle the Santa Barbara Islands and then merge into the western horizon. The Santa Catalina Islands, eighty miles away, also reared their backs out of the glistening ocean, while the San Clemente Island, more than one hundred miles to the west, appeared to be only a pistol shot in the distance.

Surrounded by this glorious and inspiring scenery and breathing in the cool, exhilarating air, we gazed down upon the big, white clouds which blew over the valleys, ate the dainty lunch that Ruth had prepared and were happy for the great joy that was ours.

### Squirrels Came to Lunch

Ruth discovered that by striking two stones together all the squirrels, within hearing distance, would come up to share our lunch. It was but a moment before we realized that we didn't have lunch enough for all the squirrels that barked for crumbs. Several of them got confidential to the extent of accepting tit-bits from our fingers, and Ruth even induced one to climb up to her outstretched arm and sit on his haunches on her shoulder while she treated him to some salted peanuts. They were pretty little "bunnies" evidently enjoying themselves as much as we were.

Resting Under a Monster Pine at the First Step in the Early Morning

### Coasting Down the Mountain

The trip down Mt. Wilson was, of course, much easier than the ascent. At first I attempted to coast with the clutch out, using the hand brake to regulate our speed. However, I dispensed with this method before we had gone a mile when we discovered that our brake lining had caught fire. I found that by coasting in low gear we had all the brakes that were necessary. When we desired to increase our speed, a slight release was sufficient.

We arrived at the toll gate at the base of the mountain just an hour and a half after leaving the summit. Again we were greeted by the friendly German gate-keeper who spoke to us in his native tongue. Borrowing his wrench we put the exhaust pipes back into the muffler and were off over the boulevard. We arrived home at dusk, sunburned and a little tired, but happier than ever for the splendid trip and the keen appetite it had given us for a bountiful supper. Such was our journey to the peak of Mt. Wilson, which invites every F. A. M. delegate to its beautiful sight-seeing summit.

Over the Abyss: Hogg On Overhanging Branch Near the Summit

## VISIT SAN DIEGO EXPOSITION

Los Angeles, Cal.—A successful two-day run to the San Diego exposition over July 4 brought out several scores of riders for the start from the clubhouse of the Los Angeles Motorcycle Club.

Fred Hoffer and his family led a big party of Excelsior riders, among them being a lot of tandems and a good number of sidecar parties. August Haas made the return run of 147 miles via Laguna Beach in five hours, carrying a 200-pound man in a sidecar attached to his 1915 three-speed Excelsior. As it took Hoffer six hours to come back in his automobile, rolling right along, he thinks this time was pretty good for Haas and the "Ex."

Bruschi & Pierce practically turned their splendid store over to visiting riders. They parked 85 machines, of which over 50 were Harley-Davidsons, let the boys use the shop and do anything they pleased in the place. Monday morning, when the riders were ready to go back, their machines were all out on the curb waiting. The boys mention this as an example of the finest kind of hospitality and service.

A Halt on the Downward Trip Near the Big Arroyo Above Los Angeles

## BACK IN THE MERKEL ALLEY

Los Angeles, Cal.—Every little while there comes out on the street in Motorcycle Row on South Main street some young fellow well covered with sweat and dust and with his cheeks flushed. Ask one of these boys what he has been doing and the answer is invariably: "Oh, just a few stunts back in the Merkel Alley." Probably there is no more famous proving ground in the country than this little space back of Sexton & Berry's store, for here motorcycles have been tried against man power, automobile power and one another, pulling on straightaway, climbing boards and brick walls, jumping and bucking contests and everything else that the minds of healthy young fellows can devise.

Harry Sexton, if not in the game himself, is always ready to act as referee, and T. E. Berry, when not doing the honors as master of ceremonies, is always leader of a very appreciative audience. Back in the Merkel Alley there is always lots of fun and good fellowship and every rider and machine is welcome. It is a good deal like the spirit of the old swimming hole where the boys used to get together for the good time of the town on hot days.

## GETTING READY FOR FRESNO MEET

Fresno, Cal., July 11.—Louis Weilheimer, who is promoting the motorcycle race meet which is scheduled to be held in this city on August 8, reports that he has already been assured by factory officials that they will have professional riders entered in the races. The local track has been put into good shape, and no efforts are being spared to improve its condition. An F. A. M. sanction has been secured.

All details with reference to scoring, announcing and policing of the course are being perfected, and the services of an expert starter and race manager will be had.

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# Where The Golden State Riders Meet

1, Riders in Front of the Harley-Davidson Agency in Merced, Cal.; 2, At the Excelsior Headquarters in Anaheim, Cal.; 3, Sheibly Brothers' Store in Reedley, Cal., Showing the Riders About to Depart for Foothill Canyons; 4, The Jones Cyclery in Riverside, Cal.; 5, The Indian Agency in San Fernando, Cal., Owned by Willis A. Rowe; 6, Girton-Hoffer's Excelsior Establishment in Los Angeles; 7, Extensive Interior of S. W. Risden's Indian Headquarters in Los Angeles

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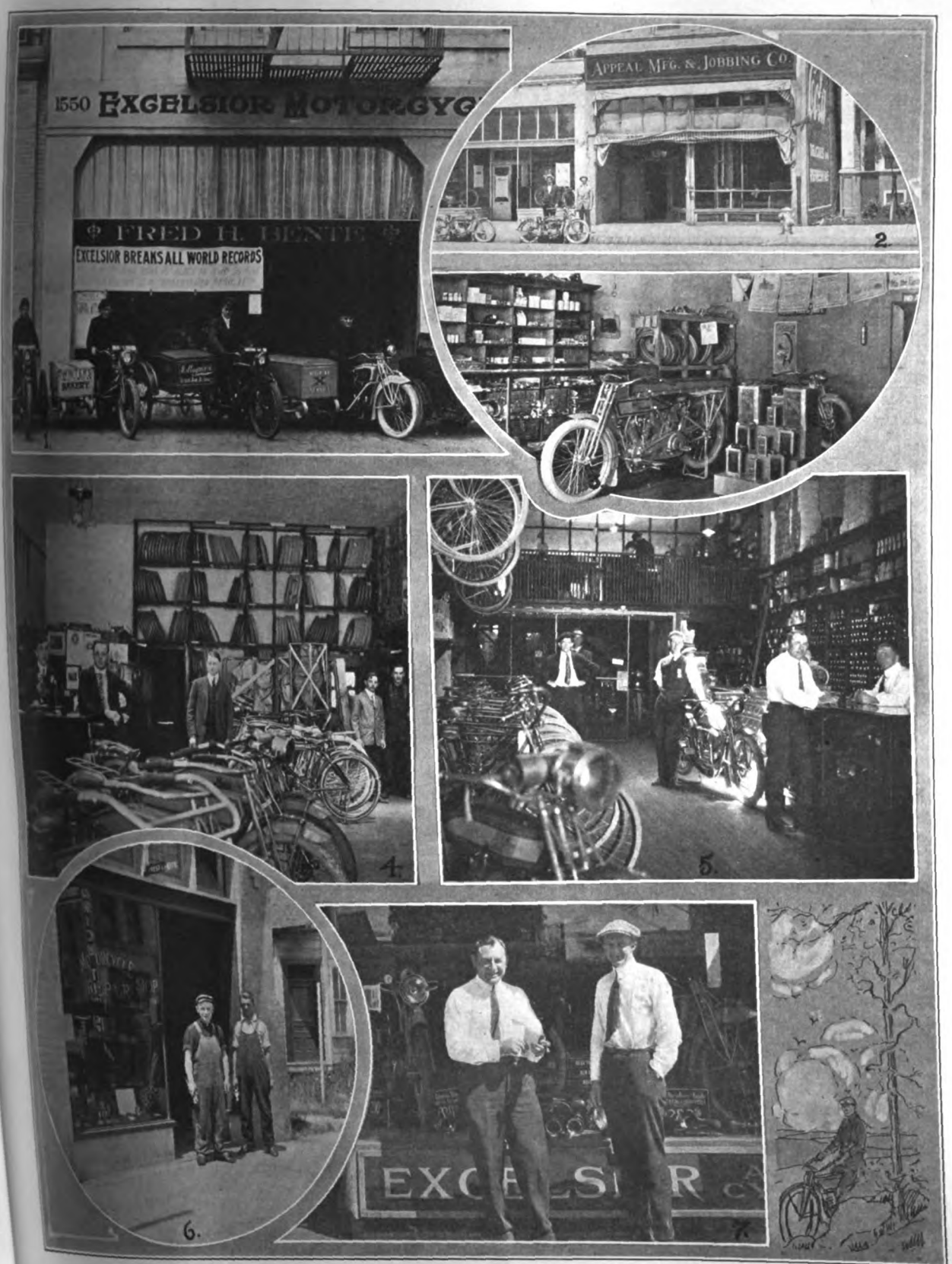
# In Depots That Are Well Equipped




1, The San Francisco Excelsior Agency of Which F. H. Bente Is Proprietor; 2, The Appeals Jobbing and Manufacturing Company, Los Angeles, Harley-Davidson Distributor; 3, The Effective Interior Display of the Yosemite Cyclery in Madera, Cal.; 4, The Agency of C. L. Smith, Pope and Cyclone Distributor in Los Angeles; 5, Interior of the Pacific Motor Supply Company, Los Angeles, Thor and Smith Motor Wheel Agents; 6, Bisset's Repair Shop in Los Angeles; 7, Messrs. Girton (Left) and Hoffer (Right)

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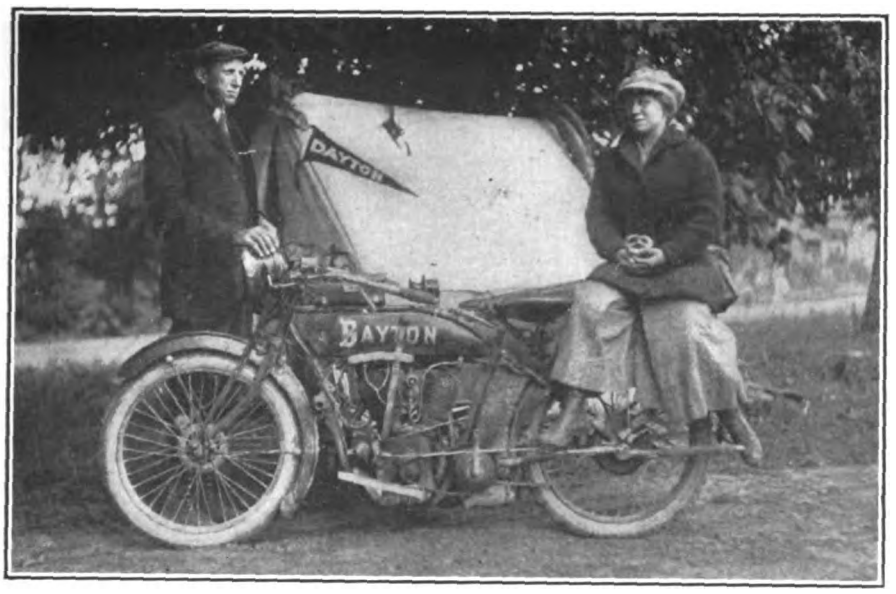
# DRIVING DAYTON TO THE PACIFIC COAST




**Mr. and Mrs. Wingate at One of Their Camping Places**

ALBANY, N. Y.—R. Wingate, one of this city's best-known riders, left Albany on June 10, accompanied by Mrs. Wingate, for a tour to the Pacific coast. They expect to arrive in San Francisco about September 1. The Wingates are using a Dayton machine with sidecar.

Mr. Wingate laid out a schedule for the trip westward which includes visits to a number of points of interest. The first run was to Boston, from which city the pair drove back to Albany, thence over to Batavia via Elmira. At the latter place they visited the factory of the Eclipse Machine Company, and went throught the Batavia Rubber Company's plant at Batavia. The route then led them to Lima, O., via Cleveland, and while in Lima they attended the Ohio State convention. They went on to Dayton, spending a week in that city and visting the plant of the Davis Sewing Machine Company.

The Wingates recently stopped at Loudonville, where they went through the Flxible sidecar factory. Before leaving Loudonville, they fitted a trailer of Flxible design, to accommodate some of their luggage. They will traverse the Lincoln Highway to Cheyenne, gaining the Pacific coast via Denver, Ogden, Utah, and Reno, Nev. After visiting the exposition in San Francisco, they will return over the Southern route, taking in San Diego, Galveston, New Orleans, Pensacola, Fla., and passing through the Southern and Middle States to Albany. The total journey will be about 10,000 miles.

The equipment on the Dayton combination used by the Wingates is very extensive. A tent and a wireless apparatus with a 50-mile sending and a 3,000-mile receiving radius are two of the most noticeable and unusual items of equipment carried. The tent will be used instead of hotels all the way across the continent. The sidecar used is of Rogers make. Following are other fitments on the sidecar combination: Stewart speedometer, Prest-O-Lite tank, Persons "King Kumfort" saddle, Solar lamps, Stewart horn, Fulton exhaust horn, Renold chains and Eclipse two-speed gear. The total load carried is 1,372 pounds.

## CLUB'S GIFT TO SHARP HEIR

Milwaukee, Wis.—The extreme modesty of **Motor Cycle Illustrated's** correspondent in Milwaukee has forbade mention before this time that Hugh Sharp, secretary of the Milwaukee Motorcycle Club, became father of a baby boy on June 12. Being father of a new motorcycle enthusiast did not make him any prouder than the fact that the boys of the club got together and presented him with a handsome baby cab. James Berton is the youngster's name and he and his mother expect to make their first appearance in motorcycle circles since his arrival at the coming picnic of the local club July 18.

## SHORT GRASS DIRECTORS NAMED

Pratt, Kan., July 8.—The Short Grass Club, in a meeting held after the big race at Dodge City, elected the following directors: D. B. Clement, of Haviland; W. J. Davies, of Dodge City; B. J. Patterson, of Pratt; Miss Inez Patterson, of Pratt, and L. I. Goodrich, of Goodland. It was decided to adopt a new constitution and by-laws for the club at the meeting and a motion was made and carried that the 1916 tour be to the Ozark section of Missouri.

## NEW CLUB FORMED IN DENVER

Denver, Col.—The Western M. C. has recently been organized in Denver with the following officers: Frank Egender, president; George Leary, secretary; Elmer Johnson, treasurer; Packey Garbarino, road captain. The headquarters of the club will be the rooms provided by the Western Supplies Company, at 1448 Larimer street. The first run of the club was held July 4, to Greeley, Col., and return.

## WHEELING RUN CALLED OFF

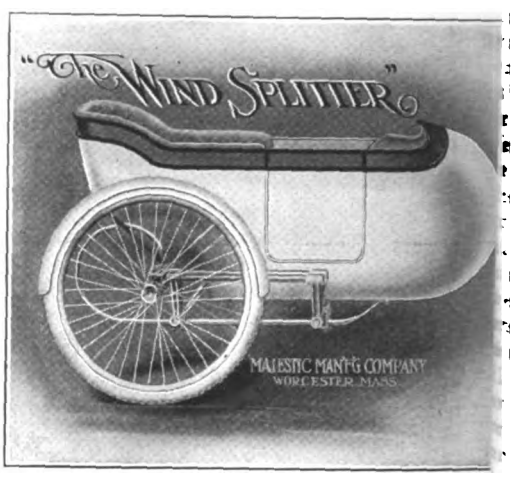
Wheeling, W. Va.—The endurance run of the Wheeling M. C., slated for July 10 and 11, was abandoned by reason of the roads being torn up in many places along the route laid out. It is not yet stated when the run is to be held.

## MAJESTIC SIDECAR PRICES REDUCED

The Majestic Manufacturing Company, makers of sidecars and sidevans, at Worcester, Mass., announces a substantial reduction in the prices of the "Wind Splitter" and "Gunboat" pleasure sidecar models, as well as in the price of the Delivery Commercial Car. The first of the pleasure models is now listed at $65 instead of the former price of $75, while the other passenger sidecar is quoted at $55, a considerable reduction from the former figure. The commercial van lists at $55. The new prices are effective on and after July 15.

The chasses on the various models have been improved to give greater strength. The springs are of the double "C" type, each being heat-treated to obtain the proper resiliency for the best results in comfortable riding. The fittings are of the instantly-detachable type, each being a drop-forging. The body of the new model of delivery car is made of metal, replacing the wooden body of the former van.

At the prices now in effect, the Majestic




company is of the opinion that the competition between the sidecar outfit and the low-priced light automobile will swing heavily in favor of the former, and when the much lower cost of operation and upkeep of the sidecar combination is considered, the favorite bugbear of the motorcycle dealer should be buried for good.

The company points out that immediate deliveries can be made on all models of the Majestic sidecar and invite correspondence from dealers and jobbers who do not as yet handle this line.

## TRIO BOUND COASTWARD

Terre Haute, Ind.—Delton B. Sergent, of Mt. Gilead, O.; Roy B. Foureman, of Greenville, O., both teachers in the public schools of Greenville, and Howard L. Foureman, a farmer of Greenville, who are making a trip to San Francisco on motorcycles, arrived in Terre Haute July 8 and are tied up here on account of the heavy rains in Illinois. The men are carrying a tent and complete camping outfit and expect to sleep wherever darkness catches them. They expect to make the trip to the coast in about three weeks. After two days' riding from Greenville they have decided that the lighter one can travel the better and they have packed up the greater part of their cooking paraphernalia and spare clothing to be shipped back home.

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# Castle Would Help R. F. D. Riders

GUS CASTLE, director for the South Atlantic District of the F. A. M., with headquarters in Atlanta, Ga., brings up an interesting new point for consideration by Federation boosters and motorcycle manufacturers in the following letter, which he forwarded a day or two ago to Chairman William Johnson, of the Legal Action Committee.

"Another very important item, which I believe would be a big feather in the F. A. M.'s cap if we can accomplish the results: As you know, there are probably some 5000 R. F. D. carriers in the United States who are riding motorcycle and carrying the mails over rural routes, and there is considerable agitation going on among them on account of decisions recently rendered by Postmaster General Burleson, which if carried through, will affect the motorcycle business to a considerable extent.

"In the last month there have been combined R. F. D. routes in several states, which in every instance causes the removal of one or more carriers on motorcycles. For instance, out of a town where there are two routes, each of 25 miles or more, the Postmaster General has decided to combine these routes into one, making a route of 50 or 52 miles, requiring that the carrier handling such route must have an automobile which has a carrying capacity of 800 pounds and a space of 80 cubic feet. As you will readily see, in this case, it requires two motorcycles. This action is causing considerable comment and dissension among R. F. D. carriers, as it is reported when these two routes are combined that the two carriers who are at present carrying the routes are required to take an examination and are only given the benefit of three per cent. for their former experience, and as the examination now is much more rigid than in former years, when a farmer with only an ordinary education could pass the examination very easily, in a great number of cases the old carriers are unable to pass this examination, which, of course, removes them entirely, bringing it down to the point where a new man with a better education, but without the experience, gets the much-desired situation.

"I have talked with quite a number of carriers here recently and they feel that if some influence is brought to bear by the motorcycle makers upon the Postmaster General that these rigid requirements could be reduced considerably. The increase in pay for carrying the double or combined route is only 50 per cent., but the expense upon the carrier has increased 100 per cent., or even more, thereby working a hardship on the carrier. Quite a number of these routes are arranged in opposite directions, which require the carrier to return to the post office before taking his second route. On routes of this kind it could easily be handled by a motorcycle and sidecar attachment.

"I think proper agitation and concentration of the efforts of the motorcycle builders on this line will work a great benefit for the future sale of the motorcycle."

### BOARD TRACK DAMAGED

Cincinnati, Ohio.—The terrific wind-and-rain storm which visited this vicinity on the evening of July 7 did not spare the Ludlow Lagoon, with its handsome club house and the board motordrome. The latter structure was damaged to the extent of five or six thousand dollars, much of it being demolished. In view of the lateness of the season and the extent of the repairs required to place the track in good shape for further racing, it will probably not be rebuilt this summer.

### CRUMLEY BADLY BURNED

Columbus, Ohio.—John Crumley, a machinist employed by the Franklin Cycle & Supply Company, agents for the Excelsior in Central Ohio, sustained severe burns in the shop of the company, at 142 East Gay street, while working on a speed machine belonging to H. Sudduth last week. While cleaning the frame, a bystander dropped an electric bulb which burst and the spark from the filament ignited the gasoline used by Crumley. Crumley was treated by a surgeon for his injuries and will be back to work in a short time. The machine was damaged to the extent of $50.

# COLUMBUS TIME IS NEW RECORD

## F. A. M. Referee Decides That New Flat Track Mark Was Established at July 5 Meet

COLUMBUS, Ohio.—Charles G. Cleveland, of Lima, Ohio representative of the F. A. M., has rendered a decision on the question of the disputed time in the 100-mile race which was held at Columbus July 5. It has been decided that the official time for the 100 miles, made by James Davis, of Columbus, was 87 minutes, 43⅖ seconds. This is regarded as a new record for dirt tracks.

The mixup in the time came at the close of the race. When the race was over and most people thought that a new record had been made, a comparison of two watches showed a difference of more than two minutes. The third watch was of no reliability at all. Mr. Cleveland refused to render a decision until he had the watches tested and certified. This was done and the decision was then announced.

Davis covered the first 10 miles in 8 minutes and 45⅘ seconds. He passed the 25-mile mark in 21 minutes and ⅗ seconds, and the 50-mile mark was reached in 43 minutes and 36 seconds. The first 65 miles were covered in 58 minutes and 43 seconds, and that was where the leader made his first stop for supplies. The 75-mile mark was passed in 66 minutes and 33 seconds. The fastest time was made between the 90th and the 95th miles, the four miles being covered in 3 minutes and 27 seconds. The last five miles were negotiated in 4 minutes and 30⅘ seconds. The last mile was covered in 55 seconds flat.

### SOLDIERS TAKE FIFTEEN

Fort Lyon, Colo.—Guilfoyle & McKinley, Indian dealers, have sold fifteen machines to soldiers in the fort near this city. They hope to get more of the garrison mounted on the red twins, as those who are now using Indians are more than pleased with them.

### WHERE GOING WAS SOFT AND PROGRESS SLOW IN CENTRAL MISSOURI

Combination of "Jimmie" Walker, Weed Chain Traveler, on One of Missouri's Main Roads After Days of Heavy Rain, There Were Dozens of These Mud Holes and Natives Wonder How Walker Ever Got Along

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# Sahagin's Mountain and Desert Trip

LOS ANGELES, Cal.—Lem Sahagin, employed in the shop of the A. M. Kupfer Corporation, covered the 640-mile double round of the Los Angeles Motorcycle Club endurance run course through mountains and desert on his 1915 Henderson in 25 hours. If he had not been "pinched" by an over-zealous speed cop in San Bernardino before daylight and delayed three-quarters of an hour he would have made it within the coveted limit of 24 hours. As it is, the record gives glory enough to both the man and the machine. **Motor Cycle Illustrated's** correspondent asked Sahagin how long he slept after the tearing grind through the sand under burning sun, and Lem said seven hours. He reported for work before Hugh Fargo and A. M. Kupfer got in from Barstow in a 40-horsepower Hudson. The machine, just as he rode in on it, without a touch from a tool, stands in front of Kupfer's store, and if a suspicion of a knock could have been heard Fargo would have had to make good on his promise to give it away to the man who detected it.

The riders who were to have stationed themselves on the route to help Sahagin get gasoline, oil, food and water took the wrong road and he neved saw them. Fargo and Kupfer were on hand at Mojave to give him an orange and bid him good luck on his second round. His Presto tank gave out while he was still in the desert and he made the run through miles of sand and the risky Cajon Pass into San Bernardino by the pale moonlight.

### Some Risky Riding

Sahagin left the Los Angeles Motorcycle Club under sanction of the F. A. M. referee at 2 a. m. Sunday. He reached San Bernardino at 3:15 and was arrested and detained 45 minutes. A. M. Kupfer and Sales Manager Hugh A. Fargo had started with their wives to go out into the desert at 10 p. m., and as their six-cylinder Hudson reached the top of Cajon Pass at daybreak, after a night of steady driving, they heard a roar down the grade and Lem shot by and was gone. He made Barstow at 6:15, and covered the terrible desert 77 miles into Mojave without a spill at 8:45. He rode up to check at the club in Los Angeles at 12:45, ate and left on his reverse round at 1:30, making Chandler at 3:40 and Mojave at 4:55. He stopped there 20 minutes for a bite and rolled across the desert and into Barstow at 7:54. He made Victorville at 9:51, and beyond there his Presto quit. On the first trip he gained Barstow three hours and twenty minutes ahead of Kupfer's automobile, and returning they were one hour and twenty-six minutes slower than the two-wheeler in the 77 miles from Barstow to Kramer. After riding 43 miles without a light, he reached San Bernardino at 1:15 and Ontario at 1:55 and feeling discouraged because he had missed the 24-hour trick, took it easy and played safe into Los Angeles, checking in at Kupfer's store at 3:15. He covered in the 640 miles 100 miles of mountain passes and 332 miles of desert. Equipment: Firestone tires, Schebler carbureter, Diamond chain.

# Prexy Davidson's Rapid-Fire Vacation

SAN FRANCISCO, Cal.—Prexy Davidson, of the Harley-Davidson Motor Company, who has been basking in the salubrious climate of sunny California for the past two weeks, leaves for the Cream City tomorrow, after a flying trip from one end of the State to the other, in which he combined a considerable amount of business with a like amount of pleasure.

Mr. Davidson is a speed-burner, very much akin to the product of his big plant in Milwaukee, when it comes to getting around and seeing things, and during his short sojourn in the Golden State he was here, there and everywhere. He had to be "jobbed" in order to induce him to remain in one place long enough for a representative of **Motor Cycle Illustrated** to get a slant at him and to ply him with a few leading questions. Manager Fraser, of the local branch of the Appeal Manufacturing Company, California distributors for the Harley-Davidson line of motorcycles, worked the trick by turning the clock in his office back a half hour.

President Davidson said more in ten minutes than the average mother-in-law could have said in ten times that time, and what he said was to the point, as witness the following:

### Discusses the Lightweight

"With all due respect to Henry Ford's usually excellent judgment, he is all wrong when he says, as he is quoted in the last issue of **Motor Cycle Illustrated,** that when a lightweight machine is produced at an attractive price, more motorcycles will be sold than Ford cars. We hear much about the alleged demand for a light car at a low price, but when you get down to analyze just what is meant by this, you will find that the demand is not for a light car but for a cheaper car. As proof of this assertion, look around and you will see that very few light cars are in service anywhere in this country. What the people want is power, and the twin three-speed motor gives just what is wanted on motorcycles. In the case of my company, the percentage of sales of lightweights is only nominal, while there is an ever-increasing demand for the three-speed twin. What is true of my company is probably true of the other leading motorcycle manufacturers.

"There is little likelihood of lower prices for worth-while motorcycles, at least for some time to come, if at all, for the reason that metals are too high-priced and seem destined to go still higher, as a result of the war. Copper has reached an almost prohibitive price, and aluminum, which could be bought before the war in Europe for 18 cents a pound, now has soared to 28 cents, and may go even higher.

### No Lower Prices in Sight

"Another thing, motorcycle construction has been pretty well standardized, enabling manufacturers to place a definite, fixed price that represents only a fair profit, to go below which would mean that quality would have to be sacrificed, as material prices now rule. I look for no material change in design or weight from the twin three-speed machines now manufactured by the leading builders of motorcycles, for the reason that they are giving every satisfaction."

Mr. Davidson is accompanied to California by his wife and Mr. and Mrs. Frank L. Wood. Mr. Wood is a director of the Harley-Davidson Company. The party first stopped at Los Angeles and while there visited all of the points of interest, including Catalina Island and Mount Lowe. They made a side trip to San Diego for the purpose of seeing the Panama-California Exposition. While seeing the sunny southland, Mr. Davidson called on the various Harley-Davidson agents in the cities and towns he found time to visit. Coming north, he stopped at Bakersfield and Fresno, where he extended the glad hand to his company's representatives.

Arriving in San Francisco, Mr. Davidson, who was accompanied north by Manager Sayre, of the Los Angeles branch of the Appeal Manufacturing Company, joined Mr. and Mrs. Wood, and the party since has divided its time between seeing the Panama-Pacific International Exposition and viewing the points of interest in and about the Golden Gate city.

### Off for the Factory Again

This is Mr. Davidson's first trip to California and he is elated at what he has seen. He declared that, while business is not as good here as he would like to see it, his company is holding its own, and when the crops are marketed in California he expects to see a material improvement in general business conditions.

Mr. Davidson returned to Milwaukee in response to an urgent telegram, which compelled him to cut short his visit and made him forego, regretfully, calls on a number of Harley-Davidson agents in this territory.

**President Davidson (at left) and Frank L. Wood, with Two of the Finny Beauties Caught in Catalina Bay**

## RECONSIDERING AWARDS

San Francisco, Cal.—Owing to the fact that George W. Sherman, in charge of the Hendee Mfg. Company's exhibit at the Panama-Pacific Exposition, has lodged a protest with the Jury of Awards against the giving of more than one award to each exhibitor the decisions recently arrived at by the judges are being held in abeyance.

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VOL. 10 THURSDAY NEW YORK JULY 15, 1915 No. 28

# Think This Over, Mr. Dealer

WE hear of a dealer here and there who, having done exceedingly well in the motorcycle business until a year or so ago, is thinking of giving it up because his business during 1915 has not been up to his expectations. We know that wise dealers have no such intentions, because they are far-sighted enough to appreciate that the motorcycle industry is just coming into its own. The weak-kneed agent may be unable to fully appreciate that the past few years have constituted simply a period largely of development work, the time of foundation-construction upon which to build solidly and permanently for the future. This is our firm conviction, and we have no hesitancy in predicting that those who give up their motorcycle business now will have plenty of occasion to regret it.

The motorcycle is a comparatively new thing. At the same time, advancement towards perfection has been made much more rapidly than it was, for example, in the development of such modern utilities as the locomotive, steamboat, telephone and telegraph. Were a comparison made between the locomotive after ten years of development with the motorcycle after a similar period, the verdict would be, as all will readily admit, entirely in favor of the motor-driven two-wheeler. Just as we would not think today of attempting to get along without railroads, so the time will come when the motorcycle will be regarded as almost, if not quite, as necessary. And that time is very near at hand.

This is not a dream of an optimist, but simply a prophecy based on the fact that as an economical and convenient means of rapid transportation the motorcycle of the future is bound to be used by thousands where now hundreds are users. Those who know the history of the bicycle, with its gradual transition from an expensive and heavy vehicle into a cheap and light one, must know that there is a wonderful future, and not far distant, for the motorcycle. The dealer who refuses to read the handwriting on the wall is deliberately putting himself out of the way of a profitable business, one in which his experience in the past, whether satisfactory or otherwise, will stand him in good stead. He will be foolish to retire from the fight now, with victory almost within his grasp.

As we have previously stated, the present type of machine, perfectly adapted for sidecar work and for the requirements of thousands of solo riders wanting the highest quality motorcycle that can be manufactured, is about to be supplemented by a kind of machine which will have ready sale among thousands who do not now ride motorcycles, because they desire a lighter, simpler and more adaptable machine. It may take a little time to educate this big potential market, but the market is there, and only a little cultivation is needed to make it active and extremely profitable to all engaged in the manufacture and sale of motorcycles and accessories.

The new idea in motorcycledom is rapidly assuming tangible shape, and the prediction of Henry Ford, commented upon in one of our recent issues, is about to come true. A year from today it won't be an easy matter to secure good motorcycle agencies. Those who have them now will do well to keep them.

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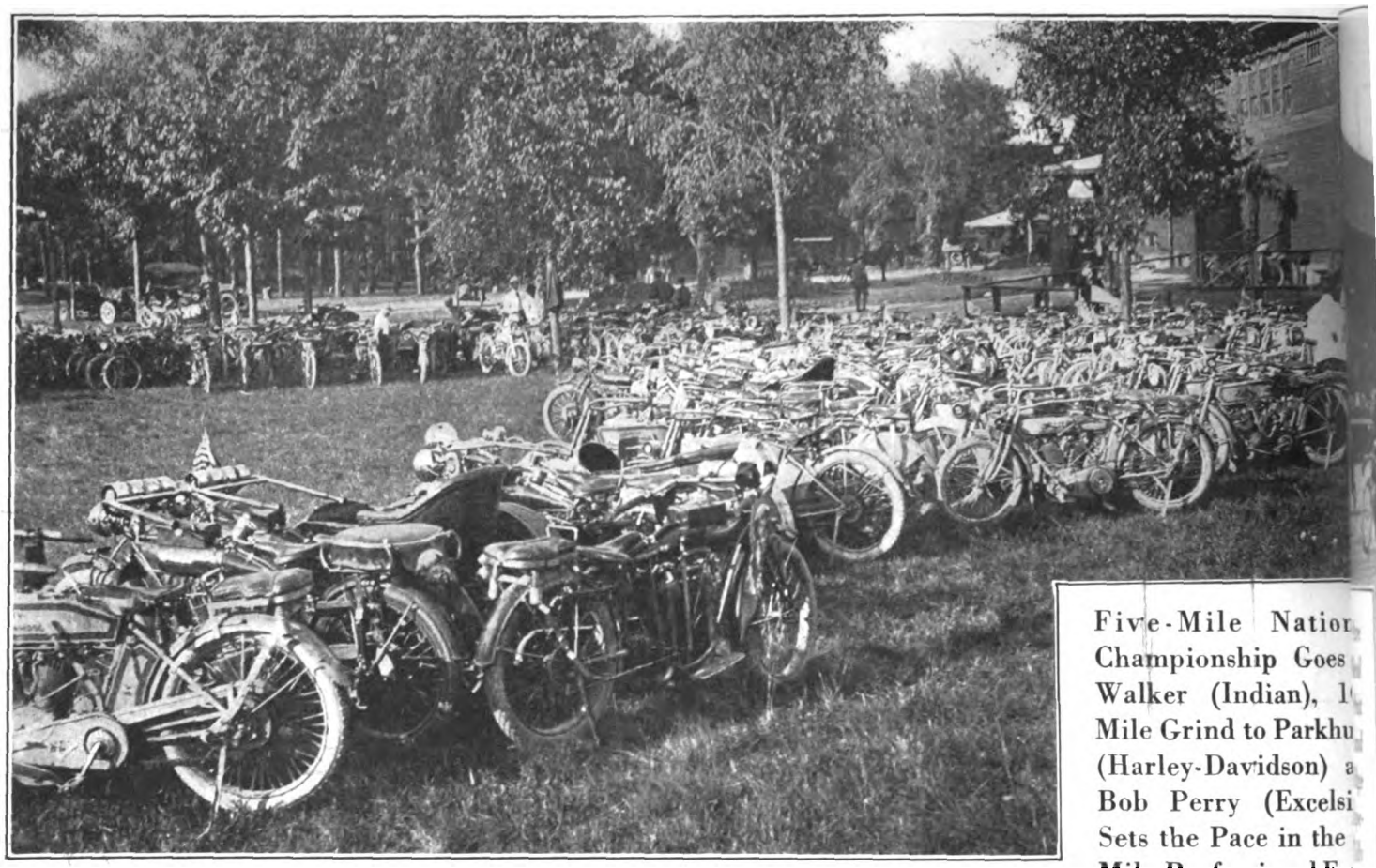
# Big Crowd Finds the Stuff That Thril



Five-Mile Natio
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Mile Professional Ev

**Some of the Motorcycles Parked at the Racetrack**

AS a general rule, a postponement is not a howling success. No matter what the affair postponed, the put-off event usually lacks the snap and enthusiasm which would have attended the original. Saturday's races at Saratoga, postponed from the preceding Monday, provided a striking exception to the rule. A brilliant day, a large attendance, a big entry list and the finest kind of competition formed a combination in which there was room for but one regret, namely, that it had been impossible to run off the program as scheduled, when a much larger number of motorcyclists would have had the opportunity of enjoying it. Even as it was, upwards of 700 riders came to Saratoga last Saturday and witnessed as well balanced and as interesting a series of races as has ever been put on in the East.

### The Prize Winners

Honors were fairly well divided, the following being the winners:

10-lap professional—Constant (Indian).

5-mile professional—National Championship, Walker (Indian).

15-lap professional—Bob Perry (Excelsior).

5-lap professional sweepstake—Carroll (Indian).

100-mile professional—Parkhurst (Harley-Davidson).

From the above summaries it will be seen that Indian riders captured the 5-mile championship and two other professional events; Parkhurst, on a Harley-Davidson, annexed the 100-mile honors; and that Perry, on an Excelsior, led the field in the 15-mile pro.

### Two Track Records Broken

The track was hard but rather rough, on account of the constant rains. Despite this condition and although the time in the long distance event was only slightly more than a mile a minute, track records were broken in the National championships and the 15-lap race. The Saratoga track is a mile and an eighth circuit, which will explain the odd distances in several events.

First on the program was a 10-lap or 11¼-mile professional race. There were twelve entries, including Constant (Indian), Carroll (Indian), Lewis (Harley-Davidson), Hart (Indian), Barclay (Harley-Davidson), Janke (Harley-Davidson), Frederick (Harley-Davidson), Dolan (Excelsior), Perry (Excelsior), Davis (Indian), and Parkhurst (Harley-Davidson).

### Constant Wins First Race

Barclay, after a bad start, had succeeded in gaining back some of his lost time, when he went down on the fifth lap, but sustained no injuries. Hart dropped out on the fourth lap. Teddy Carroll led for three laps, with Constant and Walker right on his heels. Constant took the lead on the fourth lap and Carroll regained in on the fifth lap. On the sixth, however, Constant forged ahead and held the premier position until the end of the race. On the eighth lap Perry passed Carroll, but fell back again on the ninth, and finished in third place, close behind Walker. Summary:

Ten-lap (11¼ miles) professional; prizes $35, $25, $10—Won by Constant (Indian); Walker (Indian), second; Perry (Excelsior) third. Time, 10:03⅕.

### Championship Won By Walker

Ten riders lined up for the 5-mile National Championship as follows: Constant, Carroll, Walker, Lewis, Hart, Frederick, Perry, Stokes, Davis and Parkhurst. Constant dropped out early in the race and the rest of the field was soon outdistanced by Walker and Carroll on Indians, and Perry and Stokes on Excelsiors. At the end of the third mile Walker was in the lead, Carroll second, Perry third and Stokes fourth. Perry and Stokes changed places during the fourth mile, and the leading four, after one of the prettiest races ever witnessed in the East, finished in that order. Summary:

Five-mile professional National Championship; National Championship medals—First, Walker (Indian); second, Carroll (Indian); third, Stokes (Excelsior); fourth, Perry (Excelsior). Time, 4:28⅗, a new track record.

### Perry First in 15-Lap Race

Entrants for the 15-lap professional were the same as in the 5-mile championship, with the exception that Goudy took the place of Stokes. Carroll, on his Indian, led on the completion of the first lap, with Walker second, Perry third, Davis fourth and Dolan fifth. Walker took the lead and Perry second place on the second lap. On the fifth Perry passed Walker, and after that was never in danger of being over-

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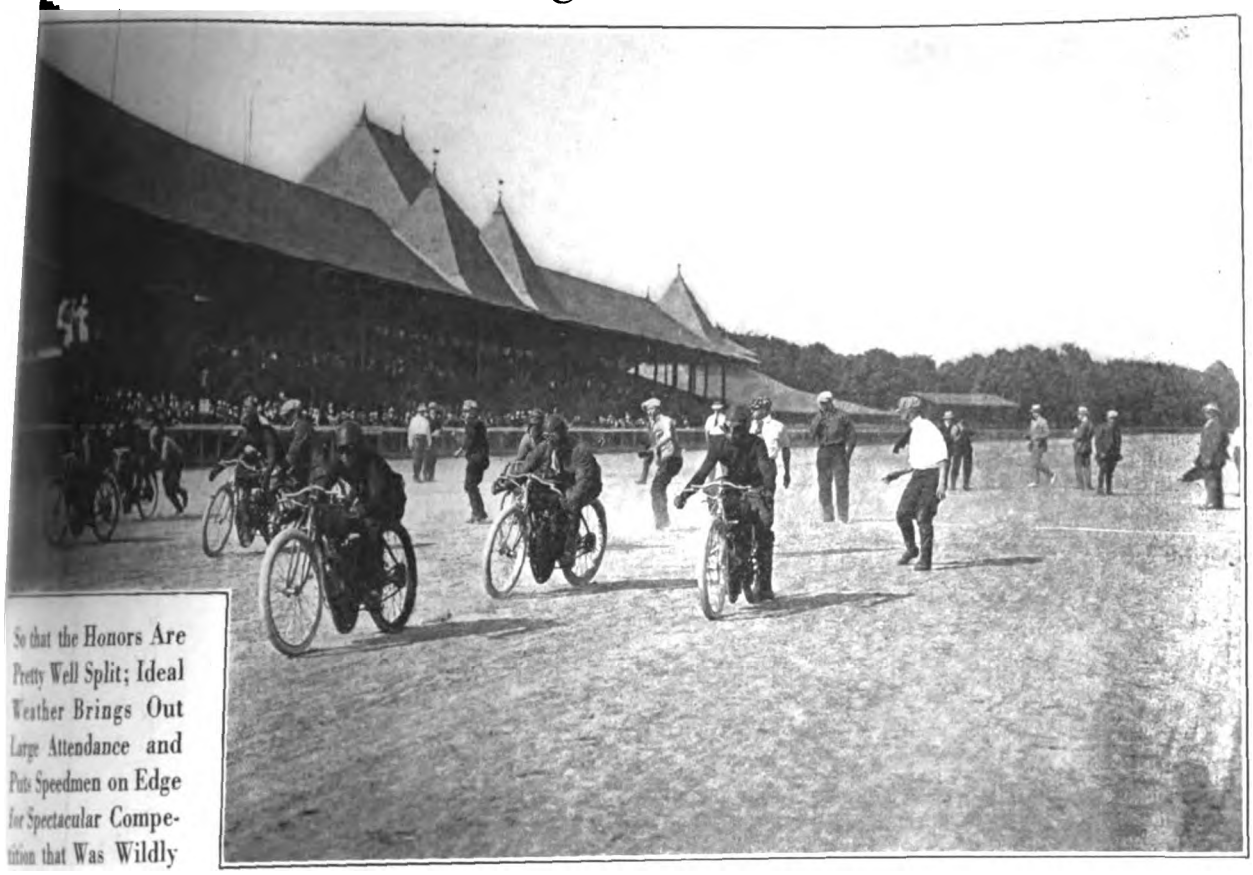
# re Made of at Saratoga Race Meet



So that the Honors Are Pretty Well Split; Ideal Weather Brings Out Large Attendance and Puts Speedmen on Edge for Spectacular Competition that Was Wildly Applauded by the Fans

**Getting Under Way for the 100-Mile Event**

...His nearest competitor, Davis, fell ...ver behind each lap and by the time 15 ...had been completed, Perry had put ... than a mile between himself and ... and Walker, who finished second ...rd, respectively. Summary:

...een-lap (16⅔ miles) professional; ... $50, $25, $10—Won by Perry (Ex- ... Davis (Indian), second; Walker ...an, third. Time, 15.21⅕, a new track ...rd.

...arroll came into his own in the 5-mile ...toga Sweepstake. After he had led ... laps Carroll was overtaken by Con- ..., but when Constant fell back in the ...th Carroll regained the lead, and ...dy worked up into second place. Sum- ...ary:

...-lap (55⅓ miles) Saratoga Sweep- ...ake, prizes $25, $15, $10—Won by Car- ...ll (Indian); Goudy (Excelsior), second. ...me, 4:59

### Fourteen Ride in 100-Mile

...r the long distance event, 100 miles, or ... 8-9 laps, started by Secretary of State ...ancis M. Hugo, there were fourteen en- ... as follows: Constant, Walker, Car- ...ll Hart, and Davis on Indians; Lewis, ...arclay, Janke, Frederick, and Parkhurst ... Harley-Davidsons, and Dolan, Perry, ...oudy and Stokes on Excelsiors. First ...ize was $100, second $50, third $25 and ...urth $10, with additional prizes of $25 ...ach to the leaders on the 25th, 50th and ...5th laps, respectively.

After the riders had encircled the track ...three or four times in an effort to pole up ... the start, Referee Wagner finally got them well bunched and as he gave them the white flag, Secretary of State Hugo fired the starting pistol. Hart was the first one to experience trouble, on the third lap, but started again after a short delay. Lewis was the next one, then Carroll and then Constant. Constant had been leading between the eighth and the 12th laps, when he was overtaken by Perry, the order on the 12th lap being: First, Perry; second, Walker; third, Constant; fourth, Carroll; fifth, Davis; sixth, Goudy, and seventh, Parkhurst. Perry held the lead for ten or twelve laps when Walker, coming up from fourth place, went ahead on the 21st lap and held it long enough to win the $25 for leadership in the 25th lap. Upon Walker's retirement in the 31st lap, Davis assumed the lead, with Parkhurst a close second. They ran in this position through the 50th lap, Davis capturing the 50th lap prize. Walker started again when Davis and Parkhurst were on their 39th lap.

The 50th lap was reached with the following still in the running: Constant, Carroll, Walker, Lewis, Janke, Frederick, Dolan, Goudy, Davis and Parkhurst.

### Between Parkhurst and Davis

By the time the 75th lap had been reached, Parkhurst and Davis, constantly changing position and had outdistanced all their competitors with the exception of Goudy. The latter, on his Excelsior, although he had lost three laps early in the race, was at this stage of the game traveling faster than the leaders, and rapidly gaining on them. But the distance he had to make up was too great. The 75th lap prize was won by Parkhurst, after he had passed Davis on the 73rd lap. Parkhurst never lost the lead after that and won by a comfortable margin, with Davis, on an Indian, second; Goudy (Excelsior), third, and Walker (Indian) fourth. Summaries:

One hundred-mile race (88 8-9 laps); prize $100, $50, $25, $10—Won by Parkhurst (Harley-Davidson); Davis (Indian), second; Goudy (Excelsior), third; Walker (Indian), fourth. Time, 97:31. Twenty-five-lap prize, won by Walker; 50-lap prize, won by Davis; 75-lap prize, won by Parkhurst.

### CORRECTED F. A. M. STATISTICS

In last week's issue of **Motor Cycle Illustrated,** an error was made in reporting F. A. M. membership statistics for New York State. The corrected figures are as follows:

For the fiscal year 1913-1914: New members, affiliated, 468; unaffiliated, 203; renewals, 398. For the fiscal year 1914-1915: New members, affiliated, 556; unaffiliated, 207; renewals, 526. Two hundred and twenty more cards were send out to New York members during the fiscal year 1914-1915 than in 1913-1914.

The Goodyear Company was represented at Saturday's races by J. F. Reddick, of the advertising department at Akron headquarters; J. Lawrence, Albany branch manager, and Frank Hart, also of the Albany branch.

Charlie Barr came all the way from Columbus in company with Davis, and was glad to see that his protege took second in the 100-mile.

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### DESCRIBING THE PHOTOS ON THE OPPOSITE PAGE

The large photograph at the top of the layout on the opposite page shows a number of the tourists getting acquainted in front of the Worden Hotel in Saratoga at the **Motor Cycle Illustrated** Rally, July 3-5. Below at left, some of the trade workers watching the baseball game—Ye Publisher is seen wearing his reg'lar seventh-inning smile. At right, Jes Campbell and Hal Noyes pulling some big league stuff just before the start of the baseball game. In the lower left hand corner are shown another view of the ball game and a section of the crowd of spectators at the official hotel. The small panel depicts "Pooter Joe" Brady, of the Indian advertising forces, decorating the grandstand, and the last picture shows how the sidecar combinations were worked into the general program.

**Main Party of New Jersey M. C. Riders Resting at Saratoga; This Club Made a Particularly Strong Showing at the Motorcycle Rally, July 3 to 5**

### NEWARKERS AT SARATOGA

Newark, N. J.—The New Jersey M. C. is proud of the fact that it had over twenty members at the Saratoga rally, July 3-5. As the distance from Newark to the scene of the program is over 200 miles, the club argues that its showing was an exceptionally good one. As a distinguishing mark all the New Jersey M. C. boys wore orange and black neckties. Three members of the club played on the two baseball teams at Saratoga, Cordes on the Indian and Herrington and Bush on the Harley-Davidson team.

The club has just taken in its 96th member and under the energetic leadership of "Link" Holland is fast coming into a position of prominence in the East.

# SHORT GRASSERS REACH SPRINGS

## After Spending Two Days Around Colorado Springs, They Started on Return Journey

COLORADO SPRINGS, Colo., July 11.—The Short Grass Tourists safely reached their destination, Colorado Springs, on the evening of Friday, July 9, and spent two days seeing the marvelous sights of this city before starting on the return journey. A smaller number of riders turned out this year than last, due to the heavy rains which prevented many who expected to join the tour from reaching Dodge City, the starting point. But there certainly was plenty of good fellowship. Everybody had a dandy time and promised not only to join the tour of 1916 but also to bring many of their friends along. It was decided to hold next year's event out to the Ozark Mountain region of Missouri.

Because many of the riders found it necessary to overhaul their motors and make other necessary adjustments to their machines, the Short Grassers did not leave Las Animas until two hours behind the schedule time on July 6. They found that between Las Animas and La Junta the country was wild and rugged. In rapid succession Swink and Rockyford were passed through. At Manzanola a big cherry pie dinner was the attraction. Through a country rendered a fertile paradise where once only the cactus and sage brush thrived, the tourists rode while on their way to Pueblo, the "Pittsburgh of the West," where they put up for the night.

The next day, July 7, a smooth highway, constructed by convicts, took the tourists into Canon City. After having dinner there, they made an inspection of the state prison. The riders were very much interested to see the very humane manner in which Colorado treats its prisoners. On Thursday, July 3, a trip was taken to the top of the Royal Gorge. This is one of the show places of Colorado, which is over 3,000 feet wide and 2,957 feet deep. They saw the roaring Arkansas River and rode on the famous Sky Line Drive.

On Friday, July 9, the tourists left Canon City for Colorado Springs and covered the forty miles between the two places in leisurely fashion. Dinner was had at Dead Man's Gulch before the springs were reached. July 10 and 11 were spent in visiting nearby points of interest, such as Pike's Peak, the Woodman's Sanitorium, Cave of the Winds, Ute Pass, Manitou Incline and Crystal Park. The riders were pretty well tired out after the two days of sight seeing, but they all felt that they were more than repaid by what they saw.

### NO NEW YORK LICENSE YET

Contrary to reports that have been circulated, New York riders will not have to obtain a license to operate motorcycles or sidecar combinations in the metropolis or in New York county. An ordinance relating to licensing was brought before the Board of Aldermen early in the week ending July 10, but was referred to the committee on thoroughfares of that body before the end of the week. It is stated that some of the provisions of the measure needed revision, and that such would be made before submitting the same to Mayor Mitchel for his signature.

As the committee in question will not meet before September 21, and the measure will be considered for a week before going to the city's executive, riders will probably not have to consider a New York license before October 3 at the earliest.

# DEALERS WILL ACT AS HOSTS

## Baltimore Tradesmen Will Entertain Riders at Big Picnic to be Held Sunday July 25

BALTIMORE, Md.—There will be big doings for local motorcyclists on Sunday, July 25, when the Baltimore dealers give their picnic, and present indications lead to the conclusion that the attendance will be a record-breaker. "Chic" Thomas has turned his place on the Back River over to the motorcyclists for the occasion. The dealers are giving this treat out of the fullness of their hearts, and with the desire to sweep away all the stiffness of trade and business and meet their patrons on the mutual ground of motorcyclists and jolly good fellows.

The program for the day will open with a ball game between the Haley-Davidson and Indian teams. Bert Heinz will twirl the horsehide for the Harleys and Howard A. French will be on the mound for the Indians. Gus Heinz and "Happy" Mears will stand behind the bat and handle the hot ones. Nelson Johnson and F. O. Boyd will act as umpires and see that all the squeeze plays, etc., are pulled off according to big league requirements.

Following the baseball battle games of other kinds will be in order. The tug of war, with Captain Bob French on one side and Captain Charlie Hubert on the other, will be hotly contested, and the bag race, potato race and swimming contest will add to the interest. Music, dancing, dinner and supplementary refreshments will round out the fine program. Clarence Mahrer, Ted Krug and "Chic" Thomas compose the committee of arrangements.

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### FOREIGN ORDERS FOR EMBLEMS

Angola, N. Y., July 9.—During the past few days, the Emblem Manufacturing Company, of this city, has received numerous cablegrams for motorcycles in large quantities and is busily engaged in shipping to fill the same. Among the foreign orders were those of the Amsterdam (Holland), Johannesburg (South Africa) and Havana agents, nine being asked for by the first, six by the South African representative and four by the Cuban agent.

### EMPIRE TIRE EXPANDING

Trenton, N. J.—The Empire Tire & Rubber Company, of this city, is carrying out its plans for enlarging the capacity of its plant by means of additions and alterations. A new building is in course of erection at the present time, and a siding has been run from the tracks of the Pennsylvania railroad direct to the shipping room. The latter has been modified to enable quicker handling of product and to give room for an increase in shipping. The need of additional room is demonstrated by the fact that in the tire building department the men are being worked on three 8-hour shifts.

### FOURTH OF JULY VICTORIES

In a bulletin issued a day or two ago the Goodyear Tire and Rubber Company calls attention to a long list of victories scored by motorcycles shod with Goodyear Blue Streak tires on July 3, 4 and 5. "From its initial appearance in motorcycle tiredom the Blue Streak tire has taken its place as a winner," says Shelby A. Falor, manager of the Goodyear motorcycle tire department, "and the results of the Fourth of July races show that it is living up to its reputation."

### NOVEL FIRESTONE WINDOW DISPLAY

Branches of the Firestone Tire & Rubber Company, of Akron, O., all over the country are using a novel form of window display during the month of July on "back-to-the-soil" lines. In each case, it takes the form of a farm-scene with fences, flag sidewalk, haystack, barn and silo.

Firestone products enter into the entire construction of the scene. The fence posts are valve parts, the stack cover is an inside blow-out patch, while the flags in the sidewalk are inner tube patches. The background is made from a number of hand-painted cutouts. The barn and silo stand over three feet high, and the miniature automobile, which stands in front of the barn, is fitted with wee Firestone tires. These displays are but part of a large advertising campaign which the company is conducting throughout the country.

### MANY CALL AT POPE FACTORY

Westfield, Mass.—Charles Krebs, Pope representative at Newark, N. J., headed a party of seven riders from the New Jersey city who paid a visit to the plant of the Pope Manufacturing Company, in this city on July 6. The septette, all on Pope motorcycles, consisted of Krebs, Carl Dambach, Bernard Kroemer, Frank Vaught, Rudolph Cisko and William Schlieper. Other visitors to the plant were L. E. Fowler and Mrs. Fowler, of Pittsburgh, Pa.; Abijah H. Barrett, Jr., of Keene, N. H.; G. W. Silsby, Roy Smith, James Goode and H. A. Slack, of Littleton, N. H.; S. W. Starquist, of Woonsocket, R. I.; E. F. Tupper, of North Wilbraham, Mass.; V. D. Parker, of Batavia, N. Y., and J. S. Rosenthal of Montreal, Canada. Pope officials say that not even the rainy days which have recently been experienced seem to keep visitors away from the factory.

### WEIS APPOINTED SALES MANAGER

Chicago, Ill., July 10.—Albert J. Weis, for many years connected with the Chicago Belting Company in the capacity of salesman, has been appointed salesmanager of that company. He succeeds Mr. Scherer, who resigned recently. John H. Clayton, former advertising manager, who also resigned to set up in business for himself, is succeeded by E. H. Ball.

### ELECTRIC MODEL PROMISED

"An electric motorcycle, or 'electrocycle,' as it is called, to be operated by a 1.5-hp. motor, will be placed on the market, it is announced, by the Hill-Standard Manufacturing Company, of Anderson, Ind., next spring," says a recent issue of the *Electrical World*. "It is planned to develop a machine weighing about 120 pounds, which will be equipped with a storage battery designed to provide energy for a run of 100 miles."

### NEW FOLDING DIMMER GOGGLE

Announcement is made by the Chicago Eye Shield Company, of 134 South Clinton street, Chicago, Ill., that a folding model of Dimmer goggle has been added to its line of eye protecting devices for motorcyclists. The Folding Dimmer, as the new goggle is designated, is full convex formed when open and flat and compact when folded. The fold is in the center of the nose-arch and in no way interferes with the correct seating of the goggle on the face even after months of use. The goggle is made of a transparent material known as pyralin, and can be had in clear or amber color, with or without the green "dimmer" or upper section which characterizes this make of goggle. It is supplied with a carrying case and lists at 85 cents with dimmer, or at 65 cents without dimmer. Jobbers and dealers should communicate with the company for trade terms, etc.

**The Folding Dimmer**

### BECOMES A MOTORCYCLE M. D.

From the dissecting room of the foremost medical college in the country to a motorcycle repair shop seems a far cry, but J. J. Colen has achieved this stunt. Colen has just opened a large motorcycle agency in Mount Vernon, where he will handle the Harley-Davidson and also rejuvenate all damaged motorcycles to their owner's satisfaction.

Mr. Colen was formerly a medical student in the Johns Hopkins University, but the lure of the motorcycle game proved too strong for his medical ambitions. He still gratifies his desire to take things apart and put them together.

### REACH THE MILLION MARK

Mr. Louis Schwab, of Stevens & Co., makers of the well-known Sampson Inner Tube Repair Plug and of a host of other popular accessories, reports that the million mark has been reached in the sale of the Brass Bicycle Plug Kits, which they have been manufacturing for more than a decade. Mr. Schwab ventures the prophecy that this record will be broken by the Sampson Plug.

### JUNE HONEST INJUN OUT

Pithy and direct arguments in favor of the motorcycle are given in sermonette form by Jesse Edwards as the leading article in the June issue of *Honest Injun*, the monthly house organ of the Hendee Manufacturing Company, at Springfield, Mass. There are three pages of this matter, all of which should make a strong appeal to the dealer and assist him in making sales. The various performances on Indian machines and riders in hill-climbing, endurance runs, and on flat tracks, as well as the 1,600 mile New Zealand non-stop run take up most of the book, while the excellent "Story of a Discouraged Dealer," runs into its second installment.

### MOTOR WHEEL HOUSE ORGAN

Milwaukee, Wis., July 3.—Beginning with the month of August, the Motor Wheel Division of the A. O. Smith Company, will start issuing a monthly house organ to its dealers. In an effort to link itself closely to its seven hundred and seventy-nine dealers, the Smith company will publish in its organ chatty cycle news, store hints and helps of value to dealers. The title of the booklet will be "The Bicycle Booster."

### NEW DETAILS FOR PULLMAN

Detroit, Mich.—Harry Svensgaard, of the Harry Svensgaard Sales Corporation, announces that he is working on a number of new things for the Pullman sidecar, of which he is the manufacturer. They will be definitely proclaimed at the Chicago show.

### HUFFMAN HEADS AD. CLUB

Dayton, Ohio.—Horace M. Huffman, sales manager of the Davis Sewing Machine Co., with especial charge of the motorcycle end of the business, received a well-deserved honor recently when he was elected president of the Dayton Ad. Club. He has for some time been prominent in the activities of the organization, and his selection was no surprise to his friends.

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# It's Black!

The New Motorcycle Tire!

It's sweeping the motorcycling world by storm.

A wonderful Tire—powerful, rakish-looking and with a JET BLACK TREAD!

There is something about this Tire which stamps it as individual—different—IT LOOKS ITS SUPERIORITY!

Riders all over the country are equipping with it—enjoying its wonderfully increased Powers of Endurance, its Safety, its Luxury—and enjoying all these improvements at a price which makes it the most remarkable buy ever offered the motorcycling fraternity!

And the name of this new Tire is the—

*Read Further—*

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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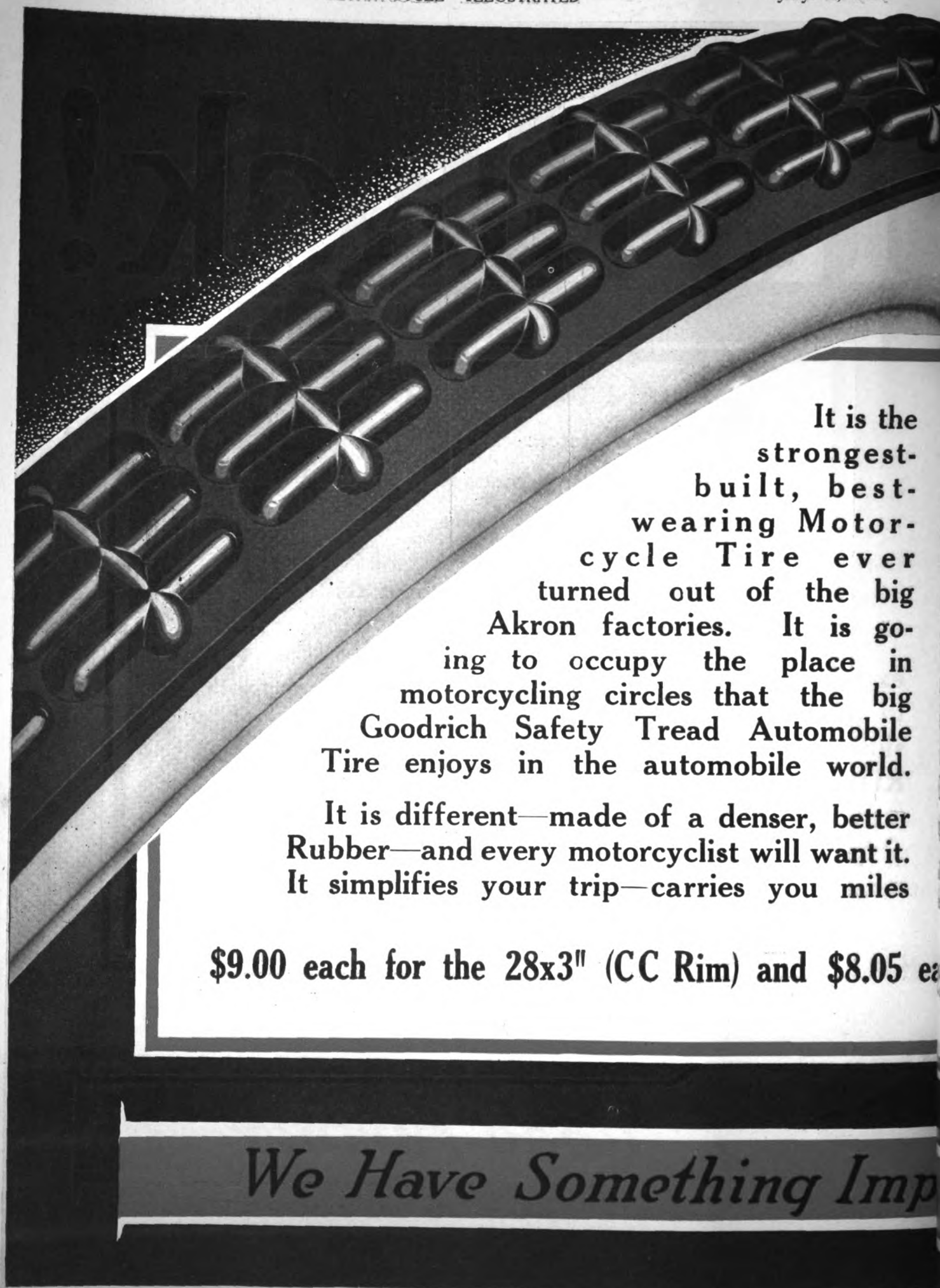




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# Goodrich Motorcycle Tire

farther than you've ever ridden before and carries you SAFER! For you are riding on the famous Goodrich Safety Tread Bars. There is no skidding—no sliding. There's better traction—longer inner fabric life. You couldn't get a better combination.

This Tire was developed only after years of experimenting; it cost thousands of dollars to perfect that stronger construction, that slower heat-generating body; that BLACK RUBBER tread—tougher—grippier—longer wearing.

And it sells at a wonderfully attractive figure—a price that makes it a great value for any rider.

for the 28x2 3/4" (CC Rim) or 29x2 3/4" (Old Type Rim)

*ant to Say to the Dealer —*

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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# YOU CAN CORNER THE TIRE BUSINESS IN YOUR CITY

Mr. Dealer—there's a great opportunity for you in this popular new Tire with the BLACK TREAD!

Link your business to the Goodrich Publicity Campaign. Nationally advertised, this wonderful Tire will *surely* bring the trade to your store.

We help you in hundreds of ways—by window display cards, hangers, newspaper electros, catalogs, etc.—we co-operate effectively.

Get in touch with us today and take the first step toward making your establishment the tire-buying center of the city.

# The B.F.Goodrich Co.
## Akron, Ohio.




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## Greater Co-operation Needed in Legal Action Work

(Continued from page 35)

...e to the motorcycle field and should ...ounted as such. Riders are also taking ...e care of their machines, as regards ...eral appearances, and the inclination to ...ear neater costumes on the road is also ...preciable. The neater motorcyclists can ...appear on their machines the more powerful ...the influence they will exert to batter down ...that old-fashioned belief that the single-...tracker is necessarily dirty. We know that ...it is not, but the general public, being 'from ...Missouri,' must be shown.

### Many Horses to Be Replaced

"While I dislike to dwell upon an un...pleasant subject, I cannot refrain from ex...pressing the belief that the present heavy ...loss of horses on the battle fronts of Europe ...will exert a favorable influence upon the ...motorcycle industry. It takes from three ...to four years to replace a horse, while we ...can produce motorcycles almost as fast as ...the country can pay for them. How the ...motorcycle is to supplant the horse can only ...be discussed on a general basis of course, ...but it can hardly be denied that the elimina...tion of thousands of American horses from ...the commercial and pleasure fields is certain ...to affect the motorcycle industry. The au...tomobile manufacturers will reap the heav...iest harvest, naturally, but I believe that the ...motorcycle will obtain a considerable share.

"To get back to our Legal Action work, ...I may say that the motorcycle manufactur...ers are showing in a most practical manner ...their appreciation of the benefits derived ...through the activities of this committee. ...They are giving both time and money to the ...work, and without them our plans could ...not progress as well as they have.

### Results Almost Uniformly Satisfactory

"I shall not go into a review of the work ...already accomplished, for that has already ...been discussed quite fully in the trade jour...nals, but it may be well to state that we ...have obtained definite and satisfactory re...sults in nearly every case taken up. Some ...idea of the scope of the Legal Action work ...may be gained from the statement that a ...short time ago we had developments under ...way in Massachusetts, New York, New Jer...sey, Maine, Wisconsin, North Dakota and ...Ohio at the same time. Operating on such ...a broad basis, it is essential that we have ...the harmonious backing of the dealers and ...riders from coast to coast—and that is the ...strongest suggestion I have to give at this ...time. The Legal Action Committee of the ...A. M. is working to the very limit of its ...resources, and all that is needed to make ...this task a wholly pleasant one, and to insure ...increasing results, is greater co-opera-

...his committee can take up a case in any ...and fight it to the last ditch, as we ...have been doing, but unless the trade and ...riders in that state show in every way ...that they are a unit in support of ...A. M. the work will not go on as ...vigorously as it might. 'United, we stand ...divided we fall' is a pretty good slogan ...for cyclists the country over, and I ...hope they will keep it in mind more ...and more as time goes on.

...We are in better shape to protect motor-cyclists now than ever before—and there is more to protect them against. Not long ago there seemed to be a boom in legislation unfavorable to riders, and from all sides came complaints. We did our best, that's all, and the general results were pleasing. We shall go on working on this basis."

### LEBELL CLEANS UP ON THORS

Los Angeles, Cal.—"See that machine going out the door? That's our last Thor until we get a new shipment," said George Rubsch, head salesman of the Pacific Motor Supply Co., to the representative of **Motor Cycle Illustrated,** a few days ago.

This was the last machine of the season's shipments, including two straight carloads and a lot of stragglers, and they are anxiously awaiting the next lot. The local telephone company has been a heavy purchaser this year. The Saturday before July 4 was the firm's biggest day in bicycle sales this season. Rubsch sold eight bicycles, two second-hand motorcycles and one new one, and the accessory business kept up strong until they had to drive people out of the store at 10:30 at night.

Manager Edward Lebell was kept busy behind the counter without any supper until late and they had the bookkeeper and Ralph Sullivan out of the shop attending to customers all day and until late at night. The day after the holiday things were quiet in the store, but the shop was crowded.

### ASK FOR MORE "KING KUMFORTS"

Los Angeles, Cal.—Edward Lebell, manager of the Pacific Motor Supply Company, is anxiously waiting for a second shipment of the Persons "King Kumfort" saddles for the Worcester factory, for his first shipment vanished like snow in a stove as soon as received. Two of the saddles came over by parcels post, and were sold a few minutes after being unpacked. Another four came in by express and soon were fitted to the seat posts of as many customers. Lebell's travelers are asking for more of the saddles, so the next shipment will be welcome, "and so will some more," says Lebell.

### A PLEASING TRIO

*How the Girton-Hoffer Company in Los Angeles Attracted Attention Recently to An Excelsior Demonstrator Equipped with Side-by-Side Seat*

## "We're Ready; The Glad Hand Is Waiting", Says Pixley

(Continued from page 30)

ing in eight hours, and the hotel accommodations along the way are all that could be desired. Trout fishing at the lake is only one of many amusement features to be enjoyed there.

### That Trip to Lake Tahoe

"The round trip to Lake Tahoe starts and ends in Sacramento. It takes the rider around the lake and back to Sacramento through Auburn. On the outward run the tourist goes through Placerville, which is only a few miles from Coloma, where James Marshall in 1848 discovered gold. Then the rider passes through Riverton, Kyburg, Phillips and Tallac, and the shores of Lake Tahoe are reached. On the return run the rider visits Emerald Bay and then Tahoe City, on the lake, and then proceeds to Truckee before striking the road which leads through Auburn to Sacramento. While this is by no means the only pleasant motor trip out of Sacramento, it is easily one of the best.

"To sum up, I can only say that California—and Sacramento in particular—will do everything possible to live up to the opportunities offered for entertaining the visitors, and there is no state in the Union where the natural entertaining facilities approach those of California. We invite all motorcyclists to come and get acquainted—the more the merrier, and we guarantee to convince them that the term 'Western hospitality' really means something. We're ready—the glad hand is outstretched; now let the boys roll in and make themselves at home."

### ACTIVITY IN THE NORTHWEST

Los Angeles, Cal.—Walter S. Tullis, Western representative of the Continental Rubber Works, with headquarters at San Francisco, called in Los Angeles after a trip to Seattle, Portland and Tacoma, where he secured some fine orders for Vitalic tires. Mr. Tullis reports that shipping from Seattle has had a great increase in the past few weeks. A lot of shipments to Europe are going by way of this port and Russian ports of entry, and a lot of grain from the Northwest is being shipped out of Seattle. This has stimulated business conditions generally and created a better feeling.

### REED'S FAST ROADWORK

Los Angeles, Cal.—Lester E. Reed, of the Los Angeles Harley-Davidson store, has just made a trip from Los Angeles to San Bernardino, 64¾ miles from the corner of Jefferson and Main streets, Los Angeles and back, in 2 hours 25 minutes on a Harley-Davidson two-speed with 15-K motor. He made two stops coming back, one for gas and one to change a plug. He slid every turn and at Puente slid a wide one into the barley field, but had no spills.

### NEW USE FOR MOTOR WHEEL

Seattle, Wash.—J. A. Noll, a mail carrier of this city, has purchased a Smith Motor Wheel and bicycle from Ellis Brothers, local agents, for use in delivery work.

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# MESINGER—The Ideal Touring Saddle.

***Centre Compression—Air Cushion Springs***

For touring, and for the endurance runs that bring out the qualities of every part of the motorcycle, the **MESINGER AIR CUSHION SADDLE** demonstrates forcibly its absolute ease of riding; its staunch durability.

In construction, the springing system of the Mesinger is identical to the shock-absorbers used on the automobiles of today. Coil springs enclosed in a steel barrel, with air space at the bottom of each barrel. Thus a cushion of air softens the downstroke of both springs.

In addition, the rider sits perfectly still on his saddle at all times. He does not shift from side to side, or sway dangerously. The **centre compression** on all Mesinger saddles assures both sides of the saddle being depressed equal distances at all times.

Ask your dealer what he thinks of the MESINGER. Then specify it on your next machine.

**H. & F. MESINGER MFG. CO.**

**144th St. & Austin Place, New York**




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# Horn Value Extraordinary!

$2.50
With Cord and Push Button

$2.50
With Cord and Push Button

Reliable, simple, easy of access and with a crashing roar that makes the right of way a matter of course, this little marvel has been chosen as standard equipment on all

## HARLEY-DAVIDSON
## 1915 MODELS

This horn is the product of years of experience and testing. Consider the price—$2.50—with cord and push-button—the remarkable compactness and simplicity of the ADAMS-BAGNALL Horn—then go to your dealer and ask for a demonstration. Or write us direct.

**THE ADAMS-BAGNALL ELECTRIC CO.**

Cleveland, Ohio

New York · Chicago · Pittsburgh · Detroit · St. Louis

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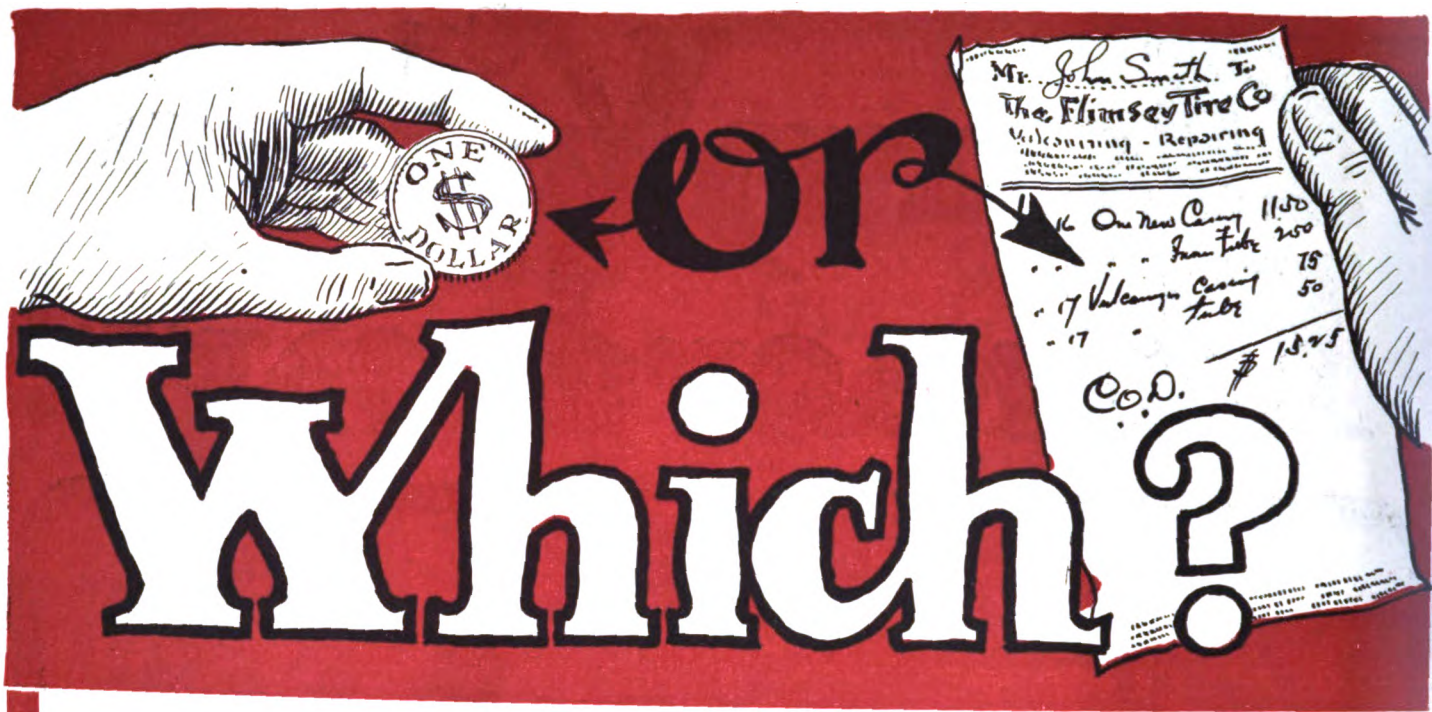



# ←or Which?

Do you feel that a dollar is too much to spend for the absolute assurance that your tire is properly inflated? Then you are "penny wise, pound foolish." You may find to your sorrow that the dollar you saved costs you more than ten times as much in tire repairs.

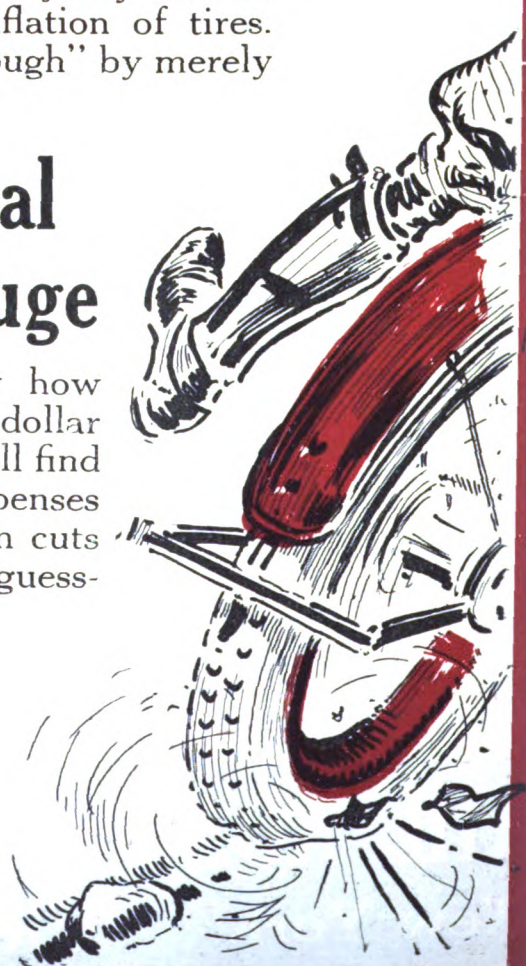
For it is a well-known fact that the majority of tire complaints are directly due to improper inflation of tires. You can't tell whether your tire is "hard enough" by merely looking at it, or feeling it. Use a

## Schrader Universal Tire Pressure Gauge

It tells instantly and exactly how much air is in your tires. Invest a dollar in the SCHRADER Gauge and you'll find an immediate reduction in tire expenses caused by punctures, blow-outs, rim cuts and other tire ills—all due to "guess-work" in tire inflation.

**PRICE $1.00**

For sale by manufacturers, jobbers, dealers, garages or



**A. SCHRADER'S SON, Inc.**

**783-791 Atlantic Ave. Brooklyn, N. Y.**



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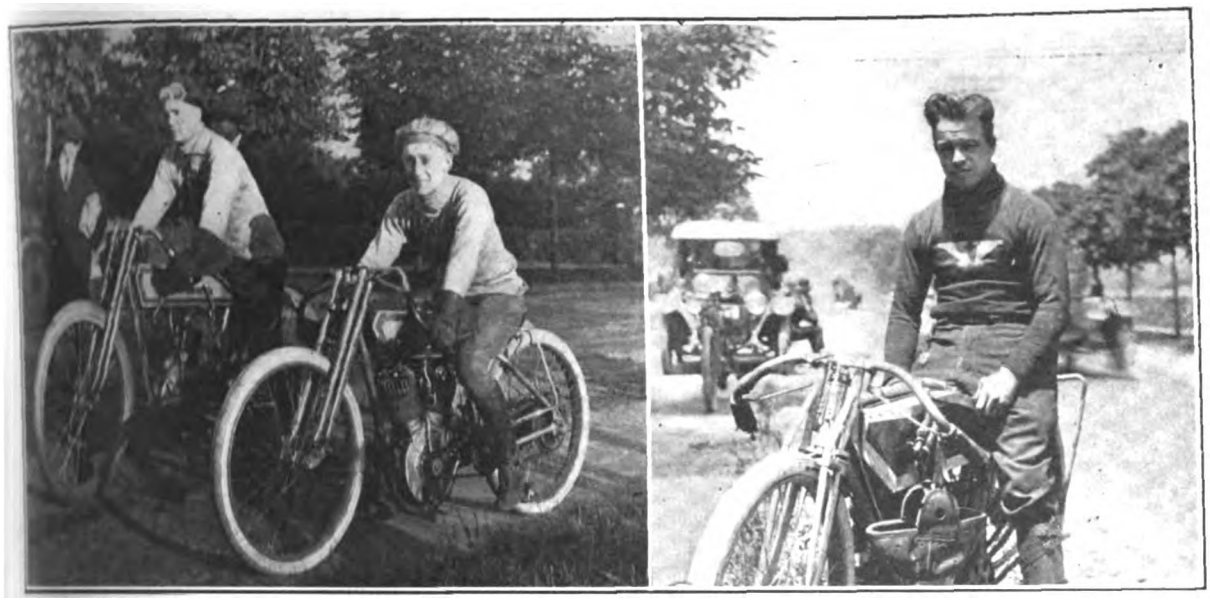
## TRIO OF SPEEDSTERS WHO SHATTERED RECORD IN UNIONTOWN, PA., HILL-CLIMB



At Left, Rich Bacon, Second in Point of Time; Next to Right, Irving Janke, Winner in 3:16 1/5—Both Rode Harley-Davidsons. At Right, Bob Perry on His Excelsior, Who Came Fifth. Item Below

### WARREN IS 50-MILE WINNER

[illegible] City, Okla.—Jess Warren, of [illegible] City, on a Harley-Davidson [illegible] in the 50-mile motorcycle race [illegible] State Fair Grounds, Monday, July [illegible] The winner's time was 1 hour 6 min- [illegible] 25 seconds, while the time of [illegible] Horner, who finished second was [illegible] slower. Bob Harding, of Law- [illegible] was third after dropping out [illegible] race for forty-one laps. He rode [illegible] while Horner was mounted on [illegible]-Davidson.

[illegible] was marred by an accident in [illegible] lap, which caused two of the [illegible] retire from the contest and [illegible] a fracture of the left leg of [illegible] machinist at the Enterprise [illegible] Cycle Company, this city. [illegible] the track with a pace- [illegible] machines were given a flying [illegible] the tape and for the first four [illegible] riders clung together in a [illegible] the speed increased, Roy Car- [illegible] a Harley-Davidson, flashed [illegible] for a brief round only to be [illegible] by Sims in the sixth lap. [illegible] pace these two machines drew [illegible] the rest until the dangerous south [illegible] completed when the machine [illegible] Sims swerved into the inner [illegible] the loose sand and dirt on the [illegible] his rear wheel to skid. Be- [illegible] regain control he had been [illegible] Quick as a flash he was on his [illegible] and started to run out of the [illegible] the machine ridden by Car- [illegible] into him.

### [illegible] WINS UNIONTOWN CLIMB

[illegible] Pa.—There was quite a line- [illegible] speedsters in the hill-climb [illegible] recently, Irving Janke, Carl [illegible] Jones, Bob Perry, Harry [illegible] Klark being "among those [illegible] year's record on the hill [illegible] but in this year's program [illegible] the mark down to 3:16⅕. [illegible] made by the automobiles was 3:27⅖, by a special six-cylinder racing car.

Carl Goudy, Excelsior, hung up a mark of 3:22⅖ and it was taken for granted that this would stand. Then Rich Bacon, Harley-Davidson, cut the time to 3:20⅖, and received an ovation. Janke, on his Harley-Davidson, then sprung the surprise of the day. Taking the turns at terrific speed, he was clocked at 3:16⅕. This left Bacon, Harley-Davidson, second; Goudy, Excelsior, third; Maldwyn Jones, Merkel, fourth; Bob Perry, Excelsior, fifth; Karl Benz, Thor, sixth; Harry Immel, Henderson, seventh.

### CAFIERO SETS NEW 100-MILE MARK

Savannah, Ga., July 9.—J. S. Cafiero, Harley-Davidson, came in first in the 100-mile race on the eight-mile course on July 4, his time being 93:03. This sets a new record for the distance. H. F. Kuck, Indian, came second, some fourteen minutes behind. Third place was awarded to de Montmollin, Harley-Davidson, of Macon, Ga., who had just completed his sixth lap when the race was called. In the 50- mile event, Eddie French, Harley-Davidson, of Birmingham, took first place in 49:44, with Kuck, Indian, second.

Eddie French, Winner in 50-Mile, and J. S. Cafiero, 100 Mile Victor

There were nine starters in the 100-mile race: Eddie French, J. S. Cafiero, Martin Schroder, L. G. Buckner (last year's winner) and J. S. de Montmollin, all on Harley-Davidsons; R. O. Lancaster, F. Kuck, Jr., and Dennis Downing on Indians, and John Mosher on a Thor. Schroder led the field for the first five laps, and then retired with a broken tank. Buckner retired toward the end of the race with a broken valve, French had fuel trouble, Lancaster went out with motor trouble in the sixth lap, Downing froze up in the eleventh lap and went out, while Mosher rode off course in the first lap and did not resume riding. Cafiero rode a consistent race throughout.

Only two riders finished the 50-mile race, four others having quit for various reasons. Buckner led at the start, but soon retired with motor trouble, whereupon French had things his own way.

### R-S CLOSES HUGE CONTRACT

Reading, Pa.—The Reading Standard Company announces that it has just closed a contract with "one of the biggest concerns affiliated with the motorcycle and automobile business in London for several thousand motorcycles." Work will be started within a few days. In addition, negotiations are now pending for another big order which the company can very nicely handle in connection with the manufacture of motorcycles.

The officers of the company believe that under the circumstances prospects for 1916 are excellent, and they declare that they are very pleased with the outlook.

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30%



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# Indian 1915 Sales to Date Exceed Those of the Next Largest Manufacturer by 30%

**This is the staunchest vote of confidence that the Indian could have.**

**In this 30% margin is written the story of Indian supremacy---continued success---a future of leadership.**

**It is the 1915 reward---the natural benefit---that comes from building a machine that has given many Indian dealers the best year's business they ever had and to the riders a season of satisfaction that has clinched still more tightly the Indian national good will.**

The steel and concrete foundation of Indian domination is confidence---confidence---confidence. This has been strengthened even to a greater degree during this selling year.

What else can a 30% lead over the nearest competitor mean?

An old battle cry but never more ringing than now---

## *"Count the Indians on the Road"*

**Hendee Manufacturing Company**

***(Largest Motorcycle Manufacturers in the World)***

**Springfield -:- Massachusetts**




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# Walker's Leather Breeches Scare the Jinx

## Better Than a Yellow Jersey for Such Work, Says Dodge City Winner

By HUGH SHARP

A PAIR of leather riding breeches played an important part in the victory achieved by Otto Walker and his Harley-Davidson in the Dodge City classic July 3—if you leave it to Otto. It would be hard to find a racing man who defies superstition. Every puncture and every bit of mechanical trouble invariably can be traced back by the rider having it to some incident out of which he can extract the hoodoo responsible for that particular job.

Walker used to prize his yellow jersey as his very best mascot and he never was seen on a machine without the traditional yellow jersey—before the Dodge City races. Down at Venice before the big Easter Sunday race "the fellow with the yellow jersey" was the most popular with the people living in Venice. After the race Walker could have had anything he wished for in Venice, just so long as he wore that yellow jersey.

But racing men are fickle. The yellow jersey soon was supplanted in Walker's affections by the leather riding pants. It was the La Grande race that did it. Otto wore the yellow jersey, but a pair of ordinary khaki trousers in place of his regular leather pants. Two blowouts that cost him first place at La Grande hung the crepe on the yellow jersey so far as its good luck properties were concerned.

Now Walker pins his faith to those riding pants. At Dodge City he wore them. The absence of the yellow jersey was freely commented upon, but there were only a few persons at the race who were intimately acquainted with the demise of that yellow jersey's popularity. The fact that he won at Dodge City with the pants and without the jersey has firmly convinced Walker that his wearing those leather trousers will be a fixed habit hereafter.

### A Memorable Birthday

"It isn't everybody that can celebrate his birthday by becoming world's champion," said Otto, in that quiet way of his.

"What you you mean?" It's quite a jump from leather pants to birthdays, and we didn't quite "get" Walker.

"You see, I was just 25 years old on the day of the Dodge City race and that $600 for winning first place, added to the $200 for breaking my former record at Venice, made quite a handsome birthday gift, don't you think?"

Walker thinks that the present 300-mile races are too short to stand as a test of the durability of the motorcycle. "I would like to see promoted a 1,000-mile race," he says. "There would be the real honest-to-goodness contest to bring out the survival of the fittest.

"The Dodge City track is one of the best I ever rode on," said Otto. "There was only one bad chuck hole in the whole course and you hit that coming out of the upper turn. I got a few bumps on the nose from my handlebars before I got the location of that particular hole fixed in my geography of the course.

"I rode about twenty miles looking out of one eye on account of the chuck hole, because I broke the glass on one side of my goggles when the handlebars bumped me. If you think it's a cinch making turns with one eye closed, try it some time.

### Graves Surprised Him

"I did not know that Morty Graves was ahead of me. I realized that the last blowout, which came right after I left the pits and which made me ride the grass all the way around the track to save the rim, cost me a lot of time, but I thought I had piled up enough of a lead to still be ahead.

"I had a 2¼-inch tire on the rear and was afraid to let out the last fifty miles for fear she would go. Every time I came around to the pits I could see Bill Ottoway jumping up and down and motioning me to go faster. Every time I came around Bill got more excited and I could not figure out the cause, thinking at the time that I was ahead.

"Bill's actions were beginning to get my goat, and finally I opened her up and tore around in the last ten miles. When I saw Morty fussing around with his eight-valve on the other side of the track I was only mildly interested. It never occurred to me that up to that time he had been ahead of me."

Otto Walker is a native of Lathrop, Cal. He began his racing career in July, 1911, at the age of 21 years, his first mount being an Excelsior. With this machine he got fourth place at San Jose, Cal., in September of that year, the award being a turkey which he and his family enjoyed for Thanksgiving dinner.

Walker and the Leather Riding Breeches

Shortly before Thanksgiving Day, 1911, Walker was bitten by the speed-mania and he signed up to ride at the Elmhurst motordrome against Joe Wolter. He broke the local amateur records for five and ten miles at this bowl and won seven out of eight races in which he was entered. During 1912 he finished his apprenticeship as a machinist, which training he has found to be of great value ever since.

### With Earl Armstrong

Early in 1913, Walker joined forces with Earl Armstrong and started to use a ported Excelsior. He won the W. F. M. ten-mile amateur championship in May of that year in Sacramento, his time being 9:40. From Sacramento, he went to Santa Rosa, where he cleaned up all the amateur events, and shortly afterward turned professional. It was during his early days as a pro. that Walker competed with Dud Perkins, and so close was their riding that dead heats were the rule at most events. Perkins later allied himself with Walker and there was an end to their rivalry.

At the Decoration Day races in Portland, Ore., in 1913, Armstrong and Walker swept the board between them. They then traveled to Elmhurst motordrome and again rode, but Walker had to be content with second places only, for Armstrong and Perkins were too much for him. In the San Jose races Walker and Perkins rode three dead heats, but Walker took the fourth.

### Ups and Downs at Portland

Early in 1914, Walker made excellent showings at Tacoma and Portland, gaining many firsts. He tried out a new Harley-Davidson stock twin at the latter track when it was wet and had to go to hospital for thirty days as a result. On being discharged as cured, he found that his capital amounted to but seventy-five cents, but luck was with him and he came away from a race meet several days later with some sixty dollars to the good. On July 3, 1914, he broke the track record at Salem, Ore., making the circuit in 51 seconds. He followed this up with perfect scores in the Portland-Roseburg and the 375-mile San Francisco-Gilroy runs, showing his ability on the road.

The present season has been a banner one for Otto Walker. He won the 300-mile race at Venice in 4:17:24, averaging 68.31 miles per hour. He was not so fortunate at Bakersfield, however, as he lost out by reason of ignition trouble. At Sacramento he took the five and ten-mile stripped stock event, competing against Goudy and Perry, and won the majority of races at Santa Rosa, Fresno and Portland. Two blowouts let him out of first place in the La Grange-Portland run, but he came second to Joe Wolter, the winner, nevertheless, having to ride eleven miles on the rim to do so.

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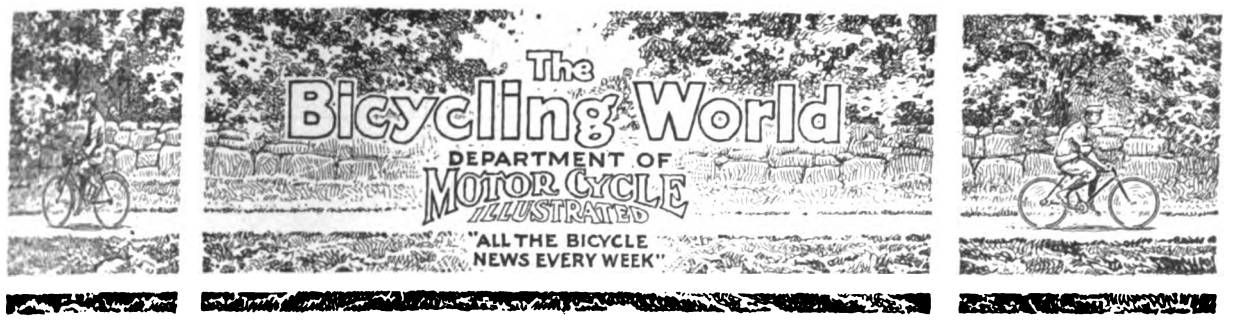


# Goullet Leads In Title Races

NEWARK, N. J., July 11.—Alfred Goullet took the lead in the race for the national cycling championship here on Sunday by leading Alfred Grenda, Frank Kramer and Bob Spears to the tape in the final of the one-mile title race. Grenda was disqualified for not staying down on the pole while riding the last lap of the race and second place was given to Kramer while Spears was credited with coming in third. The race resulted very unsatisfactorily, as Grenda and Goullet gave Kramer a very high ride on the last turn of the final lap, keeping the champion from getting to the front.

**Goullet Has 25 Points**

Goullet is now in first place with twenty-five points, Kramer is three points behind with twenty-two credits, while Grenda is but one point back of Kramer, resting in third position with twenty-one points. The victory of Goullet breaks the tie that existed for first place between Grenda and Kramer, who each had twenty points, while previous to Sunday's race Kramer had sixteen points.

Going into the last lap of the race, Grenda was leading, trailed by Goullet and Kramer. Kramer raced after the two Australians but was unable to catch them in the home stretch. He was gaining as the riders made for the last turn which carried the home stretch and the finish line once more. Grenda then swung high and Goullet swung up the track still higher, forcing Kramer to go pretty near to the top of the embankment. There was not a chance of "Big Steve" getting by the leaders and he raced after Grenda and Goullet as they went down the stretch. Goullet beat Grenda over the finish line. Even as the race was over, Kramer put in a hard protest to the referee and Grenda was disqualified.

**Australian Beats MacDougall**

Goullet, after winning the title race, beat Donald McDougall, the former amateur star, in straight heats of a match race. Jack Fogler, the Brooklyn Taxicab magnate, was easy "pickins" for Reggie McNamara in the Brassard race, which carries with it, for winning, a crisp fifty dollar note. During the entire mile McNamara was in the lead at all times and Fogler just trailed him around for six laps. This makes the seventh time that McNamara has been returned the winner.

Georges Seres, of France, was beaten almost by a full lap by Oscar Egg, of Switzerland, in the ten-mile tandem paced race. Seres's pacemakers dashed off around the four-mile mark and left him without a tandem team, while Egg, riding behind Hill and Fogler, gained pretty near a half lap. He increased his lead until at the end of the race he had all but lapped the French rider.

**1, Spears, Goullet, Kramer and Grenda at the Start of the Championship Title Race; 2, Hans Ohrt Winning the Half Mile Amateur Race**

**Hans Ohrt Again Stars**

Once more Hans Ohrt, the San Francisco boy, rode at top form and won two races, taking first place in the half-mile handicap and the two-mile open. In the two-mile race he took the lead two laps from home and held it right into the finish, while in the shorter race he led going into the last lap and was not passed. The summaries:

One-Third-Mile Novice (Amateur)—Won by William Eager, Newark; Frank Huber, Newark, second. Time, 43s.

One Mile National Championship (Professional)—Won by Alfred Goullet, Australia; Alfred Grenda, Australia, second; Frank L. Kramer, East Orange, third; Robert E. Spears, Australia, fourth. Time, 2m. 40s. Last eighth mile, 12⅗s. Grenda finished second but was disqualified for riding above the black line.

First Semi-final—Won by Alfred Grenda, Australia; Alfred Goullet, Australia, second. Time, 1m. 3⅕s. Last eighth mile, 12⅖s.

Second Semi-final—Won by Frank L. Kramer, East Orange; Robert E. Spears, Australia, second. Time, 1m. 16⅖s. Last eighth mile, 12⅕s.

Half-Mile Handicap (Amateur)—Won by Hans Ohrt, San Francisco (scratch); Fred Taylor, Newark (scratch), second; William Weimar, Newark (45 yards), third; Eddie Kane, New York Athletic Club (15 yards), fourth. Time, 57⅗s.

The Brassard Race at One Mile (Professional) (Reggie McNamara, Australia, vs. Joseph Fogler, Brooklyn)—Won by McNamara. Time, 2m. 54⅗s. Last eighth mile, 12⅕s.

Match Race (Professional) (Alfred Goullet, Australia, vs. Donald McDougall, Newark)—Won by Goullet. First heat at a quarter mile won by Goullet. Time, 28s. Second heat, one-sixth mile, won by Goullet. Time, 20s.

One-Third Mile Handicap (Professional)—Won by Larry Corbett, Australia (60 yards); John Schlee, Newark (30 yards), second; William Hanley, San Francisco (20 yards), third; Frank Blatz, Jersey City (45 yards), fourth; Fred Weber, Newark (25 yards), fifth. Time, 36⅗s.

Three Mile Open (Professional)—Won by Reggie McNamara, Australia; Menus Bedell, Lynbrook, L. I., second; Oscar Egg, Switzerland, third; Jackie Clark, Newark, fourth. Time, 5m. 40s.

Two Mile Open (Amateur)—Won by Hans Ohrt, San Francisco; Thomas Grimm, Irvington, second; Fred Taylor, Newark, third; Eddie Kane, New York Athletic Club, fourth. Time, 1m. 18⅘s.

Ten Mile Tandem Paced Match Race (Professional) Oscar Egg, Switzerland, vs. Georges Seres, France—Won by Egg. Time, 18m. 29⅗s.

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# Big Day for "Simon Pures" at Bay

SHEEPSHEAD BAY, N. Y., July 11.—Greater New York amateur riders were featured in all the contests before the motor-paced contest at the Sheepshead Bay Velodrome, Saturday night, July 10. Tom Bello, the veteran cyclist of the Empire City Wheelmen, defeated a big field in the three-mile amateur race open to riders living in Greater New York and Long Island, but he was hotly pursued by his clubmate, Jerry Nunziata, who made up almost half a lap in the final mile. Third place fell to Franklin Fisher of Brooklyn, the old Irish-American A. C. representative. Fourth money was won by Joseph Napthal of the Century Road Club Association. Bello's time for the three miles was 6:43 2-5.

Antony Desimone, of the Century Road Club Association, outsprinted George Bowker of the Glencoe A. C., in the final dash for the honors of the three-quarter-mile handicap for riders living in Manhattan and Brooklyn. Bowker was scratch man while Desimone started with an allowance of thirty yards. Joe Napthal secured third place in a hard drive with Louis Hiban of Inwood. Desimone's time was 1:31 3-5.

In the second of the series of interclub league amateur pursuit team races, the representatives of the Unione Sportivia Italienne defeated the New Jersey division of the Century Road Club of America and the New York members of the latter organization won from the Glunz Wheelmen of Brooklyn. It took the Italian cyclists only five laps and a half to catch their opponents, while the Glunz wheelmen rode two miles and two laps before they were passed by the New York Century men. The respective times of the victors were 1:29 and 5:21. Eight teams of two men each were entered in this race, which was run in four trial heats. Two of the trials were contested on July 5, the Century Road Club Association and the Bayview Wheelmen of Newark qualifying. The final will be decided on July 17.

Leon Didier, champion of France, created a thirty-mile motor paced record for

*Leon Didier*

the Sheepshead Bay Velodrome eighth-lap track in a race in which he was opposed by Clarence Carmen of Jamaica, L. I., the world's champion, and the former messenger boy of Syracuse, George Wiley. With Nazo, the peer of pacemakers, carrying him around at a gruelling pace, Didier did the thirty miles in 43:53 2-5, beating by 12 seconds the record made earlier this season by Wiley. Carmen was beaten off by two and three-quarters laps, while Wiley, who had trouble with his own cycle and that of his pacemaker Morin, finished thirteen laps behind the winner.

For fifteen miles of the thirty Carmen remained in front, hitting a clip that seemed certain to bring him victory, but Didier, who got away with a poor start, came along like a shot, and at fifteen and a half miles he had passed the world's champion. Then ensued the most thrilling paced battle of the season. With every lap Carmen slipped slightly to the rear. Wiley went by the titleholder at eighteen miles, and at twenty was a good second to Didier, who was timed at this point in 29:02 2-5.

At the twenty-first mile the French titleholder gained his first full lap on Carmen, and from this stage the Jamaica cyclist appeared to lose heart. Wiley's pacemaker, Morin, lost the chain of his machine, and before Hanburg could be substituted the Syracuse man had lost whatever chance he had for victory.

About the twenty-fifth mile Carmen made an earnest bid to regain his lost lap, and he drew up on even terms with Didier, but the Frenchman drew away again by adding just a little speed. After that Carmen did not figure strongly. Didier passed twenty-five miles in 36:31, and was moving at a pace that assured him of a new record. At twenty-nine miles Carmen was lapped for the second time, and he lost another three-quarters of a circuit in the final mile.

The race was the best paced affair of the season and was witnessed by a crowd that taxed the capacity of the Velodrome.

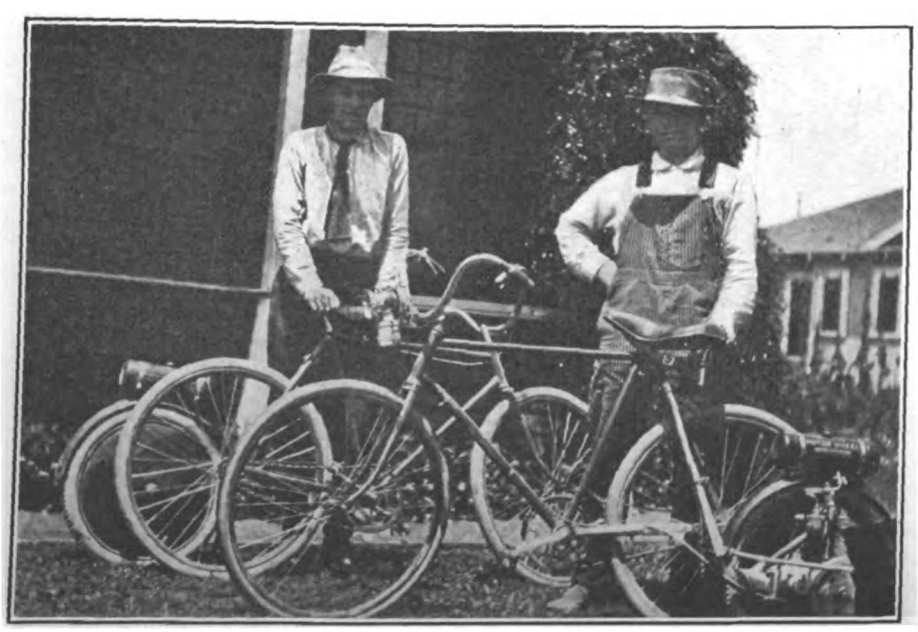
## CRESCENT CENTURY STANDING

Baltimore, Mo., July 12.—The report of the century mileage contest of the Crescent Bicycle Club to the end of June shows that William T. Wright, who jumped into the lead last month is still in first place, the next ten in order being John G. Stricker, Fred. M. Sanborn, Welby Sherman, Langdon M. Sanborn, William McAvoy, Walter Doersch, Raymond Curry, Rudolph Leimbach, August Leimbach and William Leimbach. The position of the three leaders remains unchanged, but further down the line several changes have taken place, Walter Doersch having moved from eighth into seventh place, and William McAvoy, although a member of the club for only a little more than a month, has accomplished the remarkable feat of moving from last into sixth place.

## NEW ENGLAND WEEKLY

The weekly cork race of the New England Wheelmen, of New York, held on July 11, was won by Erler Sprower in 13:05⅗. The roads were in good condition and the weather was ideal for the race, resulting in the fast time made. J. Boyes was second, and W. Hall finished third.

## THE SHUTTER JUST CLICKED AS A SALE WAS MADE



**E. H. Bartlett, Smith Motor Wheel Agent for Modesto, Cal. (at right), and a Prospect He Landed Right After a Thorough Demonstration**

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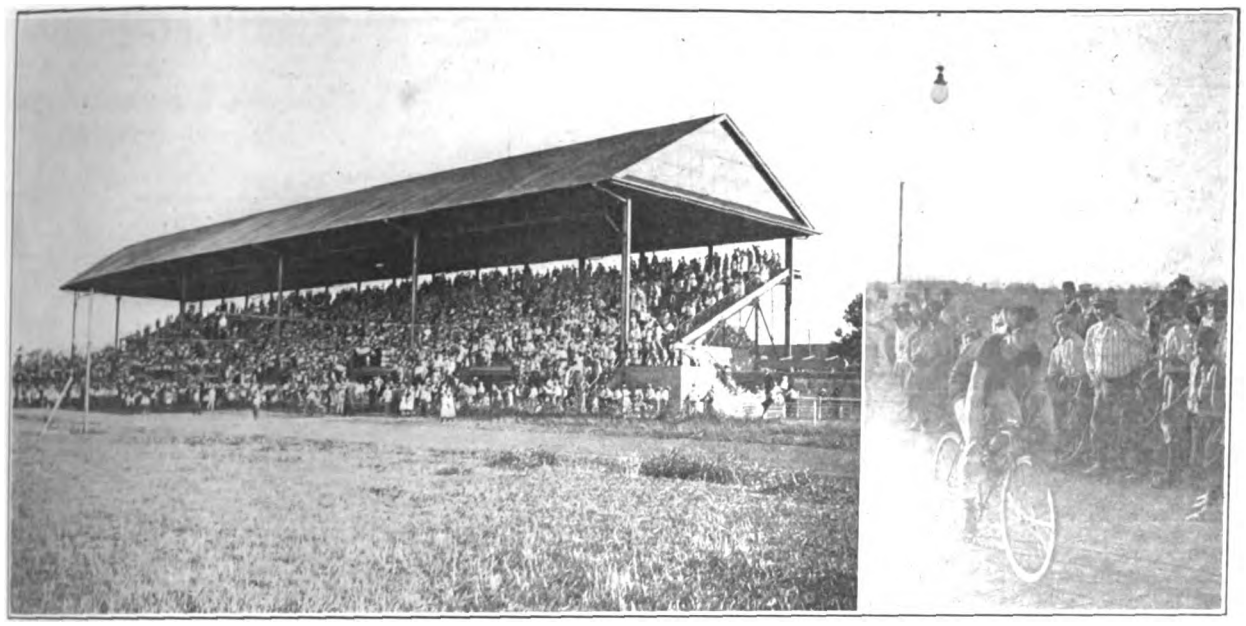
THE STATE BICYCLE CHAMPIONSHIP RACE DREW A CROWD OF 15,000 AT DALLAS, TEX.



Left, Witnessing the Bicycle Races From the Huge Grandstand on Fair Grounds. Right, Scott Winning the State Championship Race

Dallas, Texas.—L. L. Scott, riding a ..., won the two-mile handicap and the ...-mile state championship events in the ... meet at the Dallas Fair Grounds on ... Kenneth Gross, Pierce, carried off ... mile handicap, while Harry Bartsch ... in the one mile boys' race. The ... was conducted by the Cortines Sup... Company, Dallas bicycle and supply ...

... time for the handicap was 5:28, ... the championship event 2:30. ... Etkins, Reading-Standard, came ... in the two-mile handicap, with ... Parr, Pierce, third. In the state ... ship, Etkins and Parr also finished ... and third respectively. Parr was ... ed in the five-mile handicap, be... few feet behind Gross, the winner. ... son and Otis Meserole, both on ... came third and fourth in this ...

... race saw Bartsch win in 3:17, ... Clarde Stalling second and Howe ... third. During the interim between ... cycle events, a two-mile and a ten... motorcycle race were run, the former ... Schmidt and the latter to Whiting. ... crowd witnessed the program.

### ST. LOUISANS TO HOLD PICNIC

... Mo.—The annual picnic of the ... Cycling Club will be held on ... August 8, at Ten Broek, Mo., lo... the Meramec River. A party of ... seven of the club riders will go ... cycle vacation trip for Haha Tonka ... Saturday, July 17. A stay of a few ... le made at the destination and ... return will be via Washington, Herman ... Jefferson City.

### SHOPS ACTIVE IN ORANGE BELT

... Angeles, Cal.—Julius Smith, manager ... Edwin F. Merry's bicycle house in Los ... reports repair shops in the orange ... northeast of Los Angeles very active. ... Redlands, Gowland Bros., agents for Excelsior and Indian motorcycles, report all their second-hand machines cleaned up except two, and repair business very active with a shop full of machines requiring attention.

R. E. Owen, the Harley-Davidson agent at Redlands, reports better business and has been doing a lot of repair work.

Riverside Cycle & Sporting Goods Co., who handle the Excelsior, report business picking up a little. They have sold a lot of new bicycles and are doing a fine business in the Smith Motor Wheel, which they find to be a good bicycle booster.

### BICYCLE DEALERS TO GIVE PICNIC

Terre Haute, Ind.—Invitations for the bicycle dealers' association annual picnic on July 21 are being sent out to the trade men of this territory. The party will make the trip up the Wabash to the mouth of Otter Creek on Commodore Tetzel's boat, "Sport," leaving the foot of Walnut street at nine o'clock. The association will ask the traveling men to play a game of baseball on the sand bar. It has been announced that any salesman who carries an order book, holds private conversation with any dealer, or in any other way appears to be dampening the picnic spirit by talking business of a serious nature, will be taken before the commodore and promptly fined on the charge of conduct unbecoming a guest of the dealers' club. J. Ed. Sayre, of J. E. Sayre & Company, secretary of the association, has charge of the affair.

### MIDDLE WEST SALES ACTIVE

Terre Haute, Ind.—L. G. Hughes, traveling representative of the National Cycle Company, returned from his second trip through the Middle West today and reported bicycle and motorcycle conditions better than he had expected.

"Of course, a man cannot expect to sell as much on the second trip of a season as on the first," said Mr. Hughes, "but I was agreeably surprised at the business I found through Kansas, Nebraska and Iowa."

# CHICAGO CLUB TO HOLD BIKE TOUR

## Windy City Cyclists Will Pedal 250 Miles on Their First Annual Tour

CHICAGO, July 13.—The Chicago Cycling Club has plans well under way for its first tour of the season on Labor Day.

The Chicago club, while strong the beginning of the season as a touring and road racing club, seemed to have forsaken this part of the game when the local velodrome opened and all flocked to the track. It was with difficulty that the officers of the club staged the Decoration Day race and they, therefore, hesitated to hold another race on Labor Day. Hence the decision of having a tour for this date instead of a road race.

As Labor Day falls on Monday, giving most of the boys a two and one-half day week-end vacation, the start will be made in all probability from the Chicago avenue waterworks at three o'clock Saturday afternoon.

A road captain will be chosen who is an old-timer at the touring game and who will set a pace of not more than 100 miles per day. The course, which has not been decided on fully, will cover about 250 miles, divided into three districts: 100 miles north, 25 miles west, 100 miles south and 25 miles east.

### MILLER WON BIKE RACE

Los Angeles, Cal.—Earl Miller won the 15-mile race of the Southern California Wheelmen over the Eastlake Park course, Los Angeles, on July 4, riding a "light" machine. Ralph Kingsley was second on a Pierce, and Earl Thompson third on an Iver Johnson.

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## MILWAUKEE CYCLISTS ON RUN TO THIENSVILLE

1, T. Andrae and His High Wheel; 2, Hoffman of Century C. C.; 3, Start; 4, L. Pierron and His 24-Year-Old Bike.

MILWAUKEE, Wis.—When members of the North Side Cycling Club met at Rader's corner, recently, for their trip to Thiensville there were 115 bicycle riders on hand and out of this number 74 finished the eleven and three-quarter-mile run in good condition. Terry Andrae, pacemaker on his high wheel, set a fast clip for the boys at the start, but riders gradually settled down to a more steady grind. Louis Pierron, on his 24-year-old machine, also showed up in fine style and made the trip without mishap.

The actual riding time was one hour, but various stops were made along the route and two hours were practically used to make the run. The youngest member to make the trip was Master George Schmidt, nine-year-old son of G. B. Schmidt. Fred Hausman, 53 years, an old-time bicycle manufacturer, made both runs. The return trip was made by the cyclers in one hour, without a stop being made.

### TWO RACES AT PORTSMOUTH, O.

Portsmouth, Ohio.—Two interesting bicycle races were held here on July 5, under the auspices of local dealers. A ten-mile race for boys over sixteen years was won by Howard Brunner, while a five-mile event for younger boys was nabbed by Ray Baybee. Prizes donated by the merchants were given to the first nine who finished in each race of the dealers' meet.

### BALTIMOREANS IN SPEEDY RACE AT WASHINGTON, D. C.

Washington, July 11.—W. T. Cauffman, riding from the five minute mark, won the 25 mile road race of the National Cycling Club, of Washington, in the fast time of one hour and four minutes on Sunday, July, 11. L. Howell, from the six minute mark, and J. L. Torney, a co-marker of the winner, finished second and third, tying for the second time prize. They tossed for it and Torney won it. The first three men caught Howell a few miles from the starting point, and working together, finished with a good lead over all other contestants. But eighteen riders started owing to the threatening weather. The four scratch men, all members of the Crescent Bicycle Club of Baltimore, failed to account for any of the three time prizes, Sherman and L. M. Sanborn puncturing, and McAvoy and F. M. Sanborn finishing fourth and sixth respectively, for place position and fourth and fifth in time.

An argument arose over the time prizes, the scratch men questioning the extremely fast time made by the first three, none of whom has ever before ridden in a road race. But after some friendly discussion the protest was waived by the Baltimoreans. The first ten men:

| Name | Handicap | Actual Time | |
|---|---|---|---|
| W. T. Cauffman | 5:00 min. | 1:04:00 | N. C. C. |
| L. Howell | 6:00 min. | 1:05:00 | N. C. C. |
| J. L. Torney | 5:00 min. | 1:05:00 | N. C. C. |
| Wm. H. McAvoy | Scratch | 1:05:30 | C. B. C. |
| H. King | 6:30 min. | 1:12:15 | N. C. C. |
| F. M. Sanborn | Scratch | 1:05:45 | C. B. C. |
| L. Holbrook | 7:30 min. | 1:16:00 | N. C. C. |
| H. Miller | 6:30 min. | 1:15:30 | N. C. C. |
| L. M. Sanborn | Scratch | 1:15:00 | C. B. C. |
| P. Garner | 9:00 min. | 1:28:00 | N. C. C. |

# CAVANAGH STIRS CHICAGO CROWD

## Irishman Wins One Lap Record Trial and Breezes in First Open Event

CHICAGO, July 12.—Frank Cavanagh, the Newark Irishman, was the bright star at the Riverview Velodrome on Sunday night, July 11. Cavanagh won the one-sixth-mile (one lap) record trial and later on in the evening took the two-mile open for the professionals by one of the finest prints seen at the local track.

In the record trial each rider was given two laps in which to wind up. Bobby McLean, the local skater who has branched out as a racing cyclist, had the first try and negotiated the distance in 17⅗ seconds. Eddie Madden, the Newarker, bettered that by going the circuit in 16⅗ seconds. Then Albert Crebs, who holds the record at 15⅗ seconds, which was made in Crebs' home town, Salt Lake City, negotiated the lap in 16⅗ seconds. Peter Drobach rode the circuit in 16⅗ seconds. Others tried but most of them were slower than Drobach, until Cavanagh had his try and put the mark down to 15⅘ seconds. Verri, the Italian, then made the lap in the same time as Drobach, and Iver Lawson tok 16⅕ seconds to do the tour.

The finish of the two-mile open for the professional was a hair-raiser. Peter Drobach went to the front at three laps to go and took the field along a great rate. Pete led at the bell, but Iver Lawson came around Piercey and Walker, who were following in the wake of Drobach, and set sail for home after the last lap had started. Lawson opened up a big lead and looked like a winner, but Cavanagh, coming from sixth position, set after Lawson and just did nip the local Swede at the tape.

Ernest Kockler and Bert Nelson, two Riverview Cycling Club riders, took the amateur races. Nelson won the one-third-mile handicap, while Kockler won the strenuous "miss and out" race by a wide margin. The latter race was a hard one and Kockler deserved his win. A spill featured the handicap for the amateurs, but no one was seriously hurt. Summary:

One-third-mile handicap, amateur—Won by Bert Nelson, Riverview C. C., 65 yards; second, C. Schroeder, unattached, 75 yards; third, M. T. Monson, Conquer A. C., 80 yards; fourth, E. Davini, Italo-Am. C. C., 10 yards. Time, 37⅘ seconds.

Miss and out, amateur—Won by Ernest Kockler, Riverview C. C.; second, Willie Kell, Chicago C. C.; third, George Klasen, Danish-Am. C. C.; fourth, Kelsey Cleveland, Chicago C. C. Time, 4:04. Distance, 1 5/6 miles.

One-sixth-mile record trial, professional—Won by Frank Cavanagh, Newark, 15⅘ seconds; second, Iver Lawson, 16⅕ seconds; third, tie between Francesco Verri, Italy, and Peter Drobach, South Boston, 16⅗ seconds.

Half-mile handicap, professional—Won by Floyd Krebs, Newark, 45 yards; second, Norman Anderson, Denmark, 45 yards; third, Eddie Madden, Newark, 20 yards; fourth, Lloyd Thomas, San Francisco, scratch. Time, 54⅗.

One-mile Brassard race, professional—Won by Ned Young, Salt Lake City; second, Bob Diefenbacher, San Jose. Time, 3:18⅘.

Two-mile open, professional—Won by Frank Cavanagh, Newark; second, Iver Lawson, Chicago; third, Francesco Verri, Italy; fourth, Lloyd Thomas, San Francisco. Time, 3:53.

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# WALTHOUR WINS REVERE FEATURE

## Veteran First in Boston Motor-Paced Race; Goullet Defeats Dupuy in Match Race

BOSTON, July 12.—The Parisian riders, Leon Didier and Georges Seres, finished first and second in the Franco-American motor-paced match at Revere track, Wednesday night, July 7, the former American middle-distance champion George Wiley, and the present champion, Clarence Carman, being in third and fourth positions, respectively. In the Saturday night, July 10, feature 25-mile motor-paced event, the veteran Bobby Walthour won out over the younger blood in the person of Pinkie Turville, who in turn was well ahead of Worth Mitten, of Davenport, Ia., and Percy Lawrence, of San Francisco. In a match race tonight, also, between Albert Goullet, the Australian sprint champion, and Marcel Dupuy, the French crack rider, Goullet won in straight heats.

The Franco-American race Wednesday night was in three heats and was scored by points. In the first two heats of 10 miles each first place counted two points and second place one. In the third heat of 20 miles, first counted 7, second 5, third 3 and fourth 1. In the first heat Seres went out to the front, winning over Wiley by about a third of a lap. Carman had it easy in the second, as Didier punctured early in the heat. The third heat had a rather nerve-racking finish, for three trials were necessary before they were finally sent away, Didier finishing the first time and breaking a tape on the second. No more troubles of this way, however, and he went out to the front the first mile and was never headed. The two Americans were out of the race early, Carman losing pace in the second mile and Wiley breaking a chain in the eighth. Didier held his pace perfectly, and finished some six laps ahead of his more erratic countryman.

In Saturday night's 25-mile motor-paced event Worth Mitten, the Indiana boy, started off with a sprint that took him well into the lead with several laps to the good, but the steady-going Walthour and Turville, by perfect pace following got into the front before many miles were wheeled, and thus they finished, Bobby Walthour being four laps ahead of Turville when he crossed the line, in the time of 35 minutes 5⅕ seconds.

In the match race between Goullet and Dupuy, one of the best ever staged at Revere, Goullet had the better of the jockeying. In the first three-fourths-mile heat he won out by a wheel and in the second, although Dupuy was ahead in the final sprint, Goullet had the strength to again put his forward wheel over at the tape. Saturday night's summary:

One-half mile amateur handicap race—Won by Fred Hansen, Revere (100 yards); L. C. Rollins, Everett (scratch), second; New Chandler, Boston (35 yards), third; Tim Sullivan, New Haven (10 yards), fourth. Time, 57 seconds.

One-half mile professional handicap race—Won by Saxon Williams, Buffalo (75 yards); Frank Drobach, South Boston (30 yards), second; Harold Rollins, Everett (scratch), third; Dennis Connolly, Everett (45 yards), fourth. Time 57⅗ seconds.

Special match race, French style—First heat (three-fourths mile) won by Alfred Goullet, Australia; Marcel Dupuy, Paris, second. Time, 5:07⅗. Second heat (three-fourths mile) won by Goullet; Dupuy, second. Time, 3:20⅕.

Five-mile open amateur race—Won by John Barry, Cambridge; John Farding, Orient Heights, second; Lorimer Winslow, Providence, third; Fred Herbert, Fall River, fourth. Time, 11:22⅗. Lorimer Winslow, Providence, winner of most laps.

Unknown distance professional race—Won by Pat Logan, South Boston; Hugh McPartland, Boston, second; Frank Droback, South Boston, third; Alvin Loftes, Providence, fourth. Distance, 1 mile 4 laps. Time, 3:20⅘.

Twenty-five-mile motor-paced race—Won by Bobby Walthour, Atlanta; "Pinkie" Turville, Revere, second; Worth Mitten, Davenport, Ia., third; Percy Lawrence, San Francisco, fourth. Time, 35:5⅕.

### RESULTS OF PLEASANTON RACES

Pleasanton, Cal., July 10.—The Acme Wheelmen, of Oakland, accounted for the six man team race, held on Sunday, July 4, at Pleasanton, as a feature of the Alameda County Association picnic. The Acme Wheelmen scored a total of fifty-six points, Garden City 55, and New Century 51. There were six heats and one rider from each club rode a distance of three miles, with a sprint at the end of each mile. The Acme team was awarded a trophy and each rider received a gold bar.

The one-mile open was captured by H. Hoffman, Olympic Club, while N. Eisentraut, of the Garden City club, was second and L. Cooper, a clubmate, took third position. There were thirty entrants in the three-mile handicap affair, which was carried off by L. Nelson, of the New Century, 30 seconds; A. Wink, Garden City, was second with a handicap of 45 seconds, while H. Spence, of the New Century, took third position with a handicap of 15 seconds.

Smith Motor Wheel Riders From Salt Lake, Utah, on Recent Outing

# 75 CYCLISTS IN AMERICA'S RUN

## Fifty-Mile Pleasure Run to Rye Beach, N. Y. Was a Monster Affair

SEVENTY-FIVE cyclists participated in the fifty-mile pleas re run to Rye Beach, N. Y., which was held on Sunday, July 11, under the auspices of the Century Road Club of America. The riders started from Columbus Circle, New York City, at nine o'clock in the morning and then proceeded to the Southern Boulevard in the Bronx, where the first stop was made. After partaking of refreshments, the chief pacemaker, L. A. Fraysee blew the whistle and the cyclists strung out in double file and pedalled into New Rochelle, the second stop.

Arriving at Rye Beach, the destination of the run, it was announced that the cyclists could amuse themselves in any way they pleased until the hour of departure, which was three o'clock in the afternoon. Nearly all the riders went in bathing. The water was fine and the swimming was greatly enjoyed after the ride of twenty-five miles.

At the scheduled time the homeward journey was started along the Boston Post Road, a detour being made at New Rochelle. At first the pace was leisurely, but after the Pelham Parkway in the Bronx was reached the cyclists were going at a fourteen miles an hour clip. The last stop was attained at five o'clock in the afternoon.

The pacemakers on this pleasure trip were: L. A. Fraysee, Andrew N. Segal, Emile E. Fraysee, George Steppello, Julius G. Schmidt, Harry Aron, William Muller, William Lock, Fred H. Petersin and A. L. Everard.

### CANADA'S BICYCLE CHAMP

Art Spence (On Bicycle), Who Won Canadian Amateur Championship

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# Breaking the Shackles of City Life

## How We Left New York and Are Pedalling to 'Frisco

By NORTHWAY AND BENSON

**Northway and Benson in Buffalo, N. Y., About to Resume Their Transcontinental Bicycle Trip**

Cleveland, Ohio.—Well, Benson and I have reached this city safely, arriving on the morning of June 30. We're just getting our second wind, after pedalling all the way from New York City, which we left on Sunday, June 20. Gosh! but it's wonderful to hit the trail for the great out doors. Bob Benson and I are as happy as larks for having broken the shackles of city life and taken to the roads with our wheels.

### Sad Farewell to New York

We thought we'd leave old Broadway in a light-hearted fashion, but we sure did feel a pang of regret when we saw the tall buildings of Manhattan growing smaller and smaller in the distance. Then as we entered the suburbs of New York and tackled some real country roads with green fields and woods on either side, the wanderlust which had seized us became keener than ever and we soon forgot all about Gotham.

Along the shore of the picturesque Hudson River, Benson and I plugged up hill and down until we reached Ossining when we spotted a restaurant that looked good. We found a colored brother in charge and immediately Benson started to impersonate the shady branch of the human family. "Man," he asked, "did you ever ride one er them there bicycles?" The darky came back at him: "I sho has, boss. I spec I done rode over all dese here roads round here. I sho had a good wheel, too. She was a racer and all she needed wuz a little pressure. Jus a little pressure, yes suh, that wuz all." Bob and I have often thought of what the negro said; he was about right—all you need is a little pressure.

While we were eating a young fellow came in, who, upon finding that we were on a cross country trip, invited us to bunk with him. However, there was a string tied to his invitation. He stipulated that we were not to take away with us any of the plumbing in his house. We discovered later that only a week before he had had a guest under his roof, who like a Jean Val Jean had departed during the night with all the brass faucets, chandeliers and most of the lead pipe in the house. Well, we managed to behave ourselves properly and after a good night's sleep thanked our host and departed.

### Money Scattered Around

We rode only a short distance and looking down on the road I saw nickels and dimes strewn about. Believe me, it didn't take long to gather up all that were in sight. After we had continued our journey, Benson was not satisfied that I had covered the ground thoroughly, so he went back and began a new search. The result was that he found a wedding ring. There were no initials in it, and figuring that we would have a hard time to find the owner we reluctantly kept the ring.

Little of interest happened to us on our way into Poughkeepsie except that at Wapinger Falls Benson certainly qualified as a trick rider. The town is built on two sides of a little valley and the gradient of the road we were following was very steep. We started down very fast and did not notice that at the bottom the roads was being repaired. Bob being behind, saw the obstruction last and did not have time to turn aside as I did. A barricade had been thrown across the road, but fortunately it was low, so Benson did the famous Kramer jump and got across safely. Our tires were punctured with broken pieces of glass when we were a short distance out from Poughkeepsie. However, we were lucky in finding the establishment of Jochmus and Gindele, bicycle dealers, where we were well received. Mr. Gindele sold new tires at cost.

### What the Ham Did

Twenty-six miles out from Poughkeepsie we struck the town of Red Hook. The road house at that point wasn't much to look at from the outside, but the people inside certainly knew how to cook and they gave us lodgings at rock bottom prices. It happened that a bunch of fellows were making this place their headquarters during the strawberry season. They were a splendid lot of lads and treated us to all the strawberries and cream that we could possibly eat. Early the following morning we started out in a drizzle which soon turned into a real storm, making us seek shelter under a huge tree. When the lightning looked as though it were playing a game of tag around the trunk of the tree, we made a break for the nearest house. Bob and I found a lady in charge and asked to be permitted to use the barn. But she would have none of that; she insisted that we go into her house and dry our clothes by the stove. About half-past eleven in the morning we were fairly dry, and the approach of the dinner hour made us feel a little uneasy. "Let's get out of here," I said. "This kind lady will think we're

**(Continued on page 70)**

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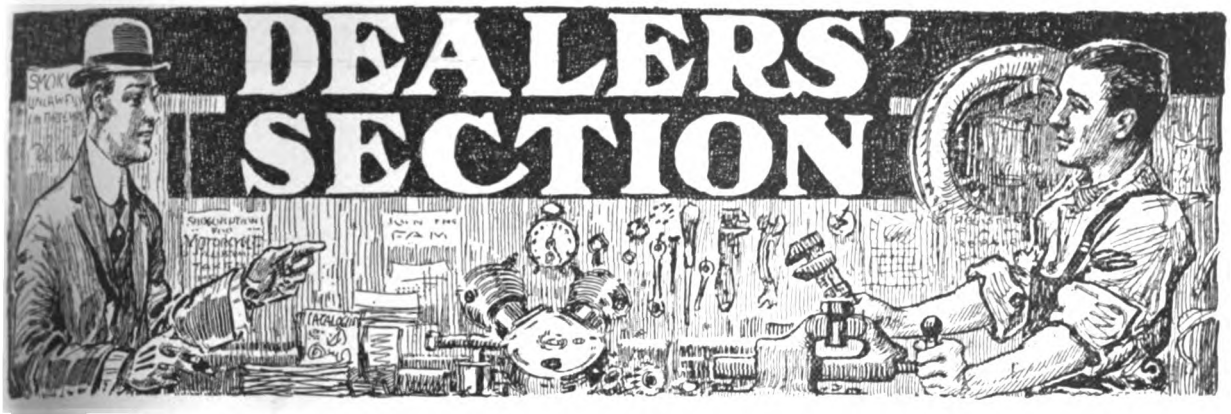


# When Gasoline Handling is an Asset

## Dealers in Smaller Towns Often Benefit by Having Fuel on Hand

By POWELL A. JONES

HAVING studied the welfare of the motorcycle dealer for the past six or seven years, I was naturally much interested in your article on whether the dealer should store gasoline, which appeared in the Dealers' Section in your last issue. There are several points upon which I must take issue with the author of the article, and the first of these is the question of profit in handling the fuel.

In most places, the dealer can purchase gasoline in barrels at eleven cents a gallon. He sells it for fifteen cents a gallon at least, and in some places for 19 cents. This will give him a gross profit of four or eight cents per gallon, allowing for wastage and leakage in the garage for storing there will be a net profit on each gallon of three to six cents.

Now if the dealer's trade is such that he can only dispose of a few gallons a day, I would say that he should not handle gasoline, unless he feels certain that sales from that source would induce sales in accessories, increase in the number of machines stored or more repair work. The relatively small profit on fuel sales alone would not warrant the installation of a storage outfit, while to store the fuel in a barrel or even a metal tank above ground would be showing too much of a risk. In contrast to this, anyone who looks in the trade journals and see photographs or read descriptions of dealers whose establishments are on main roads, and who find that transient trade in the shape of touring riders and automobilists warrants the storage of fuel and results in considerable profit to the dealer.

The question of time devoted to handling gasoline, is too small a one to consider seriously, in my opinion. It takes but a few minutes to draw a gallon or two of fuel and insert it in the customer's tank. A boy can do this, or the customer himself, as far as that goes. It would take a big demand for fuel to interfere with the selling of motorcycles in any agency, and if it was found that the fuel end was growing out of proportion to the size of the staff another man or boy could be added, for the increased profits would enable this to be done. There are always riders about any establishment who will lend a hand in case of a rush.

**When not in competition with large gasoline stations, says this writer, the motorcycle dealer is justified in storing and selling fuel, and the risk and trouble involved in a small town need not be bothersome. What do you think about it? Does the motorcycle dealer get enough out of gasoline sales to repay him for storing the "gas" and handling it?**

IN the big cities, the matter of competition as stated in your article holds good, but not so in smaller towns. Many towns—a great many, in fact—have no large fuel and oil stations; the hardware man, the grocer or the automobile agent has to be interviewed to get a supply of the precious "gas." The big refiners do not sell to these people at rock-bottom prices, and the motorcycle dealer stands on an even footing with the others, but with the advantage that all motorcyclists will come to him and a number of automobilists, too, rather than seek a hardware store, for example. He can also count on sales to other local users. The auto agent in a small town is often a plumber or small tradesman instead of being exclusively a motor vehicle agent, and is a doubtful quantity at best.

But there is a chance of profit from itinerant automobile trade. It comes in two essentials to the operation of any gasoline motor: oil and spark plugs. Nearly every sale of oil shows a profit, as does the sale of any first-class spark plug. Riders and drivers naturally feel that where there is gasoline there must be lubricating oil, hence the dealer who has both has a double chance to sell. And spark plugs are included in any display of accessories.

LASTLY, the question of fire risk arises. The premiums charged by insurance firms will always be high if the underwriters' provisions are not followed to the letter. On the other hand, insurance companies take cognizance of gasoline stored in an underground tank, and reduce premiums accordingly. As far as the installation of such apparatus is concerned, it is not high in cost, and the work can be done by almost anyone capable of handling pick and shovel. As to fitting the necessary piping, a repairman of ability can do this himself.

I think that the article was written more for the dealer in the big cities than for the one who occupies a big place in a smaller town. I feel that the having of gasoline on hand is an asset for the small dealer—that it is an aid to business both directly and indirectly—provided he has no competition in the form of big gasoline service stations before installing a proper outfit. But I would not advise the dealer in a large city, one situated near automobile garages in particular, to install one.

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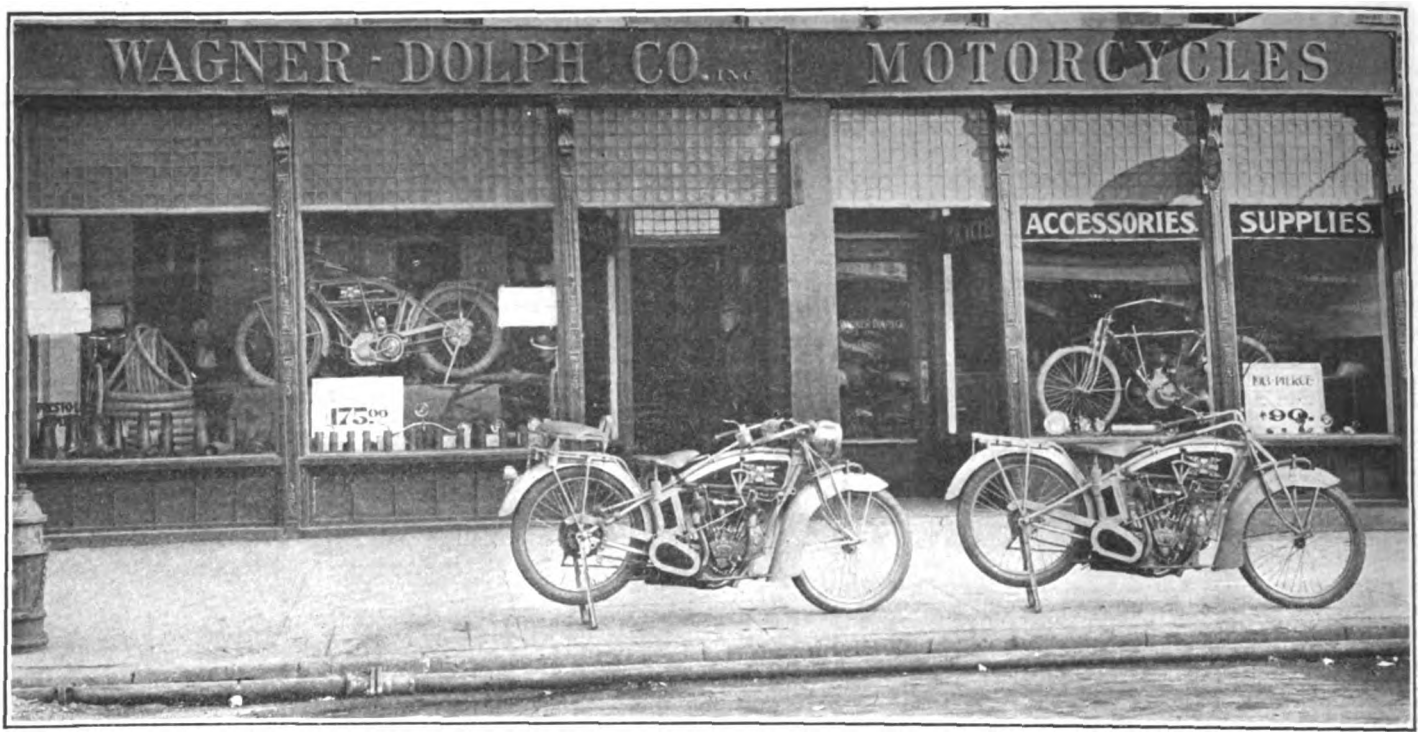
# DEALERS' SECTION




**Commodious Headquarters of Wagner-Dolph Company, Inc., Which Distributes Excelsiors in Rochester, N. Y.—Note Extensive Window Space and Excellent Overhead Lighting Facilities. Photo by Morris**

## NOVEL INFORMATION SYSTEM

Buffalo, N. Y.—Neal, Clark & Neal, Indian representatives in this city, have a novel way of looking after their prospects and old riders. If a rider, whether of an Indian machine or otherwise, desires information on any point about his motorcycle, he is requested to fill out a special information card designed by the Neal agency. This card is then handed over to their mechanical man, who gives the matter immediate attention. Any letters written or calls made are noted on the back of the card. This service idea has been an excellent aid to sales, the firm reports.

## FULTON POLICE TAKE FOURTEEN

Atlanta, Ga.—The Harley-Davidson Motor Company's Southern Branch, of which Gus Castle is manager, has just delivered four three-speed models to the Fulton County police department. These four are the first of a lot of fourteen which will be used by the police in covering the entire county, and all will be three-speed models. The department until recently had only eight machines in service, but the Chief, G. Matthewson, determined to add six others, and at the same time have them all of one model, hence the order for fourteen Harley-Davidsons.

## MANY ATTEND WESTERN CO. PICNIC

Kansas City, Mo.—The Western Motorcycle Company, Harley-Davidson distributors for this city and vicinity, was host to over 150 riders at the first annual picnic of the company on July 11. The party assembled at the firm's headquarters, 1509 Grand avenue, in the morning for a run out to the Blue River, where a fried chicken dinner was being prepared. A baseball game was played between the H-D Independents and the Grand Avenue Stars, with the result that the Independents carried off the bacon. The return was made to this city late in the afternoon.

## OUTING FOR BALTIMORE DEALERS

Baltimore, Md.—The motorcycle dealers of this city will hold a big outing on Sunday, July 25, when all the local riders, their ladies and friends will be entertained at the shore of Chic Thomas, who has turned it over to the dealers for that purpose. The object of the dealers in giving this picnic is to bring the riders and the men who sell machines in closer touch and create a more cordial spirit among them. The day will be given over to numerous games, chief among which will be a sizzling baseball contest. Numerous races will round out a program of events that will reach a climax with music, dancing and a splendid old-fashioned Maryland dinner.

## CRESCI SOLD TWENTY-EIGHT

Vineland, N. J.—Antony Cresci, local Harley-Davidson agent, has sold 28 machines so far this season. Of this number, three were three-speed models fitted with sidecars. Cresci states that all the motorcycles sold by him are fitted with Prest-O-Lite tanks as source of illumination, and that there has been no call for other lighting means as yet.

## GOT HIS MACHINE BACK

Kansas City, Mo.—J. L. Murray, of the Western Motorcycle Company, distributor for the Harley-Davidson in this city, recently returned from Chicago with a machine stolen from him in Kansas City. The machine, a twin model, was sold by Murray to a negro in this city on time payments, but after a few installments had been paid, the colored man left for Chicago, arranging with another negro to ship the machine to him.

Murray got busy as soon as he heard of the scheme and sent out cards offering a reward of $25 for the return of the mount. Getting a tip about the Chicago trip, he made a fast run to the Windy City and located the machine in a pawnshop where the negro had raised a loan on the same. He replevined the mount and sent it back to Kansas City. It cost Murray $50 to get the machine back home, and he says he will never again sell motorcycles to negroes, except for cash.

## WEITZMAN WITH MAJESTIC CYCLE

Detroit, Mich.—Abe Weitzman has resigned his position with the W. E. Wandersee Company, agents for the Harley-Davidson, and has become associated with the Majestic Cycle Company, sub-agents for Flying Merkel and Dayton motorcycles. Ben Goodman, proprietor of the Majestic Cycle Company, 497 Gratiot avenue, has been in business in Detroit for three years, being for five years previously in the motorcycle business in Philadelphia. He conducts a branch store in Detroit at 306 Clay avenue.

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# DEALERS' SECTION

### FOREIGN ORDERS FOR SVENSGAARD

[illegible] Mich.—Harry Svensgaard, of [illegible] Harry Svensgaard Sales Corporation, Michigan agent for Excelsiors, and manufacturers of the Pullman sidecar, is "tickled to death" over some foreign orders he has recently received, two being from South America and one from the Philippine Islands. He is also in receipt of a letter from the Norwegian agent of the Excelsior company asking for cuts, descriptive matter and prices on the Pullman sidecar, which his company is making at a factory in Ionia, [illegible]

### [illegible] ON HARLEY-DAVIDSON

[illegible]eeley, Colo.—Floyd Clymer, of 607 Eighth avenue, this city, has taken the agency for the Harley-Davidson for Greeley and vicinity, in addition to his Excelsior representation, which he has had for two seasons. Clymer reports that Excelsior sales for 1915 so far have been greater than those for the entire 1914 season. He is endeavoring to organize an F. A. M. club for Greeley riders at present.

### GETS 'EM GOING AND COMING

[illegible]ersville Kan.—E. F. Case, Excelsior and Smith Motor Wheel agent in the city, has a demonstrating model of motorcycle to cover his territory, accompanied by one of his boys on a Motor Wheel equipped bicycle. Case is thus enabled to appeal to almost every prospect he visits, and expects this season to be a big one, if present sales of both motor rigs is any indication that way.

### TAKES ON MIAMI LIGHTWEIGHT

Cincinnati, Ohio.—The Remelin Co., local agents for the Cyclone, recently took on another machine, the Miami power bicycle, which was handled for a time by Ferd Stenger, who sells the Flying Merkel. R. C. Nepper, of the Remelin Co., is much pleased with the Miami lightweight. He believes that with this machine to offer to the man who wants a low-priced machine, and who does not call for excessive speed, and with his Cyclone for the speed boys, he can meet all demands.

### HILLYER IN NEW QUARTERS

Brooklyn, N. Y.—Following his having his Excelsior agency gutted completely by fire some months ago, Ferdie Hillyer has new re-established his headquarters at 1407 Bedford avenue, this city. The new quarters are larger than the old establishment, and Hillyer is of the opinion that he can better accommodate his patrons as a result.

### NOT WORRYING OVER CHANGE

Kansas City, Mo.—The Saufley Supply Company suffered a reduction in the size of its salesroom when the city widened the street about 30 feet. Mr. Saufley is not worrying over this, as he figures that increased travel facilities will more than make up for the change in size of the premises.

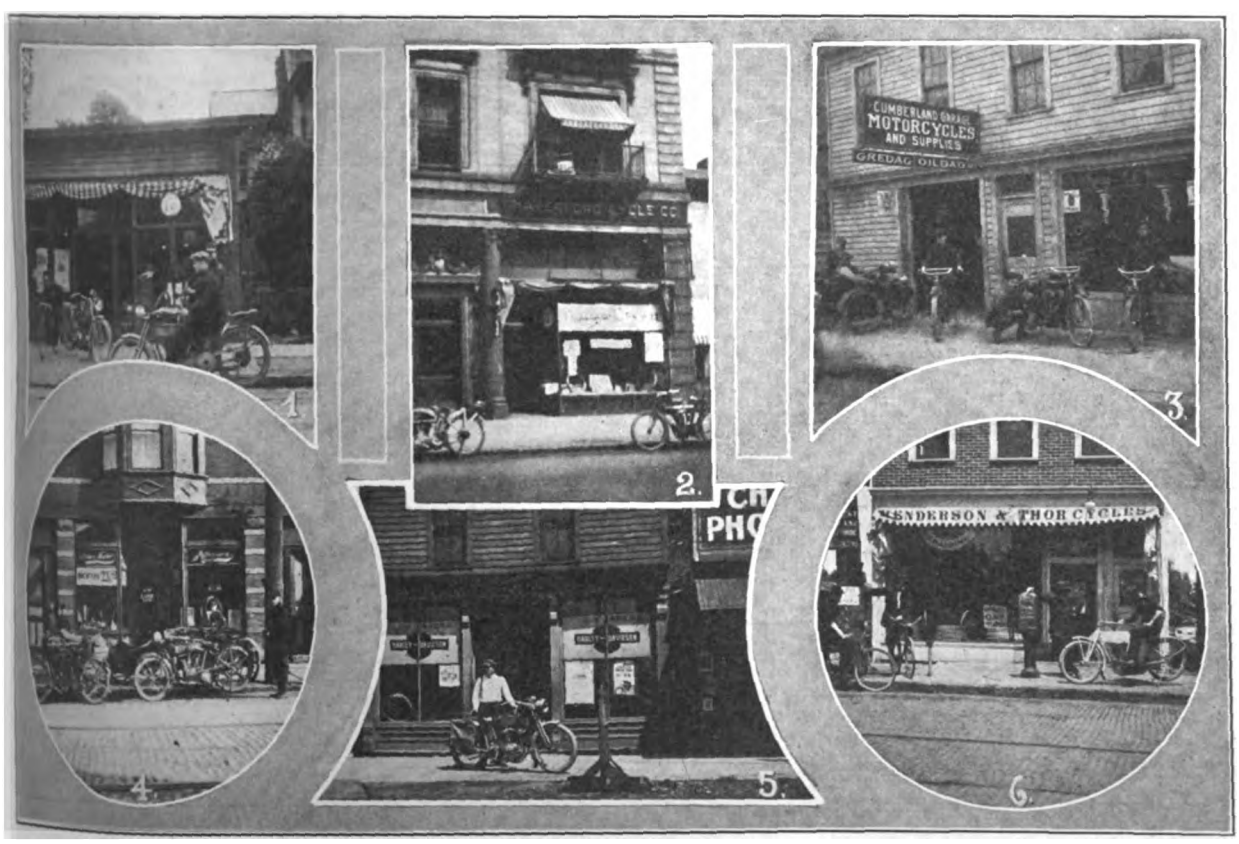
### FLECKSERS SOLD SIX

Lockport, N. Y.—Fleckser Brothers, Harley-Davidson agents in this city, have sold six 1915 machines so far this season. These six were the only new mounts sold in Lockport this year.

### ASHLEY IS CYCLONE AGENT

Brooklyn, N. Y.—George Ashley, veteran bicyclist and motorcycle dealer, has taken the agency for the Cyclone for Greater New York. He has been kept busy answering inquiries and giving demonstrations from his headquarters at 1213 Bedford avenue since the first machine arrived last week.

Kansas City, Mo.—Charles Hanson, Indian agent in this city, has sold a sidecar combination to the City Park Board, for use in inspection service.




**Thriving Agencies in Buffalo, N. Y., and Vicinity: 1, Shop of B. L. Moone, Handling Harley-Davidson in Niagara Falls; 2, Haverford Cycle Co., Buffalo Branch, District Agent for Excelsior and Smith Motor Wheel; 3, Indian Store of Homer Cumberland at the Falls; 4, Dayton Agency of Charles Liske in Bison City; 5, Tonowanda Harley-Davidson Agency of E. C. Arenz; 6, Where Henderson, Reading-Standard and Thor Models are Sold by the Veteran Dealer, G. H. Houck in Tonowanda**

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## BREAKING THE SHACKLES OF CITY LIFE—BY NORTHWAY AND BENSON

(Continued from page 66)

waiting around for a charitable feed.

Hardly had the words slipped from my lips, when the cook brought in a big ham—one of those good old country hams. Gosh, my mouth watered and Bob had to reach for his handkerchief. We rose and began our little speech of thanks to our hostess, when she interupted and commanded us to stay to dinner. I looked at Bob; Bob looked at me, and then we both looked at the ham. So we decided to stay. That sure was some dinner, and I bet we're going to dream about it many times before we reach the Pacific coast.

### Arriving at Buffalo

About eight o'clock that night we arrived at Albany and turned in to rest. The next day we covered the ninety-five miles into Utica in eleven hours and thirty minutes. While riding into Syracuse, I saw a lady looking out of a window, and thinking that all farm folk were democratic I doffed my hat and asked her how Syracuse was getting along. Her only answer was to draw her head into the house and bang the window shut. Such is life! Well, we made Syracuse in good time, and from that city pedalled into Rochester, where we had some letters to deliver to people we knew and were royally entertained. We did not remain very long, for it was our object to push on nearer to Buffalo. Sunday night found us at Batavia where we had a sound rest, and the following morning we covered the forty miles into Buffalo in a very short time.

Reaching Buffalo we were the guests of the Pierce Cycle Company and the Buffalo Metal Goods Company. We were inclined to feel a bit in doubt as to the kind of reception we were going to receive, for neither Benson nor I had ever met any of the officials of either concern. However, as soon as we met that very genial person, Mr. Fred L. Brown, of the Pierce company, and Mr. Emerson, of the Buffalo Metal Goods Company, we were immediately put at ease. They certainly know how to make a stranger feel at home.

### What We Saw in Bison City

Mr. Brown introduced us to the entire office force of the works and had Mr. Powers, the head Pierce salesman, show us just how machines like those we were riding were constructed. We found the various processes very interesting and that the workmen were but too willing to stop and explain anything that we wanted to know. They were a happy lot of fellows; all of them seemed to reflect the hearty geniality that was manifested by the officials of the company.

At the Buffalo Metal Goods Company's factory, Mr. Emerson delineated the various steps in the manufacture of the Atherton coaster brake which had served both Benson and myself so well on our long ride into Buffalo from New York. Our visit to the different departments of that factory, in which we saw the care and skill with which the brakes were being made, enabled us to realize how Bob Lawson, the veteran cyclist, could travel from coast to coast and then cover thousands of miles, riding from through the State of California and from Mexico to the Canadian border, without changing his Atherton coaster brake.

We liked Buffalo so well that we remained there for several days and did not leave until Thursday morning, making fifty miles that day. About six o'clock in the evening we stocked up with eggs, bacon, ham, bread and cherry preserves and were on the lookout for a place to camp as we had added a light tent to our equipment in the Bison City. Passing by a farm we saw a splendid spot to camp and obtained permission to pitch our tent there. We found a cool spring and plenty of wood for fire near the place. Later in the evening the farmer who owned the property sent over some milk and strawberries.

The sun came out bright the next morning. But Benson and I were only fifteen miles under way when we were caught in a rain storm. However, we kept on riding hard and managed to get into Erie where we met the proprietors of the Erie Cycle and Supply Company. The two young hustlers who own this place, Messrs. Montgomery and Sully, have one of the best stores in the city and from the crowd of fellows who swarmed about the establishment we gathered that they must certainly be popular with the Erie cyclists.

Our camp that night was on the shore of the Lake Erie. We had a good swim about ten o'clock in the evening and then slept in the open lulled by the music of the waves. The next few days we encountered nothing but sand and rain, for we hugged the beach for quite a distance. On two occasions when the rain was pouring down hard we were invited to spend the night at the homes of some very hospitable people. On Monday, after a day of riding under very severe conditions we got into Cleveland.

## N. Y. CYCLISTS ON PARADE

The seventh of the series of eight weekly bicycle parades which are being held under the auspices of the New York Division of the Century Road Club Association, was held Wednesday evening, July 7, starting from Columbus Circle, New York City, with an attendance of twenty-eight New York cyclists. Captain Steppello, assisted by A. R. Jacobson, led the paraders up Broadway from Columbus Circle, to 106th street, where a turn was made to Central Park West, and thence to 110th street, over to Seventh avenue, and north to 155th street bridge, into Jerome avenue, in the Bronx. Here a stop was made for fifteen minutes, and then the captain called for starting, and the bicycle riders returned across the bridge to Seventh avenue and south to 110th street, from which point the paraders went down Central Park West to Columbus Circle and there disbanded.

## VETERANS RACE AT GENEVA

Geneva, Switzerland, June 21.—"Old timers," including ex-champions and local cracks, to the number of eighteen, competed in a "veteran" race on June 20 between this city and Hermance, a distance of ten kilometers (6.21 miles). The race was won by Vital Manera, who was given two minutes handicap, in 18:50. Lance, of this city, was second in 19:33, and Laeser, a former distance champion, was third in 19:42. The scratch man, Lequatre, obtained fifth place, while Bosshardt, of Geneva, came fourth in 19:43.

In handicapping the contestants, age and past performances as recorded in the books of the U. C. S. were considered. Not one of the entrants was less than 32 years of age. The winner, Manera, is approaching his fortieth year at the present time, and his victory came as a surprise to most of the field.

## ALTOONA BICYCLISTS ON LONG TRIP

Altoona, Pa.—Charles Just and Charles Cavery both, of this city, have just completed a trip through the eastern part of the state. The boys visited Lancaster and on their homeward trip stopped at Harrisburg, Port Royal and other towns. During their trip they visited the home of the Hershey Chocolate plant at Hershey, Pa. They covered about 500 miles on their entire trip.

## ENJOYING THE COOL LAKE BREEZES AFTER A JAUNT AWHEEL

**Three Members of the Chicago Cycling Club Resting Along the Michigan Lake Front at Lincoln Park, Chicago, Ill.**

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# That Dodge City World's Record Race Was a Bosch Record

## 300 miles in 187 minutes—76.3 m.p.h.

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3rd Carl Goudy..... Excelsior—Bosch Magneto
4th Joe Wolter..... Harley-Davidson—Bosch Magneto
5th Red Parkhurst..... Harley-Davidson—Bosch Magneto
6th Alva Stratton..... Harley-Davidson—Bosch Magneto
7th Ralph Cooper.....Harley-Davidson—Bosch Magneto

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# Our Canadian Letter

## VARIETY IN BIG SAUCER PROGRAM

TORONTO, Ont.—The greatest crowd of the season, numbering about 5,000 people, witnessed thrilling races on the local saucer on Saturday night, July 10. The program was unusual in that the events staged consisted of four motor-paced bicycle contests and six exclusively motorcycle speed flights in which J. A. McNeil, of Omaha; Brownie Carslake, the Australian star, and Henikman, of Detroit, proved to be the real big guns. The feature event was the ten-mile Canadian championship motorcycle race which was captured by McNeil riding his fast Excelsior in 6:29⅗. McNeil lapped the second man, Brownie Carslake who straddled an eight-valve Indian. Carslake trimmed McNeil, however, in a four-mile dash, the time of which was 2:41⅗.

Quite the most spectacular motorcycle race ever staged on the local bowl was a four-mile contest in which the five starters flew around the track almost abreast. It was decidedly thrilling and the crowd went wild. Henikman captured first honors in this flight in 2:49.

The biggest surprise of the season so far was the defeat of George Wright, the crack motor-pace follower of the Riverside club, in a four-mile drive, by Gordon McMillan, the ex-Canadian champion. The latter won out after a desperate half-mile sprint in the good time of 5:28⅗. Norm. Webster, the Riverside youngster, annexed a three-mile motor-pace event in 4:25⅗. This was his first attempt behind a motor and he made good with a vengeance.

### MOTORCYCLES FOOLED GRAFTERS

Niagara Falls, Ont.—The value of the motorcycle in emergencies was demonstrated here on July 7 when a fearful trolley car wreck took place on a section of the Gorge Route at Queenstown, seven miles from here. Immediately following the disaster the radial trolley service was put out of commission and the owners of livery automobiles demanded exorbitant prices to carry officials and others to the scene. Reporters and others who owned motorcycles, however, were able to ride at top speed to the place quite independently of the taxicab and livery people.

### A BRACE OF WINNIPEG NOTES

Winnipeg, Man.—Emerson W. Walker, the traveling representative of the A. O. Smith Company, Milwaukee, makers of the Smith Motor-Wheel, has made arrangements with the Winnipeg Cycle & Motor Company to handle the motor attachment in this city. When Walker appeared on the streets here with his propelled bicycle, he created profound interest and practically every dealer made a bid for the local agency. Walker will leave shortly for the Pacific Coast where there are thousands of bicyclists, mainly of English nationality, who have been in the habit of doing considerable cross-country riding.

Seventeen members of the Winnipeg Motorcycle Club who took part in the club's annual run to Selkirk are not likely to forget about their outing very soon. The trip to Selkirk was made in fine style, but an unexpected rain storm made the roads terrible for the return journey. Only eight of the seventeen riders returned to the city on the same day, the others becoming mired in the glue-like gumbo. Five sidecarists and three soloists made the return trip.

### BANDITS MADE A MISCUE

Owen Sound, Ont.—The story of how two desperadoes, who are now lodged in the Kingston Penitentiary, intended to make use of both bicycles and a motorcycle and sidecar in a typically Wild-West hold-up of a railway train near this city which they had planned to accomplish a few days ago sounds like the plot in a "blood and thunder" penny pamphlet. The two highwaymen, Norman Regan and "Broncho" Turner, first stole two bicycles and an Indian motorcycle and sidecar, according to their confessions, and it was their plan to use the bicycles first in making their getaway from the scene of the robbery. After making their way to the place where they had hidden the motorcycle they had intended to throw the wheels away and take to the fast machine. In this way they hoped to throw the authorities off their trail because the police would probably be looking for two bicyclists instead of a couple of men on an apparent joy ride.

A miscalculation in the time of the arrival of the Canadian Pacific Express at the spot where they had decided to make the hold-up spoiled their plans and a few hours later they were arrested in this town for the robbery of an express company's office in a nearby city, for which they had also used the motorcycle outfit. When they saw "the jig was up," they talked quite freely of their plan to rob the train.

### NEEDED A MOTORCYCLE

Ottawa, Ont.—After No. 2 Casualty Clearing Station of the Red Cross branch of the Canadian forces in Europe arrived at the front the need for a motorcycle for despatch and emergency work was immediately felt. Capt. Harvey Jakes of this unit wrote home regarding the want for a single tracker and within a few days sufficient funds had been collected among his friends to purchase and send forward a machine with the permission of the Militia Department.

## FRESH BITS OF TORONTO NEWS

TORONTO, Ont.—The factory staff of the John T. Wilson Company, Limited, manufacturers of the Cyclemotor, the twenty-pound motor attachment for bicycles, has been increased by the engagement of R. A. Fish as production manager. Fish was formerly a district representative of the Canada Cycle & Motor Company, Limited. A steady production of the tiny motors has now been reached and the outfits have been shipped to many places from Halifax to Winnipeg.

The International Motors, Limited, Eastern Canadian representatives for the Thor, went into the hands of the receiver this week. One reason given for the failure is that the increase in the import tariff on motorcycles practically ate up all profit on machines for which contracts had been made with dealers in their territory before the duty was advanced.

Harold Cole, the local Cyclone dealer, who is now located at 369 Yonge street, has disposed of his first shipment of three machines. Cole has made several demonstrations with his Cyclone which have been really spectacular.

The Canada Cycle & Motor Company, the big distributors, report a heavy demand for Victor dry cell lamp outfits for both bicycles and motorcycles and there is also a splendid demand for combination rear carriers and stands for bicycles.

### STILL AFTER BOARD TRACK

Montreal, Que.—A well-known sporting man of Montreal has had several conferences with George I. Kreamer, the board track builder, with a view to the erection of a bicycle and motorcycle saucer in Montreal for next year. Several Montreal magnates have visited the Toronto "speed works" and have been impressed with the general situation there with the result that this city may soon have the second board bowl in Canada.

### MOTORCYCLE REPLACES TELEGRAPH

Fort Erie, Ont.—How the newspapers were able to overcome the disadvantage of the lack of telegraph facilities at the Fort Erie Jockey Club course during the turf meet last week has just been announced. The race track people refused to permit the telegraph companies to install a service at the course because of certain alleged malpractices last year, but the situation was saved for the dailies by the use of a motorcycle. A rider was used to carry the reports from the track to the nearest telegraph station about four miles away and the service maintained was almost as prompt as direct wire communications.

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Champions can't be beaten at that kind of work.

We build them to "stand the gaff." Repeated tests under every condition conceivable with a motorcycle have developed real reliability.

Champions are always "there" with the quick, hot spark. You can "bank" on them absolutely.

75% of all gasoline motors built in this country are equipped, when new, with Champion Spark Plugs. This is a fact worth considering.

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One Piece

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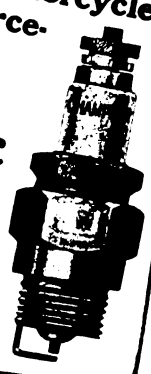

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# Variety in This California Trip

## Sand-Plugging and River-Fording Were Regular Incidents

LOS ANGELES, Cal.—Stewart Slosson, who represents the Firestone Tire and Rubber Company on the Pacific Coast, recently returned from a business tour through central and southern California on his three-speed Harley Davidson sidecar combination. While on this trip he encountered practically all the varieties of surface that the State can offer and forded many streams. Part of the time, Slosson was accompanied by George Kemp, from the automobile tire sales department of the Firestone branch in Los Angeles, and it was during Kemp's presence as passenger that the most interesting events occurred.

The regular automobile routes were followed on most occasions, but all was not plain sailing for the sidecar combination, by any means. Shallow pontoons of wood are used to cross a number of rivers, but as these are much wider apart than the sidecar tread they could not be utilized, so fording was the order of the day. In attempting to cross the Salinas river at one point, Slosson and the mount got into quicksand and the outfit went down over the motor. Passing automobilists assisted in getting the rig onto solid ground once more, and after cleaning it off, the river was crossed on one of the pontoons in typical Slosson fashion.

Riding the motorcycle with the sidecar empty, Slosson balanced the sidecar in the air while the machine wheels traversed the pontoon. "It was a ticklish stunt," said Kemp later, "and I expected to see Slosson flop and get another dose of quicksand any minute. He got across all right, much to our satisfaction."

After the Salinas river incident, the Firestone outfit came to some typical desert going, and had plenty of work to do to get the wheels to roll in a number of places. Kemp as passenger, was requisitioned as shovel-man on most occasions (a source of much chuckling on the part of his partner, as the automobile tire man was on his vacation in order to get a "complete rest.")

The top photograph shows Slosson with A. J. (Firestone) Smith of Los Angeles, ready for a morning's spin. The righthand picture shows Slosson at the Salinas ford before striking the quicksand; at the left of this photo is one of the pontoons for automobile passage. The lower picture shows Kemp assisting the combination in deep sand by clearing a passage with a fence rail.

Slosson crossed the Continent on Firestone tires, using a solo machine last year. He encountered two weeks of steady rain in Kansas, which kept him back for ten days, but finally came through without tire trouble. In the recent trip there was no difficulty with tires, although burning sand, rocks and much water had to be traversed.

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"Firestone" CYCLE TIRE

# Firestone

## Motorcycle Tires

### Same Quality, Same Materials as in Firestone Automobile Tires

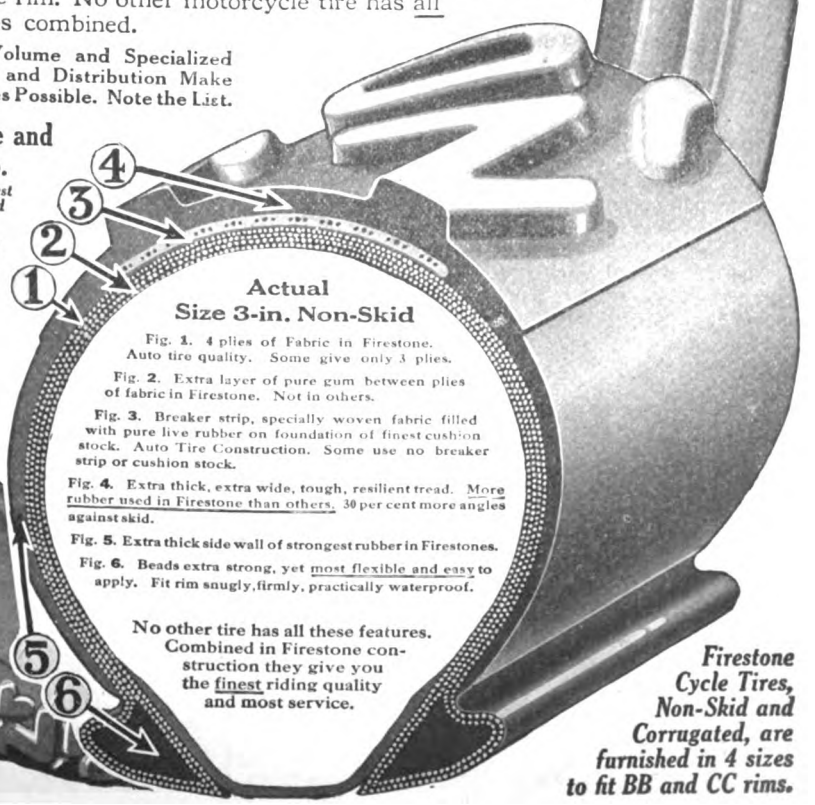
EXAMINE the construction of Firestone Motorcycle Tires from the inside out. These tires are specially designed for the machines now in use, and now being manufactured. They are built of the same rubber and the same fabric as Firestone Automobile Tires.

Study the cross section. Note the four plies of fabric with extra layers of pure gum between plies—the breaker strip on foundation of finest cushion stock. These mean extra strength, and in addition the extra tough, extra wide tread means effectual road grip.

The flexible beads with soft rubber core make the tire easy to put on and take off, and give a practically water-tight seating on the rim. No other motorcycle tire has all these features combined.

**Firestone Volume and Specialized Production and Distribution Make These Prices Possible. Note the List.**

**Firestone Tire and Rubber Co.**
*"America's Largest Exclusive Tire and Rim Makers"*
Akron, Ohio
Branches and Dealers Everywhere




**Actual Size 3-in. Non-Skid**

Fig. 1. 4 plies of Fabric in Firestone. Auto tire quality. Some give only 3 plies.

Fig. 2. Extra layer of pure gum between plies of fabric in Firestone. Not in others.

Fig. 3. Breaker strip, specially woven fabric filled with pure live rubber on foundation of finest cushion stock. Auto Tire Construction. Some use no breaker strip or cushion stock.

Fig. 4. Extra thick, extra wide, tough, resilient tread. More rubber used in Firestone than others. 30 per cent more angles against skid.

Fig. 5. Extra thick side wall of strongest rubber in Firestones.

Fig. 6. Beads extra strong, yet most flexible and easy to apply. Fit rim snugly, firmly, practically waterproof.

**No other tire has all these features. Combined in Firestone construction they give you the finest riding quality and most service.**

**Firestone Net Prices to Motorcycle Owners**

| | Case Corr. | Case N. S. | Tube Gray | Tube Red |
|---|---|---|---|---|
| 28x2½" to fit BB rim | $6.50 | $7.00 | $1.70 | $1.90 |
| 28x2½" to fit BB rim | 7.50 | 8.00 | 1.75 | 2.00 |
| 28x2½" to fit CC rim | 7.50 | 8.00 | 1.75 | 2.00 |
| 28x3" to fit CC rim | 9.25 | 9.75 | 2.00 | 2.25 |

***Firestone Cycle Tires, Non-Skid and Corrugated, are furnished in 4 sizes to fit BB and CC rims.***

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# Repairing With Adhesive Plaster

## Many Novel Uses to Which Surgeon's Tape Can Be Put

By GEORGE M. JOHNSON

THERE must be many riders who find the regular tire or electrician's tape very convenient about their machines, but probably few of them have ever tried adhesive plaster as a substitute. This plaster, also known as surgeon's plaster, has numerous advantages over tire tape, even though it costs more, but the greater cost is more than offset by the fact that a repair done with adhesive plaster will last much longer than one made with tire tape.

The most satisfactory way to purchase the plaster is in five or ten-yard rolls, one inch in width. At large city drug stores, the cost will be 35 and 50 cents respectively, and in smaller stores it may be ten cents more. The larger size is by far the more economical, as is obvious. Having gotten the plaster, here are a few of the many ways in which it can be made valuable to the motorcyclist.

### Fine for Grip Repairing

In the first place it is fine for repairing cracked handlebar grips. It is much stronger than tire tape, being made with a background of substantial linen cloth, and so it will naturally stand the wear and strain on a broken grip much longer. Another good feature is the way it sticks. The adhesive part consists of a zinc oxide or rubber gum preparation that sticks where it is put—whether to metal, leather, or any kind of fabric—worse than a bad habit. Furthermore the plaster is sticky only on the inside, and will not blister the rider's hands or get them coated with greasy black gum. The damaged grip should be repaired as soon as the crack appears, for after its back is utterly broken, no repair job can save it.

When a horn, either of the bulb or mechanical variety, is attached to the handlebars or frame tubing, a few turns of adhesive tape will make a first-class foundation for the clamp, and protect the nickel or enamel from being scratched. The same applies to the attachment of watches, magneto cut-outs, speedometers, etc. If the flexible speedometer tube rubs against the gas tank and threatens to mar the enamel, wrapping the tube for a short distance with tape will save the looks of the machine; nor will there be anything unsightly about so treating the tube. One of the big advantages of the use of surgeon's plaster in place of tire tape lies in the fact that the tire tape always looks messy, while the plaster never does.

### For Clamping Cables

Adhesive plaster is strong enough to make good clamps for securing the insulated cable of a magneto cut-out to the frame of a motorcycle. For this purpose tear the inch width into half-inch strips eight or ten inches in length. It is a simple enough matter to do a very neat job of fastening the cable in this way, and it will stay.

The surgeon's tape can be used for binding together the two high-tension magneto cables on twin cylinder machines. The cables can be joined at about the middle and then fastened to the frame bar just above. This will prevent the insulation from being burned by coming in contact with the hot cylinder heads.

### In Tire Service

The plaster may serve as reinforcing fabric in the repair of a casing which is weak and likely to blow out; if the blow out is not too large, it may even make a temporary repair of that. Clean the inside of the shoe thoroughly and then press firmly into place strips of tape cut into six or seven inch lengths. They should cross the weak spot from all directions and angles, so that ten or a dozen thicknesses will come over it. After a repair of this kind the tire should not be pumped too hard, and the rider should realize that the repair cannot be permanent. It will last for a while, however, and if on the front tire, which can be run quite soft, may hold for a surprisingly long time.

Surgeon's tape is also valuable for temporarily repairing a big blow-out or cut, in that it can be successfully used to hold a a ready made patch in position. If a stiff piece of leather, or part of the sole of a rubber overshoe or tennis sneak, is employed for a blow-out patch, the problem of anchoring it in position is not easy of solution. Cement is not strong enough, and if fastened in this way, the patch will soon go adrift, whereupon the tire will blow out again. Here is where the adhesive plaster comes in. Use strips of it across the patch, cutting them long enough so that they can get a firm grip on the fabric of the tire. Naturally all chalk, etc., should be cleaned from the latter first, otherwise the plaster will come away.

### For First Aid Work

Another good feature of this treatment is that the tape will make a smooth surface of the patch and prevent any irregularities on it from chafing through the tube. I once used a starched linen cuff for a blow-out patch, and the sharp edge of the cuff wore a hole through the tube within twenty-five miles.

A roll of adhesive plaster is a handy thing to have along for hygienic purposes. If a rider is careless enough to try conclusions with the road and is more or less battered up as a result, the plaster will be found very convenient, if not necessary. Do not neglect injuries where dirt is ground into the flesh, as when a rider gets the force of a fall on knee or elbow. I knew of one man who failed to have such hurts promptly and carefully dressed by a physician, and consequently he developed a bad case of blood poisoning which laid him up for weeks.

The preceding paragraphs suggest but a few of the many uses to which this handy article can be put. Any rider can think of others.

# Transferring Fuel on Road

IT is not so very unusual for the touring motorcyclist these days to meet a fellow-roadster stranded on the highway for the want of a little fuel. A teacup full will generally bring the distressed one to the next town, but many would-be Samaritans do not know how to transfer the vital fluid from one tank to the other, if they are not equipped with a priming-gun.

However, the transfer is very simple and can be undertaken with the means which every rider has about him or on his machine. The most reliable device is the siphon, which can be improvised from the rubber tubing that leads to the headlight or to the tail-lamp. All that is necessary to do is to get the filler-openings of the two machines as close together as possible, insert the tubing in one tank and suck on the other end. After pinching the sucked end to prevent return of the fuel, drop it into the filler-opening of the other tank.

Now there may not be enough tubing to reach when the two machines are placed side by side. In such a case, two sections of tubing can be coupled by splinting the ends with twigs, after taping them in their proper relation to one another. If the machines cannot be brought close to each other, siphon the gasoline into an envelope and carry it by hand to the stalled mount. A good linen or manila envelope will be gasoline-tight for a short time; just long enough to transfer the cupful in most cases.

Of course, if the priming-gun is fitted, it is a question of a few squirts only to give the other fellow the "arterial blood" to carry him on his way. Cups can be improvised from vine-leaves or sheets of paper. An envelope with one corner torn out will make a good funnel.

### ON A PACK BURRO TRAIL

Henry Massard and George Moore, mounting Indian and Excelsior motorcycles, recently made a successful trip over the old toll road between Ouray and Silverton, Colo., a route now so little used except by the daily stage coach and trains of pack burros that it has been considered almost beyond the scope of the motor-driven vehicle. The mountain climbs to a height of 13,000 feet above sea level, and it goes without saying that the motorcyclists found striking scenery and more than one place where exceptional skill and daring were called for to avoid a plunge.

### GEPHARDT RODE AN INDIAN

In the account of races held in Baltimore on July 5, which appeared in our last issue, it was stated that George Gephardt rode an Excelsior in winning the 5-mile professional race. As a matter of fact, Gephardt used an Indian. The error was due to the fact that Gephardt formerly used an Excelsior, and changed to the Indian for this race meet.

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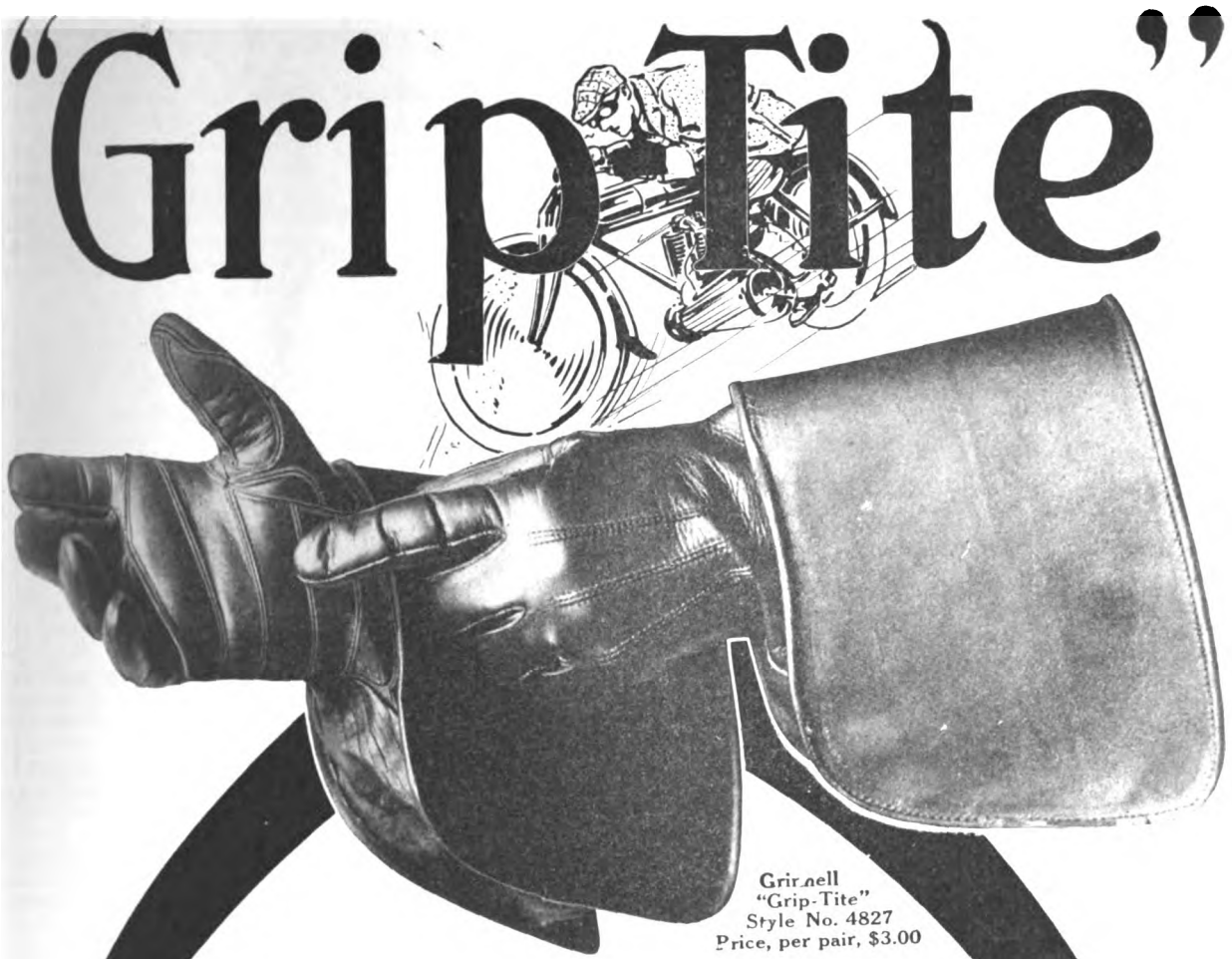
# "Grip-Tite"



Grinnell
"Grip-Tite"
Style No. 4827
Price, per pair, $3.00

## The great big winner for you, motorcyclists

A double, corrugated palm and reinforced thumb, that gives a firm, non-slip grasp on the handlebars. No tense muscle strain. Go as fast as you like over the roughest road. Your arms won't ache, your hands won't be sore.

# Grinnell Gloves

### Best for every purpose

Grinnell Gloves, made from soft, pliable Reindeere and velvety Coltskin, wear like rawhide. Washable—dry out soft as new. Uninjured by steam, heat, water, gasoline, heavy lubricants, dirt, etc. Guaranteed not to crack, harden, scuff or shrink. Many exclusive features besides "Grip-Tite."

"Rist-Fit" prevents cuff lopping down. "Ventilated Backs" evaporate perspiration, exclude dirt, grease, etc.; keep hands cool and dry in hottest weather. "Limp-Kuff," the newest out, has a soft, limp cuff that wrinkles at the wrist. Crumple up and stuff in pocket.

Dealers everywhere—or sent on approval, prepaid, where not stocked.
Write for glove book and sample of leather—sending dealer's name.

**Morrison-Ricker Mfg. Co.** *Established 1856* 27 Broad Street Grinnell, Iowa

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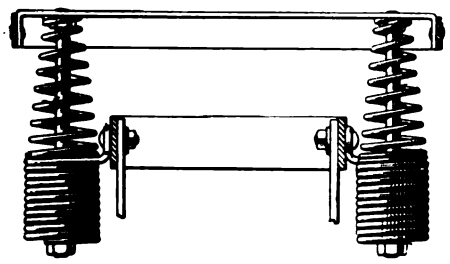
# RECENT MOTORCYCLE PATENTS

## FENTRESS CARRIER SPRING SUPPORT

Compound spring suspensions designed to flexibly support the seat frame on the main frame of a tandem carrier is the subject of a patent granted to Frank P. Fentress, of Detroit, Mich., and assigned to the Troxel Manufacturing Company, of Elyria,



Fentress Spring Design

O. The spring suspension on each side consists of an upper spiral of varying diameter, bearing at top on the seat frame and at bottom on a lower coil of constant pitch and diameter. The lower part of this coil is attached to a vertical through rod attaching at its upper end to the seat frame, while the upper end of the same spring is attached to an arm which fits to the main frame of the carrier. The lowest part of the upper spring fits within the coils of the constant pitch lower spring, and assists in resiliently supporting the seat on each side, both springs working together to this end. The patent is No. 1,144,646.

## CHILSON MOTORCYCLE SEAT

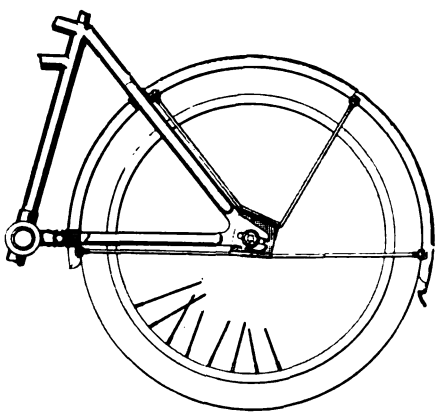
Bert S. Chilson, of Fayetteville, N. Y., has been granted a patent on a motorcycle seat, in which riders will recognize the C. & G. twin seat so widely used. The patent shows the C. & G. seat as particularly adaptable to the Indian spring frame mount, the reversed U-portion forming the main frame of the seat having a three-point bearing on the motorcycle. Two of these points are on the spring bearers at the rear by vertical cylindrical pieces while the third is an arm pierced at its forward end to enclose the stub at the upper extremity of the seat post. The ribbed construction characteristic of the C. & G. seat frame is clearly shown, as well as the method of fitting the seats and seat-springs. The patent is No. 1,144,588.

## NELSON DUPLEX STAND

To John M. Nelson, of Duluth, Minn., has been granted a patent for a motorcycle stand frame of an inner and an outer piece. These pieces are pivoted to each other, one being longer than its fellow, while both are pivoted to the motorcycle frame. A latch on the mudguard holds the two frames in the raised position and stops on the frame bars engage against notches in the longer of the pieces to hold it in the lowered position. The function of the shorter piece or leg is evidently to give a temporary stand, without raising the rear wheel from the road. The patent is No. 1,134,893.

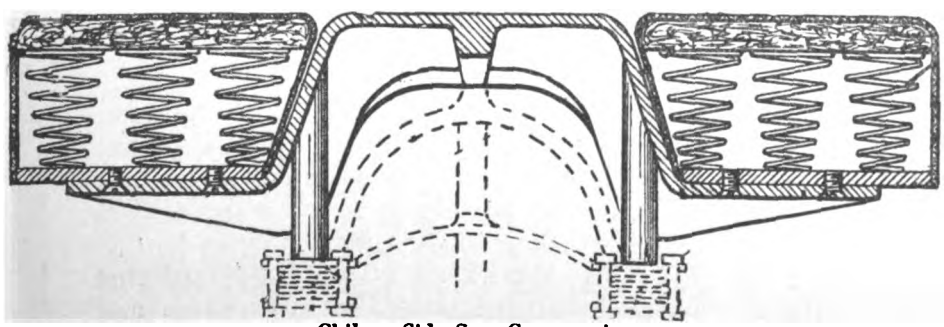
## CORNELL MUDGUARD STAY

Fred J. Cornell, of Detroit, Mich., is the inventor of a novel mudguard supporting device for motorcycles, and has been issued



Cornell Stay Plate

Patent No. 1,144,463 on the same. The stays to the mudguard are carried by plates which are removable secured to the axle ends. The stays are continuous, being held at their centers by lips in the plates themselves. The stays are designed to be readily removed from the plates or from the mudguards as desired.



Chilson Side Seat Construction

## OBJECT TO EIGHT-MILE LIMIT

Springfield, Ohio.—The eight-mile speed limit prescribed by the proud city of West Liberty, Ohio, is to be questioned legally by Mayor C. F. McGilvray, who fell into the clutches of the constable at West Liberty for driving twelve miles an hour. Motorcyclists and automobilists have for some time derided the ordinance as ridiculous, and the attack on it will be watched with interest not only by Ohioans, but by riders visiting the county.

## SHIPPENSBURG TRIO ON WAY HOME

Atlanta, Ga.—Leroy Shoap, of Shippensburg, Pa., came into the Harley-Davidson branch in this city on July 8, on the way home from Jacksonville, Fla. Shoap left Shippensburg on June 17, accompanied by Orran Kramer and William Miller, going first to Washington, D. C., and then on to Fredericksburg, Va. They found the roads between the National Capital and Fredericksburg in very bad condition, by reason of road work being done by the county authorities.

After leaving Fredericksburg, they went on to Greensboro, N. C., over the National Highway and then on through Charleston to Jacksonville. They stayed a few days in Jacksonville and then came northward to Atlanta via Macon, Ga. Shoap and his riding mates will tour northward through the Carolinas and Virginia, arriving at their home on July 15. The sum total of trouble the trio encountered was nine punctures since leaving the Pennsylvania city in June.

## FIRST MOTOR WHEEL RUN

Salt Lake City, Utah.—Thirty Motor Wheel riders made their first run on June 13 from this city to Ogden, 45 miles out. The start was made in the morning, and the entire party made the round trip of 90 miles by 4:30 in the afternoon. The riding time was four hours, with a half of one and one-half hours in Ogden for lunch, gasoline and a rest.

The route followed was in general over good roads, but there were a few poor places. These consisted mostly of sand-stretches. There was some climbing work in the form of small hills to be ascended, but in no case did any of the party have trouble on the grades. The run itself was organized by C. A. Fowler, Motor Wheel dealer in Salt Lake City. Agent Fowler reports a considerable number of sales of the little attachment as a direct result of this run.

## ON LONG DISTANCE TRIP

Boise, Idaho.—M. J. Bennett, of Verden, Okla., arrived in this city on July 6 after covering a distance of 5,025 miles on his two-speed Indian twin. He left Verden on May 6. The total cost of his trip, he stated, has been about $96.

Bennett's tour led him across the continent to San Francisco, where he took in the exposition. He then went to Los Angeles and finally headed northward for Boise. His daily average was 200 miles, but for the four days preceding his arrival in this city he averaged 250 miles. After leaving this city, he will ride home, covering some 2,500 miles according to his route, which includes a number of side-trips.

Bennett found much variation in the price of gasoline during his trip from Verden. The lowest was 12½ cents and the highest 50 cents a gallon, the latter being charged at a mountain resort mile from nowhere. He paid 40 cents for most of his fuel.

## 1,900 LICENSES IN BUFFALO

Buffalo, N. Y.—According to the city records at noon on July 9, the motorcycle licenses to the number of 1,900 have been issued to Buffalo riders since February first, 1915.

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NATIONAL SPOKES
MEAN FREEDOM
From Rim Trouble

Mr. Dealer, you can make this part of your selling argument, a strong one, if the motorcycle you sell is equipped with

## NATIONAL SPOKES

These spokes are stronger than they need be, but it is this extra margin of strength that assures wheel safety at all times.

Added to this, NATIONAL SPOKES are as nearly rust-proof as a plated spoke can be.

Specify NATIONAL SPOKES to your manufacturer and put this added selling strength—and road strength—into the machine you handle.

The Nati[illegible] (Cl[illegible] [illegible]k Co. [illegible]o.

# The A-B-C Generator

## America's Best Combination

## Simple - Durable - Compact

No Magnetic Controls.

Easiest to Apply.

Does not use or require batteries.

# Important

To introduce this instrument in the East we will deliver one outfit in each city and town east of the Rocky Mountains at Dealers' price.

The Los Angeles City Police use it exclusively. We refer to C. Will Risden, Indian Distributor, Los Angeles.

## A-B-C Generator Company

## Los Angeles, Calif.



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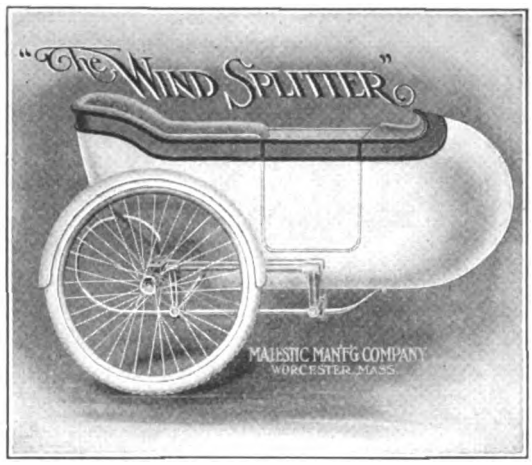



# 1916 Side Car Announcement

## EXTRAORDINARY VALUES!

## The Famous Wind Splitter $65.00

In the midst of the season, when it will do the Dealer and Rider the most good, Majestic 1916 prices and improvements are ready.

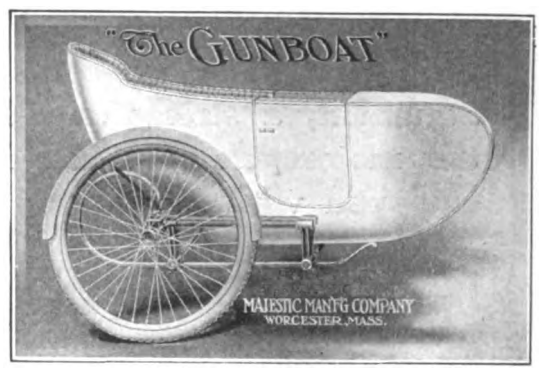
SIDE CAR VACATIONS, SIDE CAR WEEK-ENDS. WHY NOT?

## MORE VALUE — LESS COST

THESE PRICES EFFECTIVE JULY 15th

## The Durable Gunboat $55.00

Doubled production facilities make possible these remarkable prices, coupled with even higher MAJESTIC QUALITY than ever before. DROP FORGED, HEAT TREATED, INSTANTLY DETACHABLE FITTINGS OF ABSOLUTE SAFETY. PERFECTED CHASSIS tested by constant service since October, 1914.




**THE NEW METAL BODY DELIVERY CAR**
**LARGER, 40" x 20" x 20" DEEP, $55.00**

*WRITE FOR INFORMATION*

**MAJESTIC MFG. CO.** Worcester, Mass.

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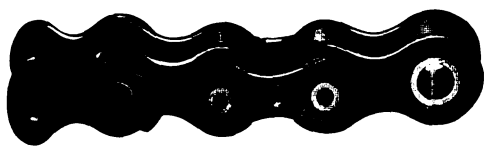
# The Kind of a Test That Counts

Indian machines, with side cars, using Duckworth Chains, proved 100% efficient in the

## Worcester 24-Hour Endurance Run

# DUCKWORTH CHAINS

Enabled these machines, with sidecars, to go the entire distance without having to be touched, again proving the superior wearing qualities of Duckworth Chains for real endurance. The extra weight and extra strain put the chains to the severest kind of a test, but Duckworth Equipment triumphed as usual.



The Duckworth Chain Grip makes the hard and dirty job of connecting a tight chain very easy, without the necessity of readjusting the wheel. No tool kit complete without it.

PRICE 35 CENTS

**Duckworth Chain & Mfg. Co.**

SPRINGFIELD - - - - MASS.

## 15 GOOD REASONS

WHY YOUR SALES SHOULD TAKE A JUMP NEXT WEEK—ONE REASON WHY NO DEALER—MOTORCYCLE OR BICYCLE—CAN AFFORD TO FAIL TO GET OUR SPECIAL OFFERS AT THIS TIME.

For the Bicycle Dealer we have over 45,000 pairs of DIAMOND-GOODRICH BICYCLE TIRES—14 different brands, strictly first quality, at prices you will scarcely believe—prices we dare not print. Never before have we ever offered anything like this and we cannot say that we will ever again be in a position to offer such real, undeniable values.

If you are a legitimate Dealer, write us this minute on your letter-head for our TIRE SPECIAL—Get our prices and then use your own good judgment. Get them now.

## THE MILLER TRIPLEX SIDE SEAT

offers you one of those opportunities that come your way only once in a very long while. Look at it. Have you ever seen anything that looked better to you—anything that should appeal more strongly to the rider or serve you better in demonstrating your 1915 machine?

There's something entirely different about the TRIPLEX—something that attracts every Motorcycle rider. It is this "something different" that makes it such an exceptional seller. If you are not thoroughly convinced that you are losing money in not having the TRIPLEX in stock, you may rest assured that you are not thoroughly acquainted with its wonderful possibilities.

**Now $25.00**

LET'S GET ACQUAINTED. Write TODAY for our Illustrated Booklet and New Proposition.

OUR BARGAIN BULLETIN IS READY

**HAVERFORD CYCLE CO.**

827-829 Arch Street Philadelphia, Pa.

You'll find all that's worth while in our 1915 Catalog and Trade Price List

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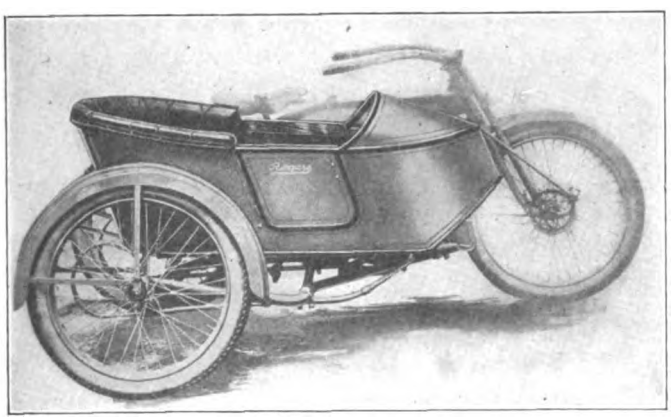
# Rogers The One Really Perfect Sidecar

The ROGERS Sidecar has been built for YOU, friend rider, with a keen knowledge of the conditions under which it is to be used.

ROGERS service covers *all* conditions of usage. A sidecar used in the city gets much less abuse than one in which long road tours are made. A touring sidecar must necessarily be stronger and heavier than a "town car." In the ROGERS we have incorporated best qualities of both town and touring car. The ROGERS is strong, yet lighter than any other car made.



## Some Interesting Features

A Ford-size hub, for 15/16" spindle, three times as strong as necessary. Deep, upholstered cushions, genuine hair padding. Squared support tube, eliminating all side strain on motorcycle frame. Body 61 inches long, plenty of leg room. Ball and socket joint, giving safe and certain attachment to any motorcycle in five minutes. Steel, automobile type door, non-rattling lock, pocket on inside of door, mahogany strips on door. Chassis of heavy gauge drop forged construction.

There are other important details which we give in our pamphlet, which will be sent on request. Ask your dealer for a demonstration.

**ROGERS MANUFACTURING CO.**
**328 West Madison St., Chicago, Ill.**

Eastern Service Station, 1493 Fifth Ave., N. Y. Full line of cars and repair parts always carried in stock.

# Positive Grip

due to the generous design and construction—we think it is the best and strongest rat-trap pedal you ever put your foot on.

## The No. 4 Standard

is a big, substantial, motorcycle-type pedal. It stands for the utmost mechanical value.

With a pair of these pedals on your wheel you are equipped with correct, up-to-date foot-holds, fairly representative of our business in the cycle industry.

Our products comprise:

Diamond E Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

**THE STANDARD COMPANY**
TORRINGTON, CONN.

No. 4 STANDARD RAT TRAP PEDAL

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# An Overwhelming Triumph for Renold Chains!

## 1-2-3-4-5-6-7

## Dodge City 300-Mile International Race

Here is the most stupendous vindication of a chain's quality claims that could be imagined.

Think of it! Not one, but **seven** machines equipped with RENOLD CHAINS broke the world's record for 300 miles!

This performance settles ONCE AND FOR ALL the question of the supremacy of RENOLD quality — of its **real** 100% efficiency.

**NOTE CAREFULLY THESE FACTS—**

Of the 29 machines entered in the Dodge City International 300 Mile Race, 16 were equipped with **Renold Chains.**

**Of the first 14 to cross the tape nine were equipped with Renold Chains.**

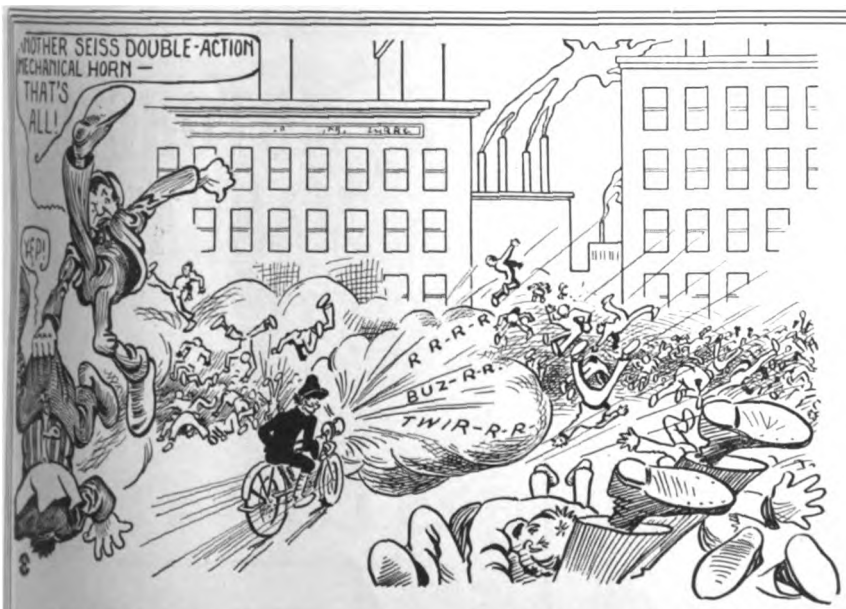
**Of the first eight to cross the tape, SEVEN WERE FITTED WITH RENOLD CHAINS!**

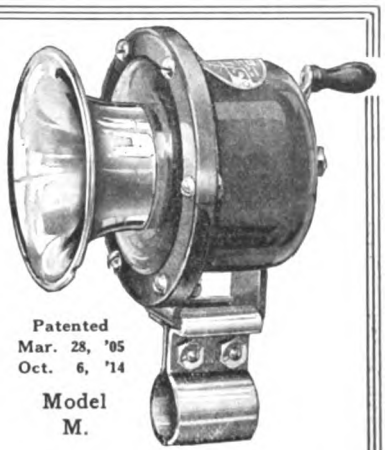
**Every one of the sixteen contestants using Renold Chains finished—going strong.**

Is there any reason under the sun **why,** with this dazzling **Renold** performance before them, every rider, dealer, jobber and manufacturer should not use, sell and equip with the **"Chains of Proven Reliability"?**

**PETER A. FRASSE & CO., Inc.**

**Canal & Sullivan Sts., New York**



Patented Mar. 28, '05 Oct. 6, '14

Model M.

The Only Hand Operated Horn with the Motor Driven Sound

Guaranteed for 10 Years

**SEISS Double Acting Mechanical Horn for High Value and Low Cost.**

**$3.75** No Springs, no Ratchets, only three Bearings. **Double Acting,** powerful continuous sound same as motor driven Horn, operates either right or left. **Finished** in Black Enamel with Nickel Bell or all Black. **Universal Bracket** for attaching to frame or handle bar tube. **$3.75**

**At your dealer's or direct from factory—with 10 year guarantee—only $3.75**

**THE SEISS MFG. COMPANY, 432 Dorr St., Toledo, Ohio**

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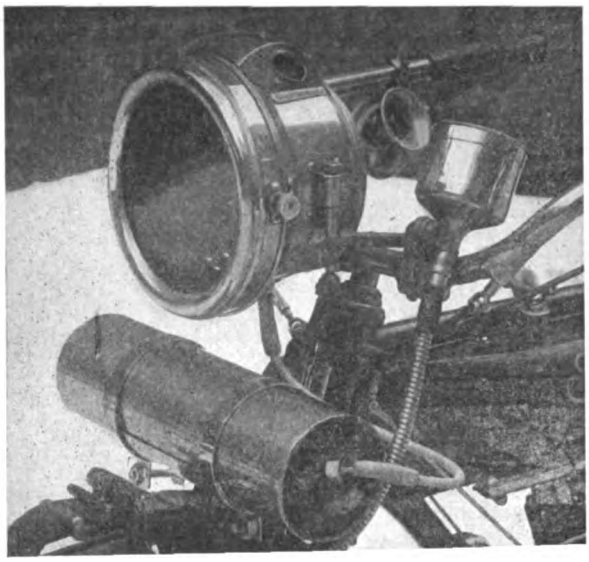


**Reasons why you should buy a LEONARD PRESTO-BRACKET**

**PRICE, ONLY $1.00**

1. Places your Presto Tank in front, where it belongs.
2. Takes away danger of striking tank, if thrown.
3. No long tubes to break or clog.
4. Betters appearance of your machine 100%.
5. Betters light by its direct connection.
6. Permits gas adjustment while lighting.
7. Makes riding easier, because of added weight over front wheel.
8. Tank is removed easier and quicker.
9. Removes all interference with filling gasoline tank and operating machine.
10. Because of its reasonable cost.
11. Because it is the best Presto-Lite Bracket you can buy.

**Buy this Bracket. Try it on your machine. If not satisfied it is the best tank bracket made, return it and we will refund your money.**

**JOBBERS AND DEALERS, PROPOSITION ON REQUEST.**

**G. A. LEONARD MFG. CO., Burlington, Vt.**

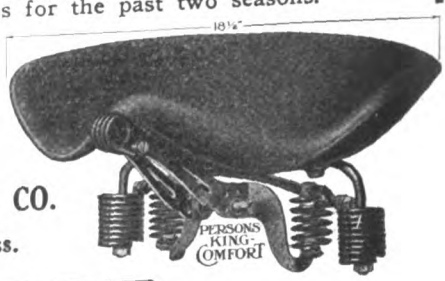
**Says Old Man Comfort:**

*What's the use of wasting time*
*A' looking for THE saddle.*
*Don't make us write another rime,*
*Get busy and skeedaddle*
*To your dealer—never mind the heat,*
*Get a King Comfort Motor Seat.*

**Persons King Comfort Motor Seat**

The saddle that has taken the country by storm by reason of its common sense, shape-conforming, roomy and "ultra"-comfortable construction. Imagine it! A seat 18½ inches wide, thickly padded, with the famous DUPLEX SPRINGS that have distinguished PERSONS saddles for the past two seasons.

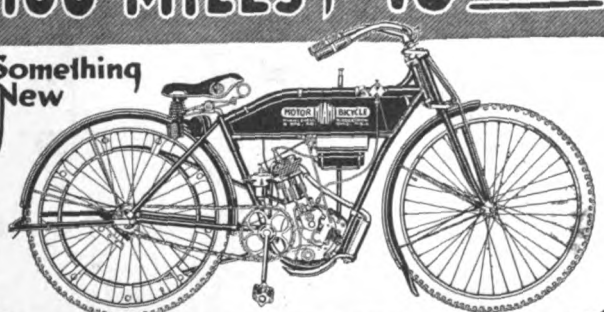
Write for full "dope" on the greatest saddle of them all.




**PERSONS MFG. CO.**
Worcester, Mass.

**"100 MILES for 10 cents"**

Something New



**THE MIAMI MOTOR BICYCLE**
**SAFE - SILENT - CLEAN**
**WEIGHS 110 Lbs. COSTS $125.00**

*DEALERS*

Here's quick profits for you. Something you can sell for cash to an unlimited market.

*WRITE FOR TERMS*

**The Miami Cycle & Mfg. Company**
"America's Greatest Cycle Makers"
100 Mobile Avenue, Middletown, Ohio, U.S.A.

# THE MOTORCYCLE MANUAL

**124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.**

## 25 Cents a Copy

**All About Motorcycles — Trouble Chart — Complete Dictionary — Trade Directory, Etc., Published by**

## Motorcycle Illustrated

**51 CHAMBERS ST., NEW YORK**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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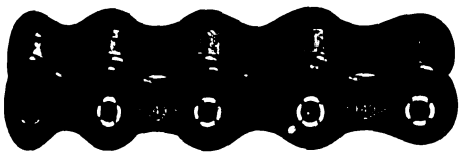


# "149"

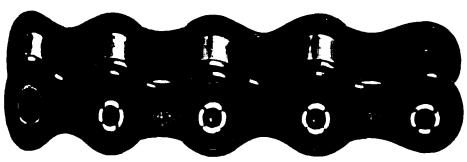
## Extra Strong

The No. 149 is the motorcycle chain with rollers that DO NOT BREAK.

Built extra strong—No. 149 will solve your transmission troubles.

You ought to have the No. 149 on your machine. See your dealer—he has it in stock. If not, write us.

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**



*The Brake of Maximum Service and Sales—the*

CORBIN

## DUPLEX COASTER BRAKE

Why do the majority of dealers prefer to carry the Corbin Duplex Coaster Brake?

Because the majority of bicyclists purchase it.

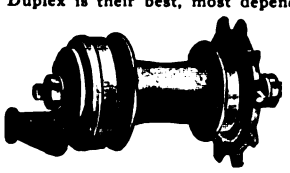
Why do the majority of bicyclists purchase the Corbin Duplex Coaster Brake?

Because they have found that for power, convenience and durability it has no equal on the market.

They know that for steady, day in and day out service the Corbin Duplex best fills the bill.

They know that for convenience, smooth action, and durability the Corbin Duplex offers the maximum.

They know that on all sorts and conditions of roads, on steep down grades or crowded, traffic laden streets, the Corbin Duplex is their best, most dependable friend.

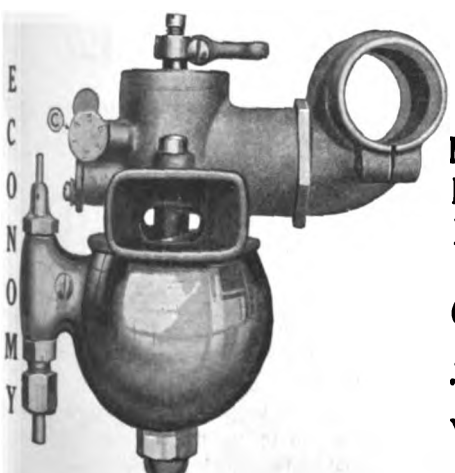


These are the reasons why dealers prefer to sell and bicyclists prefer to purchase the Corbin Duplex Coaster Brake.

Investigate it today. Equip it to your old wheel, specify it for the new. Catalog on request.

**The Corbin Screw Corporation**
THE AMERICAN HARDWARE CORPORATION, Successors
NEW BRITAIN, CONN.
BRANCHES: New York Chicago Philadelphia

# Indian
## Riders and Dealers

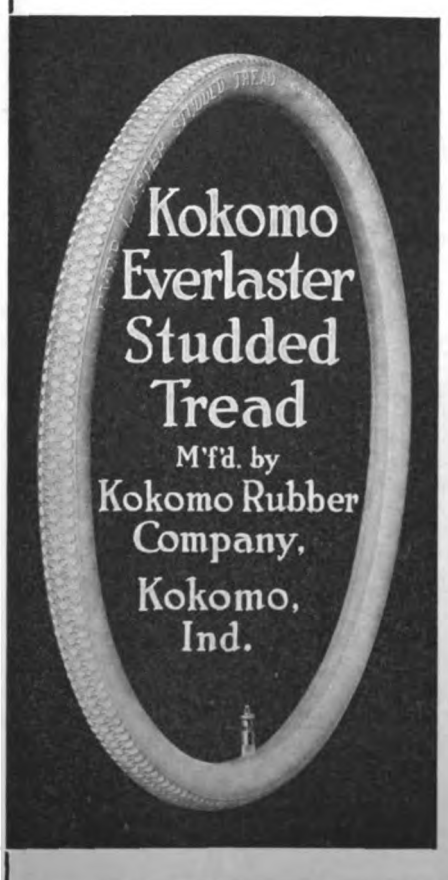



## Heitger Indian Outfit

Guaranteed to give 60 miles to a gallon of gasoline. No fluttering air valves or springs. Insures easy starting, quick getaway, perfect mixture at all speeds. Flexible throttle control. Simple and positive adjustments.

*Dealers write for special price on sample*

**Heitger Carbureter Co.,** Indianapolis, Indiana




The Original Motorcycle Fabric Bicycle Tire.

—

ALL WHITE
ALL GOOD

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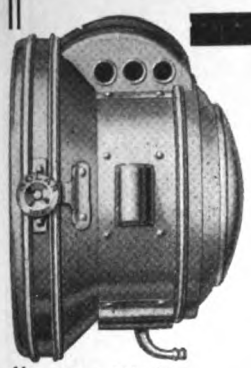
# SOLAR System

**For Brilliant, Reliable Lighting**

## Gas or Electric



Son 156—Gas

### Record Breakers for Efficiency

"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Has roll type door with hinge and catch, and is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed. Is fitted with ½-ft. gas tip. Prop centers 7". In parcel post box, weight 5 lbs. 8 oz.

All Nickel or Black and Nickel, each $6.00.

Em 2 S—Electric

### Model Em 2 S

Is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances. The large center light is a G. 12, 6 volt, 12 c.p., two wire bulb to be used for country riding. Either can be lighted or both turned off by our combination switch and plug at the bottom to which wiring is attached.

Nickel, Each $5.50.

**Badger Brass Mfg. Co.**

KENOSHA, WIS.



# The Savage Jerk of the Back Pedal

Do you ever stop to think of the terrific strain you apply on your pedal chain when you suddenly set your brakes in an emergency? Suppose that chain should snap at a critical moment? Are you SURE it won't? You can be, if you equip with

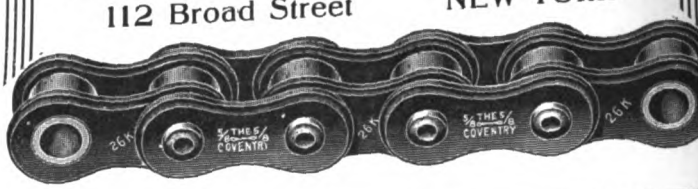
## "The Coventry" Chain

"The Motor's True Mate"

Built for the harsh service of motorcycle usage, tested to be 100% more efficient than necessary, sold with an iron-clad guarantee of quality and flawless perfection "The Coventry" Chain stands foremost in the ranks of transmissions. There are many good chains—we can't deny it—but by the exercise of judgment and discrimination you will find that "The Coventry" Chains are just a bit better. Write for our catalogue.

HERBERT F. L. FUNKE COMPANY

112 Broad Street NEW YORK






# ATHERTON Coaster Brake 500% Safe

### *A Dealer Says:*

Your coaster brake is in a class by itself. I can say you have the best article of its kind on the market.

*Send for Literature*

**Buffalo Metal Goods Company**

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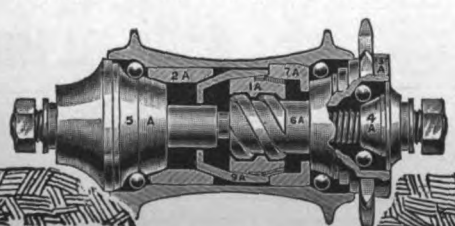




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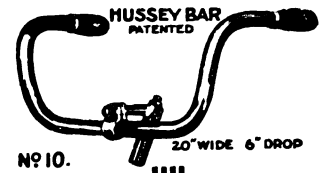


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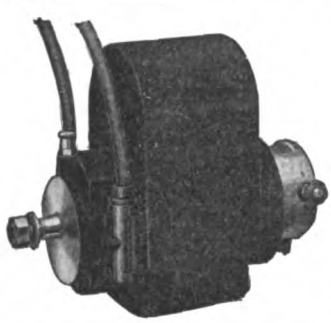

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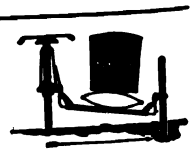

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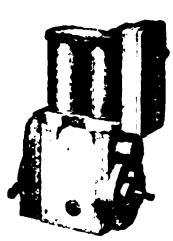

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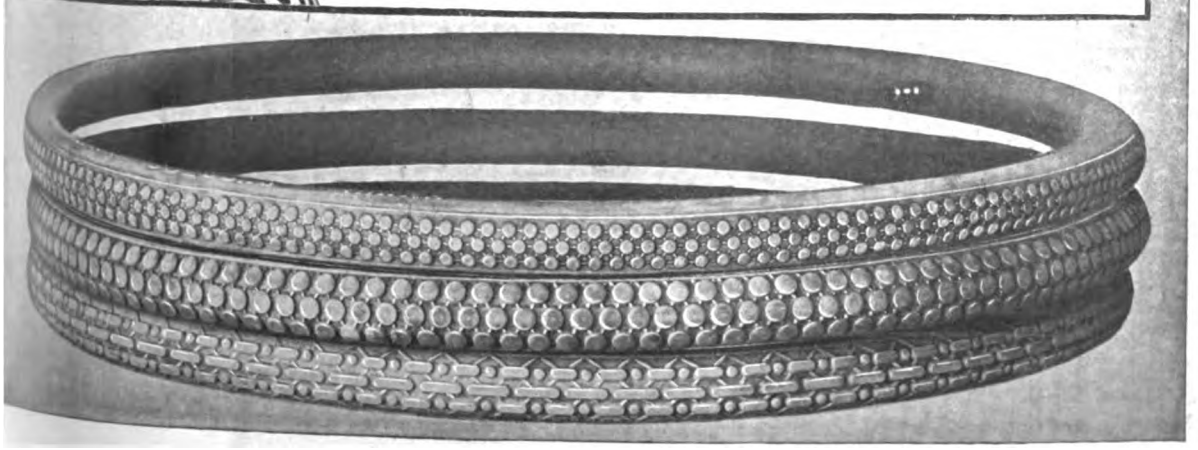
*Direct factory branches and service agencies throughout the United States and Canada*



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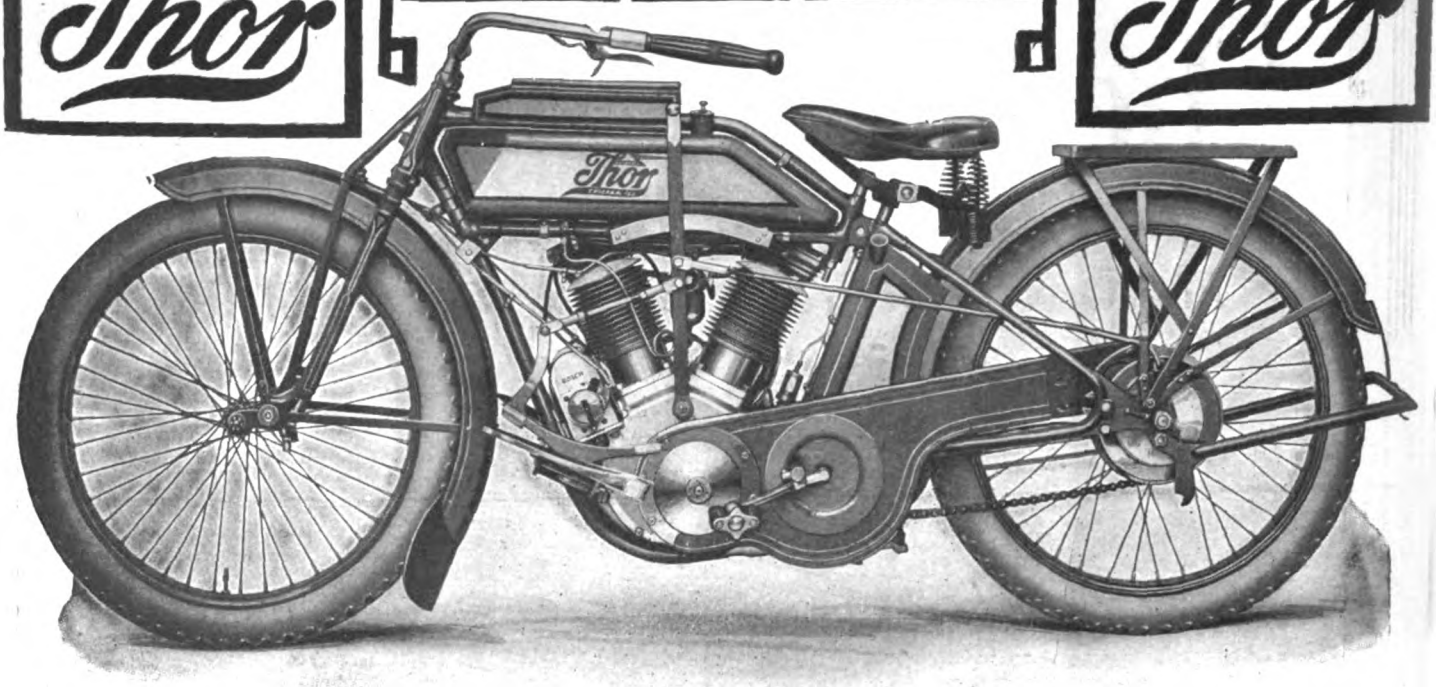
Thor THE QUALITY MOTORCYCLE Thor



RELIABILITY

CONSISTENCY

# Power

Dayton, O., July 10, 1915.

Aurora Automatic Mach. Co.
Chicago, Ill.

Frank Tobias on STOCK Thor, with side car, won 5 mile race here today. All competitors had special factory machines. An honest-to-goodness victory.

Gross.

**Thor MODELS AT POPULAR PRICES**

Model 15A, 12 H.P. Twin
76 cubic in. displacement ..... $275

Model 15U, 8 H.P. Twin
61 cubic in. displacement, Price ..... $265

Model SR, 7 H.P. Twin
Short Coupled Road Racer, Truform Saddle, Stock Bars Optional ..... $250

Model 15W, 6 H.P. Single
Two-Speed, universal starter ..... $230

**From all parts of the country such reports as this are coming in daily— Demonstrating Thor speed and power— And proving to you that the Thor that wins on track and road has exactly the same motor and equipment as the Thor your dealer has standing on his floor.**

**The Thor needs no *factory specials* to win.**

**AURORA AUTOMATIC MACHINERY CO.**

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

SPEED POWER

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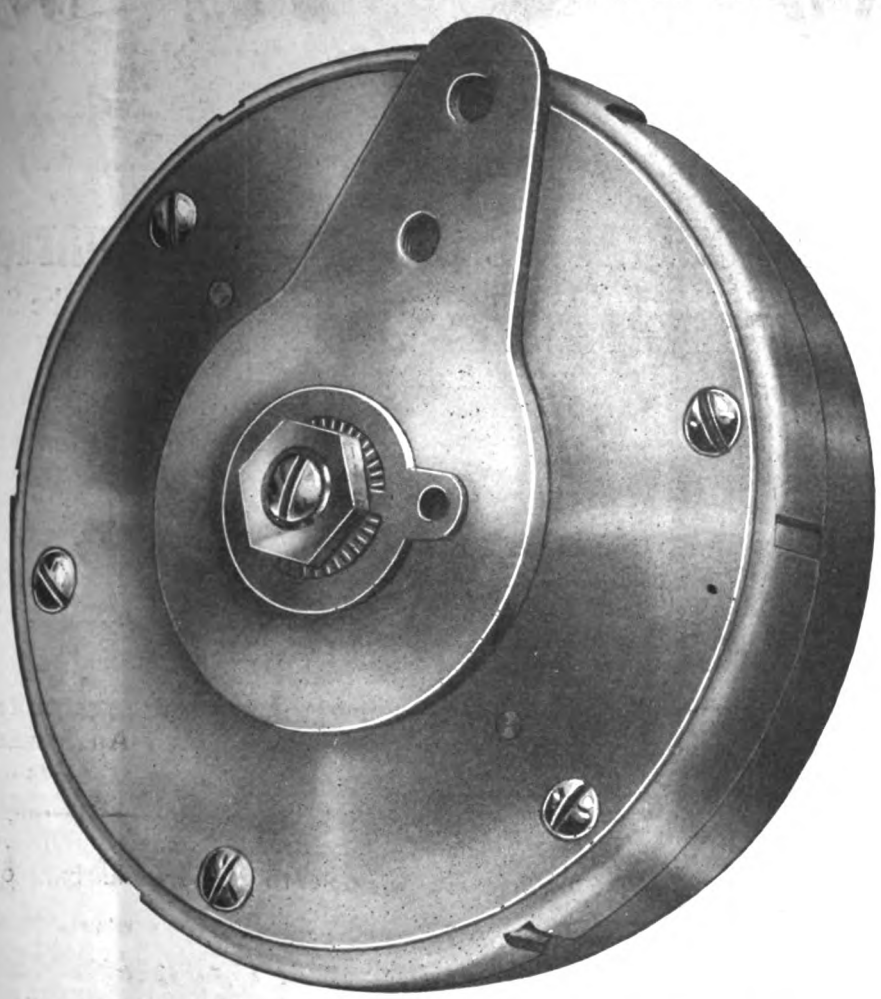
# The Eclipse Clutch

***Daily Use On More Than 200,000 Machines For Over Four Years Has Proven Its Value***



For the men who tour, for the heavy sidecar motorcycles with their high power and husky efficiency, for the "daily grind" machine that dodges in and out of traffic—that covers its hundred and fifty miles six days of the week; for the light-weight single—the Eclipse Clutch gives impartially perfect service on all. Stronger, bigger and better than ever this year.

Write for full data.

**ECLIPSE MACHINE COMPANY**

**ELMIRA, N. Y.**



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# Make Your Store Bicycle Headquarters

Many a dealer has written to tell us that since taking on the Smith Motor Wheel, his store has become the Bicycle headquarters of his town. This is easy to understand. The Smith Motor Wheel advertises the store of the man who sells it, continually attracts customers for itself and bicycles too. In short, the

**Smith MOTOR WHEEL**
(Detachable)

**"THE BICYCLE BOOSTER"**

is a regular little business booster. Every Smith Motor Wheel dealer receives his full share of help from headquarters. Our dealers are one big, happy family of cycle men who are making more money this year than they ever made before, notwithstanding that in many other lines business is none too good.

The Motor Wheel attaches to any bicycle—speeds up to 25 miles an hour—runs 100 to 125 miles on one gallon of gasoline and is fully controlled by one small thumb lever attached to the handle bars of the bicycle.

**High tension Magneto, float feed Carburetor, Non-skid, double tube clincher tire.**

We invite applications for territory from responsible, well established dealers who will mention make of Motorcycles and Bicycles now handled, volume of business done, etc.

*Fully Protected by U. S. and Foreign Patents*

**Motor Wheel Division "105"**

**A. O. SMITH COMPANY**

**Milwaukee, - Wisconsin**

*Largest Manufacturers of Automobile Parts in the World*



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# SOME SLASH

# Carl Goudy

and the

# GOOD OLD "X"

**Pull the nails out of the 100 Mile Dirt Track Record to the tune of**

**13 minutes, 56⅖ seconds**

**The Greatest Slash Ever Made in a Record for this Distance.**

**At Dodge City, July 3rd, Carl Goudy on the new**

## Model 16-S. C.

## Short Coupled Stock

## EXCELSIOR AUTO-CYCLE

**established a new 100-Mile Dirt Track Record of 74 minutes 10 seconds, nearly 14 minutes under the record of 88 minutes, 6⅖ seconds "nailed" at Detroit, June 13.**

**It takes more than nails to hold a record when a Good Man and the Good Old "X" are on the job.**

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory: 3703 Cortland Street, Chicago**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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TRADE <E> MARK

# DIAMOND "E" SPOKES AND NIPPLES

We have been making spokes and nipples for the cycle trades for many years. Wherever and whenever spokes and nipples are needed DIAMOND "E" are always first specified. Every spoke and nipple bears the trade mark "Diamond E" and is guaranteed for exact fit, measurement, quality and finish.

## THE STANDARD COMPANY, TORRINGTON, CONN.

MANUFACTURERS OF

Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

# TWITCHELL

AIR GAUGE

## *Guessing May Cost You Your Life*

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of five pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

PRICE ONE DOLLAR

*For Sale by Jobbers, Dealers, Garages or*

THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago

A good deed often means a good deal—Please mention MOTOR CYCLE ILLUSTRATED.

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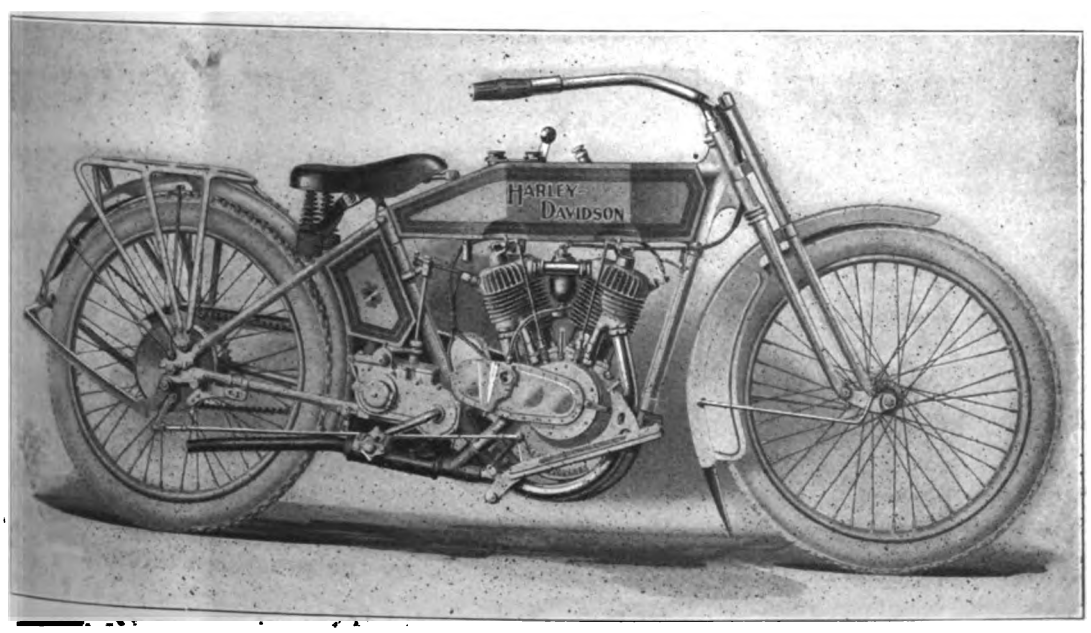
# Harley-Davidsons Selected on Basis of Quality First

## The Fulton County Police of Atlanta, Ga., just purchased 14 Harley-Davidson three-speed twins

This order particularly pleases us because the Fulton County Police have used motorcycles for a number of years and in that time have thoroughly tried out several makes.

This last order was placed on a basis of *quality* and *service*. Price was an absolutely secondary consideration.

The Fulton County Police are to be congratulated for purchasing motorcycles as they should be purchased—on the basis of *genuine merit*.




**Harley-Davidson Motor Co.**

**MILWAUKEE, WIS., U. S. A.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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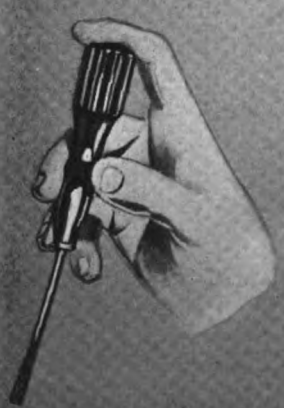
# DIXIE MAGNETO

TO "make" a hill with power to spare, to breeze along the pike with the steady, purring hum of the motor in your ears, to tear through sand and mud without the loss of a single spark—for this you need flawless ignition. Anything less than perfect sparking means trouble. And trouble should not be present in the modern motorcycle.

DIXIE MAGNETO means modern ignition service—troubleless. It is the 20th Century Magneto, up-to-now—in its simplicity of construction, accessibility of parts and efficiency.

There is only one reason for taking apart the DIXIE MAGNETO. For inspection, NEVER—FOR—TROUBLE. To do this, you need but an ordinary ten-cent screw-driver. The veriest novice can take apart and reassemble the DIXIE.



The DIXIE magneto offers the following distinct advantages:

Simplicity of construction and accessibility of parts.

Whether timer lever is at retard or advance position the spark is of the same strength. The DIXIE begins to deliver sparks in the engine cylinder under the compression therein at ve low speed and the spark increases in intensi to maximum motor speed.

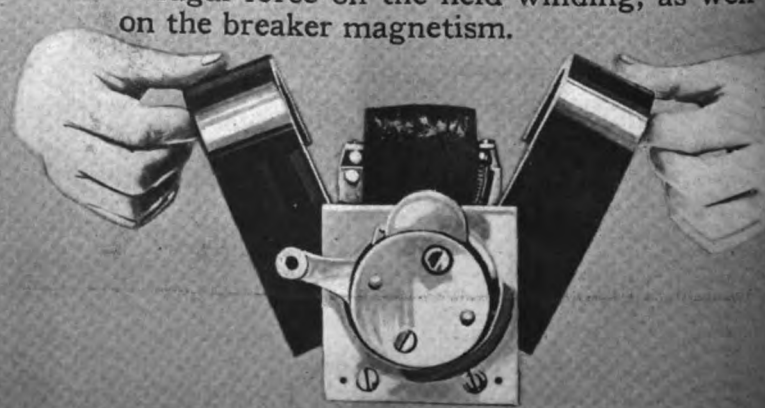
The breaker is stationary with the platinu breaker points outside of the breaker box. He the points are not only entirely out of the rea of oil but are readily accessible for adjustme by simply raising a hinged cover.

No wiring on any of the revolving parts.

A simple high tension winding housed in t arch of the magnets, away from oil and greas

No change in polarity takes place in t rotating member. Change of polarity tak place only through the field pieces, assuri the minimum loss of energy. The high tensi current is generated in the windings housed the arch of the magnets without the use of special induction coil.

Suppression of all harmful influences of ce trifugal force on the field winding, as well on the breaker magnetism.





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Water, dust and oil—enemies of motorcycle magnetos in general—have no terrors for the DIXIE. Special felt rings, metal coverings and joints of marvellous ingenuity all contrive to make the DIXIE absolutely water- dust- and oil-proof.

***Write for Dixie Magneto Booklet***

## SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
DAYTON.....427 East 3rd St.
DETROIT.....972 Woodward Ave.
KANSAS CITY.....1827 Grand Ave.
LONDON

LOS ANGELES...1215 S. Hope St.
MINNEAPOLIS....34 S. 8th Street
NEWARK.....290 Halsey St.
NEW YORK.....18-20 W. 63rd St.
PHILADELPHIA.210-12 N. 13th St.
SAN FRANCISCO....1028 Geary St.
SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.
BUENOS AIRES

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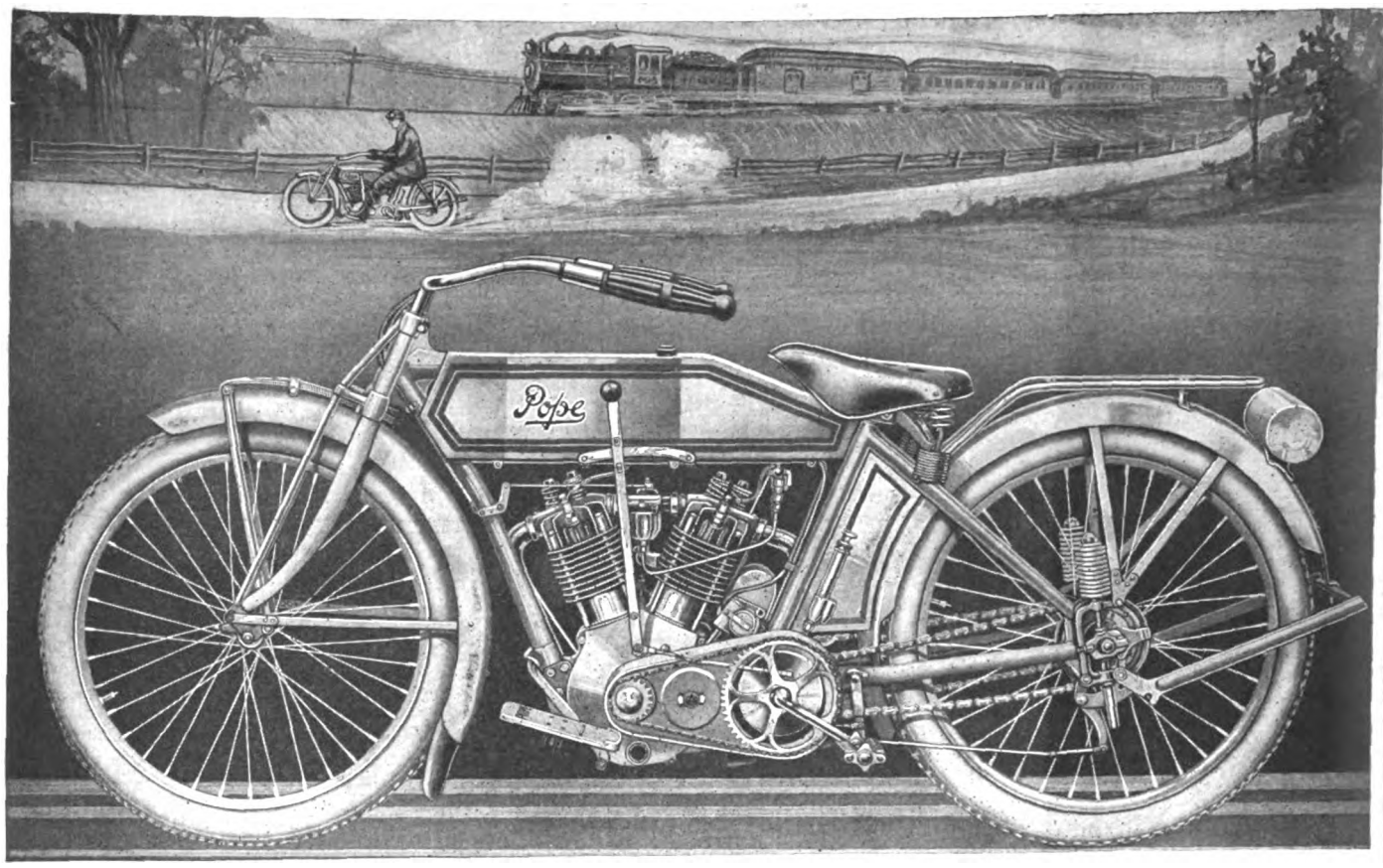


MODEL L-15 (WITH POPE 15-4/10 H. P. ENGINE

# POPE MOTORCYCLES INVITE INSPECTION FRONT FORK TO REAR STAND

At every point of a Pope Motorcycle you will find a scientific reason for its design and application. Our machines are safe and sure.

The 15 4/10 H. P. Engine gives ample power. The double stem handlebars guard the rider on rough and sandy roads.

Our famous rear spring suspension keeps road shocks away from machine and man and gives real comfort.

Big gasoline and oil tanks make frequent stops unnecessary. Extremely low saddle position makes the last mile as comfortable as the first.

Pope Motorcycle metal is "made to order," not picked up in the open market, and is determined by engineers of broad experience and great knowledge.

Pope riders know they have the best which is made.

***To ride a Pope Motorcycle is to gain a new delight in life***

Catalog for the asking

## THE POPE MANUFACTURING COMPANY

11 Cycle St., Westfield, Mass., U. S. A.



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# Sensational Success of Our Cap Offer

## 39,700 Caps Already Sent to Bicycle Dealers

### Dealers are Grabbing This Great Business Booster

We made this offer through this magazine, two months ago. We did not expect it would pull in such an overwhelming way.

Scores of dealers ordered them at once. Since then, re-orders have flooded our Cap Department.

Think of it! 39,700 Bicycle Caps, bearing Dealers' names on front, have already been distributed to thousands of happy boys.

These caps have proved a wonderful business getter—far more than we had hoped for.

To meet this new demand we have just placed another tremendous big order for more of these caps.

If you are not familiar with our Cap Offer, get in touch with us today.

### Every Boy Should Wear Your Cap

So far as we know, there has never been an offer like this in your business before.

These caps are made by the biggest cap maker in the country. The cap itself is orange with your name in strong green type across the front. The visor is long and durable. It is striped in black and orange. The caps are shaped at the back to fit down over the head. We tell you how they are made because we want you to see why boys take to them. They wear them everywhere.

GOODYEAR
AKRON
Bicycle Tires

### Pull Trade This Way

Get the boys into your store. Get them looking at new bicycles. Get them talking about you to the rest of the "gang."

**THE GOODYEAR TIRE & RUBBER CO.**
**Dept. 227, Akron, Ohio**
**Makers of Goodyear Fortified Automobile Tires**

They will talk to the home folks about you, too. Focus attention on your store. It's the quickest way to new business.

You won't have these caps a day before all the boys in town—and most of the men—will know about them.

And remember—across the front of every cap is your name—a walking advertisement for you.

Small favors like these caps can win you a host of friends. Hundreds of dealers have proved their business-pulling power.

### Get the Facts—Mail Coupon

We don't suggest giving these caps away. Most dealers give them with purchases only. This increases your popularity and number of sales.

We send you these caps at manufacturers' cost. We print your name on free.

Your profit from one or two extra sales more than pays for the slight cost of the caps. Every cap that is worn after that is pure "velvet" for you.

And you will find that people will buy dollars' and dollars' worth of supplies that they never would have thought of getting otherwise.

They will buy all this extra *because they want a cap.* It is not too much to say that dealers who take advantage of this form of advertising will, in this one way alone, increase their sales immensely.

Send us the coupon NOW and get full facts on this far famed offer.

**Mail for Cap Offer NOW!**

**THE GOODYEAR TIRE & RUBBER CO.**
**Dept. 227, Akron, Ohio** (2532)

Please send me your Boys' Cap Offer.

*Concern Name* .....

*Writer's Name* .....

*Address* .....



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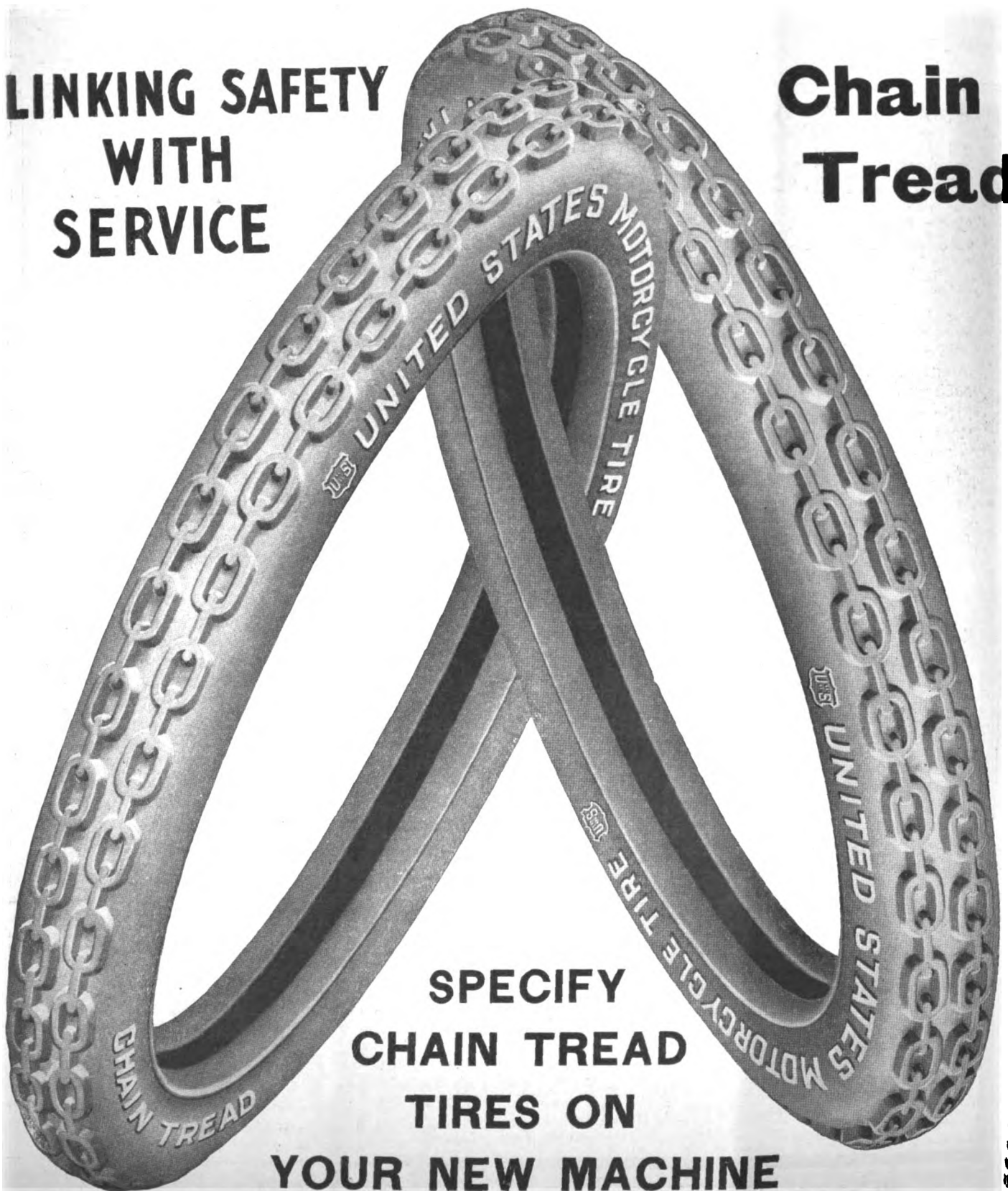
# United States Motorcycle Tires




Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.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MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
NEW YORK

Vol. 10 Thursday, July 22, 1915 No. 29

TUESDAY, July 20.—As this issue of **Motor Cycle Illustrated** goes to ... the White House message and a document prepared by Assistant Secretary of ... Breckenridge are nearing Chicago on ... lash across the continent by motorcycle ... That the precious papers arrived ... in Toledo at 4:45 p. m. today is ... n, but no definite information as to ... elopments beyond that point were ob... able as late as 11 o'clock tonight.

### Bad Roads Beyond Toledo

That serious trouble would be encountered by the relay riders between ... do and South Bend was a fair assumption in view of the fact that the roads throughout that district had been deluged by rains during the day, but it was taken for granted that the dispatch bearers would get through even though it became necessary to travel on railroad ties. Lack of reports from them, however, raise a doubt as to whether it was found possible to make any headway against the weather conditions.

### Rains in Middle West

Elsewhere in this number is printed a report concerning road conditions through the Middle West during the last week which leads to the conclusion that only good fortune combined with superhuman efforts by the motorcycle messengers can get the official documents over the flooded highways.

### The Eastern Relays

While there were mishaps and several delays on the relays east of Buffalo the showing made was generally satisfactory and Manager Donovan's calculations would not have been far wrong if the same pace could have been maintained to Chicago and beyond. The full story of the start from Washington and the relays as far west as Toledo, accompanied by striking photographs, will be found in following pages.

### Donovan Closely in Touch

The latest bulletin on the relay riders received from Manager John L. Donovan referred to the arrival of the messengers in Cleveland, and stated that the outlook was still very encouraging. Manager Donovan is now in Sacramento, but is keeping closely in touch with the progress of the relay trip by a special telegraphic intelligence system which he spent weeks in perfecting. When he noted the terrible road conditions in the Middle West the relay manager was tempted to postpone the trial, but was persuaded to let the riders continue.

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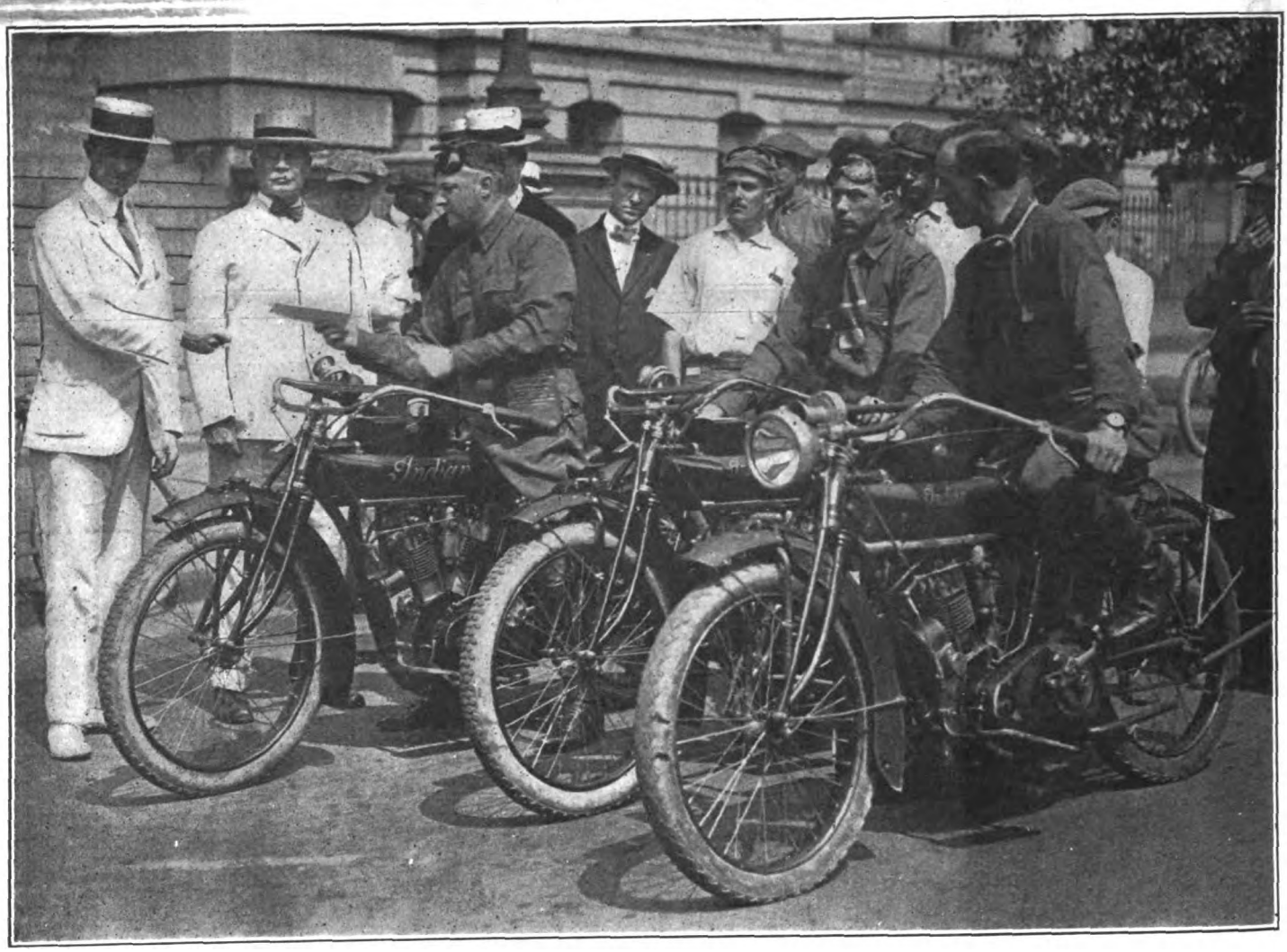
# How the Cross-Country Dash Was Started




**Assistant Secretary of War Breckenridge Handing Message to Frank S. Long in Washington**

WASHINGTON, July 19.—Promptly at ten o'clock this morning members of Relay A team of the transcontinental motorcycle dispatch received an official document from Assistant Secretary of War Breckenridge and the big event which for weeks has been uppermost in the minds of many hundreds of motorcyclists throughout the country was on.

Washington F. A. M. officials, who have worked hard in the interest of the Relay, were much disappointed that President Wilson did not deliver his message in person (two messages were carried, one from the President and the other from the War Department), but the President, who arrived in Washington this morning at nine o'clock from Cornish, N. H., was unable to take part in the ceremonies at the start of the Relay.

**Tumulty Hands Over the Message**

The President's message was placed in its traveling case and handed to the messengers by Secretary to the President Tumulty, who stated that President Wilson begged to be excused, he having just arrived at the White House and had retired to his apartments. The message was handed to Relay Rider Long in the doorway of the Executive Offices, after which Long proceeded to Executive avenue, between the White House and the War Department, and joined his companions. Assistant Secretary of War Breckenridge then came down the steps of the War Department, and the second message was placed in the hands of the riders. With a kick at the starters and a roar from the motors, the riders were off.

**Prominent Officials Present**

Among the officials prominent in Washington civil and military life who were in the group on the Executive Office steps when the message was started were Major-General Bell and Major-General Bliss, representing the War Department; Major Russell, chief signal officer, United States Army; Captain Wallace, engineer officer, United States Signal Corps. Many other officials from the State, War and Navy Departments joined the group in Executive avenue and witnessed the start. The members of this group, separately and collectively, posed for a battery of moving picture cameras and local newspaper men.

**Not Molested by Police**

Informed at the last minute by Superintendent of Police Pullman that the speed laws of the District of Columbia are a special act of Congress which he has no power to suspend, the members of Relay A team had to take their chances on getting through the city. Their route was by way of Pennsylvania avenue through the Capitol grounds and Maryland avenue to the Washington-Baltimore boulevard.

A quiet tip must have been sent out from Police Headquarters, for motorcycle police were conspicuous by their absence and the message bearers were not molested while leaving the city. A large number of riders who endeavored to follow the messengers were not so fortunate and many of them fell victims to the vigilance of the speed cops.

**Donovan's Fast Schedule**

Chairman Donovan's schedule required the Washington riders to cover about 43 miles in one hour, a considerable portion of which was through the cities of Washington and Baltimore and a number of smaller municipalities along the route. The necessity for slowing down at these points caused Relay A team to fall somewhat behind the schedule, but Leishaar arrived at the exchange point in Baltimore at about 11:10 o'clock and handed the message over to the riders of Relay B.

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# Quick Transfer of Message Made at Baltimore

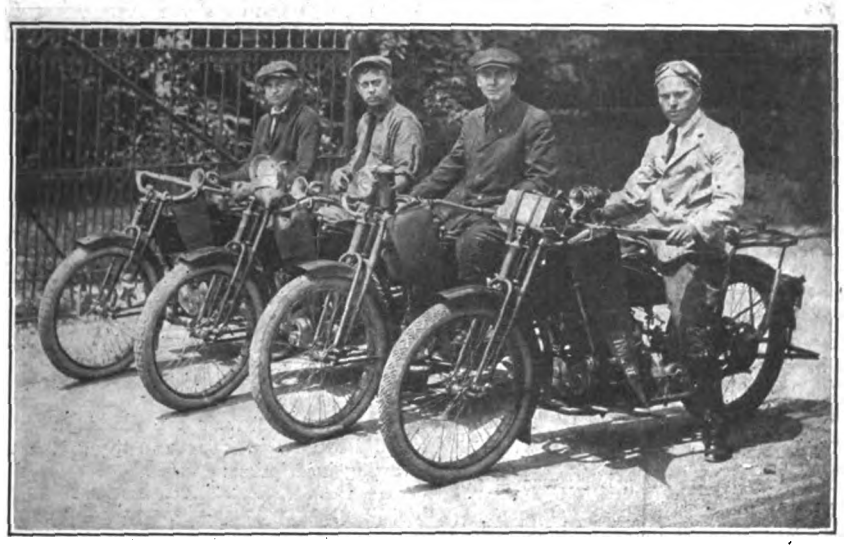
BALTIMORE, Md., July 19.—Dashing into this city at a mile-a-minute clip this morning, L. S. Leishaar, of Washington, completed the first stage of the transcontinental relay of President Wilson's message to San Francisco. Leishaar left the capital accompanied by Frank S. Long and J. McL. Seabrook, all mounted on Indians.

Leishaar had to traverse nearly all of Baltimore before he reached the transfer point at North avenue and Gay street. Awaiting him there were the three riders from Philadelphia, mounted on Hendersons. Commissioner Wood was on hand to see that there was no hitch in the plans. As Leishaar dashed up to the corner John V. Daniels caught the dispatch bag and was off like a flash, followed by Clifford Gibbs and Edward Hance. They were accompanied by Arthur O. Lemmon, of Detroit, who also rode on his Henderson machine.

Leaving the White House at 10:06, Leishaar covered the distance in 1 hour 4 minutes, remarkable time, reaching here at 11:10. He would have clipped 5 minutes off his time had he not missed a shorter route outside the city. There were two mishaps, Long running onto a pile of rock on Fulton avenue in this city, receiving a cut on the face and head as a result of his header. He had his wounds attended to and returned later to Washington. Seabrook got a puncture just outside of the city and did not complete the trip. The officials in charge here are enthusiastic over the fine showing made on the first stage and the precision with which the schedule was carried out.

The three members of the Washington team remained together pretty well and set a fast pace until the fourteenth mile, when Seabrook broke both chains on his mount and was retired. Long and Leishaar continued the dash and met with no trouble until the outskirts of Baltimore were reached. There Long ran out of a side street at speed and the driver of a buggy misunderstood his signals with the result that Long's machine crashed into the carriage. The motorcyclist was thrown and sustained slight injuries which were dressed in Baltimore. Later he rode back to Washington.

The Washington messengers rode their machines wide open for practically all of the trip, and Leishaar's dash into Baltimore after Long had transferred the precious documents to him following the collision with the buggy, was spectacular in the extreme.



**Henderson Team, Made Up of Daniels, Gibbs, Hance and Lemmon, Which Covered the Relay from Baltimore to Philadelphia**

# Daniels Saves Time in Dash to Philadelphia

PHILADELPHIA, Pa., July 19.—John Daniels, who carried the messages from Baltimore to this city in the transcontinental relay, arrived here at exactly 2 p. m., and a few seconds later Arthur Chapple, astride his Flying Merkel mount, was smashing road records on the way to New York. I. Dick and Robert Kennick, also mounting Merkels, accompanied Chapple. The getaway was witnessed by a big crowd and the Merkelites were cheered lustily as they flashed out of the city.

Daniels had been accompanied out of Baltimore by C. Gibbs, E. Hance and Arthur Lemmon at 11:15. Gibbs arrived in Philadelphia 18 minutes behind Daniels and explained that he had been delayed by tire trouble. Hance and Lemmon were also delayed. Daniels set a terrific pace between Baltimore and this city and succeeded in making the trip in 40 minutes less than the time estimated for it. A telegram was received here stating that the Baltimore relay would arrive in Philadelphia about 2:40, but, as stated above, Daniels reached here almost on the minute of 2 p. m.

**Emblem Team That Rode from Albany to Utica, Made Up of T. Ryan, A. Holzhauer, Jack Warner and A. P. Strogonoff**

The exact time between Baltimore and Philadelphia was 2 hours 45 minutes, which is regarded as remarkable considering the poor condition of some of the roads. The route was through Havre de Grace, Perryville, Charleston, Elkton, Newark (Del.) and Wilmington. Daniels' time to Wilmington, a distance of between 70 and 80 miles, was just two hours. From Wilmington, Daniels dashed through Chester and Darby, on the Pennsylvania side, and then through Lansdowne. Here he struck the Baltimore Pike into Fifty-eighth street, Philadelphia. Daniels had only one delay worthy the name, near Wilmington, when he stopped for oil and gasoline.

When Chapple and his escort saw Daniels coming they started their motors and the transfer of the message required only about 5 seconds. Although the relay riders were required to pass through a maze of automobile and other vehicles in leaving the city, they made good time.

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# Chapple Breezes into New York Alone

NEW YORK, July 19.—Breezing in from Philadelphia at a speed that mocked the city ordinance, Arthur Chapple, on his Flying Merkel, preceded by a motorcycle policeman, whizzed into Columbus Circle, New York City, at 5:30 p. m. on Monday night, having left the Quaker City at 2 in the afternoon. His two alternates were missing.

Chapple literally shot through the huge waiting crowd, and, dramatically pulling from his shoulders the leather case which contained the President's message, he threw it to the dispatch bearer of the outgoing Excelsior relay, which was off like a flash. On the relay from New York to Poughkeepsie, under the management of Stanley T. Kellogg, Excelsior distributor at Bridgeport, Conn., were Dispatch Bearer William F. Stubner and alternates Ben Willig and Orrin Perry.

### Kennick Struck a Trolley Car

Robert Kennick, an alternate, whom Chapple had reported as having smashed into a trolley at Trenton, N. J., sailed into New York at 6:15 in the evening. His face was wreathed in smiles and he was not injured by the mishap, though his machine was badly damaged. An hour after Kennick had arrived, I. Dick, the other alternate, who had run into a ditch at Bustleton, Pa., entered the Metropolis. Outside of a slightly injured leg, Dick was in good shape.

Almost before his motor had stopped, the Brighton Beach star was lifted from his saddle by some of the bystanders and forced to pose before the cameras of the weekly movies. The face that peered into the lenses looked tired and worn, showing the evident strain of the steady grind through which Chapple went.

### Lost Time at Ferries

The schedule time for his appearance in New York City was 4:20 in the afternoon. But there were delays in the previous relays, and Chapple claimed that considerable time was lost waiting for the Staten Island ferry at Perth Amboy, N. J., and the New York ferry at Stapleton.

The lone dispatch bearer had a sensational story to tell to the staff representative of **Motor Cycle Illustrated,** after he was comfortably seated in the office of H. A. Gleisman, the Eastern district Miami Motor Bicycle distributor. He drew a vivid word picture of the mishaps which had befallen his team mates and the splendid co-operation which was accorded him by the city officials along the route.

"We made our get-away from Philadelphia almost on the second that the Baltimore riders entered the heart of the Quaker city," he said to an eager group of listeners. "Everything went well until we reached Bustleton, Pa., when Dick ran into a ditch. We did not stop to look behind, but kept right on. When in Trenton, Kennick ran plumb into a trolley car, and I thought he was put out of the running for sure. The roads in Bustleton and after Trenton were in wretched condition and it required some heady work to negotiate them.

"The police in most of the towns and villages through which we passed had not only suspended the speed laws during the progress of the relay, but were also on hand to clear the traffic for us. In Trenton the militia turned out as well as the police and we were shown the way by R. S. Wood, the local Harley-Davidson agent.

"Then we certainly struck some tough going part of the way. When both my partners were out of the relay, it devolved upon me to exercise a great deal of care and precaution in order that I, unassisted, might get into New York City in safety.

"I reached the Perth Amboy ferry at 3:33," continued Arthur Chapple, "and the boat did not leave until 3:40, while at Stapleton I was forced to wait 3 minutes before the ferry left for Manhattan. They say that a police boat was to take me across, but I failed to make connections with that boat. Landing at the lower end of Manhattan Island, I found a motorcycle cop who, astride his Indian, cleared the way the entire distance to Columbus Circle. And let me tell you, there sure was some going up the traffic-bound streets of New York. That motorcycle cop had to do some mighty skillful dodging. After we reached Forty-second street, the last part of the journey to Columbus Circle was a cinch."

## Special Carrying-Case for the Messages

WASHINGTON, July 19.—The message which is now being carried by motorcycle from Washington to San Francisco is enclosed in a specially constructed leather case, which was made for the purpose and presented by members of Relay A team and the F. A. M. Commissioner for the District of Columbia. This case is lined with metal and is practically waterproof. The metal inner case is enclosed in a hand-sewed sole leather carrying case, fitted with a lock and shoulder and belt straps. The case bears the following inscription:

TRANSCONTINENTAL
MOTORCYCLE DISPATCH
Washington—New York—San Francisco
July 19-24, 1915.
Promoted by Motorcycling, Chicago,
and
Motorcycle Illustrated, New York.
John L. Donovan, Manager.
Case donated by Relay A (Indian Team)
Frank S. Long, F. L. Leishear, J. McL.
Seabrook, Fred N. Mills, D. C.
Commr., F. A. M.

The case was displayed in the windows of Howard A. French & Co., Indian distributers, and attracted considerable attention. After delivery of the message, the case will be returned to this city and become the property of the National Capital Motorcycle Club.

This case contained two messages, one of which was from President Wilson to the President of the Panama-Pacific Exposition, signed by Secretary Tumulty, and the other was from the War Department to the military commander at the Presidio, San Francisco. A copy of the President's message is given below. The text of the War Department message was not obtainable:

### GROSSMAN NOTES PAID IN ADVANCE

Anticipating the maturity of the extension notes issued some time ago when it effected a time composition with its creditors for the full amount of their claims, that is, 100 cents on the dollar, the Emil Grossman Mfg. Co., Inc., of Brooklyn, N. Y., on June 25 mailed to each creditor holding extension payment notes a check in full for notes which were to fall due on July 1. July 1 was the due date for the first of the extension notes, and the fact that the Grossman company sent out the checks in full for these notes on June 20 has removed any doubt that may have existed as to the solidity of the Grossman organization and the popularity of its products, of which Red Head spark plugs, Everlastingly Good bumpers and Red Rib cable are the best known.

### THE MESSAGE FROM THE WHITE HOUSE

**THE WHITE HOUSE, WASHINGTON, D. C.**

**My Dear Mr. Moore:**

**I am glad to send you this greeting by the forty-four teams of motorcycle riders, who, I am informed, will attempt to make the trans-continental journey from Washington to the Pacific Coast in five calendar days, or 116 hours of actual traveling. The purpose of this trial of speed and endurance, it has been explained to me, is to demonstrate the efficiency of the American-made motorcycle for military scouting purposes and dispatch carrying.**

**I shall hand this message to the team leaving the Executive Offices at 10 o'clock A. M., Monday, July 19th, with the understanding that it is to be passed from team to team at approximately each 100 miles across the continent. It has been estimated that about 3,700 miles will be traversed, including the run from Washington to New York City.**

**In the event that the test proves successful, may I not ask you to convey through the team delivering this dispatch to you my hearty congratulations to all participants?**

**Sincerely yours,**

**J. P. TUMULTY,**
**Secretary to the President.**

**Mr. Charles C. Moore,**
**President, Panama-Pacific Exposition,**
**San Francisco, California.**

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# How the Message Was Transferred in New York

# Bulletins on Relays From New York City Westward

**NEW YORKERS ARRIVE IN POUGHKEEPSIE WITHOUT A HITCH**

POUGHKEEPSIE, N. Y., July 19.—The Excelsior squad of relay riders from New York City arrived here at 7:30 this evening, having made the run from the mete poles without trouble. This squad was made up of Stubner, Willig and Perry. The riders managed to keep together on the trip, except for one or two short stretches when Stubner, who carried the messages, rode out in front at a record-smashing clip. Some rough spots were encountered, but the riders state that they kept their mounts wide open for a good part of the journey.

This is the first team so far heard from that managed to bring all three riders through to its destination together.

**THOR TRIO REACHES ALBANY AT 11:20 AFTER HARD TRIP**

ALBANY, July 19.—The Thor relay team, made up of George Sorenson, Howard Booth and Thomas F. Lyons, reached this city at 11:20 tonight after a hard trip from Poughkeepsie. A heavy rain had left the roads in very bad condi-

(Continued on page 20)

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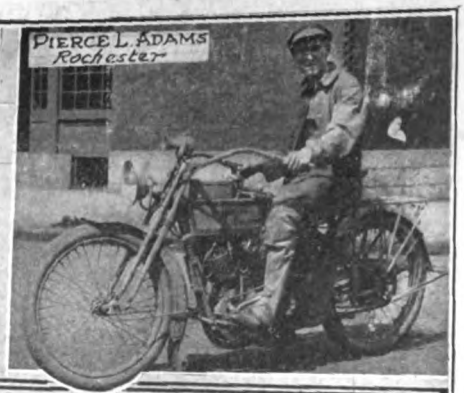
# Another Squad of Relay Riders

C. F. CHASE
Syracuse

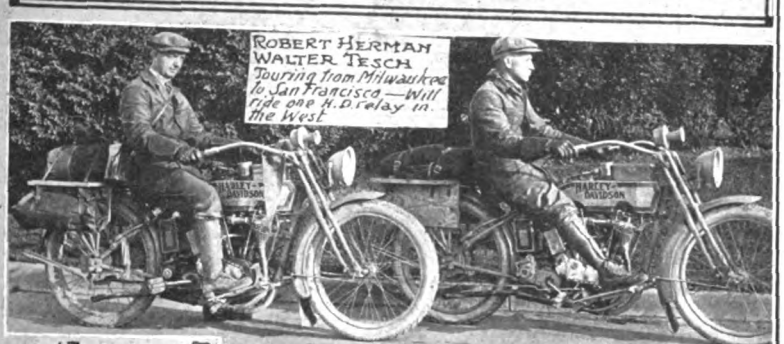
CLARENCE RIPLY
to


PIERCE L. ADAMS
Rochester

LAWRITZ LUND
C. McQUERRY
V. SUMMERFIELD
Finley, Nev. to Reno

RELAY "A"
Washington
to Baltimore
J. McL. SEABROOK
FRANK S. LONG
F. L. LEISHER

JOHN STIEHLE
LOYD JENSEN
Omaha to Columbus


ROBERT HERMAN
WALTER TESCH
Touring from Milwaukee
to San Francisca — Will
ride one H.D. relay in
the West

ELMER ABBOTT WALTER LOOS A. LOWMAN
Sterling Ill. to Davenport, Iowa.

THOS F. LYONS
Poughkeepsie to
Albany team.

A. CHELINI
Rider of last
leg - into
San Francisco

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# Relay Bulletins From New York City Westward

(Continued From Page 17)

tion and riding at speed became extremely dangerous. Despite these handicaps the Poughkeepsie trio hit up a good clip over most of the course. Sorenson's machine was put out of the running by a short circuit and he arrived in Albany riding with Lyons.

In this city the messages were delivered to A. P. Strogonoff, who got under way promptly, accompanied by H. Holzhauer and J. Warner. These riders used Emblem machines and their destination was Utica. Strogonoff and his escort pulled out of Albany at 11:21.

### HOLZHAUER DELIVERS MESSAGE IN UTICA AT 2:46 A. M.

UTICA, July 20.—It was 2:46 this morning when Albert Holzhauer roared into Utica with the President's message, and Jack Warner, of his escort, was only a minute or two behind him. A. P. Strogonoff, who was carrying the message when the riders left Albany, was held up for a time and he transferred the documents to Holzhauer, who gave an excellent performance on his Emblem on the remainder of the trip to this city.

It is understood that the riders on this relay were delayed at several points by bad roads, and that Strogonoff was retired while trying to ride a particularly rough section at high speed.

### FAST TRIP BY ROCHESTER SQUAD IN SPITE OF SPILL

BUFFALO, July 20.—Gordon Smith (Henderson), George M. Spacher (Pope), and J. R. Millard (Eagle) entered Buffalo at 8:07 this morning, after an exciting run from Rochester in the transcontinental relay. Spacher was ditched near Batavia, and although his machine was demolished he escaped injury. He hopped aboard Millard's machine as a tandem passenger and completed the journey. The riders lost 5 minutes as a result of Spacher's accident, but for the remainder of the dash into Buffalo excellent time was made.

The riders who started off on the next relay, to Westleyville, were Ray Frawley (Emblem) and Nelson Eckhardt (Emblem). They "looped it" out of this city a few seconds after the relay squad from Rochester arrived, the time consumed in making the transfer of the messages being so slight as to be negligible.

### MESSAGE REACHES ERIE AT 10:30 AND CLEVELAND AT 1:11; ROADS BOTHERSOME

CLEVELAND, July 20.—The Buffalo riders, Ray Frawley and Nelson Eckhardt, on Emblems, reached Erie at 10:30 a. m. The Erie boys, Ralph Lossie, Roger Brandt and Archie Mang, riding Dayton motorcycles, got a quick start and after considerable hard road-plugging delivered the message in Cleveland at 1:11 p. m.

### RIDERS OUT OF TOLEDO FIND ROADS DELUGED BY HEAVY RAINS

TOLEDO, July 20.—Ivan Jacobs, Clover Friedman and C. L. Murray, on Indians, reached this city after riding the relay from Cleveland, at 4:45 p. m. The transfer was neatly made and the message was started on its next jump—to Bryan—by Alfred Oberwegner, who is escorted by Roy Carns and Bob Trowbridge. All three riders on this relay mount Hendersons. The roads have been deluged all day by rain and are in fearful condition.

### ELLINGHAM'S NEW DUTIES

R. W. Ellingham, formerly works manager for the Hendee Manufacturing Company, is now connected in an important capacity with the Remington Arms & Ammunition Company, of Bridgeport, Conn. His many friends in the motorcycle trade will be pleased to learn that genial Bob is well satisfied with his new work, and getting along famously.

Norbert B. Sandmann, the Louisville, Ky., Excelsior dealer, recently returned from Chicago where he visited the Excelsior factory.

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# Scouting By Train on the Relay Route

## Some Rapid-Fire Impressions From a Car Window

*By Frank B. Rodger*

ABOARD the San Francisco Limited, Sunday, July 18.—Chairman John L. [illegible] and wife, Chairman William [illegible], wife and daughter Gladys, and [illegible] Yonk, are on the San Francisco [illegible] No. 17, headed coastward and go- [illegible] mont. At Cheyenne we expect to pick [illegible] Ash, of the Chicago Cycle & Sup- Co.

[illegible], oodles, great gobs, chunks and [illegible] cloudbursts are all we have seen [illegible] Moline—Relay 15, to where we are [illegible] Relay 18. The red, white and [illegible] sorted posts of the Lincoln Highway [illegible] where the roads were (not are). [illegible] places the marks themselves are [illegible] water. We saw people going to [illegible] today in buggies with the water [illegible] axles.

[illegible] riders will have to hit the rail- [illegible] for much of the distance west [illegible]. You can't put it too strong [illegible] riding the relay are deserv- [illegible] greatest credit.

[illegible] Valley Junction is the name of [illegible] we just passed—so Donovan [illegible] the water is still with us, al- [illegible] so high as it was. Donovan [illegible] to see relay managers at [illegible]. At Omaha W. E. Dewey, in [illegible] Relay 18, and John Stiehle, in [illegible] Relay 19, will give us an idea [illegible] roads are in Nebraska. We [illegible] they are better than they were [illegible] Carl Larson, of Des Moines, [illegible] that Relay 16 will be gotten [illegible] and others along the line give the [illegible] assurances. But it will be hard go- [illegible] hard.

[illegible] a chap on a motorcycle plug- [illegible] through the mud. Donovan said he [illegible] it was a relay rider out survey- [illegible] conditions. Just now we are pass- [illegible] that are a trifle higher and not [illegible] Apparently there has not been so [illegible] here as farther east. Condi- [illegible] particularly bad around Boone, [illegible] Denison, Iowa. You can call [illegible] road town Vale of Tears if you [illegible] Swan thought of the idea first, but he hasn't copyrighted it; you can use it.

We have just passed through Honey Creek, and the roads seem to be pretty good. After we leave Omaha we expect to see the relay manager at all stops. Donovan has wired all the boys to hit the railroad tracks where necessary and to keep him and the relay managers ahead fully posted as to the progress that is being made.

The sun is trying to come out and a strong wind is blowing. Both are welcome for they will help the road conditions. Before Monday, the 19th, it is possible that all the roads will be improved. Let's hope so. One thing is certain; this relay trip is one of the most remarkable tests ever given American-made motorcycles—and let us not forget the game riders. Three cheers and a tiger for them!

Ray Pawley and Nelson Eckhardt (in Center and at Right) the Emblem Riders Who Carried the Message from Buffalo to Erie

### TRANSCONTINENTALISTS ARRIVING

San Francisco, July 15.—Hardly a day passes now that one or more dust-stained transcontinental motorcyclists do not put in an appearance in the World's Fair city. Yesterday Mr. and Mrs. W. H. Morris, of Joplin, Mo., arrived here in an Indian sidecar. They were a month and a half on the way, traveling in a leisurely manner and making many side trips to points of interest en route.

Day before yesterday a party of transcontinental riders entered this city. Bud Baker and Dick O'Brien, of Washington, D. C., came across the continent on an Indian tandem, traveling over the Lincoln Highway. This is the first tandem motorcycle that has ever crossed the continent, it is believed. The young men are traveling in the interests of the Goodyear Tire and Rubber Company, of Akron, Ohio, and have kept a record of the mileage, condition of the roads and other information that will be of benefit to other Eastern motorcycle riders who are planning trips to this State this summer. The mileage piled up by the two plucky riders is given as 5,100.

Two other Eastern riders, E. Hakemann and H. A. Sutter, of Akron, Ohio, arrived here with Baker and O'Brien, and after viewing the exposition will return East by way of the Southern route.

### JERSEY M. C. HEARS LECTURE

Newark, N. J., July 15.—After the regular meeting of the N. J. M. C., an address by Mr. R. C Jenkinson on traffic regulations was enjoyed by 50 of the members.

Mr. Jenkinson, who is a special inspector for the motor vehicle department, gave a short outline of the history and progress of the modern motor vehicle; then he told of the reasons why a motor vehicle department was created and what its aims were. Out of 70,000 automobilists and 10,000 motorcyclists who are registered in New Jersey probably 500 are the habitual offenders in regard to speeding or other violations. Remove these people from the State's highways, and the accidents would be reduced to a minimum, he said.

Mr. Jenkinson then informed the boys that more complaints come from the open muffler nuisance than from the speed craze. When vital statistics are looked into Mr. Jenkinson declared that in one out of every 50 houses in Newark alone some person lay sick and at the point of death, so that the open muffler pest could cause untold suffering.

### AFTER-HARVEST PROSPECTS BRIGHT

San Francisco, July 14.—Prospects are bright for a big increase in motorcycle sales in Northern California following the completion of the harvesting of crops, according to reports made to Manager J. D. Fraser, of the Appeal Manufacturing Company, California distributors of Harley-Davidson motorcycles. The reports came from H. A. Lilly, special traveling representative of that company, who has just completed a tour of north of the Tehachapi mountains.

Lilly reports that agents in a large number of towns visited by him have received deposits on machines for delivery after harvest and the outlook for a material increase in sales of motorcycles within the next thirty to sixty days is most promising.

### STANDARD TIRE INCREASES STOCK

Willoughby, Ohio, July 19.—The Standard Tire & Ruber Company, of this city, has filed amended articles of incorporation in which its capital stock was increased from $100,000 to $500,000. The object of this increase is to finance the needed extensions to the business.

### TAUNTON CLUB RUN

Taunton, Mass., July 18.—The members of the Southern Massachusetts Motorcycle Club held an enjoyable run today to Narragansett Pier by way of Providence. There were eighteen starters in the run and they all finished the one hundred and five miles.

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# Sunset Ramblers Welcomed in Bakersfield

LOS ANGELES, Cal., July 19.—With President A. B. Coffman, of the F. A. M., on hand to witness the start of the annual ramble of the Los Angeles M. C., and a big crowd of club members and spectators in attendance to give the tourists a royal send-off, the trip was started yesterday at 11 a. m. Press photographs were taken, and the members of the club who are not participating in the ramble formed an escort for the tourists as they left the city.

Among those in the party were: Paul J. C. Derkum and wife, with Indian sidecar combination; Charles Fuller Gates, United States Tire Car; W. Edwards Henderson, trade journalist; Edward Peterson, secretary of the Los Angeles M. C., with Harley-Davidson; C. F. Bruschi, Harley-Davidson dealer at San Diego; G. A. Woods, Harley-Davidson; Harry Crandall, Harley-Davidson; Hugh A. Fargo and wife, Henderson motorcycle and Rogers sidecar; F. L. Sweeney, Indian.

Crandall rode from Phoenix, Ariz., to join the ramblers in 17 hours, and Woods left San Diego at midnight for the ride to Los Angeles.

The route led through beautiful Hollywood and San Fernando to Saugus, where the party stopped for dinner. The trip was then continued through Bouquet Canyon, one of the four passes through the San Antonio mountains. The ramblers rode through the desert in the cool of the day to Willow Springs. Bruschi had a spill in the sand and injured his hip so severely that Derkum was obliged to take him to Willow Springs in his sidecar. Willow Springs is a quaint adobe village in the desert.

This morning (Monday) the riders turned out at 6 o'clock, and after breakfast the journey was continued through Oak Creek Pass, Halter Pass and White Wolf Pass, which together form the route through the Tehachapis into the famous San Joaquin valley. These passes are the and have caused many automobile accidents. From the top of White Wolf grade is visible 800 miles of the richest valley in the world. The view from this 4,000-foot elevation is simply wonderful.

The ramblers were met at Tehachapi by an escort made up of members of the Bakersfield M. C., and accompanied to the city limits of Bakersfield. On the outskirts the motorcyclists formed in line and paraded through some of the main streets of the city to the Bakersfield Athletic Club. After a clean-up and luncheon the riders were taken for a sightseeing trip about the city. In the evening there was a banquet and reception in honor of the ramblers at the club.

On Tuesday, the 20th, the party will head for Fresno, several of the Bakersfield boys going with the delegation for the remainder of the run. Although the course so far traveled included about 170 miles of genuine endurance riding, there has been little or no mechanical trouble so far, and the outing is being fully enjoyed by the riders.

## F. C. Cornish, Veteran Dealer, Answers the Call

NEWARK, N. J.—Frank C. Cornish, one of the veterans of American cycledom and an all-around athlete of repute in his day, died at his home 18 Beverley street, Newark, June 16. Mr. Cornish was in his 48th year. He conducted a bicycle business and general sporting goods store at 219 Clinton avenue for many years, and was general sales manager for the Consolidated Mfg. Co., of Toledo, Ohio, producers of the Yale motorcycles and a line of bicycles. Mr. Cornish had active charge of the Yale interests in Eastern territory, with headquarters in Newark.

Mr. Cornish had been critically ill for a week, and for the last six months his health had given cause for anxiety. Death resulted from gastritis, brought on by a general nervous breakdown.

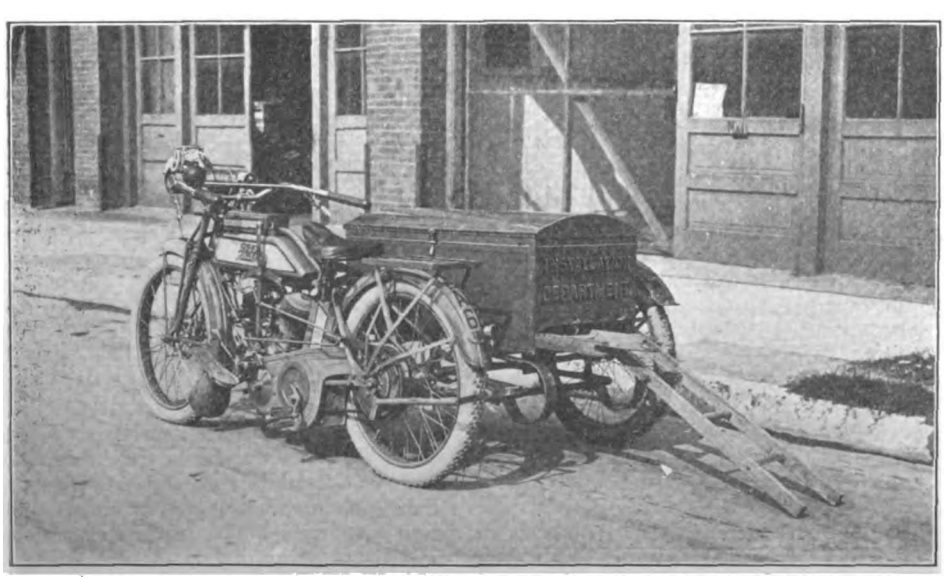
Almost from boyhood Mr. Cornish had displayed a keen interest in sports and his name was found on many bicycling programs when the L. A. W. was in its prime. In addition to being a recognized speedster in bike circles, he was an accomplished roller skater and frequently gave public exhibitions. Many years ago he played third base on the old New York Athletic Club baseball team, and was credited with being a top-notcher of his time on the diamond.

Mr. Cornish is survived by his widow, Mrs. Imogene Walker Cornish and two sons, David Chester and Frank Walker Cornish.

### BALTIMORE PRIZE WINNERS

Indian Combination That Won First Award in Recent Street Parade

### DOING EFFECTIVE WORK FOR TELEPHONE COMPANY



Specially-Constructed Thor Van Combination Used By Pacific Telephone & Telegraph Company, in Los Angeles, Cal.—Note Short Extension Ladder at Rear

### MADISON DATE CHANGED

Madison, Wis., July 22.—The date of the second race meet of the Madison Motorcycle Racing Association has been changed from August 1 to August 8 in order to avoid conflict with the Milwaukee meet and to insure the appearance of the best racing talent at Madison.

Purses aggregating $360 will be hung up in three professional events, a 100-mile free-for-all, 15-mile-free-for-all and a 10-mile event for local professionals. The races are run on the mile track of the Dane County fair grounds.

### TO FORM HARLEY-DAVIDSON CLUB

Kansas City, Mo.—Harley-Davidson riders in this city, assisted by the Western Motorcycle Company, local distributors, are soon to form a Harley-Davidson motorcycle club. Over 50 riders have signified their intention to join the organization.

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# F. A. M. Convention Formally Opens

SACRAMENTO, Cal., July 20.—The F. A. M. National Convention was formerly opened when Freeman H. Bloodgood, representing Governor Hiram Johnson, welcomed the visiting riders and delegates.

"Fittingly does California welcome the motorcyclists of the United States," said the speaker, "for 24,125 brother cyclists now live within her borders. In addition to wheels and gasoline engines and pneumatic tubes there must be good roads, and we have them; more miles than any other State, 800 miles completed with 2,200 miles now under construction and $15,000,000 in bonds to be voted for next year. All this in addition to county highways built at a cost of many millions.

"You salesmen wish markets. Here we have them. You cyclists need good roads, and here we have them. And more than that we have them 365 days in the year. Also do we welcome you and invite you to join our club of 'adopted sons of the golden West.'"

Among the trade men present are C. H. Hart, C. H. Minto, Thos. Lynch, R. R. Robinson and W. G. Colins, all on the staff of the United States Rubber Co., and all hailing from San Francisco; W. J. Cameron and H. S. Quine, of the Goodyear Tire & Rubber Co., of Akron; George Bellis, the Excelsior booster; Bob Perry, Ignatz Schwinn and wife, Frank Schwinn, Carl Neely, Glenn Stokes, Emil Fabian and W. Nelson. From George Bellis on, all those present are singing the praises of the "X."

From the Indian camp the following are present: George W. Sherman, E. G. Baker, Morty Graves, Ray Crevison, C. I. Hedstrom, Victor Strain, Hap Alzine and Joe Armstrong.

The Cyclone is represented by E. A. Lundy, general manager, Stroud Don Johns, mechanical engineer, Wm. Goudy, E. Fickelstein and Lounden Claus. Hugh Fargo is on deck for the Hendersons.

Arthur Davidson is there with the glad hand, accompanied by Frank Rodger, O. P. Daenitz and wife and Wm. Holdocker of Portland. The Federal Tire & Rubber Co., is represented in the persons of E. L. Rettig, L. H. Thompson.

Among the other men prominent in the trade were: John L. Donovan, G. B. Gibson, and C. L. Smith, Southern California Pope distributor.

All the trophies to be awarded at the races were declared by Secretary Gibson to be the finest ever offered at any F. A. M. meet. The trophies are on display at the store of Kimball-Upson Co.

Delegations are now arriving from Marysville, Stockton, Fresno, Bakersfield, San Jose, Santa Barbara, Pasadena, Los Angeles, San Diego, Santa Rosa San Francisco and Oakland and other California towns.

All local dealers have decorated their stores lavishly, the capital M. C. club rooms and Travelers hotel, convention headquarters have special electrical decorations. Governor Johnson could not appear because he was called to 'Frisco on account of Roosevelt Day.

Great local interest centers upon the big motorcycle parade to be held on Saturday night. Ten prizes are offered for the best showing in the parade. E. O. Putzman will be grand marshal.

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Secretary-Treasurer G. B. Gibson, of the F. A. M., left Westboro, Mass., on July 14 for the trip to the federation convention at Sacramento, where he arrived Monday, July 19. During the secretary's absence business affairs at the Westboro office are kept in motion by Mrs. Gibson.

# BIG PRIZE LIST FOR PARTS RACES

## Many Donations for the Cycle Parts Bike Races at Atlantic City, Aug. 6

ATLANTIC CITY, N. J., July 20.—Great interest is being taken in the amateur bicycle road races which will be held here in connection with the Cycle Parts Trade Convention. The races will be staged on August 6. Mr. W. J. Surree, treasurer of the Cycle Parts Association, advises that the manufacturers have been very generous in their donations, which will be hung up as prizes.

There will be four events. The first race will be a 5-mile handicap, the second a 5-mile motorwheel race, the third 1-mile Atlantic county championship, and the last event a 15-mile handicap. The first prizes range in value from $10 to $60. The A. O. Smith Company has given a Smith Motor Wheel and a silver cup.

Entries close with George W. Robb, 918 Arch street, Philadelphia, on Tuesday, August 3. The races will start at 2:30 p. m. sharp, and the rain date has been set for Saturday, August 7. It is particularly specified on the entry blanks that all riders must appear in neat and clean costumes in order to be permitted to enter the races. The races are open to all amateur riders except the Atlantic county championship event, which is open only to riders who have resided in the county for the past six months.

Since some of the best riders in the East are planning to spend their vacation in Atlantic City, many will ride the races.

# Creviston Nabs Three Races at Marysville

MARYSVILLE, Cal., July 18.—Ray Creviston, astride his Indian, came the way to his competitors in three of the professional events which were held here this afternoon on the fairgrounds track under the auspices of the Marysville Motorcycle Club. The Indian made its initial debut on the local track and put up a good showing. Creviston covered the five miles in the first professional race in 4:26⅗, which was the fastest time made in the entire meet. He was closely followed by Perry, Harley-Davidson, and Gibson Cyclone, who finished in the order named. Burns, mounted on a Pope, took a spill but was not badly injured.

### Pope Wins Three Mile

Harrels went to the Pope rider, Branstatt, in the three-mile stripped event, covering the distance in 5:24. Furrow on a Harley-Davidson accounted for second position in this event. The five-mile amateur affair for twin machines was a hummer and brought out some of the best local "simon pures." Reed, Excelsior, finishing in 5:24, was second, closely followed by Winkley, Cyclone and Branstatt, Pope, in that order.

The state amateur championship at two miles had the crowd up on its feet. Much interest centered in the Cyclone as the riders shot off from the tape, and the fans broke into great applause when Winkley, on his Cyclone, breezed in the winner, in 4:48⅘. Christenson, Excelsior, snatched second place, while the third honors were accounted for by Hess, Excelsior.

### Creviston Given Ovation

Creviston was given an ovation when he brought home the bacon in the five-mile race for twins. His time was 4:38⅘. The Cyclone rider, Gibson, came home second, while the third place went to Fabian, Excelsior. Ray Creviston repeated his good work in the ten-mile event, when he covered the ten miles in 8:55⅘, and accounted for the victory. Gibson again was second and Fabian third.

A five-mile event was arranged for members of the Marysville Motorcycle Club, in which Richardson, Branstatt and Reed participated. Richardson on his Excelsior won this event, while Branstatt, Pope, finished second, and Reed, Indian, came in third. The time was 5:05.

The best time made for one lap was 52 flat. A crowd of one thousand fans attended the races. F. W. Woodson, of the local club, acted as the official referee.

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### VERRILL TAKES DAYTON RACE

Dayton, Ohio.—"Krazy Horse" Verrill, on his Indian, captured the 25-mile professional at the Dayton race meet, which was held at the fair grounds track on Sunday, July 11. Verrill did some sensational riding and covered the distance in 32:03. Maldwyn Jones, Flying Merkel, took second position in this event, while C. W. Voss, Excelsior, took third place.

In the 5-mile sidecar race, Frank Tobias, Thor, accounted for the victory, while Mel Mumma, Indian, was second, and Ray Eddy, Harley-Davidson, was third. The time was 7:21⅘. The 10-mile professional saw Jones, on his Flying Merkel, breeze in first in 13:47. Second honors were won by Shorty Mathews, Indian, and third by Emmet Amos, Flying Merkel.

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# Gibson's Report Shows Need of Continued Activity for Sound F. A. M. Finances

WHILE the generally healthful condition of the F. A. M. after a year of fruitful work by the heads of departments has afforded grounds for satisfaction, the report of Secreary-Treasurer G. B. Gibson, which has just been presented to the convention in session at Sacramento, indicates that additional years of the same kind of rapid-fire co-operation will be required to place the federation on the sound financial footing that it once enjoyed. The report of the Secretary Gibson shows a balance on hand of $7.02, with a deficit of $44.33 for the preceding year taken out, but these figures take no account of three unpaid salary bills which foot up to $1,950.

### Three Salary Bills

The largest of these bills is for $1,400 in salary due Secretary-Treasurer Gibson. It covers forty weeks, from September 26, 1914. Three months' salary, amounting to $250, is also due Chairman William Johnson, of the F. A. M. legal action committee. The remaining $300 is claimed as salary by O. F. McLain, who formerly acted as head of the legal action committee. This account is disputed by the F. A. M.

As shown in the tabular statement printed below, the receipts of the F. A. M. for the fiscal year just completed amounted to $13,630.27. The total expenses for the year footed up to $13,578.92. This left a difference of $51.35 in favor of the receipts, but when the deficit of $44.33 is deducted, the balance on hand is cut to $7.02.

### In the Secretary's Office

Owing to the great number of items involved in Secretary Gibson's statement of expenditures, it is impossible to print that portion of the report in full, and reference will be made only to some of the more important features. The report shows that Secretary Gibson received $385 as the balance of his salary due for the fiscal year of 1913-1914, and $385 as part of his salary for the 1914-1915 fiscal year. He also had returned to him $350, the sum of several F. A. M. bills which he paid from his personal account during the last winter. Mrs. Gibson, as assistant secretary, received a salary of $624, and four stenographers were paid $507, $432, $224 and $45. The other expenditures charged against the secretary's office were of a routine nature.

### Executive and Touring

The outlay for President Coffman's office, in combination with the F. A. M. touring bureau, reached a total of $936.72. Of this amount $623 was the stenographer's salary, and $105 was the office rental. For help in connection with the touring bureau $25 was paid. The expenses for June of this year, amounting to $88.57, will appear in the report for the next fiscal year.

### The Competition Committee

The secretary's report states that the outlay through the office of Chairman Donovan of the competition committee was $2,075.68, but an attached note explains that these figures are likely to vary somewhat from the exact outlay because of the fact that Chairman Donovan sometimes paid his office expenses from competition funds in hand, while at other times such expenses were paid from Secretary Gibson's office. Only by a comparison of Chairman Donovan's report with that of Secretary Gibson could the exact figures be obtained, and a copy of the Donovan report is not in hand at this writing.

### Legal Action Work

For the operation of the legal action office the outlay was $1,205.14 for the fiscal year. Of this sum Chairman William M. Johnson receivd $676.66 as salary, and the next largest item, $333.75, was for the salary of C. E. Johnson, employed as stenographer. The other items, ranging from $20 to $55, were for routine matters.

### St. Louis Meets Expenses

The secretary's report shows that the F. A. M. expenses incidental to the national meeting in St. Louis were $502.80, made up of carfare for federation officials who were obliged to attend the convention, and an item of $160.80 for fobs which were presented to touring members in the convention city.

A hang-over from the legal action office of O. F. McLain in Indianapolis, amounting to $81.85, was paid. Of this the former legal action chairman received $57.37 as a balance on his salary, and the remainder was made up of office expenses.

Three months' back salary, amounting to $125.07, was paid to J. H. Donehue, former manager of the F. A. M. touring bureau, in addition to office expenses amounting to $8.90.

### Newspaper Expenditures

For the membership committee the outlay was $414.02 for the year. Chairman E. M. Estabrook received $173.32 as two months' salary at the full restored rate, and also $225 for five months due him at the restored rate. Office expenses made up the balance.

There are two items in the secretary's report referring to the office of former president B. J. Patterson, one of $38.49 for postage and telegrams, and another of $60 for Miss Inez Patterson, who acted as the president's stenographer.

The F. A. M. paid $200 to persons who recovered motorcycles stolen from federation members during the year, on the basis of $25 to each one entitled to a reward.

### Outlays for State Commissioners

Following are the expenditures by F. A. M. State commissioners for the fiscal year: J. A. Hall, New York, $97.38; O. F. McLain, Indiana, $47.33; J. D. Miller, Georgia, $10.50; G. R. Moses, Missouri, $10; F. W. Sullivan, Illinois, $6.10; A. R. Ketcham, Michigan, $5; H. E. Baldwin, Wisconsin, $1.50. In the amount charged against Commissioner Hall is included $35.68, paid by the secretary's office in connection with the F. A. M. birthday party held at Brighton Beach.

## FIRST ENTRY FOR INDIANA RUN

Indianapolis, Ind., July 11—F. A. M. Commissioner Jack Carr has received the first entry for the two-day endurance run of the Indiana State Federation on August 7 and 8, from Leslie Vandament, of Greencastle, Ind. A check accompanied the entry. Vandament is Indian agent in his city and is known all over the western part of the State as "Van the motorcycle man."

In addition to mailing entry blanks to all factories and motorcycle clubs in Indiana,

### F. A. M. Receipts for the Year Total $13,630.27

| | |
|---|---|
| G. B. Gibson, cash loaned during lean winter income months to pay bills.. | $350.00 |
| G. B. Gibson, cash donated to pay for printing F. A. M. suit circulars... | 8.25 |
| Cash received to cover protested checks ..... | 74.00 |
| Aurelio Navarro, sum of money, object unknown..... | 21.00 |
| B. J. Patterson, credit for office desk retained ..... | 15.00 |
| Fees of 632 Western Federation of Motorcyclists members..... | 305.92 |
| A. B. Coffman, cash for 42 F. A. M. pins sold at Chicago 1914 Motorcycle show ..... | 21.00 |
| Protest fees-fines pro. riders through competition office, July, 1914..... | 25.00 |
| Sanction receipts, July, 1914, through competition office ..... | 1,316.00 |
| Deposit two sets championship medals through competition office..... | 120.00 |
| Excess receipt funds, August-September-October, 1914, through competition office ..... | 1,000.00 |
| Sec.-Treas. Gibson office-fees, 3403 affiliated members ..... | 3,403.00 |
| Sec.-Treas. Gibson office-fees, 1,561 unaffiliated members ..... | 3,122.00 |
| Sec.-Treas. Gibson office-fees, 1 unaffiliated member, through L. A. attorney | 1.75 |
| Sec.-Treas. Gibson office-fees, 3,282 renewals ..... | 3,282.00 |
| Sec.-Treas. Gibson office-fees, 20 additional payments (original $1)..... | 20.00 |
| Sec.-Treas. Gibson office-fees, 124 registered repair shop signs sold..... | 248.00 |
| Sec.-Treas. Gibson office-fees, F. A. M. novelties sold to members..... | 250.95 |
| Sec.-Treas. Gibson office-fees, miscellaneous receipts (coin-stamps)..... | 40.40 |
| E. H. Cornish, gift for 1 F. A. M. suit sold ..... | 1.00 |
| Lamm Brothers, gift for 5 F. A. M. suits sold ..... | 5.00 |

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the county commissioners and dealers throughout the State have been sent maps of the course as well as the usual blanks. It is expected that at least 12 Indiana clubs will be represented in the class set aside for them. A number of dealers have written to Commissioner Carr stating that they intend to enter teams to assist the factory entries.

The date for the closing of the entry list has been set for July 20. After that day the judges will have nearly three weeks to place starters and perfect checking arrangements. A special checker, who is a member of the Consolidated M. C. will be at each station, armed with duplicate checksheets, to make certain that riders are properly registered. No direct controls will be established.

About six factories are expected to enter teams in the factory class for pros. Information and blanks can be had from Commissioner Jack Carr, care of G. H. Westing Company, Indianapolis, Ind.

### WISCONSIN F. A. M. MEET SET BACK

Milwaukee, Wis., July 22.—Due to the short time left for preparation and also a desire to make it a three-day instead of a two-day meeting, the first annual convention of the Wisconsin F. A. M., contemplated for July 31 and August 1, has been set back to September 11, 12 and 13. This will enable the committee to make greater plans for the convention and will allow the delegates to take in the state fair at Milwaukee and also the third race meet of the Milwaukee club, September 13, in connection with the opening day of the fair.

### VOLUNTEER MOTORCYCLE POLICE

Dayton, Ohio.—The use of volunteer citizen police, using their own motorcycles and automobiles, selected carefully with a view to securing their assistance in the suppression of the various evils due to careless driving, is being considered by the city authorities. It is believed that, with such a force supplementing the regular traffic and police force, it will be possible to secure information regarding offenders which is not now possible, and that the approximately complete suppression of speeding, failure to give warnings, and so forth, will be possible.

### BISON PARADE MAKES A HIT

Buffalo, N. Y., July 14.—The motorcycle parade held under the auspices of the Buffalo M. C. here tonight proved to be a decided success. And judging from the applause of the spectators it certainly made a favorable impression. The procession was headed by President A. D. Cook and Captain George Haier. Immediately following these riders was a brass band which rode in motor cars. All of the machines were decorated. After riding through some of the principle business streets they proceeded to the Buffalo Velodrome in a body.

### MACHINE FOR DEPUTY SHERIFF

Hopkinsville, Ky.—Will Hester, the Christian county Indian agent, has just sold a 1915 machine to Sheriff Smith, who will have Deputy Sheriff Herbert Johnson use in answering calls out through the county in which the automobile is not as well suited.

## F. A. M. DEVELOPMENT AS TOLD BY MEMBERSHIP STATISTICS FOR THE YEAR

| State. | Affiliated. | Unaffiliated. | Renewals. | Total Cards. | Last Year. | Loss | Gain. |
|---|---|---|---|---|---|---|---|
| Maine | 9 | 5 | 13 | 27 | 47 | 20 | .. |
| New Hampshire | 11 | 69 | 36 | 116 | 101 | .. | 15 |
| Vermont | 35 | 5 | 3 | 43 | 8 | .. | 35 |
| Massachusetts | 255 | 145 | 231 | 631 | 425 | .. | 206 |
| Rhode Island | 8 | 12 | 29 | 49 | 51 | 2 | .. |
| Connecticut | 77 | 26 | 54 | 157 | 101 | .. | 56 |
| New York | 556 | 207 | 526 | 1,289 | 1,069 | .. | 220 |
| New Jersey | 202 | 69 | 142 | 413 | 316 | .. | 97 |
| Pennsylvania | 160 | 97 | 261 | 518 | 579 | 61 | .. |
| Maryland | 90 | 9 | 50 | 149 | 167 | 18 | .. |
| Delaware | 5 | 1 | 11 | 17 | 21 | 4 | .. |
| District of Columbia | 10 | 4 | 16 | 30 | 49 | 19 | .. |
| Virginia | 14 | 17 | 14 | 45 | 30 | .. | 15 |
| West Virginia | 21 | 9 | 15 | 45 | 45 | .. | .. |
| North Carolina | 45 | 11 | 6 | 62 | 25 | .. | 37 |
| South Carolina | 22 | 8 | 27 | 57 | 11 | .. | 46 |
| Georgia | 29 | 17 | 29 | 75 | 88 | 13 | .. |
| Florida | 0 | 4 | 10 | 14 | 33 | 19 | .. |
| Alabama | 29 | 2 | 10 | 41 | 50 | 9 | .. |
| Tennessee | 26 | 10 | 17 | 53 | 164 | 111 | .. |
| Kentucky | 16 | 21 | 14 | 51 | 36 | .. | 15 |
| Mississippi | 0 | 3 | 3 | 6 | 10 | 4 | .. |
| Ohio | 244 | 133 | 414 | 791 | 1,075 | 284 | .. |
| Indiana | 117 | 47 | 146 | 310 | 427 | 117 | .. |
| Illinois | 216 | 117 | 232 | 565 | 802 | 237 | .. |
| Michigan | 69 | 42 | 63 | 174 | 139 | .. | 35 |
| Wisconsin | 50 | 46 | 71 | 167 | 170 | 3 | .. |
| North Dakota | 149 | 7 | 11 | 167 | 17 | .. | 150 |
| South Dakota | 40 | 8 | 17 | 65 | 115 | 50 | .. |
| Minnesota | 12 | 39 | 28 | 79 | 102 | 23 | .. |
| Nebraska | 72 | 13 | 38 | 123 | 92 | .. | 31 |
| Iowa | 98 | 20 | 46 | 164 | 221 | 57 | .. |
| Missouri | 14 | 26 | 53 | 93 | 97 | 4 | .. |
| Kansas | 40 | 43 | 83 | 166 | 345 | 179 | .. |
| Colorado | 1 | 20 | 28 | 49 | 97 | 48 | .. |
| New Mexico | 0 | 3 | 4 | 7 | 5 | .. | 2 |
| Oklahoma | 117 | 30 | 19 | 166 | 45 | .. | 121 |
| Arkansas | 35 | 4 | 5 | 44 | 29 | .. | 15 |
| Louisiana | 3 | 2 | 5 | 10 | 21 | 11 | .. |
| Texas | 95 | 39 | 88 | 222 | 267 | 45 | .. |
| Montana | 12 | 21 | 10 | 43 | 29 | .. | 14 |
| Wyoming | 27 | 2 | 14 | 43 | 30 | .. | 13 |
| Idaho | 0 | 9 | 8 | 17 | 10 | .. | 7 |
| Utah | 0 | 18 | 14 | 32 | 35 | 3 | .. |
| Arizona | 33 | 16 | 33 | 82 | 64 | .. | 18 |
| Nevada | 0 | 0 | 1 | 1 | 2 | 1 | .. |
| Washington | 12 | 18 | 35 | 65 | 23 | .. | 42 |
| Oregon | 133 | 14 | 58 | 205 | 216 | 11 | .. |
| California | 164 | 71 | 229 | 464 | 350 | .. | 114 |
| Panama | 28 | 0 | 6 | 34 | 6 | .. | 28 |
| Cuba | 0 | 0 | 2 | 2 | 2 | .. | .. |
| Philippine Islands | 2 | 0 | 2 | 4 | 12 | 8 | .. |
| Alaska | 0 | 1 | 0 | 1 | 0 | .. | 1 |
| Canada | 0 | 0 | 1 | 1 | 3 | 2 | .. |
| France | 0 | 0 | 0 | 0 | 1 | 1 | .. |
| South Africa | 0 | 1 | 0 | 1 | 0 | .. | 1 |
| Australia | 0 | 0 | 0 | 0 | 1 | 1 | .. |
| China | 0 | 1 | 1 | 2 | 0 | .. | 2 |
| Totals | 3,403 | 1,562 | 3,282 | 8,247 | 8,276 | .. | .. |

To the above should be added the 632 cards issued to the members of the Western Federation of Motorcyclists in November, 1914, and which terminated as per agreement on January 1, 1915. They were apportioned as follows: California, 473; Washington, 114; Oregon, 41; Montana, 1; Utah, 1; Nevada, 1; Canada, 1; total, 632.

We think this a favorable place to mention that the party who sent in the greatest number of F. A. M. applications during the present fiscal year was P. E. Zimmerman, of Lindsborg, Kan., who is responsible for 114 new members.

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# Pope Plant is Sold to New Yorkers

WESTFIELD, Mass., July 20.—The Pope Manufacturing Company plant and business was sold at noon today to New York City capitalists represented by the law firm of Austin, McLanahan and Merritt, of New York. The receivers, George Pope, of Hartford; Charles A. Morss, of Boston, and Charles A. Persons, of Worcester, were ordered by the Federal Court to sell the plant for not less than $725,000, and that was the only bid submitted to Auctioneer Edward J. Leyden, of Springfield.

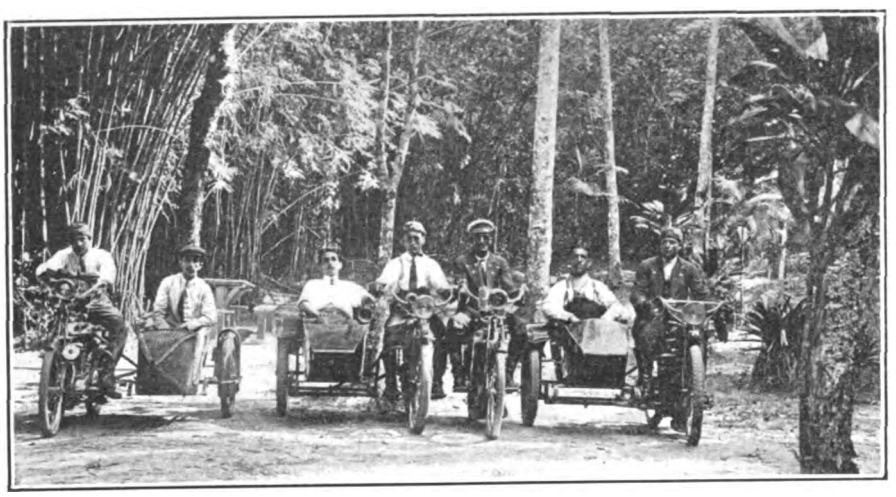
The bid was accompanied by a certified check for $25,000, presented by H. P. Coursens, of New York, who is connected with Austin, McLanahan and Merritt. Scott McLanahan of the law firm was present with Mr. Coursens and issued this statement:

"We cannot at this time reveal the names of the men back of this sale. The new owners will continue the business along the same line and manufacture bicycles and motorcycles.

"I can say authoritatively that the plant is not being bought to turn out munitions of war for the Allies, nor is there an English concern back of the purchase for making bicycles and motorcycles for the British army. When the transfer is made by the receivers to the new owners, the names of the men interested in the purchase will be made public. There will be no disposition to disrupt the present working force."

The cash on hand by the Pope Manufacturing Company on July 19 was $229,000. This is included in the sale as a part of the assets possessed by the Pope company.

## WHERE TOURISTS FIND PICTURESQUE SURROUNDINGS



**Riders from the Indian Agency of Christoph & Co., in Rio Janeiro, Enjoying a Social Jaunt Through a Brazilian Forest**

## PHOENIX WILL HAVE FAIR RACES

Phoenix, Ariz., July 20.—At last the Arizona two-wheeler enthusiasts have won their fight for a "motorcycle day" at the annual state fair. Saturday afternoon, November 20, will be given over entirely to motorcycle races, and the fair commission has guaranteed $1,000 in prizes. It is hoped that this sum will be materially increased by the Phoenix chamber of commerce and by motorcycle boosters, who will probably hold a series of race meets and add the proceeds to the prize fund.

Heretofore Thursday afternoon of each fair has been given over to automobiles and motorcycles. Invariably the autos left little time for the motorcycles.

Craig W. Pottinger has been named by the fair commissioners to superintend the motorcycle races. He says that the principal event will not be less than 100 miles in length. Pottinger has asked the chamber of commerce to give $350 toward the purse for the annual San Diego-Phoenix race, and the same amount for the race from San Diego. Last year the chamber gave $250 for each of the road races.

## ARNOLD WITH NEW DEPARTURE

E. E. Arnold has joined the New Departure Company, of Bristol, Conn., in an engineering and sales capacity. He was formerly with the Standard Screw Products Company, of Detroit.

## HENDEE OUTING CLUB FORMED

San Francisco, July 14.—The Hendee Outing Club has been organized here, with B. O. Anderson, local manager for the Hendee Manufacturing Sales Company; Earl and Mrs. Armstrong and Chas. Meyer, secretary of the San Francisco Motorcycle Club, as charter members. An application will be made for a charter from the Hendee Manufacturing Company, which some few years ago organized a similar club at Springfield.

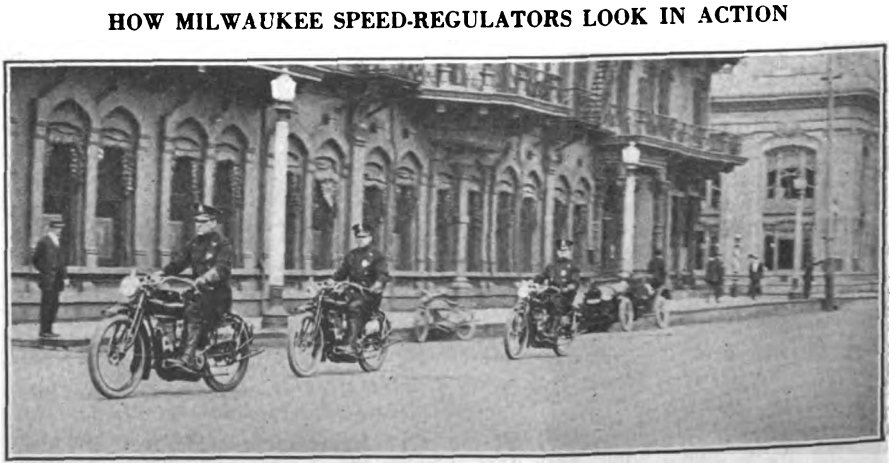
The local club had its inception during a sociability run made by the quartet to Santa Cruz on the Fourth. After a visit to the beach city, the little party rode north for about 25 miles and went into camp in the wilds of the Santa Cruz mountains, five or six miles from the nearest road. Leaving their machines hidden in the deep underbrush near the road, the party dived into the wilderness and after a strenuous trip discovered a delightful camping place near a mountain stream that teems with trout. Here they constructed a crude hut of boards from an abandoned lumber camp, after which they got busy with rod and reel and during the two days' sojourn in the wilderness, bagged the limit catch every day. Mrs. Armstrong was unanimously elected chief cook and bottle washer, and the "feeds" she spread before the happy and hungry crew during the two days has made them long to return to the wilds again at the earliest opportunity.

It was while lolling around the camp fire the first night of the stay in the camp that the idea of the organization of the outing club was conceived and it was forthwith launched with the above mentioned charter members. It is purposed to admit to membership other congenial souls and to make the camp a regular week-end rendezvous for the balance of the summer and autumn.

## SCHACK ON WESTERN TRIP

W. G. Schack, president of the Emblem Mfg. Co., made a quick trip through the middle west recently, stopping at Kansas City, Detroit and Chicago. He reported business as holding its own.

## HOW MILWAUKEE SPEED-REGULATORS LOOK IN ACTION



**Three Indian-Mounted Members of the Milwaukee Department—Officers Malone, Kelling and Asmuth. The Wisconsin Motorcycle Co. Sold 'Em**

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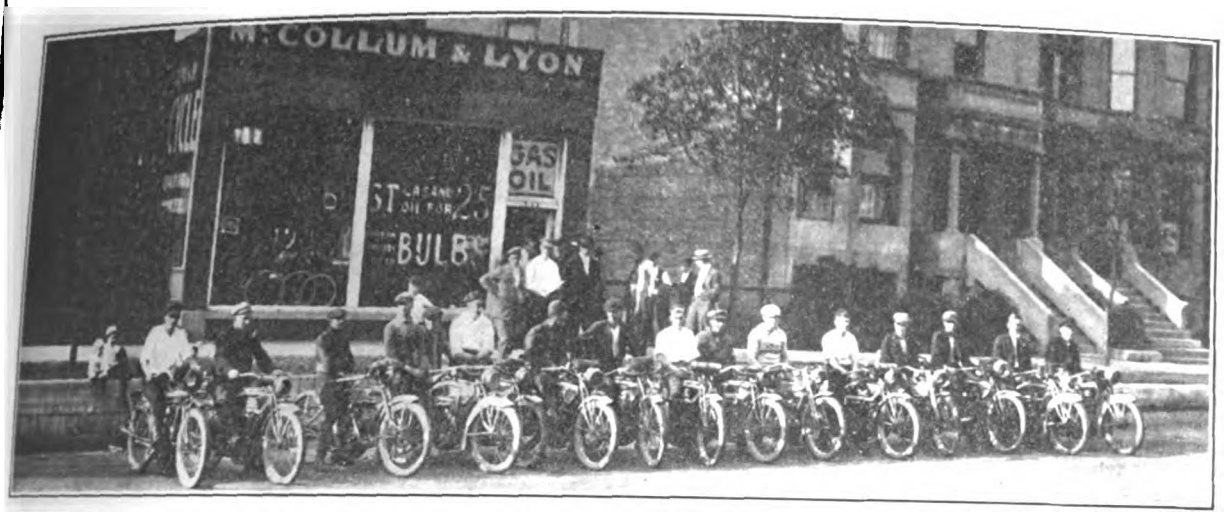
# Mud and Rain Splash Endurance Riders




**How the Contestants in the Englewood Run Lined Up for the Start**

CHICAGO, July 21.—Five members of the Englewood M. C., covered from head to foot with mud, made perfect scores in the second of a series of endurance runs staged on Sunday, July 18.

**Rain Came Down Hard**

The run was the worst ever held from the Windy City on account of the rain. E. Wearing and H. Ford started for Crown Point, Ind., the first control, at 8.01. At intervals of one minute two riders were sent on their way until all fourteen had been accounted for.

Coming down Wentworth avenue, the boys were overtaken by the rain, which had started in earnest. Not to be outdone by the shower, they plugged along until they came upon one grand mud hole in the middle of the road, just outside of Crown Point. They all had to dismount here and hold a consultation before proceeding.

**Engines Stalled**

Several riders managed to get in all right, but engines went dead, so all hands pushed to the front and carried most all the machines across. On arriving at Crown Point the riders were compelled to lose 5 minutes for the checkers, who had failed to put in an appearance.

After leaving the first control, mud was very much in evidence and quite a few lost considerable time. All told, about 50 miles of mud were encountered, which made going hard.

**Tired Riders Drop Out**

On the road to Kankakee, the noon check found several of the boys weary from the ordeal, so they dropped out. Hall and Gass both had time to burn, so stopped off at Cedar Lake and had a cool swim, which, incidentally, Gass's lighting system went wrong, which prevented him from getting a spark.

After the final check at Kankakee, it was found that all but two warriors had been accounted for, although several more looked as if they would not get through. The check in at Joliet found two more riders missing. Grady fell out at Roeby, and Stewart had a bad spill and quit.

Nearly all the riders experienced spills and trouble because of mud getting into the exhaust pipes, which knocked their engines out completely. After leaving Joliet, the last control, it was not long before the men were again encountering more mud, which cut down their time considerably.

The five riders who made perfect scores follow: J. E. Jenkinson, Thor single; Harry Ford, Excelsior; E. Wearing, Excelsior; E. W. Mead, Excelsior; W. Croop, Excelsior.

## CLOSES BIG RACE DEAL

Chicago, Ill., July 10.—John L. Donovan, chairman of the F. A. M. competition committee, today closed a deal for the three hundred-mile race which is to be held at the Chicago Speedway on Labor Day. Five thousand dollars in prizes will be given, it has now been definitely announced. Three thousand dollars will be offered in regular prizes, one thousand to the rider who will average ninety miles an hour and one thousand for other records.

## ON BUSINESS TRIP TO COAST

In the accompanying photograph appears the van combination with which H. O. Van Antwerp, of Grand Rapids, Mich., is making a business trip across the continent in the interest of the Chicago Eye Shield Company, 128-134 So. Clinton street, Chicago. Mr. Van Antwerp rode all through the New England states last year boosting the Chicago firm's sales of Folding Dimmer Goggles, of which it makes a specialty, and his trip was so successful that it was decided to send him across the country.

## RAIN STOPS TOLEDO RACES

Toledo, O., July 18.—The sudden displeasure of the weather man spoiled what promised to be a beautiful bunch of races at the meet of the Interstate Racing Association here this afternoon. A big crowd of star riders had entered, and were there on the spot ready for the fray, and the first heat had fulfilled the fond hopes of the big crowd of spectators.

In the first heat at five miles, Jones and Amos, on Merkels, had jumped away from the rest of the field on the first lap, with Jones a little in advance. But Amos hung on and slowly fought his way to the front, taking the lead in the third mile. And in spite of Jones exertions, Amos kept his place and won, in 5:58⅘. Jones took second, and Coffey, on a Harley-Davidson, was third man across the tape.

And right away it rained. Didn't last long, but long enough to make the track too wet for anything but schooners to travel on. So the folks in the audience went sadly away, sorry that there was no more for this day, but cheered by the announcement that the meet would be held next Sunday and that their rain checks would let them in to see it then.

## BALTIMORE LABOR DAY RACES

Baltimore, Md.—The renewed interest taken in motorcycle racing here, as manifested at the meeting held on July 5, has caused the Maryland M. C. to make plans for another racing card to be staged on Labor Day. The local dealers have already promised their support. The professional features will be augumented and a 25-mile race will be added with a big money purse as an incentive to the speed artists to enter and do their best.

## MAY HAVE NEW BOARD TRACK

Los Angeles, Cal.—L. W. Wickes, of this city, has been in Chicago making a study of the engineering and construction features of the two-mile Chicago track. He is associated with A. M. Young in plans for promoting an automobile and motorcycle speedway in this city. It is claimed that options have been secured on three sites.

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# BUFFALO FEATURE WON BY LOCHNER

## In Thrilling Fifty-Mile Open Event Excelsior Rider Shows the Way Home

BUFFALO, N. Y., July 18.—More motorcycle fans witnessed the second dirt track motorcycle race meet held under the auspices of the Buffalo M. C. at the Lancaster Driving Park this afternoon than in the entire local dirt track motorcycle racing history. Not a single accident marred the entire program. Only two riders took a spill, but each came out without a scratch. The big crowd was kept in good humor by a brass band, which played before the races and during the fifteen minute intermissions.

Brigham Young captured the ten-mile stripped stock, while Oliver Allyn won the two-mile Firestone Tire Novelty race. In this last event the fans were much amused, because at the end of each lap the riders were obliged to stop; at the end of the first lap they had to thread a needle; second lap, drink a glass of water and eat a ham sandwich; third lap, tie a Firestone penant to their handle bars. Bob Barclay could thread a needle, eat a sandwich, drink a glass of water and tie knots faster than any of his competitors. He led from the very start and every one was sure he would win the race, until he was 200 yards from the tape in the final lap. Then his motor refused to work, so by sheer pluck he paddled his mount across the tape for third place.

George Lochner, of Syracuse, placed another diamond in his crown this afternoon when he won the fifty-mile open from Don Barclay, of Denver, by a quarter of a mile on his speedy little "X." Lochner led from the very start, with Don Barclay close at his heels, but in the twenty-seventh mile Lochner was forced to drop out for a few minutes to get a fresh supply of oil and gasoline. So by the time he was again on his mount Don was leading him by 1½ miles. It was only a short time after that Barclay was forced to stop for oil and gas. This gove Lochner an opportunity to regain what he had lost.

But Don Barclay's assistants were swift, and he was on his mount again with still a half mile to the good. It was only by continuous hard plugging that Lochner succeeded in passing Don in the thirty-ninth mile. For a lap or so they rode neck and neck, with Lochner but a yard or more in advance. Gradually, Lochner began gaining on Don, as the latter seeme to lose the ability to hold his own in thi hard-fought race. The summaries:

First Event—Ten-mile stripped stock—Won b Brigham Young, Detroit (Harley-Davidson); se ond, Oliver Allyn, Buffalo (Harley-Davidson) hird, Don Barclay, Denver (Indian). Time 12:29⅘.

Second Event—Two-mile Firestone tire novelt race—Won by Oliver Allyn, Buffalo (Harley-Davidson); second, George Lochner, Syracuse (Excelsior); third, Bob Barclay, Denver (Indian) Time, 4:19.

Third Event—Fifty-mile open—Won by Georg Lochner, Syracuse (Excelsior); second, Don Barclay, Denver (Indian); third, Bob Barclay, Denver (Indian). Time, 1:04:10⅗.

# Rough Going on Salt Lake City Run

SALT LAKE CITY, Utah.—The first annual mountain endurance run of the Salt Lake Dealers' Association, which was held July 4, had nineteen starters and introduced some road features not ordinarily found in such contests. The start was made from in front of the Salt Lake *Tribune* office at 6 a. m., the riders going off at one-minute intervals.

The course was laid out from Salt Lake City to Manti, Utah, and return, and included sand, patches of desert, irrigation ditches and three winding mountain canyons. The first checking station was at Provo, in charge of the Simmons Supply Co. All the entrants arrived at this point with clean scores. Beyond Springerville the fun began. Five miles of newly ploughed road with a covering of six inches of sand brought grief to four riders.

For 18 miles the contestants rode through Spanish Fork Canyon and spills were numerous. The next checking station was at Thistle, in charge of Elias Gardner. Thirteen riders were still perfect at this point. Then for 37 miles, through Thistle canyon, the riders and machines were subjected to terrific tests. When the riders emerged from the canyon and came down through Fairview and Indianola to Mount Pleasant, where the checking station was in charge of J. E. Doty, the clean scores had dwindled to nine.

The contestants enjoyed a chicken dinner at Manti, the noon control, and then started on the return trip. From Manti t Nephi there were 43 miles of desert and i the Salt Creek canyon bad roads, dr washes, deep sand and unbridged stream were encountered. From Nephi to Provo th roads improved, and nine perfect score were still recorded when the boys reache Salt Lake City and checked out.

The following finished within the tim limit: Lon Claflin, Indian, perfect; J Louis Anderson, Thor, perfect; H. F Cooper, Excelsior, perfect; Ab Jenkins, Ex celsior, 982; Don Smith, Excelsior, 949 William Edgington, Excelsior, perfect Fred Hartley, Excelsior, perfect; Ray Peck Excelsior, perfect; O. F. Gloystein, Excel sior, perfect; A. S. Margetts, Indian, per fect; G. L. Moore, Indian, 966; L. E Palmer, Indian, 931; H. A. Lund, Thor perfect.

### MILWAUKEE OUTING POSTPONED

Milwaukee, Wis., July 22.—"Postponed on account of rain" is getting to be a fa miliar story in connection with the spor of motorcycling in this community as al most every event scheduled by the Mil waukee Motorcycle Club, with the pos sible exception of the first race meet, an even that was preceded by rains that mad its staging doubtful, has suffered.

The latest enterprise to suffer was th first annual outing, which was to have bee held up the Milwaukee river at Rhinegan Park, Thiensville, on Sunday, July 18, bu which had to be postponed until July 2 Messrs. Binger and Horlach, of the club have charge of the picnic arrangement and promise some novel entertainment i the games which are to be run off unde Mr. and Mrs. Frederick Rowell.

### RITZ TAKES EVERYTHING

Moundsville, W. Va.—Otto Ritz, on hi Harley-Davidson, made a clean sweep o all three events in the Wheeling M. C meet on the half-mile track in this city o July 10. He won by one minute over D Mickels, Thor, in the five-mile stock, hi time being 6:41, and again from the sam Thor rider in the subsequent five-mile r 6:34. The third event, also for five miles resulted in Ritz and Mickels finishing i the same relative positions, the Harley Davidsonite's time being 6:39.

C. K. McCluskey, Excelsior, got third place in the first and last events, but los place in the second due to tire trouble. A Drummond, Thor, came third in the second race. The attendance was 1,000.

CANAL ZONE QUARTETTE WHO DO MUCH TOURING

Mr. and Mrs. Green and Mr. and Mrs. Greeven, Pope Riders Who Recently Completed a Tropical Trip in Which No Punctures Were Experienced in 200 Miles

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# With the Manufacturers

## New Berling Magneto for Lightweights

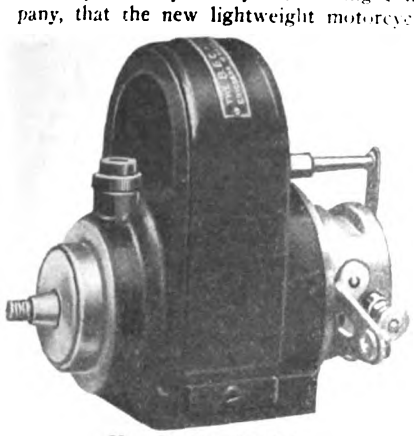
ANNOUNCEMENT is made by the Ericsson Manufacturing Company, of 1115 Military Road, Buffalo, N. Y., of a new model of Berling magneto, especially designed for use with lightweight motorcycles. This magneto, known as the "S" type, is small and light in construction and incorporates in its design a number of features which have characterized Berling magneto construction in the larger models. Among the latter may be mentioned the quick-acting interrupter and the unit-frame construction. The magneto can be had in single cylinder and twin cylinder types.

The unit-frame of the "S" type of Berling instrument is constructed along the same lines as in other magnetos which have proved their worth not only in the motorcycle field but in the automobile and aeroplane services. Aluminum or bronze can be had, the former being preferred by reason of its superior lightness. The frame is a one-piece casting, no matter what the metal used. This casting includes the base and sides, the top and the driving end.

The advantages of such exterior construction lie in rendering the magneto water, dust and oil proof, without the use of packing, as well as doing away with a number of screws which would otherwise be necessary in a construction involving several pieces. The unit construction further renders the instrument unaffected by vibration and wear, and insures permanent alignment of field and armature, allowing the use of a minimum air-gap.

The Berling interrupter used on the new magneto is the same as that used on previous models. It is designed to give a snappy action with quick and uniform break and make at all speeds. Its construction has been worked out to utilize centrifugal force as a means of assisting its positive operation. The makers state that the "S" type magneto can be counted on to give a fat spark at all positions of the timing lever, as a result of this construction.

The probability is, say the Berling company, that the new lightweight motorcycle



New Berling Model

will have an extensiveness of use, and will be employed proportionately more in cities than previous models have been. This fact, if true, will make it necessary that the magneto not only work well on hill-climbing and general country road work, but also that it operate properly in crowded streets. The ability of this new Berling magneto to give a full spark on retard especially adapts the new model for service on the new all-around model of lightweight machine.

Although the Ericsson company has devoted its engineering abilities recently to the perfection of the "S" magneto, work on other models has by no means been slackened. The motorcycle and automobile models are being produced in large numbers, and there is much production of eight-cylinder models for use in aeroplane service. The firm has done much laboratory research in the development of not only this but of all other Berling models, thus insuring proper operation in both theory and practice before each instrument is put on the market.

## Indian Outing Club Celebrates Fishing Event

SPRINGFIELD, Mass.—The third and best fish dinner of the Indian Outing Club at Springfield took place at the Highland Hotel Tuesday evening, July 13, with 41 present. Half of the company, the Blue fishing team, were the guests of the other half, the Reds, who caught less fish in a 24-hour contest starting Saturday noon and ending Sunday noon preceding the banquet. President Charles H. Spencer read the names of the winners, and presented the prizes as follows:

First prize for the largest fish, 2½-pound bass, won by E. Bjorkland, fish-pole donated by A. C. Gruendler; second prize for second largest fish, 1¾-pound bass, won by Charles Gustafson, take apart reel, donated by T. L. Loose; third prize for third largest fish, 1⅝-pound bass, won by Fred Adams, pair of dowie jacks, donated by E. M. Jackson.

After the dinner J. B. McNaughton took charge of the ceremonies as toastmaster. Letters of regret from President George M. Hendee, Vice-President Clarence A. Earl and Treasurer Frank J. Weschler of the company were read. Fishing experiences were related by the prize winners and by T. L. Loose, H. S. Barrows, Arthur Anderson, John Tinkham, Frank DeCormier, H. A. Caesar, Geo. Dowd, C. F. Evans and stories by H. C. Shaw, J. J. OConnor, W. G. McCann, Z. Godin and A. C. Gruendler. Recitations were contributed by Ernest Drake and John C. Otto.

In place of a program the guests had a humorous publication for their diversion, entitled Indian Bait Box, full of personal hits. The words were supplied all present for a number of popular songs, including "Dublin Bay," "Shandon Bells," "There's a Little Spark of Love Still Burning," Motorcycle Michael with Me," and others. V. S. Wrenn and J. R. Gould led the singing and provided the accompaniment.

### FIRESTONE FACTORY GROWING

Akron, Ohio.—An increase in factory space, in the shape of new buildings and additions, which will cost about $500,000, has been arranged by the Firetsone Tire & Rubber Company, in order to enable it to take care of its vastly increased business. Six new buildings are included in the plans for which permits have been issued, of which three will be four-story 60 by 125 additions to the present main building, and three will be separate structures. Joseph L. Stewart, of Cleveland, is the contractor of the construction work.

### TAKE ON WEED BACKREST

San Francisco, Cal.—The Bailey-Drake Company, of this city, has been appointed Pacific Coast distributors for the Weed Folding Backrest. The firm has found an increasing demand for this product since the first lot was sent to them a short time ago.

### BOSCH ISSUES TROPHY POSTCARDS

Over 3,300 postcards describing the Bosch Trophy for 1915 have been distributed to the trade and to motorcycle clubs by the donors, the Bosch Magneto Company, of 223-225 West Forty-sixth street, New York. These cards, which are of the folding type, have an excellent view of the trophy itself, the fifth one donated, on one of the inside pages, while details concerning the cup and the conditions under which it is donated are given on the facing page inside. Of the cards issued, three thousand have gone to the trade, while the remainder have been sent to clubs all over the country. The postcards were sent out in order that the Trophy should become more popular among amateur riders as well as among members of the trade who are interested in the Bosch Magneto.

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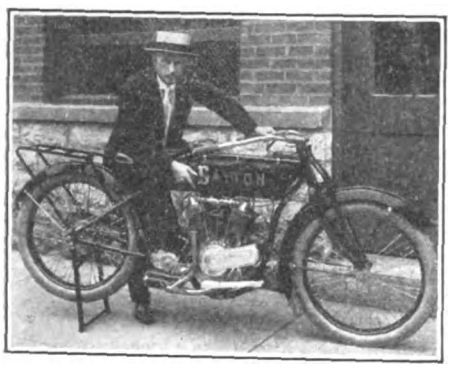
## ANOTHER DAYTON HUSTLER

Dayton, Ohio.—S. H. Ankeney, of Dayton, has been appointed advertising manager for the cycle department of the Davis Sewing Machine Company and will hereafter have charge of all advertising matter relating to the Dayton line of motorcycles and bicycles.

Mr. Ankeney is an experienced newspaper and trade journal man, having had



S. H. Ankeney

both editorial and advertising experience, and he is regarded as a valuable addition to the Dayton staff of live-wires. He secured his early training in the newspaper field at Des Moines, Ia., and was later connected with one of the large trade papers of New York City in the capacity of associate editor. He came to Dayton several years ago to take the position of publicity director for the Greater Dayton Association, the largest civic and commercial organization in the country.

Mr. Ankeney's particular duties will be to assist in making the Dayton motorcycle better known to present and prospective riders—in short, to assist the Dayton dealers in every way possible. The Davis Sewing Machine Company plans to make its advertising department one of genuine service to its agents, and it will be on this fundamental basis that all its advertising work will be conducted.

## REMY PLANT A MODEL

Anderson, Ind.—The movement noticeable in recent years to improve working conditions in factories has been responsible for a splendid transformation in many districts. Formerly the factory was likely to be a dingy, uncomfortable place where no effort was made to guard the health or add to the cheer of the workers. Today the employer is likely to consider the welfare and comfort of his employees as matters of importance for which he is in no small sense responsible.

As a result of this changed attitude, it is no uncommon thing to find a factory which, far from being an eye-sore, adds materially to the attractions of the locality in which it is situated.

A notable example in this respect is the factory of the Remy Electric Company, at Anderson, Ind. This company, said to be the world's largest manufacturer of starting, lighting and ignition devices, has a series of shops, assembling and testing rooms, etc., that might well serve as models for such establishments generally. The buildings are constructed around an attractive court, which is parked and beautiful with flowers, fountains, and winding walks.

This arrangement makes it possible to have every building open at both ends, giving an abundance of light and fresh air. In addition to the airy, roomy construction, each building is provided with a roof that consists for the most part of glass, the skylights being kept open when weather permits. Thus the employees have all the advantages that they could enjoy if they actually worked in the open air. Outside, the Remy plant is distinctively attractive. A stranger approaching it would be likely to suppose it to be a school or other public institution rather than a factory.

It is surrounded by wide well-kept lawns, embellished with flower beds and shrubbery, and the front has a classical appearance that is in strict conformity to the requirements of good taste. Altogether the Remy plant is one that any manufacturer who desires to make his establishment an attractive feature might do well to study.

## MOTOR WHEEL PICNIC ON AUGUST 14

Milwaukee., Wis.—Office and factory employees of the A. O. Smith Company, makers of Smith Motor Wheels, in this city, will be given a picnic on August 14 by the company at Waukesha Beach. Special trains will carry the picnickers direct to the beach. The entire Smith plant will close down for the day of the outing.

The Motor Wheel Run slated for July 25 to Donges Grove has been postponed and will be incorporated in the annual picnic on August 14. About 25 of the Motor Wheel office force will ride to the outing on that date instead of going by train. The program for the day will include baseball games, swimming matches, boating.

## USES STEVENS VAN

Edward Muller, a New York City dealer, at east second street, makes effective use of his Stevens bicycle delivery van by using it for transporting

The Stevens Van

Smith Motor Wheels from the freight station to his showroom. The van is capable of handling easily a 100 pound load.

## BOOTH SETS NEW RECORD

Word has been received by the Hendee Manufacturing Company, of Springfield, Mass., that Jack Booth, the Australian speedster, has set a new record for the Southern Hemisphere by covering the half mile in the mean average time of 22⅘ seconds, the equivalent of a speed of 78.94 miles per hour. Booth used an eight-valve Indian machine.

The record was made on a stretch of tarred macadam road near Werribee. It was taken as the mean time of four trials, all of which were checked and timed by the Victoria M. C. The first trial, going with the wind, enabled Booth to cover the half mile in 21⅘ seconds (82.57 miles per hour); the second trial, going against the wind, 26⅕ seconds (68.7 miles per hour); the third trial, with the wind again, 21⅘

Jack Booth

seconds (83.33 miles per hour); while the fourth, against the wind, resulted in his covering the distance in 24 seconds, or at the rate of 75 miles per hour. Booth feels that he can better this record when he learns the eight-valve better, as this was his first ride on the mount.

## HENDERSON CAPTURES A RACE

Detroit, Mich.—Henderson officials are elated over a telegram which they recently received from Butte, Mont., announcing that the Henderson machine won the ten-mile race on July 15. The time was 9:57 and the winner led the nearest rider by one-quarter of a mile. Because the Henderson factory has never made a point of speed, the officials are naturally greatly pleased that their machine stood up so well against a field of motorcycles widely known for their speed achievements.

## MOTOR BICYCLES GOING STRONG

Louisville, Ky., July 19.—The Dow Wire & Iron Works reports sales of five of the new Miami motor bicycles so far this season, and prospects are now in sight for the sale of about five more of the machines. When selling on time the machine is sold for $140 while if sold for cash the price is $125. Terms granted are $25 down and the balance in monthly installments of $15. The reason for charging the additional $15 on machines sold on time is to take care of additional expense which is always incurred.

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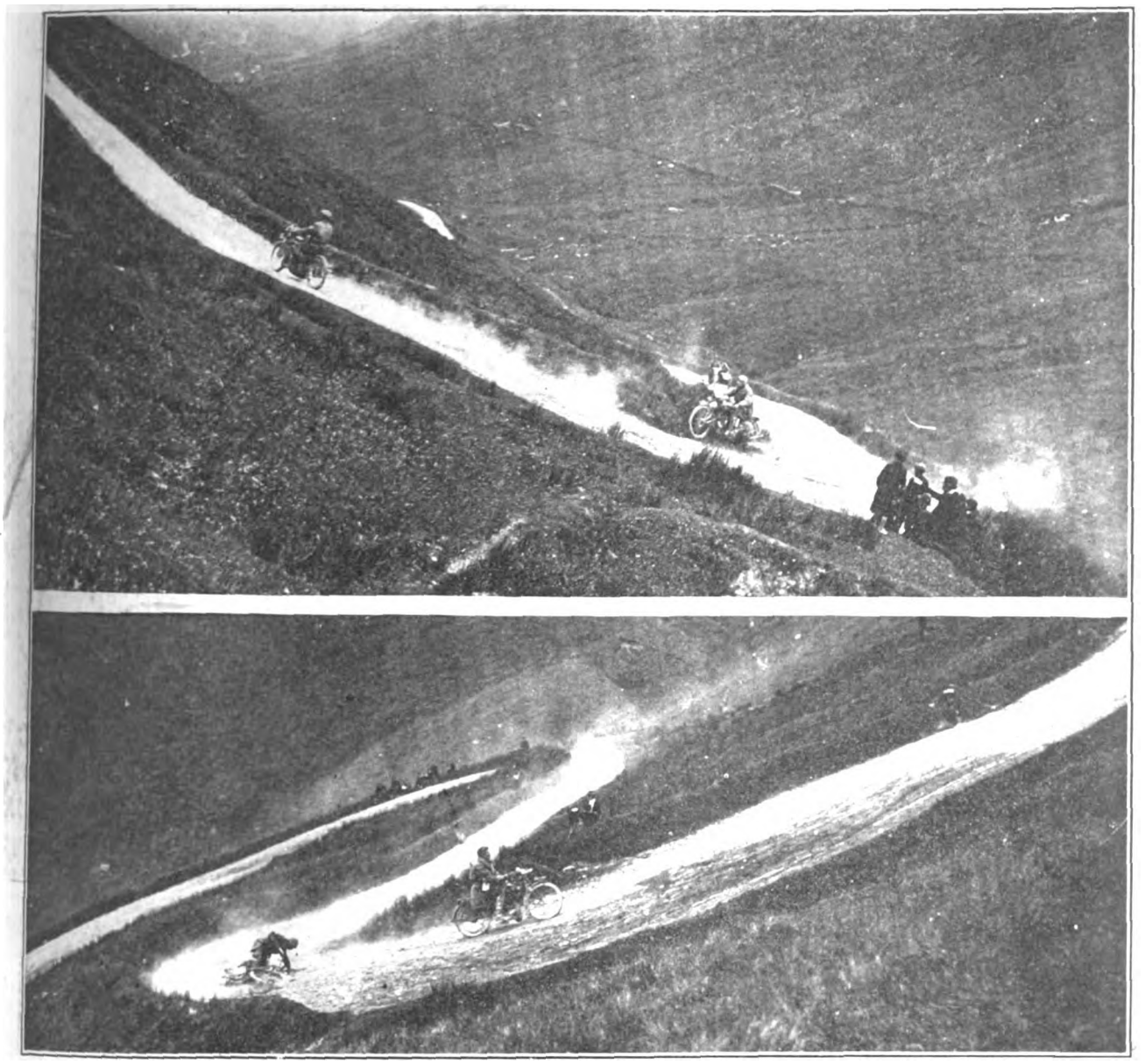
# Remarkable Hill-Climbing in Ireland's 24-Hour Trial



**Typical Road Up the Mountain Country. Hair Pin Curve at Glengesh That Downed Nearly All Riders**

THE 24-hour endurance run of the Dublin and Vicinity Motorcycling Club, Ireland, June 26, ended in a tie for first place between William H. Freeman on a 7 h. p. Indian and Mr. Toole on a 4 h. p. English machine. The course selected was through some of the most massive mountain country in Ireland, and the hairpin curve shown in the pictures downed nearly all who attempted it at Glengesh. Of nine motorcycles which were successful in rounding the turn and making the hill on the first trial two were Indians.

A gold medal was won by Mr. Swanton (3½ h. p. Indian) and silver medals by all the rest of the Indian riders. The team prize was won by a team of three in which two of the machines were Indians, those driven by Freeman and Franklin and the third machine from the British Isles. Freeman and Franklin were also two members of a team of four which won the inter-city team prize. There were thirty-five starters, thirty of whom finished, including the six Indian starters.

## NEW MIDDLETOWN COMPANY

Middletown, Ohio.—The Butler Cycle & Electric Company, with headquarters in Middletown, has been incorporated to deal in bicycles, electrical supplies, etc. The capital is given as $10,000 and the incorporators are as follows: J. A. Pratt, Gordon Gage and E. S. Speyer, all of Middletown.

## LETTER FROM RUSSIAN AGENT

V. A. Panchenko, P. O. Box 217, Kharkoff, Petrograd, Russia, announces in a letter received a few days ago that he is desirous of obtaining motorcycle and accessory catalogs giving full details concerning the products and their prices. The writer states that he is a contractor in motors and supplies to the Russian War Office, and that he recently became the representative of the Hendee Mfg. Company in central and southern Russia. He contemplates the early establishment of a branch in the Caucasus with headquarters at Bakon, and American manufacturers desiring representation in that district are invited to communicate with the agent at the address given above.

## MAGNETOS GUESTS OF CARBURETORS

Racine, Wis., July 22.—The victorious Magnetos were the guests of the Carburetors, the losing team in the recent membership campaign of the Racine Motorcycle Club, at a picnic held near Petrifying Springs. An elaborate program of entertainment was provided in which a feature was the baseball game between the Carburetors and Magnetos, won by the former, score 3 to 2. A band, specially organized for the occasion, was led by Fritz Simonsen. The club is making arrangements for its first outing in the near future.

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Lieutenant Fritz (eighth figure from the left,

# "Honorable Service"

In 1906 the Philadelphia Police first adopted Indians for its motorcycle squad.
Frankly, the step was an experiment.
For three years these machines were used—in the toughest kind of service.
In 1909 motorcycles for police work were a proven success. It was time to re-equip. *Again the Philadelphia Police bought Indians.*

Here is a typical Indian record of 9 years' consecutive service—a typical Indian achieve
cycles have ever had the chance to so demonstrate their worth. None have matched t

# HENDEE MANUFACTURING CO



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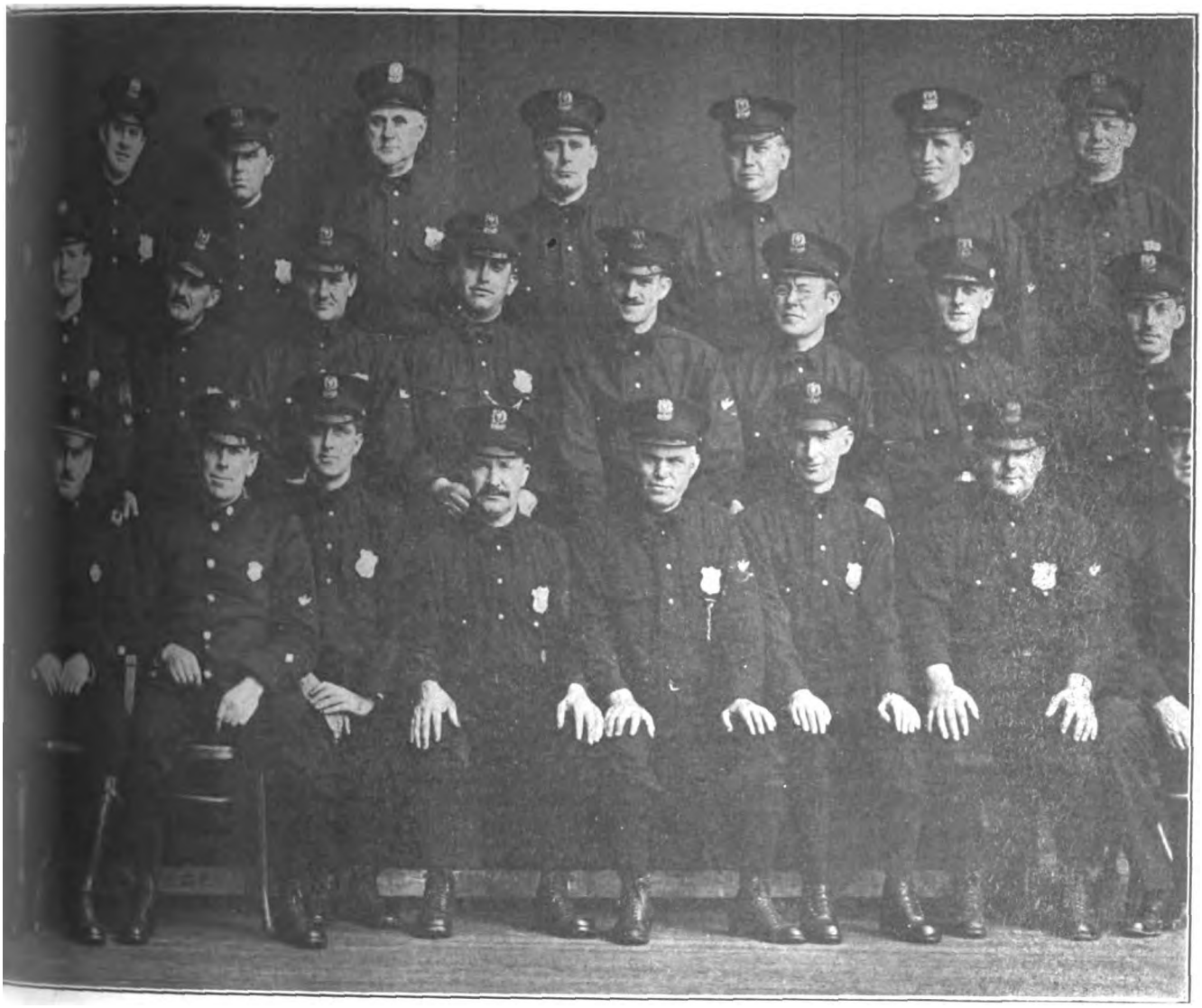

nd the Philadelphia Motorcycle Police Squad.

# The Story of a Motorcycle Squad and Its Nine Years of Indians

Then came 1912 and new installation requirements. *Again the Philadelphia Police bought Indians.*

Three years more went by. Motorcycle improvements came thick and fast. The motorcycle squad felt the need of up-to-the-minute machines. So now a week ago *the Philadelphia Police again bought Indians.*

atisfaction. Few motor- international repute for **"HONORABLE SERVICE"**

**INY** (Largest Motorcycle Manufacturers in the World) **Springfield, Mass.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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# Of a Personal Flavor

Frank B. Rodger, publicity manager for the Harley-Davidson factory, left last Saturday on an extended tour of the southwest, taking in the F. A. M. convention at Sacramento, where he is a delegate of the Milwaukee Motorcycle Club besides serving in his official publicity capacity.

Mr. Rodger will visit the exposition at San Francisco and before returning to Milwaukee will stop at Fresno, Bakersfield, Los Angeles and other California points, Denver, Salt Lake City and Kansas City. Rodger has been hobbling around with a bum foot as the result of a little mishap at Dodge City. The injury was much improved before he left for the convention city.

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L. H. Cornish, the well-known manufacturers' agent, has added the Weed Folding Backrest to his line of motorcycle and bicycle accessories. He reports a strong demand for this attachment from jobbers and dealers all over his territory.

Howard Weed, president of the Weed Folding Backrest Company, of Stamford, Conn., states that the backrest is selling like hot cakes. The factory is working full time to keep up with the orders coming in from all over the country.

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Arthur Davidson will miss his first F. A. M. convention this year, important business matters at home and later in the East keeping him away from California at this time of the year. It will be remembered that Arthur was one of Coffman's biggest boosters at the St. Louis meet last year.

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E. C. McKinney has joined the sales forces of the Champion Spark Plug Company, of Toledo, O., and will represent the company in New Mexico, Texas, Arkansas and Louisiana. He was formerly with the Splitdorf Electrical Company, of Newark, N. J., in the New York territory.

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Otto Walker, winner of the Dodge City classic this year, paid a visit to the Harley-Davidson factory at Milwaukee, following the race. After a week's stay he left for his home in Oakland.

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H. L. Schwind, of the Harley-Davidson Company, of Milwaukee, Wis., was recently in Louisville where he visited Kline Brothers, the local agents. Mr. Schwind made the trip to Louisville on a machine equipped with a side car. A trip was made by Mr. Schwind and Herbert Kline to Madison, Ind., sixty miles from Louisville, over very bad roads which follow the river.

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George H. Squires, formerly associated with the Cincinnati (O.) wigwam, is now in Cleveland, ready to affiliate with one of the big local motorcycle firms. He is making his headquarters with L. J. Mueller at present.

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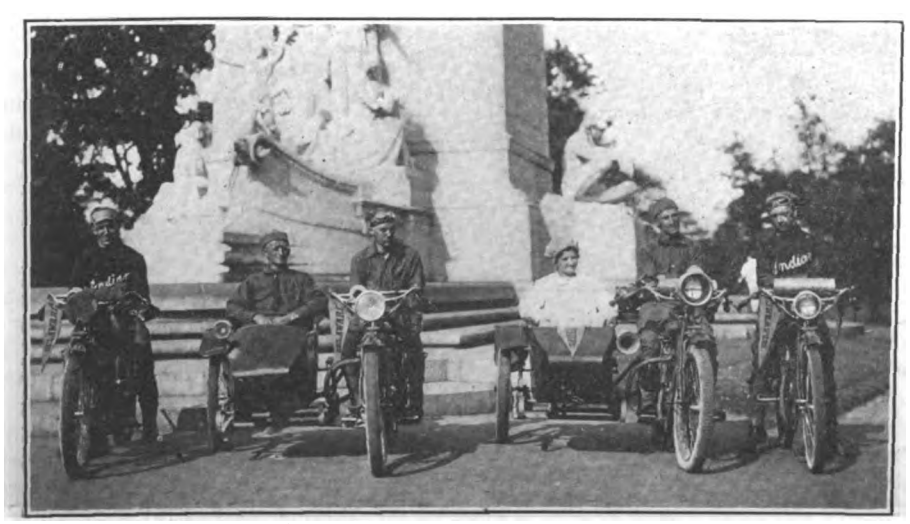
### PRIZES HUNG UP BY U. S. TIRE

Sacramento, Cal., July 19.—The Los Angeles branch of the United States Tire & Rubber Company wired the Capital City Club today that it will award special prizes for the national amateur and professional championship races which will be staged in connection with the National F. A. M. convention in this city. To the rider winning any amateur championship the U. S. people will give merchandise to the value of twenty-five dollars, if the rider wins on U. S. tires. To the winners of professional championship races riding U. S. tires, the following prizes will be given: First place, $50; second place, $15; third place, $10.

### WILMINGTON (DEL.) RIDERS ON LEISURELY RUN TO BOSTON



**From Left to Right: John Mountz, Harlan Rose and Charles Hayward, with Sidecar Combination; Mr. and Mrs. Harry McCall and Edward Barclay**

### TRACY-WRIGHT

Announcement is made of the marriage of Helen Alma Wright, daughter of Mrs. H. C. Wright, to Edward Haskell Tracy, well-known and popular in the motorcycle industry as the very capable manager for Louis J. Mueller, Indian and Henderson agent in Cleveland, Ohio. The wedding took place in Cleveland on Wednesday, July 14.

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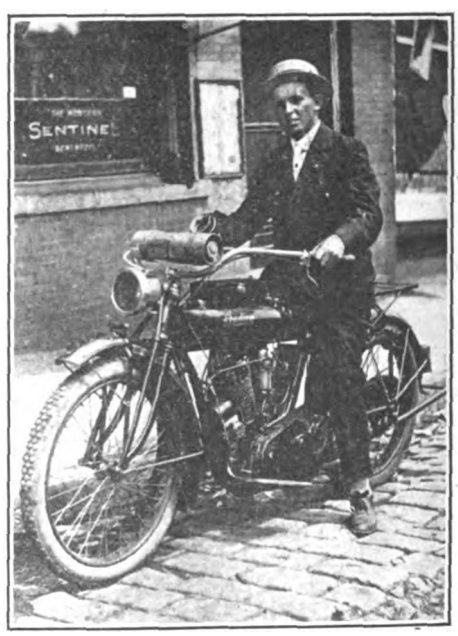
### NEWSPAPER SAVES MONEY

Arthur Reid, of Winston-Salem, N. C., finds he can cover a good deal more territory for the circulation department of the newspaper which employs him, *The Sentinel*, by the aid of the Indian motorcycle which the paper bought in the Spring than he could in the old days with livery rigs. His work takes him into eight counties adjoining the thriving Southern city, world famous as a tobacco mart, and a good deal




**Arthur Reid**

of it mountainous territory. The cost of operating, Mr. Reid reports, is nearly nothing as compared with the former way of traveling, his work lying exclusively in the country districts.

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### FOWLER'S STATUS AT SARATOGA

In the July 8 issue of **Motor Cycle Illustrated,** in our report of the Saratoga rally, it was stated that "demonstrations of the flexible side car were given by L. E. Fowler, district distributor." This was a mistake, as Mr. Fowler is a school teacher and was spending part of his vacation at Saratoga.

It may be stated, however, that Mr. Fowler showed such expertness in manipulating a flexible that crediting him with being a representative of the company may be considered quite excusable.

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### AN UNUSUAL PUNISHMENT

Escanaba, Mich.—After Albert Sveasin ran his motorcycle into a farmer's rig when the lights had gone out, July 15, the machine was confiscated by the farmer and is being held until damages of $50 are paid. Sveasin walked home six miles after his machine was seized.

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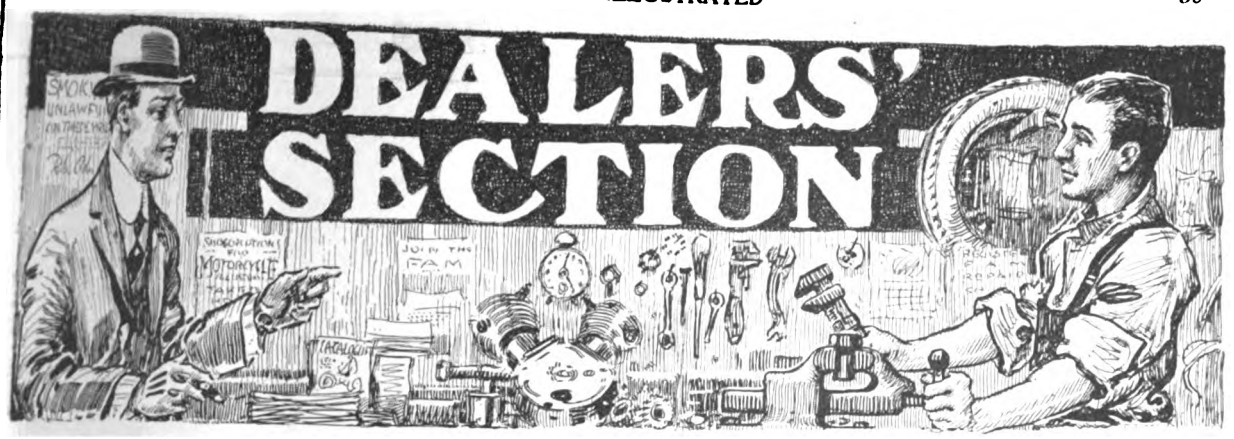


# How Gasoline-Selling Strikes the Rider

## Latter Usually Likes to Deal With Agent Who Sold Him His Motorcycle

*By the Old Scout*

HAVING at one time been a motorcycle dealer, and being still an enthusiastic rider, I am interested in the articles which have appeared in **Motor Cycle Illustrated** relative to the wisdom of handling gasoline in a motorcycle agency. But I am not going to discuss the situation from the angle of the dealer; two writers have already done that, and the subject has been pretty well threshed out along those lines. I am going to ask that those who are interested in the existing conditions give their attention for a little while to the rider—the chap who makes the motorcycle agency possible.

It seems to me that it would be a serious matter for the average motorcycle dealer to give up the handling of gasoline at this stage of the development of the motorcycle industry. It is the aim of every wise dealer to encourage the riders to visit his shop as often as possible, no matter how trivial their errands may be, and it follows naturally that nothing gives the rider so many opportunities to drop in at the agency as the necessity for filling his tank with gasoline. But that's an argument for the dealer.

**The Motorcycle Dealer and Rider Have Interests in Common, But the Automobile Man is Frequently Hostile**

NOW let us think of the rider. Isn't it quite natural that a motorcycle rider should wish to deal with the man who sold him his machine—on all matters pertaining to that machine? Certainly. And isn't it a pretty safe bet that the motorcyclist who goes to an automobile garage or a big general gasoline station is going to receive just as little attention as can be given, incidental to separating him from his money? Naturally. There is nothing in common between the motorcyclist and the automobile garage man. They don't mix unless they are forced to—and that fact is known to both of them.

The motorcyclist often experiences some of the sensations of an intruder when he enters an automobile garage for gasoline, and the treatment he is accorded too frequently convinces him that he should have remained on the outside. I do not say that all automobile garagemen make a specialty of snubbing motorcyclists, but some of them do, and I know whereof I speak. I will deliberately ride past ten automobile garages, with their much-vaunted gasoline pumps and all the other trimmings, to buy my fuel from a modest motorcycle dealer on a side street, if I know that there is such a dealer in the vicinity. And I honestly believe that a great many other motorcyclists feel as I do.

It comes down to this: The motorcyclist does not feel at home in an automobile garage, even during the brief stop necessary to fill his gas tank, and I believe this feeling of uneasiness would react unfavorably upon the motorcycle dealers if the latter were to stop selling fuel. The rider would come to feel in a short time that the motorcycle dealer had deliberately shunted him off upon someone else because a certain phase of his patronage wasn't especially profitable, and it might easily come to the point where motorcyclists would show their resentment by going to automobile men for spark plugs, oil, and many of the other supplies and accessories which are kept in all establishments catering to motorcyclists. That would be serious.

ALL of which simply means that no motorcycle dealer can afford to open a breach—even a very small one—between his shop and the rider. He needs the rider's patronage, of course, and in my opinion it would be undiplomatic, to say the least, to create the impression that any dealer would like to have a certain part of a customer's patronage taken elsewhere. Say what you will, there is a sort of bond between the motorcycle dealer and the machine user, and it is wise to increase that bond.

It should also be remembered that there is a lot of sporting spirit among motorcyclists—considerably more than among automobilists, for example. And what is more natural than that a motorcyclist should enjoy exchanging a few words with other riders, or at least with a motorcycle

**(Continued on page 45)**

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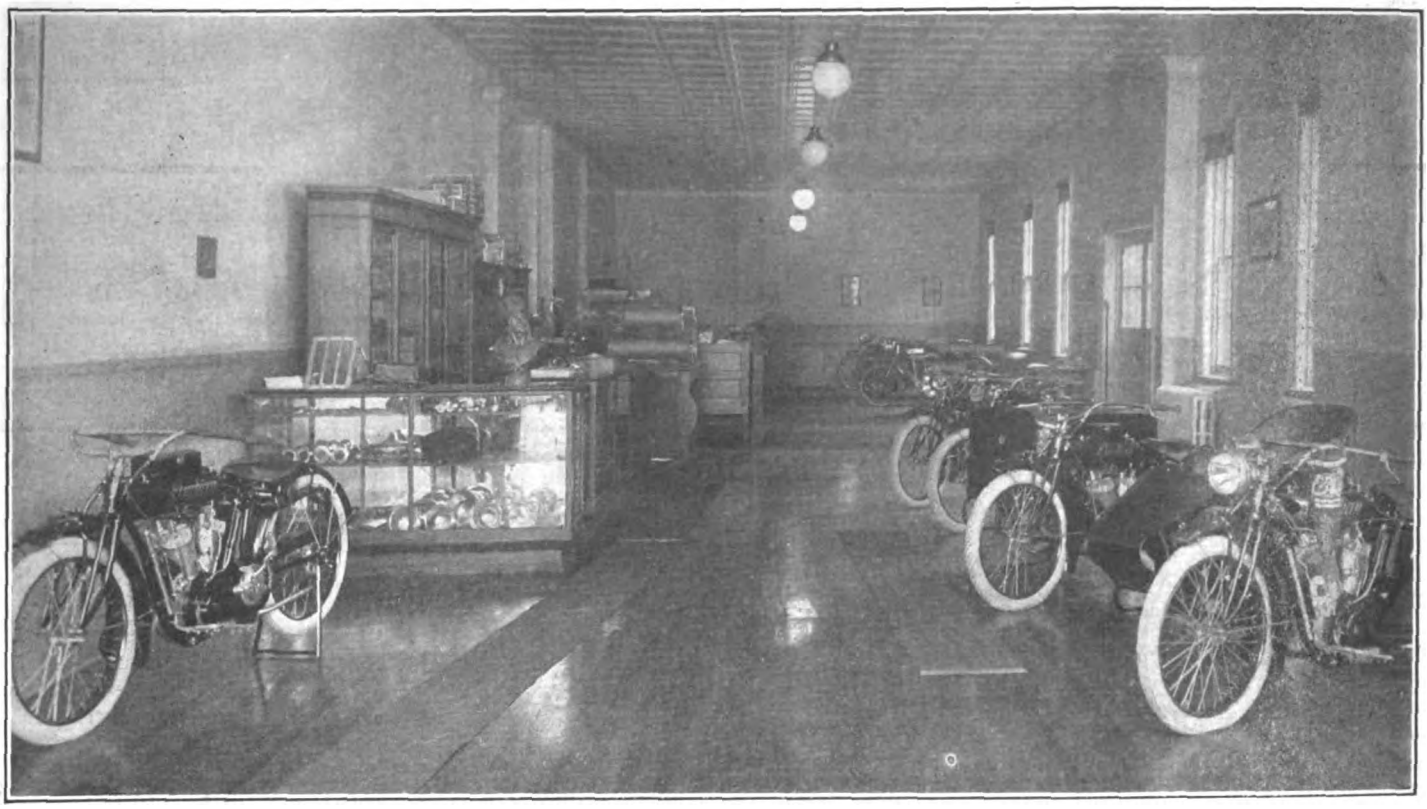
# DEALERS' SECTION



**Salesroom of Belt-Barr Motor Company, Central Ohio Distributor for the Indian at Fifth and Gay Streets, Columbus. Selected Polished Wood Floor Combined with White Walls and Oak Fittings Make This Establishment Particularly Attractive**

## HAYUTIN HAD PROSPEROUS CAREER

Denver, Colo.—Max Hayutin, who with his brother Morris forms the Western Supplies Company, at 1448 Larimer street, has had an interesting career as a bicycle and motorcycle dealer. He started in 1898 in a small shop at 1230 Larimer street, and remained in that location until 1902. He was then attracted by the vaudeville stage and sold out, following one of the Western circuits for six months.

The variety line not showing anything but bankruptcy ahead, Hayutin opened another shop at 1350 Larimer street, and commenced to prosper. He took the agency for the Mitchell motorcycle in 1906, but found that this make did not prove a success. He then took his brother Morris into partnership, giving him a chance to branch out on a large scale. In 1911, the Hayutins took the agency for the Minneapolis, and in 1912 took the Flying Merkel line for Colorado and Wyoming. The Reading-Standard was taken on in 1913 for the same territory and a mail order department was organized. Business grew by leaps and bounds, until today several hundred machines are shipped annually to all points of the United States and Canada. At present, a large jobbing business is done, and the Hayutins have a large staff of clerks and salesmen. They did a business amounting to $75,000 in 1914.

About January 1, 1915, the business was moved to the present location at 1448 Larimer street, occupying two entire floors. In the new building, club rooms are provided for the riders, the quarters having pool tables, reading rooms and fine lockers. Mr. Hayutin intends to make the club a real one in every sense of the word, and is of the opinion that the good will of the customer is the greatest asset of the company.

## NEW TIRE HEADQUARTERS

Louisville, Ky.—The Quick Service Tire Company has filed articles of incorporation, listing its capital stock at $10,000. The incorporators are Robert C. Kinkead, Owen D. Duffin and Robert F. Vaughan. A new tire house has been opened in the old motorcycle store of Ray Brothers at Third and Broadway. A large stock of goods manufactured by the United States Tire Company has been installed.

## BAKER & CO. ARE POPE AGENTS

Cheyenne, Wyo.—C. M. Baker & Company, of this city, have taken the agency for the Pope in Laramie County. So far, they have sold three twins. The firm is best known in this section by reason of the large bicycle business done, all Pope bicycle models being handled. The Smith Motor Wheel agency is also held by the company for Laramie County territory.

## STRONG DOING FINELY

Enid, Okla.—The Strong Motorcycle Company, local Harley-Davidson representative, has sold seven twin models to rural route carriers this season, as well as two delivery vans to local merchants.

## HORNE SOLD TWENTY-SEVEN

Greeley, Colo.—L. F. Horne, Indian dealer in this city, has sold a three-speed 1915 model to the Eaton Telephone Company for use of its "trouble man." Another model has been delivered to the Evans police department, for use in traffic regulation. These two sales are the latest made by Horne, and bring his total up to 27 Indians so far. He has prospects for a dozen more sales this season, he says.

## SELLING USED MACHINES

Louisville, Ky.—Clarence Fisher, local Thor agent, reports that in spite of alleged hard times and low prices for second-hand machines, he has managed to dispose of a number of second-hand machines this season and is getting good prices for most of them. In one case he sold a single-cylinder machine for $110, while the highest price obtained for a second-hand twin was $175 for a 1914 Thor.

## SOLD 29 IN ONE MONTH

Milwaukee, Wis.—In a recent letter to the A. O. Smith Company, makers of the Smith Motor Wheel, in this city, the proprietor of the Anakin Bicycle Supply Company, of San Diego, Cal., stated that he sold 29 Motor Wheels in as many days recently. He is promoting a race for bicycles fitted with the little motor attachments for the local exposition next month, and has eight entries already.

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# DEALERS' SECTION

## MOVIES OF DEALER'S METHODS

Buffalo, N. Y., July 19.—Neal, Clark & Neal, Indian agents, have started a novel method of advertising the motorcycle. Motion pictures were taken of their motorcycle sales department, accessory, office and rest room, second-hand motorcycle and service station departments, showing just how they make a sale, also how they care for the mechanical defects of motorcycles, etc. Exterior views of the store were also taken so as to acquaint the public with the appearance of their place of business.

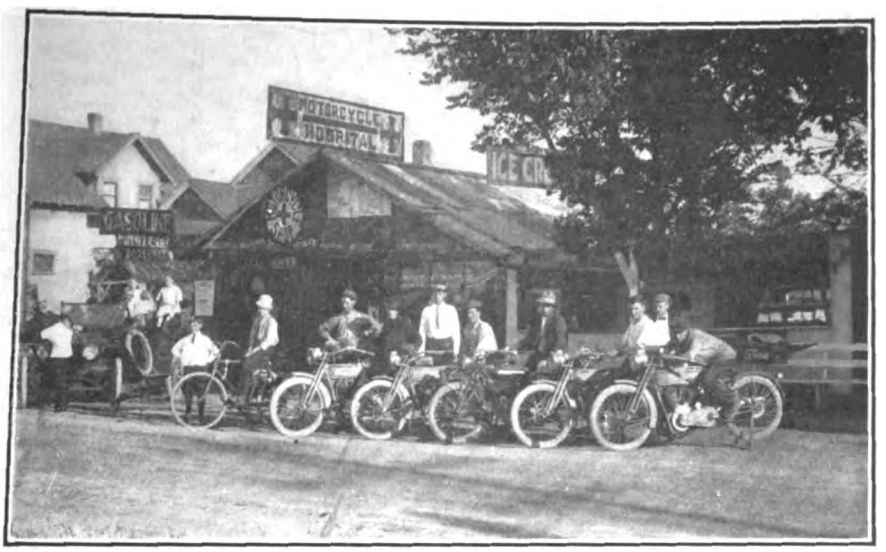
After the pictures have been properly arranged showing how the passer-by's attention is attracted, leading up to the actual sale and the service rendered in their repair department to the Indian riders, they will be shown at most of the local motion picture show houses.

## BERCKHEMER IS SITTING UP

Bronx, N. Y.—Ollie Berckhemer, who was injured in a collision with a mail truck near his store at 992 Washington avenue, is now sitting up in his room at the Lebanon Hospital and is in fine shape. The operation on his right hip, which was fractured in the accident, was successful, and it is expected that the big blond Indian rider will be on the job again in a month or six weeks. Victor Pelezzare, who manages the Berckhemer agency, reports a fine season to date and is kept busy giving demonstrations on both solo and sidecar machines.

## DUNCAN & HOLLEY BUSY

Springfield, Mo.—Duncan & Holley, who represent the Harley-Davidson in this city, report a big demand for the electrically-equipped models, and have delivered 17 so far to date. A number of twins and singles have been sold to business houses in the neighborhood from their establishment since the beginning of the 1915 season.




**W. T. Shaw's Establishment at Tracy, Cal., Where Riders Can Obtain Refreshments as Well as Prompt Repairs—a Stopping Place on Many Club Runs**

## 31 LIGHTWEIGHTS IN A WEEK

John S. Leng's Son & Company, of 33 Murray street, New York, are well pleased with the results so far obtained in their territory with the Schickel lightweight machine. One of their salesmen went on a trip through Long Island recently with a demonstrator and returned with 31 orders in six days. It is only recently that the firm commenced to push the lightweight, but the results of the one week's trip makes them feel sure that they will get equally good if not better results in other sections around New York which are included in the territory.

## SOLD TO TELEPHONE COMPANY

Colorado Springs, Colo.—The J. B. Glaskin Cycle Company, Indian dealers in this city, has just delivered two 1915 twins to the local telephone company and another to the Giles Mercantile Agency for collection service.

## THE LONG ARM OF ADVERTISING

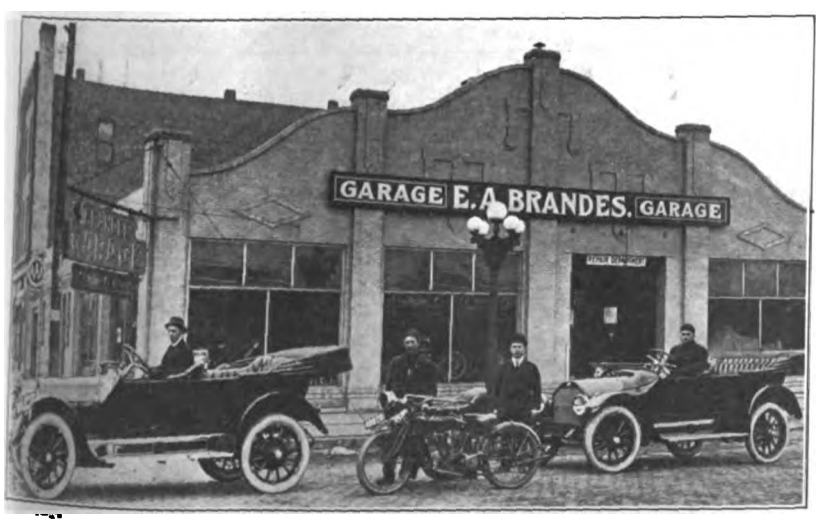
Cincinnati, Ohio.—Both the power of advertising and the widespread popularity of the motorcycle are evidenced by a recent letter received by the Brendamour Sporting Goods Company., in reply to one of the ads. which it keeps standing on a local paper, advertising used machines for sale. The letter came from a little town down in the mountains of West Virginia and it offered either to pay for a machine in installments or to trade in a perfectly good organ on one. Naturally, the company could not accept either offer, but it regards the letter as additional proof of the usefulness of its advertising, which keeps its stock of used machines well cleaned up.

## CREDITORS HOLD MEETING

Detroit, Mich.—Abraham Halperine, bicycle dealer at 1033 Mack avenue, has been adjudicated a bankrupt. The first meeting of creditors was held July 20 to determine how and when the estate should be sold. The schedule filed shows unsecured claims of $4,241.49, and total liabilities of $4,260.49. Assets are $100 in stock, $640 in tools, machinery, etc., and $300 in bills due, totalling $2,273.

## BROWN BACK FROM LONG TRIP

Pipestone, Minn.—Cecil Brown, Indian dealer in this city, has recently returned from a 2,000 mile tour through Iowa, Illinois and Minnesota. He used a three-speed twin for the journey, and reports having had a fine time. "Indians are selling well in this section," says Brown.




**Attractive Establishment of E. A. Brandes, Who Handles the Indian at Grand Island, Neb. Machines Are Cared For Under Ideal Conditions in This Agency**

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# Looking Down the Stretch

July 21-24. Sacramento, Cal.—Annual and Assembly of the Federation of American Motorcyclists.

July 23. Hutchinson, Kan.—Race meet at local track.

July 24. Indianapolis, Ind.—One hundred mile race under the auspices of the Indiana Racing Association.

July 24, Reading, Pa.—Run to Sumneytown and return of Reading M. C.

July 24-25, Waterloo, Iowa.—Northern Iowa endurance run under the auspices of Waterloo M. C.

July 25, Providence, R. I.—Indian Picnic and Pow-Wow of B. A. Swenson at Palace Garden.

July 25, Elwood, Ind.—Meet of the Elwood Racing Association.

July 25, Baltimore, Md.—Dealers' picnic on Back river.

July 31, Akron, O.—Race meet of the Akron M. C.

July 31, Wheeling, W. Va.—Race meet under the auspices of the Wheeling M. C.

July 31-August 1, Grand Rapids, Mich.—Two-day endurance run, 525 miles of Michigan State F. A. M. under the auspices of the Grand Rapids M. C.

August 1, Milwaukee, Wis.—Second race meet at State Fair grounds of the Milwaukee M. C.

August 1, Wheeling, W. Va.—Endurance run to Zanesville, O., of Wheeling M. C.

August 1, Madison, Wis.—Race meet on local track.

August 1, Newark, N. J.—Double century run of the New Jersey M. C.

August 3-6, Atlantic City, N. J.—Ninth annual convention of the Cycle Trade industries.

August 4, Atlantic City, N. J.—Meeting of the Motorcycle Manufacturers' Association at St. Charles Hotel, 10 a. m.

August 7-8, Indianapolis, Ind.—Indiana State F. A. M. endurance run.

August 8-9, Wheeling, W. Va.—Endurance run to Bedford, Pa., and return of Wheeling M. C.

August 8, Fresno, Cal.—Race meet.

August 8, Toledo, O.—Meet of Interstate Racing Association.

August 10, Elwood, Ind.—Meet of the Elwood Racing Association.

August 21, Indianapolis, Ind.—Race meet of Indiana Racing Association.

August 22, Toledo, O.—Meet of Interstate Racing Association.

August 23-24, Wheeling, W. Va.—Tri-state reunion and race meet, with Ohio, West Virginia and Pennsylvania participating.

August 25, Aberdeen, Wash.—Annual beach race of Aberdeen M. C. at Cohasset Beach.

September 4, 5, 6, Rockford, Ill.—Three-day good fellowship tour of Rockford M. C.

September 6, Trenton, N. J.—Motorcycle race meet under the auspices of the Mercer County Labor Union.

September 12, Toledo, O.—Meet of Interstate Racing Association.

September 12, Elwood, Ind.—Meet of the Elwood Racing Association.

September 13, Milwaukee, Wis.—Races under the auspices of the Milwaukee M. C. on opening day of State Fair.

September 18, Wheeling, W. Va.—Race meet of the Wheeling M. C.

September 18, Buffalo, N. Y.—Race meet of the Buffalo M. C. at Lancaster, N. Y.

September 18, Providence, R. I.—Race meet under the auspices of the Narragansett Park Speedway, Inc.

September 20-25, Chicago, Ill.—National motorcycle and bicycle show at Coliseum.

October 2, Wheeling, W. Va.—Race meet under the auspices of the Wheeling M. C.

October 11-16, New York, N. Y.—National motorcycle and bicycle show at the Madison Square Garden under the auspices of the Motorcycle Manufacturers' Association.

## CONSOLIDATED IN NEW HOME

Indianapolis, Ind.—The Consolidated Motorcycle Club is now permanently located in its new quarters at 918 Massachusetts avenue, and has extended an invitation to every rider in Marion County to attend the big opening night on Friday, July 16. Special arrangements have been made to take care of the overflow of riders on this evening and an excellent program has been arranged for.

## FILLING STATION ORDINANCE

Columbus, Ohio.—A drastic ordinance relating to gasoline filling stations has been introduced in the City Council. It prevents the installation and operation of such stations in strictly residence districts nearer than 187½ feet of the street on any lot where the property on either side is used for dwellings. The section relating to regulation of filling stations provides for the removal of those which are objectionable.

The measure was drafted by the Columbus Chamber of Commerce on the recommendation of a special committee of the same, and was due to a general encroachment of filling stations in the residential sections of the city and much complaint on the part of property owners by reason of the stations affecting values on adjoining properties.

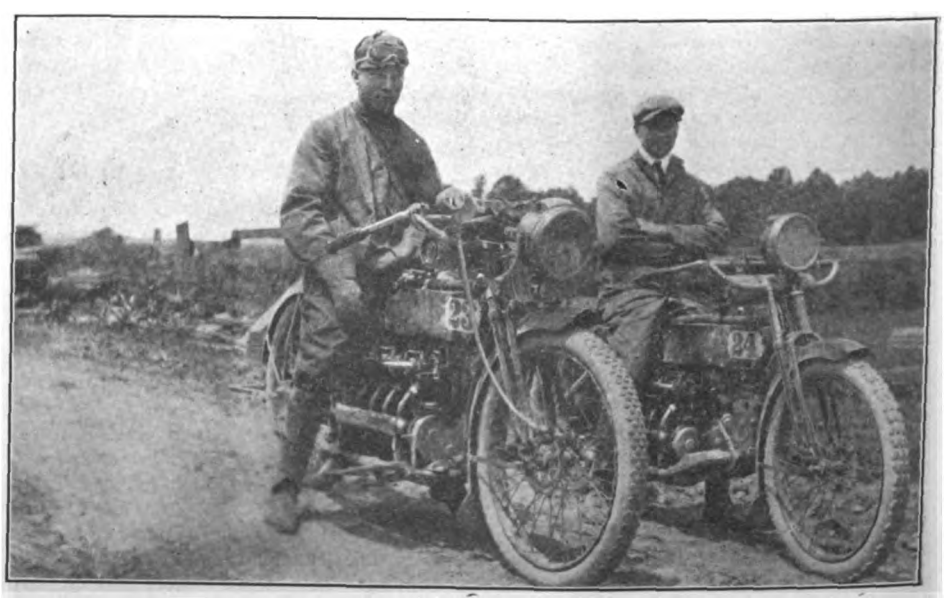
## MOTORCYCLE COP GOT 'EM

Detroit, Mich.—Detroit motorists who have been accustomed to enjoying spins over Oakland county roads are in for trouble unless they observe the state law regarding automobile speed. On Sunday, July 11, Deputy Loren Bird, on a motorcycle, corroled at least 12 luckless motorists, and each one was compelled to pay $30 fine.

## NEGROES CLASH WITH WHITES

Louisville, Ky., July 19.—Negro motorcycle riders are in bad odor with the white riders just now, due to members of the colored race going after white men's jobs. Some of the riders who have been handling light delivery work for druggists and others have been getting salaries of $16 to $20 a week for the service, but furnished all repairs, oil, gas, etc., and their own machines. The negroes are taking these jobs away by offering to give the same service for $10 a week. This is the first clash which has occurred in Louisville among the races as far as the motorcycle is concerned.

## TEAM THAT SCORED PERFECTLY IN RECENT WHEELING RUN



**R. J. and H. D. Immel, of Pittsburgh, Pa., Who Piloted Their Hendersons Over Gruelling Endurance Course Set by Wheeling M. C., Getting 1,000 Points Each**

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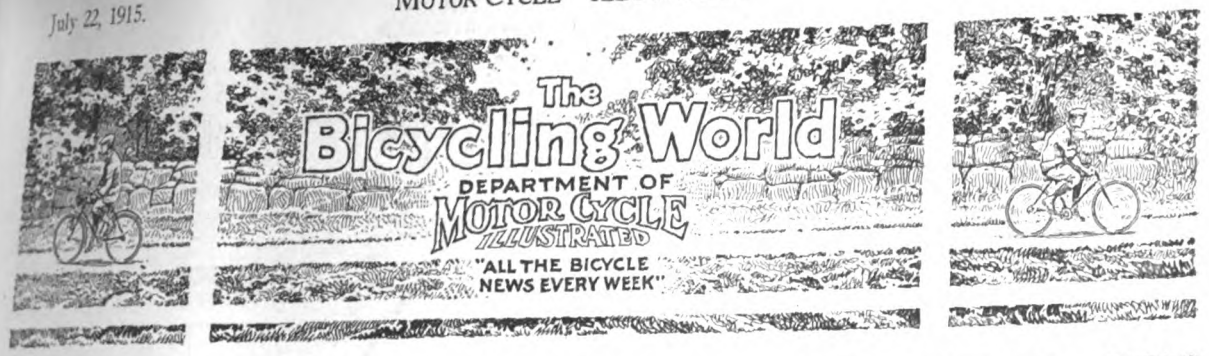


# SOME CHARACTERISTIC PICTURES OF BOB LAWSON WHO HAS LEFT SAN FRANCISCO AND IS PEDALLING SOUTH

Lawson has covered to date over 18,000 miles since last July. He is now in Los Angeles. Description of pictures: Left, Lawson at the Big Exposition. Above, In the California desert. Right, Before a bicycle store in 'Frisco.

### SHERMAN LEADS THE CRESCENTS

Baltimore, Md., July 19.—A sensational finish marked the end of the second club championship race of the Crescent Bicycle Club on Sunday, July 18, at a distance of ten miles, Welby Sherman, Langdon M. Sanborn and Fred. M. Sanborn finishing in the order named. Time, 29:30. The first three finishers cut out a hot pace from the start and remained bunched to the finish, F. M. Sanborn taking the lead at one mile from home, closely followed by Sherman and L. M. Sanborn, who challenged the leader at a third of a mile from the finish. In a nip and tuck struggle to the tape Sherman forced his wheel over first, with L. M. Sanborn second and F. M. Sanborn third. Owing to an accident the other starters did not finish. The summary: First—Welby Sherman, time 29:30; second—L. M. Sanborn, time 29:30⅕; third—F. M. Sanborn, time 29:30⅖; Wm. McAvoy, out; Wm. T. Wright, out; Walter Doersch, out; Jno G. Stricker, out.

### CYCLISTS ON VACATION TOUR

St. Louis, Mo., July 19.—Six members of the St. Louis Cycling Club, including President C. L. Barr, First Lieut. Lloyd Faidley, Second Lieut. A. Schreimer, G. Henry, L. G. Brod and A. Thompson, started on a two weeks' bicycle tour, on July 17. Their long trip will take them through Missouri to the State National Reserve, and to Ha-Ha-Tonka Park on the Mangua River in Camden County. The estimated mileage is five hundred. Some of the members have taken this tour before, and the tour is generally considered the most popular bicycle vacation.

### ANNUAL MONSTER PLEASURE RUN

The New York Division of the Century Road Club Association is now contemplating the holding of its third annual monster pleasure run and carnival of sports at Pelham Park, in the City of New York, on Sunday, August 22. The pleasure run will leave Columbus Circle at promptly 8:30 a. m., riding north along Broadway to 106th street, to Central Park West, to 110th street, and Seventh Avenue to Central Bridge thence to the Grand Boulevard and Concourse, in the Borough of the Bronx, direct to Fordham road and east to the Pelham Parkway, where the carnival of sports will take place.

Among the bicycle races which are scheduled for the day are: a one-mile open race, a three-mile handicap, a slow race, a novelty race, and a quarter-mile open race. The entry fee for the pleasure run and carnival is fifty cents, which includes entry to the races. Entries may be sent to Andrew N. Segal, chairman carnival committee, 1842 Seventh avenue, or at 110 Greenwich avenue, New York City.

### PLEASURE RUN OF C. R. C. OF A.

West Hoboken, N. J., July 20.—The New Jersey Division of the Century Road Club of America will hold on Sunday, August 8, a bicycle pleasure trip to Orangeburgh, N. J., and while at this destination a number of events will take place on the half-mile dirt track. The following races have been arranged: Two-mile handicap, one-tenth mile slow race, a ten-lap miss and out, a half-mile novelty. There will be prizes given out for each race. A silver cup will be awarded to each club having fifteen or more members.

The pace of the pleasure run will average ten miles an hour and the course will be over the best roads of New Jersey and New York. The entry fee is to be one dollar and all those who finish are to receive a silver medal. A large number of bicycle organizations has been invited to participate in the affair and send expert pacemakers.

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# ROOT FIRST IN CHICAGO RACE

## Takes Two Out of Three Heats in Motor-Paced; Lawson Captures Half Mile Open

CHICAGO, July 19.—Sunday night at the Riverview Velodrome Eddie Root, the Boston Swede, defeated Martin Ryan, the Newarker, two out of three heats in a motor-paced race. The heats were at five miles, but the second heat, due to motor trouble, had to be stopped at two miles with Ryan a half lap in the lead. It was re-started with Root and Ryan in the same positions and Ryan won the three-mile event in 4:03. Root had won the first heat in 7:02 and he also won the third heat in 6:44, which bettered the record for the local track of 6:47⅕, made by Ryan two weeks ago.

The half-mile professional open race was a hummer. The race was run in four heats and two repechage heats. The winners of the heats qualified for the final, while the winners of the two repechage heats also were qualified for the final. Peter Drobach, Frank Cavanagh, Francesco Verri and Iver Lawson won the heats. Gordon Walker won the first repechage heat, which was reserved for second men in the trial heats, while John Bedell, through the disqualification of Lloyd Thomas for switching, was placed first in the heat reserved for third men in the trial heats. Drobach tried to run away with the final, but Walker caught him and just after the bell Drobach swung up the track carrying Walker and Verri with him. With plenty of room to go on the inside Lawson dived for the pole and set sail for home with Bedell trailing him. Verri tried hard, but the best he could do was to finish third. Lawson won with Bedell second and Cavanagh finished back of Verri.

By a clever bit of riding Lloyd Thomas won the two-mile handicap for the professionals. With a dollar a lap as an incentive the going was fast all the way. Al Krueger, the localite, gathered six of the iron men before he was caught. At the bell Bob Diefenbacher led, with Rudi-Russe tacked on, and the race looked easy for the Californian, when Thomas came from back in the field and copped, with Diefenbacher second, Gordon Walker third and Rudi-Russe fourth. Bobby McLean ran fifth, just beating out Eddie Madden. The time was 3:47⅘.

Ned Young, the Salt Laker who holds the Velodrome Brassard, successfully defended his money-making armlet against the attack of Gus Wohlrab, the Jersey City rider. After much tire trouble Young had to borrow Eddie Madden's bicycle, but managed to stave off the last stretch rush of Wohlrab and won by a foot.

Egisto Davini, the Italian, starting from the ten-yard mark, won the half-mile amateur handicap, beating out Bert Nelson, Charles Minnetti and Ernest Kockler, all Riverview Cycling Club men, in the order named. The unknown distance race for the amateurs furnished plenty of excitement. When the gun was fired for the last lap Ernest Kockler was back in the field, but by a great sprint he came out and won with Willie Kell following him across the line. Minnetti finished third and George Klasen fourth. Summary:

Half-mile handicap, amateur—Won by E. Davini, Italo-Am. C. C. 10 yards; second, Bert Nelson, Riverview C. C., 60 yards; third, Charles Minnetti, Riverview C. C., scr.; fourth, Ernest Kockler, Riverview C. C. scr. Time, 57 seconds. Unknown distance, amateur—Won by Ernest Kockler, Riverview C. C.; second, Willie Ke Chicago C. C.; third, Charles Minnetti, Rivervie C. C.; fourth, George Klasen, Danish-Am. C. Time, 3:07. Distance, 1½ miles. Lap prize wi ner, Louis Kuehl, Chicago C. C.

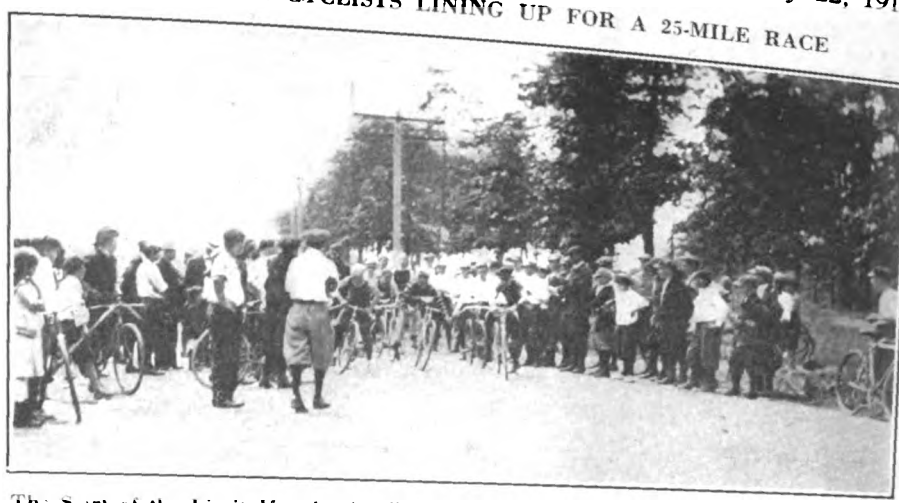
Half-mile open, professional—Won by Iv Lawson, Chicago; second, John Bedell, Lor Island; third, Francesco Verri, Italy; fourt Frank Cavanagh, Newark. Time 58 4-5 second

One-mile Brassard, professional—Won by Ne Young, Salt Lake City; second, Gus Wohlra Jersey City. Time, 2:58.

Two-mile handicap, professional—Won b Lloyd Thomas, San Francisco, 40 yards; secon Bob Diefenbacher, San Jose, 175 yards; thir Gordon Walker, Australia, 30 yards; four Rudi-Russe, Austria, 200 yards. Time, 3:47 4-5

Five-mile motor-paced race, professional—Wo by Eddie Root, Boston; second, Martin Rya Newark. Root won first and third heats. Time 7:02 and 6:44. Second heat (cut to three miles won by Ryan. Time, 4:03.

WASHINGTON CYCLISTS LINING UP FOR A 25-MILE RACE



The Start of the Limit Men in the Twenty-five-Mile Road Race Conducted Recently by the National Cycling Club

### NEW LOUISVILLE REPAIR SHOP

Louisville, Ky., July 19.—The Southern Motorcycle Repair Company has just been organized by Harry A. Phillips, William Kempf and A. Wassmann, to do a general motorcycle andd bicycle repair business. A shop has been located on York street, between Second and Third. Phillips and Kemp are old experienced Indian repair men, and Phillips has done a good deal of race riding, from time to time, locally and at Chicago and Indianapolis. The new company is not specializing on any one kind of machine, however, but will repair all makes. Tires, oil and gasoline will be retailed, and it is possible that an agency may be taken for some good machine not at present represented in the city.

WHERE BICYCLISTS TURN OUT IN BIG CROWDS FOR STIRRING RACES

The Start of the Recent Twenty-five Mile Bicycle Race in Wichita, Kan., Race Was Promoted by C. B. Hamilton, Local Dealer, Whose Store Is Seen in the Illustration. All the Riders Were Under Twenty-one Years of Age. The Prizes Amounted to $200

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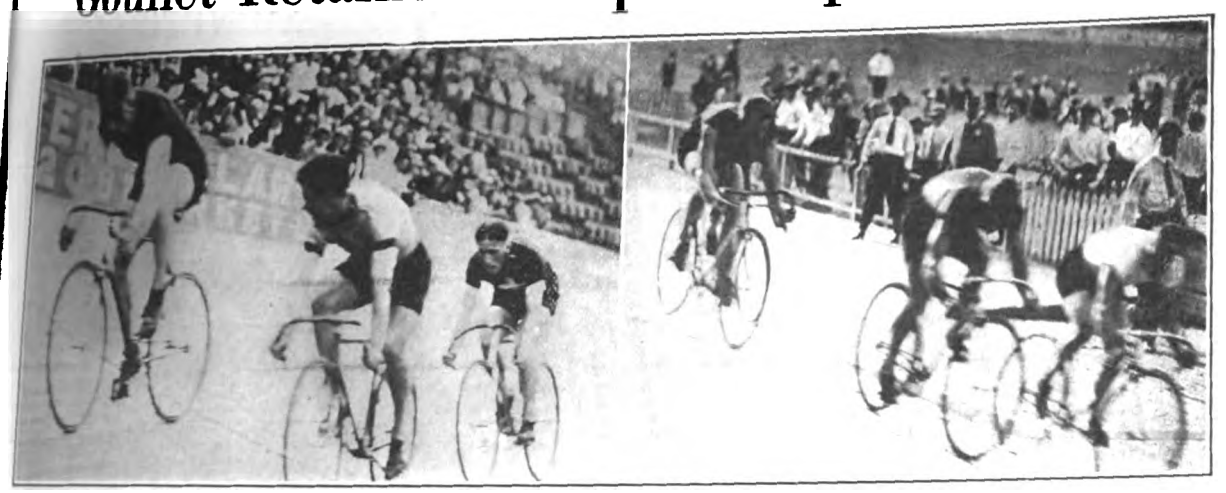
# Goullet Retains Championship Title Lead



At Left—Fogler, Hill and Egg Finishing Repechage. At Right—Kramer (in White) Appearing to Beat Goullet at Tape

NEWARK, N. J., July 18.—Alfred Goullet, the blond-haired rider from the antipodes, nipped Frank Kramer at the tape in the two-mile national championship race at the local velodrome on Sunday. The finish was one of the closest witnessed at the local track in years and Goullet's victory was won by a couple of inches. The automatic judge, a mechanical contrivance set up in the judges' stand to decide just such cases as this, gave the victory to Goullet. While the majority of the fans cheered "Goullie" for his great ride there were thousands who hissed and hooted the decision of the judges. Bob Spears was the third rider home and Alfred Grenda finished fourth. Kramer and Goullet had a great battle up the home stretch. Five yards from the finish Kramer was the leader, but it seemed as Goullet had the hardest kick in the last few yards.

### Goullet Five Points Ahead

The victory of Goullet gives him a lead of points for the national honors. He is now credited with thirty points. Frank Kramer, the present champion, has twenty-five. Grenda is three points behind Kramer with twenty-two points. Bob Spears, in fourth position, has thirteen credits. The victory of Goullet's was on the square, and teaming, which has been so evident during the last few years in the championship races have been entirely was missing.

Once more Reggie McNamara defended his title as holder of the Brassard belt in a one-mile match race against Oscar Egg. As the winning of the Brassard belt carries with it a prize of fifty dollars a week and McNamara has won it seven times, it is easily seen that the Australian has gathered in the neat little sum of $400. Egg led for five and one-half laps of the mile, but on the last half-lap McNamara shot by him into the lead. McNamara's victims include Dubois and Fogler twice and Kaiser, Moretti, Ellegaard and Egg each once.

### Stars Qualified for Criterion

All the stars qualified in the trial heats for the Criterion race, which has $1,000 up in prize money. The finals will be ridden on next Sunday afternoon with three riders competing. Kramer, Goullet, Grenda, Spears, Clark, McNamara, Moretti and Kaiser qualified in the trial heats, while Joe Fogler finished first in the final of the repechage heat against Fred Hill and Oscar Egg.

Ernest Ohrt easily took first place in the two-mile handicap race for the professionals. Ohrt had a handicap of 200 yards and at the crack of the gun he started off at a great clip to catch the scratch men. By the time the first mile had been covered, Ohrt was up on

Kramer, Grenda and Goullet Between Battles on the Track

Spear's wheel and from there on he had an easy time of it coasting into first place. Julius Schmidt, who had 230 yards, finished second, while Big Alf Grenda, who rode the race from scratch, was the third rider over the line. The summaries:

The Criterion (Professional) Trial heats at a half mile.—First heat won by Cesar Moretti. Time, 1m. 16⅕s. Second heat won by Alfred Grenda. Time, 1m. 9⅗s. Third heat won by Alfred Goullet. Time 1m. 18⅕s. Fourth heat won by Harry Kaiser. Time 1m. 31⅗s. Fifth heat won by Robert Spears. Time, 1m. 9s. Sixth heat won by Jackie Clark. Time, 1m. 4⅘s. Seventh heat won by Reggie McNamara. Time, 1m. 1⅗s. Eighth heat won by Frank Kramer. Time, 1m. 15⅕s. Final repechage heat won by Joseph Fogler. Time, 1m. 13⅖s.

Half-Mile Novice (Amateur)—Won by John Strands, Bloomfield; A. Anderson, Irvington, second. Time, 1m. 7⅘s.

One-Third Mile Handicap (Amateur)—Won by William Keller, Newark (60 yards); Eric Paetz, Germany (55 yards), second; Fred Taylor, Newark (scratch), third; William Jaroson, Newark (50 yards), fourth. Time, 37s.

The Brassad Race (Professional) at one mile.—Reggie McNamara, Australia, vs. Oscar Egg, Switzerland. Won by McNamara. Time, 2m. 43⅘s. Last eighth mile, 12⅗s.

Three-Mile Point Lap Race Invitation. (Professional.)—Won by William Hanley, San Francisco (25 points); Ray Eaton, Elizabeth (20 points), second; George Cameron, New York (13 points), third; tie for fourth between Alfred Halstead, England, Willie Coburn, Newark, and Norman Hansen, Denmark (5 points). Time, 5m. 57⅕s.

Two-Mile National Championship (Professional).—Won by Alfred Goullet, Australia; Frank Kramer, East Orange, second; Robert E. Spears, Australia, third; Alfred Grenda, Australia, fourth. Time, 4m. 25⅖s. Last eighth mile, 12⅗s.

Three-Mile Open (Amateur)—Won by Hans Ohrt, San Francisco; Eddie Kane, Newark, second; Fred Taylor, Newark, third; Thomas Grimm, Irington, fourth. Time, 6m. 36⅘s.

Two-Mile Handicap (Professional).—Won by Ernest Ohrt, San Francisco (200 yards); J. G. Schmidt Newark, (230 yards), second; Alfred Grenda, Australia (scratch), third; Willie Hanley, San Francisco (70 yards), fourth; William Coburn, Newark (115 yards), fifth. Time, 3m. 29⅗s.

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Newark, N. J., July 15.—Frank Kramer, the national champion, ran away from Alfred Goullet, the Australian, in a two-thirds mile match race here on Wednesday night, July 14. Kramer outrode Goullet in both heats, beating him decisively. After winning the first heat, Kramer was given a rousing reception such as is seldom seen at the local track. Although Kramer was Goullet's master at match race riding, Goullet was the winner in the one-mile open race when given a pull of over a lap by Marcel Dupuy, the Frenchman. Dupuy was suspended indefinitely for his part in the teaming, but Goullet was let go scot free.

The one-mile national championship race for the amateurs brought Hans Ohrt, the San Francisco boy, through as a winner with Fred Taylor, of Newark, second. Tommy Grimm, of Irvington, came in third and Walter White, Newark boy, was fourth. Taylor is leading in the race for the amateur title with eleven points, while Ohrt is in second place with ten credits. Tim Sullivan, the New Haven cyclist, is third with six points.

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# Wiley Shakes the Jinx at Revere

BOSTON, July 20.—In one of the most exciting motor-paced events held at Revere Cycle track this season, George Wiley, of Syracuse, on Saturday, July 17, defeated Bobbie Walthour, the Georgia veteran flyer; Elmer Collins, of Lynn, and Jimmie Moran, of Chelsea. Wiley apparently has shaken the jinx that, with broken sprockets, burst tires and slippery spills, has been pursuing him the past month.

The victory was clean cut, for Wiley, from the time he caught his pace at the start, rode in his perfect old-time form. Bobbie Walthour showed some of his famous speed in flashes and kept abreast of Collins in some of the fastest sprinting of the race for six laps in the 11th mile. Finally the Lynn rider was forced to slack up and the veteran Bobbie slipped by and made good in second place. Wiley led Walthour by five laps at the finish of the thirty miles, and Walthour in turn led Collins by more than a mile. Jimmie Moran finished nearly 2½ miles in the rear.

John Fardig carried away the five-mile open amateur event by stealing a lap on the field and holding the leaders with a lap to the good. In the last mile four of the fastest men did their best to get the lap back, but Fardig kept his place in the van. Tommy Connolly, of Everett, was given a two weeks' suspension on the charge of trying to knock Fardig from his wheel.

C. Robinson, in the first heat of the half-mile amateur handicap, collided with A. R. Cook, of Dorchester, and landed on his face. The physicians had to treat a broken nose. Willie Turville, of Revere, broke into the professional ranks in a special match race with Pat Logan, of South Boston. Logan won in straight heats, but the youngster pushed the veteran to the limit. Turville was given a great hand when he beat out the field in the miss-and-out race. Saturday night's summary:

Half-Mile Amateur Handicap Race—Won by Fred McKenzie, Revere (4 yards); L. C. Rollins, Everett (scratch), second; Tom Connolly, Everett (15 yards), third; Kenneth Plummer, Revere (110 yards), fourth. Time, 57⅕s.

Three-Quarter-Mile Professional Handicap Race—Won by Hardy Jackson, Revere (125 yards); Dennis Connolly, Everett (65 yards), second; Warren Holbrook, South Boston (55 yards), third; Ray Jones, Revere (110 yards), fourth. Time, 1m. 26⅕ s.

Half-Mile Novice Race—Won by Frank Keenan, Revere; Arthur Logan, South Boston, second. Time, 1m. 8⅘s.

Five-Mile Amateur Race—Won by John Fardig, Orient Heights; Ned Chandler, Boston, second; L. C. Rollins, Everett, third; Fred Herbert, Fall River, fourth. Time, 11m. 58⅘s. John Fardig, Orient Heights, winner of most laps.

Miss-and-Out Professional Race—Won by Willie Turville, Revere; Hugh MacPartland, Boston, second; Dennis Connolly, Everett, third; Frank Droback, South Boston, fourth. Distance, 1 mile 5 laps. Time, 3m. 17⅖s.

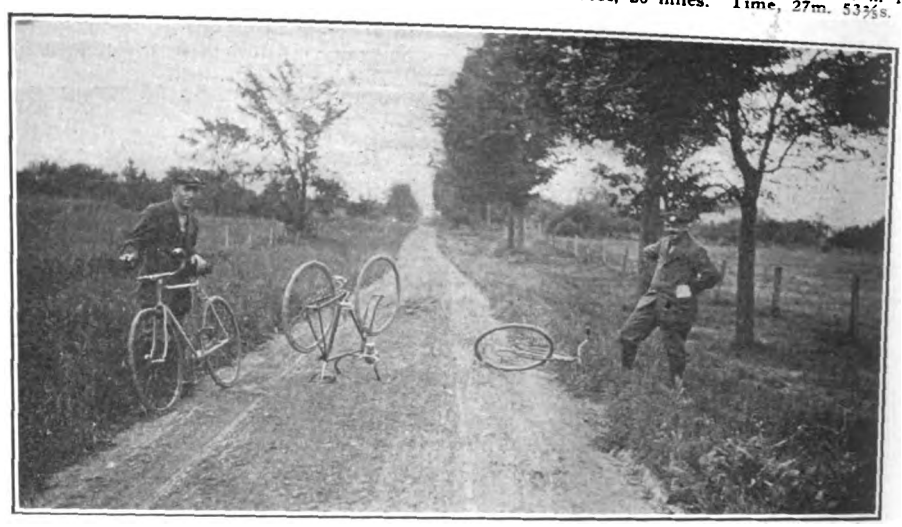
Special Sprint Match—First heat (half-mile), won by Pat Logan, South Boston; Willie Turville, Revere, second. Time, 1m. 36⅘s. Second heat (half-mile), won by Logan; Turville, second. Time, 1m. ⅖s.

30-Mile Motor-Paced Race—Won by George Wiley, Syracuse; Bobbie Walthour, Atlanta, second; Elmer Collins, Lynn, third; Jimmie Moran, Chelsea, fourth. Time, 42m. ⅕s.

Williams, Buffalo (55 yards), third; G. H. Boyd, Manchester, N. H. (60 yards), fourth. Time, 27⅖s.

Five-Mile Open Amateur—Won by Fred Herbert, Fall River; Willie Turville, Revere, second; Jim Sullivan, New Haven, third; Tom Connolly, Everett, fourth. Time, 11m. 32⅖s. John Fardig, Orient Heights, winner of most laps.

25-Mile Motor-Paced Race—Won by Victor Linart, Antwerp; Leon Didier, Paris, out in 16th mile. Distance, 20 miles. Time, 27m. 53⅖s.



Chicago Cycling Club Riders Enroute on Trip

### Linart the Victor

In the 25-mile motor-paced match for $1,000 sweepstakes on Wednesday night, July 14, Victor Linart, the Belgian, won a hollow victory over Leon Didier, who, when leading by nearly two laps, got a bad dump and was taken from the track with what was announced at the time as a broken collar bone.

The record crowd at the track were pulling for Linart early in the race, but they were silenced when Didier lapped the Belgian in the 12th mile. Didier seemed destined to lap Linart a second time in the 16th mile, but the Belgian put on more steam, and Didier was forced to give ground. The accident happened soon after.

Wednesday night's summary:

Half-Mle Amateur Handcap—Won by J. B. Rollins, Everett (50 yards); Tom Connolly, Everett (20 yards), second; L. C. Rollins, Everett (scratch), third; Tim Sullivan, New Haven (5 yards), fourth. Time, 57⅗s.

Mile Open Professional—Won by Pat Logan, South Boston; Harold Rollins, Everett, second; Saxon Williams, Buffalo, third; Frank Drobach, South Boston, fourth. Time, 2m. 32⅕s.

One and One-Half Mile Tandem Amateur Handicap—Won by L. C. Rollins and Tim Sullivan, Everett (scratch); Tom Connolly, Everett, and Fred Herbert, Fall River (25 yards), second; John Fardig and Edward Harrison, Orient Heights (110 yards), third. Time, 2m. 56⅘s.

Quarter-Mile Professional Handicap—Won by Frank Drobach, South Boston (20 yards); H. J. Reynolds, Forest Hills (65 yards), second; Saxon

### UNIQUE SIDECAR OUTFIT

Smith Motor Wheel Attached Between Bicycle and Sidecar

### ON TWO HUNDRED MILE TOUR

Chicago, Ill., July 20.—Three members of the Chicago Cycling Club—P. A. Rocklage, George Hewitt and Grover Nehls—are back from a two-day bicycle tour along the Wisconsin lakes. They started out on the boat to Milwaukee on Saturday night and reached that city early the next morning. Ocowanodawack was the northern terminus of the trip and this point was reached by 9 o'clock in the morning.

They visited some of the lakes on Sunday, and after arriving at Geneva at 8 o'clock the trio was well tired out and turned in for the night. Bright and early on Monday they pedalled their way to Lake Zurich, the home of fine bass, where they spent an hour fishing. When they reached McHenry they stopped for dinner. There were still many miles to travel, but they managed to get into Chicago on Monday night, when they had some interesting stories to tell of their experiences. The three cyclists travelled nearly 200 miles.

### BEDELL FIRST IN QUAKER CITY

Philadelphia, Pa., July 11.—Menus Bedell, of New York, carried his field so fast in the 30-mile motor-paced race on Saturday night, July 10, at Point Breeze Park Velodrome that they blew up one after another, and after the 19th mile it was evident that the New Yorker had supreme command. It was a fascinating race between Bedell and Columbatto for 10 miles, but in the 11th mile the Italian lost his pace. Bedell's fastest mile was the 29th, which he made in 59⅕ seconds.

### RAIN SPOILS SHEEPSHEAD RACES

Bicycle fans in New York were sore at the weather man for the rain that interfered with the races at Sheepshead Bay Velodrome on Saturday night, July 17. An interesting card had been arranged.

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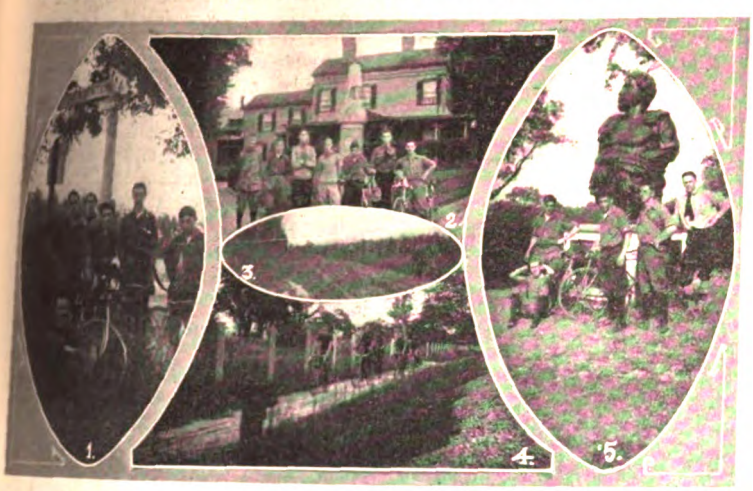
### C. R. C. A.'s FIRST SUMMER RUN

The first of a series of summer club runs under the direction of Captain George Steppello took sixteen members of the N. Y. Division of the Century Road Club Association on a rather novel ride to Jamaica, via the Queensboro bridge and Queens boulevard, thence to Springfield, L. I., and the home of Frederick E. Kirchner, a fellow-member and principal of the Public School 159 Evening Recreation Centre, on Sunday, July 18, 1915.

Next Sunday the cyclists will ride to Paterson, N. J., meeting at Columbus Circle, between 8 and 8:30 a. m., while in a short time the Annual Bath Run will be held at Woodland Beach, Staten Island, the program of the day calling for a baseball game between divisions, some bicycle races and then bathing.

Those on last Sunday's run were: Captain George Steppello, Miss Anna Harvey, A. R. Jacobson, Sylvain Segal, Joseph Naphtal, Harry Glotzer, Lucien Wetzel, Harry Naphtal, Max Naphtal, John Harvey, William Winquist, George Harvey, Alex Whytock, John Marquart and A. Feil.



1, An L. A. W. Route Post, Oakdale, L. I.; 2, In Front of Soldiers' Monument, Sag Harbor; 3, Bad Stretch of Road; 4, Famous Cycle Path; 5, At Conoe Path, L. I.

### INTERCLUB LEAGUE PICNIC

The annual picnic and games of the Interclub Amateur Cycle Road Racing League will be held at Hoffman's Park, Eastern Boulevard and Fort Schuyler road, Bronx, N. Y., on Sunday, July 24. There will be a number of athletic events and only one bicycle event, a four-man relay race. There will also be a voting contest for the most popular rider, who will receive a silver loving cup. Dancing will be a feature.

### MOTOR-PACING IS POPULAR

Toronto, Ont.—The amateur motor-pace bicycle game is booming in Toronto. Not only are a great many riders trying their hand at the sport with success, but the racing has made a hit with the crowds. For the race meet at the local saucer on Saturday night, July 17, no less than twelve entries were received for a three-mile motor-pace event and, after several exciting heats were run off, the eventual winner turned up in George Wright, the Classic Club expert, who won out from Gordon McMilian, the veteran cyclist, by a few feet in the final. Ed. Penny, a mere youngster, rode a grand race and finished third. The time for the three miles was 4.09 3/5. One of the pacemakers was Herb. Kipp, the famous Indian rider of Canada.

An unusual feature was the three-cornered clash for the Grand Prize of Toronto, in which the starters were Carl Esrisch on a Cyclone, Jimmie McNeil on an Excelsior and Brownie Carslake, the Australian star, on an indian. The Cyclone rider won out in the first five-mile heat in 3.16 4/5, with Carslake second and McNeil third. McNeil won the two succeeding heats of five miles, however, after the Cyclone went bad through a cracked cylinder. McNeil's best time was 3.09 1/5.

### ST. LOUIS CHAMPION RACE

St. Louis, Mo.—A one-mile race for the championship of the city will be the feature event of several two-wheeler contests that have been arranged for the celebration of Municipal Playday, July 24, in the Fairground Park. The races will be the first to be held under the auspices of the Municipal Athletic Association. There will also be a ten-mile handicap race for a cup to be presented by the St. Louis Cycling Club. The officials will be O. F. Hassemer, St. Louis representative of the National Cycling Association and secretary of the St. Louis Cycling Club; C. L. Barr, president of St. Louis Cycling Club; L. W. Brown, president of the Missouri Cycling Club.

### RIVERVIEW RACING DATES CHANGED

Chicago, July 12.—Until further notice racing will be held at the Riverview Velodrome on Wednesday and Sunday nights only, the Saturday night meet having been abandoned. The racing at the local track has been high class, but the weather has been against the promoters and as a result the patronage has fallen off. Last night, with fine weather conditions, the crowd showed a big increase over the last few meets.

### NEW REPAIR SHOP IN ST. LOUIS

St. Louis, Mo., July 19.—Everett S. Brown, the popular Missouri Cycling Club captain, has recently opened up a repair shop in this city under the name of the E. S. Brown Cycle Company, at 1000 North Grand avenue. The equipment of the shop is complete in every way for all kinds of repair work on cycles. A full line of parts and accessories will be kept. Mr. Brown is serving his second year as captain of the "Missouris," and is a good road rider and sprinter.

### C. R. C. A. MILEAGE STANDING

The second published list of the standing of the contestants of the Annual Century and Mileage Competition of the Century Road Club Association, issued July 10, shows several changes since the last list issued on June 15. The changes are the addition of Carl Bonhardt, of New York, N. Y., to 9th place; Harry Whiteman, to 22nd place; the advancement of George H. Segal to 8th place from 12th, and the advancement of one place of several others. The standing is as follows:

1—Fred M. Sanborn, Baltimore, Md. 2—William Winquist, Brooklyn, N. Y. 3—George Steppello, Astoria, L. I. 4—Sylvain Segal, New York, N. Y. 5—Charles F. Hansen, Jersey City, N. J. 6—Adolph R. Jacobson, New York, N. Y. 7—Adolph Weiner, New York, N. Y. 8—George H. Segal, New York, N. Y. 9—Carl Bonhardt, New York, N. Y. 10—Louis Zemo, Elberon, N. J. 11—Howard V. Carroll, New York, N. Y. 12—Joseph Caldwell, Brooklyn, N. Y. 13—Ray Caldwell, Brooklyn, N. Y. 14—Duane W. Moore, Bayonne, N. J. 15—Robert Wolfson, New York, N. Y. 16—Ralph W. Zarr, New York, N. Y. 17—Alfred Knipling, New York, N. Y. 18—John M. Mitchell, Greenwich, Conn. 19—George Harvey, New York, N. Y. 20—A. S. Thomson, New York, N. Y. 21—William F. Thompson, New York, N. Y. 22—Harry Whiteman, New York, N. Y. 23—Andrew N. Segal, New York, N. Y.

### SOME STUNT

Smith Motor Wheel Featured by Reynards Circus Trio Out West

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# Standardize Each Manufacturer's Bicycles

## Co-operation Among Maker, Jobber and Dealer Would Lower Production Costs

By E. J. LONN.
President, Great Western Mfg. Co.

THE question of the distribution and marketing of the bicycle is of vital importance.

It would not matter materially whether it is a high-priced or low-priced article. The dealer who is willing to sell during the season fifty high-priced bicycles and is satisfied to allow the other dealer, his competitor in the same town, to sell lower-priced machines, has undoubtedly studied the matter over and finds that there is a class of buyers for the medium-priced and low-priced bicycles. There is no doubt in my mind but what both of these dealers are essential to the good of the trade as a whole. The man who is obliged to buy a cheaper bicycle because he cannot afford a high-priced one is entitled to the best and most satisfactory bicycle he can secure for that money.

### Vast Saving Made

I am not going to enter into the argument as to the respective policy or the respective profits to the dealer in handling variously priced machines, but I wish to argue the point of standardization. There can be a vast saving in standardizing of bicycles, and benefits to the rider, as well as to the dealer and jobber.

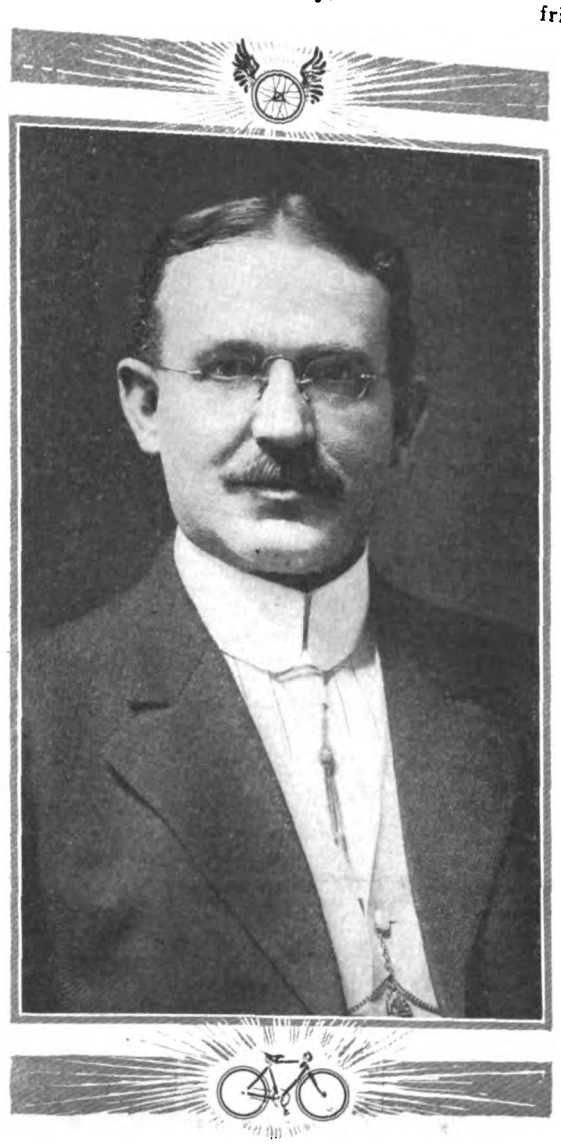
I do not believe that there is any other business in which there is such a diversified accumulation of parts as there is on bicycles. The manufacturer who attempts to furnish every kind of a tire, saddle, pedal and bar that every dealer might ask for reduces his output and undoubtedly put himself out of business.

I am going to make one reference to other lines. Do you think it would be possible for the Ford Company to manufacture 300,000 automobiles in one season if they made any special changes on their automobiles to suit the individual dealers? The answer is, No! The same thing is applicable to the bicycle business. These special changes create annoyance and delay. There has been in the past the constant changing not only of equipment and finishes, but oftentimes the coaster, hub and coaster brake.

### Let the Manufacturer Do It

I advocate that the manufacturer should manufacture good and satisfactory bicycles, and that the jobber or dealer, who handles his product, must do all in their power to sell them the way he makes them. *It can be done.*

This brings to mind a circumstance that I wish to repeat without any reflection on our jobbing friends. I called in a big city where there are five jobbers distributing bicycles in large quantities—two of them sold very large quantities. Of these, three of the buyers in each case told me they had to have a certain bicycle, certain finish, et cetera, because their customers required them. When I called on the third house and the buyer told me the same thing, I found by taking the catalog that the bicycles they handled were all different, especially the finishes. I can understand how everybody would want them as different as possible, but I, if I were a jobber, could have taken care of that by buying from a different manufacturer, which would have been the right way.



E. J. Lonn

Further investigation proved that these three jobbing houses really covered the same territory and in many instances sold the same dealers. I asked the third buyer, when I got his bicycles lined up, had them catalogued, and decided on what colors his company wanted, how he got his salesmen to understand the peculiar situation. His answer was very prompt. He said: "Our salesmen will sell those bicycles the way I buy them, the way we catalog them. If he sent in any orders not in our line, we would simply turn them down or get rid of the salesman."

That sounded very reasonable, so I asked him what his customers really had to say about it. I understood his customers had to have the kind of bicycles he prescribed. I really wondered what his customers had to do with it, and so I went back over the route and called on two jobbing friends and found that they handled the matter the same way. Inasmuch as they insisted that their customers required bicycles of the kind they ordered, I then wanted to know what the manufacturer had to say about it. They could not see wherein the manufacturer had anything to say about it. That being the case, I asked each of these gentlemen to tell me why they could not sell bicycles as I manufactured them, which would please a customer. What difference was involved? The answer was: There was no difference.

The dealer did not have anything to say about it, if anything, it was very little. He had to buy the type of bicycle the jobber got up. Our jobbing friends shift around the equipment in an effort to please the customer, but the customer winds up by getting exactly what the jobber wanted to sell him.

Does the jobber and buyer know more about making bicycles than the manufacturer? That is an important question. If they do, the manufacturer ought to quit. Inasmuch as every buyer seems to think he knows more, the manufacturer would be in somewhat of a quandry to have one of these buyers take charge of the production end of the factory.

### After He Got Behind the Scenes

It is only a short time ago that I had occasion to visit one of these jobbing buyers I refer to, who is now connected with a large manufacturing concern. I asked him if he had the same ideas now with reference to merchandise and the marketing of the manufacturer's product as he had for the few years previous as the buyer for a large jobbing house. His answer was frank and instant. He said that until he became connected with manufacturing, he could never appreciate and understand what a lot of trouble and a lot of delay a buyer of a large house can put on to a factory without intending to do so.

That is the real situation. The manufacturer cannot get out a maximum quantity on a daily output if he is going to manufacture and finish differently his product for every customer he has. Therefore, it is for the future benefit of the bicycle business that a standardization is arrived at: that the jobbers distribute in their territory the bicycles the

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way the manufacturer makes them. It is necessary to have co-operation between the jobber, dealer and the manufacturer, and, unless there is co-operation and assistance, the business is going to gradually deteriorate. With co-operation it will be possible to manufacture good bicycles and at a reasonably low price. They can be redistributed in a satisfactory manner by the jobbers, as the distributers from the manufacturer.

### Present Method Wasteful

To continue along the lines that have been followed by the jobbers and also by the dealers, where any quantity of bicycles are considered, it would ultimately prevent the manufacturers from successfully producing their product at a minimum cost. There is nothing to be gained by the present method pursued. Is any manufacturer's bicycle better because the jobber puts his name plate on it, and then puts his trade-mark tires and saddle on, which he may buy at a special price or puts on for a special reason? Does that make a better bicycle? Is the dealer any better off? No! The riders know the jobbers do not make saddles and tires. They also know that the jobbers do not make bicycles, but they do know that the reputable manufacturer who puts his name on his product will stand by it.

The riders also know the tire manufacturer with their name on the tire will stand by the tires. Therefore, to me, this condition represents only a loss, double expense, double correspondence and also an endless amount of annoyance. The jobber who will distribute the manufacturer's product for him as his distributer becomes a part of his sales force.

### What Maker's Plate Means

The dealers who will only handle bicycles and tires and other goods, under the manufacturer's plate, will undoubtedly build a successful business for himself and will have back of his business the manufacturer of every article he sells—the greatest assistance he can have.

This will not injure the jobber in any way, because the jobber can become the distributer of some line of bicycles and tires that he is satisfied with and can make satisfactory arrangements for such distribution. I fail to see where there is any possibility of any gain by trying to built up a jobber's trade mark on any product, because he does not make it. I believe that in time it will not be permissible by law for any jobber or dealer to put his name or trade mark on an article *unless he does manufacture it*—which is only right and fair.

The method of selling bicycles, which I have outlined, will create confidence in the dealers and in the consumer and help build business. It will help to cut out the loss items, and will help to make better bicycles and make it possible to make good bicycles at a lower price. I recommend co-operation in this line, and I believe the manufacturers of bicycles in the United States are capable of making just as good a bicycle as any bicycle manufacturer in the world and are always open to suggestions. That is their business—they must be in touch with it. I know that the proper distribution of the factory's product under the factory's name and guarantee is the best and only successful way of marketing bicycles.

## HOW GASOLINE HANDLING STRIKES THE RIDER

(Continued from page 35)

[illegible] while his tanks are being filled? [illegible] rider who has any human side to [illegible] likes to chat over the accomplishments [illegible] mount, and to hear of what other [illegible] cycles have done. In short, he en[illegible] being in a motorcycle atmosphere. If [illegible] like that sort of thing he probably [illegible] not be a motorcyclist. He likes to [illegible] where he is understood, and where he [illegible] reasonably sure to find other men who [illegible] his frame of mind. He can't find [illegible] things in an automobile garage, or [illegible] general gasoline station. At such [illegible] the motorcyclist and his purchase [illegible] gallon of gasoline are very "small po[illegible]" while at the motorcycle agency the [illegible] assumes his proper relative import[illegible] He amounts to something under the [illegible] conditions, and Geehosphat! don't [illegible] like to amount to something, now [illegible]?

HERE'S another point: The dealer who was willing to have the gasoline busi[illegible] looked after by someone else might [illegible] so ready to have the oil trade go [illegible] same way. And that's just about what [illegible] would do in a short time. I know from [illegible] experience that the average rider [illegible] of gasoline and oil as twin necessi[illegible] and while oil purchases are naturally [illegible] frequent than those of gasoline it is a [illegible] that most riders who fill the gasoline [illegible] before starting on a trip will also [illegible] of the oil tank. The man who sells [illegible] gasoline is pretty sure to sell the oil [illegible] and I know some motorcycle agencies [illegible] which the oil sales are quite important. [illegible] wish to go on record as one rider who [illegible] that the average motorcycle dealer will continue selling gasoline for some time to come. Perhaps at some time in the future we would not mind the change so much, but just now it seems that it would be unwise for the dealer to start such a policy, and I feel certain that a great many riders would find the new arrangement less pleasant than the present one.

## BIG MOTOR WHEEL CONTRACT

OTTAWA, Ont.—One of the largest contracts yet signed in Canada for Smith Motor-Wheels has been taken out by the Keyes Electric Supply Company, of Ottawa, who have made the usual arrangements to dispose of fifty machines, orders for six of which were taken during the first day's sale. The Eastern Canadian traveling representative of the A. O. Smith Company, of Milwaukee, T. F. Gaines, spent several days here last week, when he made calls on the local trade and finally closed with the Keyes company. He had the satisfaction of seeing three Smith Motor-Wheels in use by three of the military guards at the Dominion Parliament Buildings for patrol purposes.

Gaines has covered in the neighborhood of 700 mimles on his demonstrator in Eastern Ontario during the past ten days, during which time he has placed contracts for about two hundred motors.

At Kingston he appointed A. E. Treadgold the Smith agent. Treadgold secured one of the first Smith models last January—it was the first to be brought into Canada. Gaines also secured a contract from George Warwick of Brockville, who is a high-class hustler. Warwick signed for twenty-five. Other agents appointed included D. A. Woods, of Lindsay, and Banks, of Peterboro.

## HANDLING COMMERCIAL BIKE

Cincinnati, Ohio.—The Jones commercial bicycle is being handled locally by the Brendamour Sporting Goods Company; Mr. Brendamour thinks very well of the machine. Its special features, such as the big basket, hung on the peculiar frame, the motorcycle-type stand, and the heavy tires, make it ideal for the service for which it is intended, and it shows signs of taking well in Cincinnati. Already inquiries have been received from progressive firms regarding the adaptability of the outfit to their business.

## A BUSINESS-LIKE LOOKING BICYCLE STORE

**Model Agency of Phil Wright Cycle Works in Salt Lake City, Utah. Note the Neat Arrangement of Stock**

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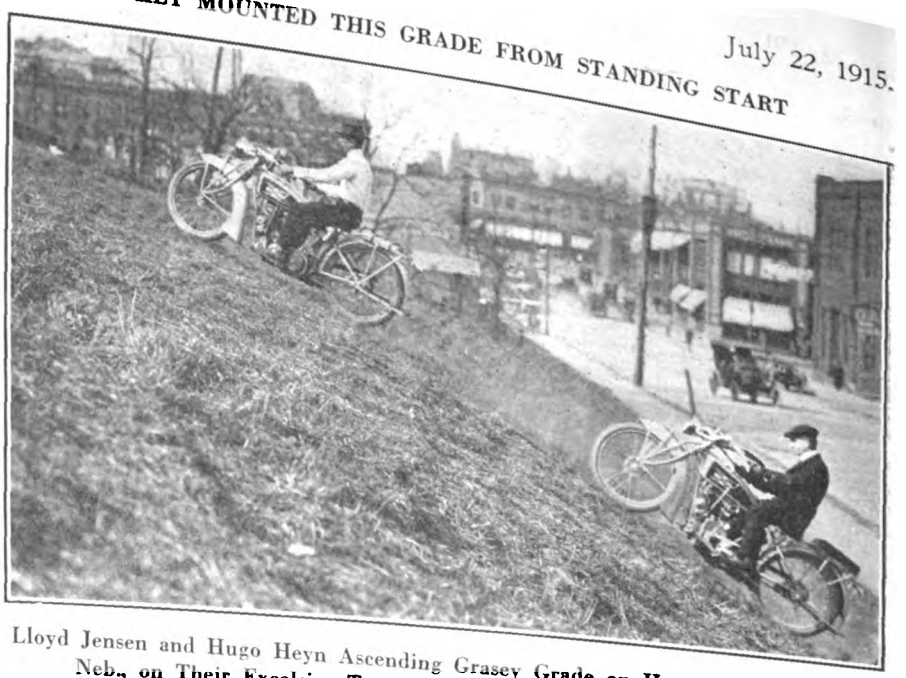
## RECENT WINNERS AT PRATT, KAN.

Ray Weishaar and Earl Cooper, Who Came First and Second in 100-Mile Event

## THEY MOUNTED THIS GRADE FROM STANDING START



Lloyd Jensen and Hugo Heyn Ascending Grasey Grade on Howard Street, Omaha, Neb., on Their Excelsior Twins. The Climb Was Made on High Gear

### TAKES MOTOR WHEEL AGENCY

La Junta, Colo.—C. L. Swain has taken the agency for the Smith Motor Wheel for this city and vicinity. He reports the sale of ten of the little "bicycle boosters."

Greeley, Colo.—Floyd Clymer, Excelsior representative in this city has just delivered a twin model to the county sheriff for use in regulating speedsters and answering hurry calls.

### BRADFORD PARADE FEATURE

Decorated Indian Sidecar Rig Entered by Agents Demler & Adams in Parade in Pennsylvania City Procession

## WINNER AT COSHOCTON RACES

C. R. Sprague, Victor in 25-Mile Event at Meet in Ohio City on July 5

### WIMMER DIVIDEND IS 15 PER CENT.

Detroit, Mich.—Creditors of the J. H. Wimmer Co., 214 Jefferson avenue, which went into the hands of a receiver some months ago, has paid an initial dividend of 15 per cent. This concern jobbed motorcycle supplies.

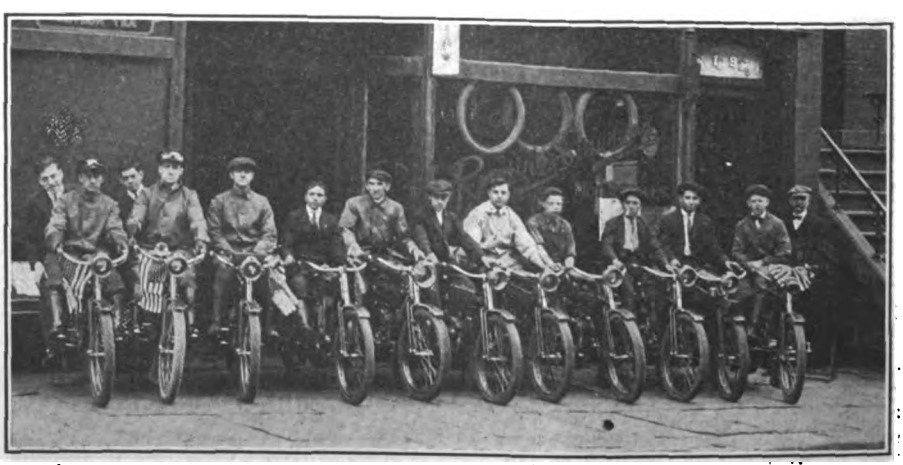
### POSTPONED JULY 4 RUN

Louisville, Ky.—Kline Brothers, Harley-Davidson dealers, have placed their forty-eighth machine of the season on the road. A Fourth of July run which was scheduled to Mammoth Cave, Ky., was postponed, due to rainy weather.

### TEMPLE CLUB'S FIRST RUN

Temple, Pa.—Temple now has a motorcycle club that looks as if it is going to be a real live one. It was organized recently under the name of the Temple Motorcycle Club and while yet in its infancy, as regards members, is doing good work. The club journeyed to Philadelphia last Sunday in charge of Nevin Hartman, captain.

## JERSEYITES WHO BELIEVE IN FOSTERING SOCIAL SPIRIT



Reading Standard M. C., of Jersey City, Lined Up in Front of the R-S Agency of Andrew Lardino Preparatory to a Social Excursion

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# Our Canadian Letter

## What's Happening in Toronto Circles

TORONTO, Ont.—Canadian bicycle fans will miss the presence of the undisputed Canadian champion, Art Spencer, for the remainder of the present season for the reason that the young pedaller has made arrangements to compete at the Newark Velodrome and other American tracks in the amateur class. Spencer, who will be accompanied by his brother William, who has developed into a clever motorcycle rider, will leave Toronto about July 25 when he will be given a rousing send-off. Spencer is to represent Canada in the event of the Cycle Racing Association.

The first of the Canadian motorcycle despatch riders has been invalided home. The soldier is Private D. Armitage, of Toronto, a member of the Tenth Royal Grenadiers, who was struck by a sniper who had secreted himself in a haystack between the Canadian lines. Armitage was charged with an order from the headquarters in the rear of the firing line when the bullet shattered his leg, the shock throwing him from his machine. It was found necessary to amputate the limb, and Armitage has been discharged with a pension. He is to speak at a public meeting in Toronto this week.

A few days ago R. A. Fish, the traveler represening the John T. Wilson Company, makers of the Cyclemotor attachment for bicycles, rode over the difficult road to Hamilton, a distance of 45 miles, in three hours. His bicycle demonstrator is fitted with a motorcycle speedometer, the presence of which on the "motored-bicycle" makes a novel sight.

The war bicycles turned out by the Canada Cycle & Motor Company, Limited, have undergone examination by seven different investigating committees after they had received considerable usage, and no defects have been found, although the recommendation has been made that the bicycles be equipped with larger than the usual tires. present strength would be increased considerably.

Almost every member, to date, has his regular machine and five old cycles have been donated to the organization. The latter have been fitted up by the artificers for those who are temporarily without mounts for drill purposes. A call has been issued to owners of old or disused bicycles to donate the same for the use of the company, and a number of owners have signified their intention to respond to the call.

The company parades at the old drill hall on Richards street every Tuesday and Friday nights, while field manoeuvres are conducted every third Sunday in the outskirts of Vancouver. As yet neither uniforms nor rifles have been obtainable, but when the latter are issued the company will commence range-practice at the military butts at Richmond, Lulu Island.

### ODDS AND ENDS FROM LONDON

[illegible], Ont.—F. Benson, the local dealer, has removed to the better premises on Dundas street, has secured the agency for Harley-Davidson motorcycles. Fred T. Kerr, local agent for Smith Motor-Wheels, has also secured the selling rights for London and vicinity of Pullman motorcycles. He has already made deliveries of side-car. He has found a good demand for the Smith attachments.

W. M. Bassett, of London, is doing a big business with Yale motorcycles, while he is fast earning a reputation as a good salesman.

The small motordrome at Springbank Park is nearing completion, and races will soon be staged on the "cup."

Eight new members have been accepted by the London Motorcycle Club, which has been unusually active this season in the holding of pleasure runs. The local club is trying to arrange a joint run with the Hamilton and Toronto clubs. W. C. Keen has been elected Road Captain of the London organization.

### CYCLIST COMPANY GROWING

Vancouver, B. C.—The Cyclist Company of the Vancouver Volunteer Reserve now numbers 60 men and is steadily growing. The members are picking up the various details of drill with great rapidity, and considering the short time since the organization of the company, the corps gives every indication of being one of the most fit and efficient units of the volunteer movement. If the company had more spare cycles, its

### RODE NEW MOUNT HOME

Berlin, Ont.—Arthur McKelvie, of this place, went all the way to Chicago to get his new Thor motorcycle, and arrived home last week after a delightful ride, although he described some of the Canadian roads as being like a European battlefield after an artillery engagement. He did not have even a puncture during the run of almost 500 miles.

### GIRL RIDERS ON TOUR

Toronto, Ont.—A grand picnic, extending over a period of about a week, was enjoyed by two Toronto lady motorcyclists, the Misses Brown, when they joined a party of pleasure-seekers at Buffalo, N. Y., during the first week of July, for a motorcycle tour through New York State. The happy bunch merely sauntered along over the splendid highways and made a halt whenever desired, whether for scenery, meals or fancy.

### NIAGARA FALLS BULLETINS

Niagara Falls, Ont.—C. L. Robins has opened a motorcycle and bicycle repair shop at 740 Ferry street, Niagara Falls South, where he is in a position to look after the wants of the many International motorcycle tourists who pass through here.

The 1,200 employees of the Dunlop Tire & Rubber Goods Company, Limited, Toronto, will hold an excursion to Niagara Falls, N. Y., on Saturday, July 24. Last year they had a huge time at Olcott Beach, N. Y.

Private Arthur Nielson, of the Canadian Expeditionary Force, in training at Niagara-on-the-Lake, has been convicted of stealing a motorcycle and has been sentenced to one year's imprisonment in the Central Prison of Ontario.

### AFTER THE SPEED-FIENDS

Saskatoon, Sask.—Chief of Polic Donald, of Saskatoon, has instituted a campaign against speeding motorcyclists with the result that a number have appeared in court during the past two weeks. Previous to Chief Donald's step, the riders were allowed to run wild, and accidents were quite frequent. He has taken steps to have a by-law introduced providing for the examination of every person before he or she is permitted to drive a motorcycle. In this case, the riders as well as the machines would be licensed.

### SARNIA M. C. ELECTS

Sarnia, Ont.—The organization of the Sarnia Motorcycle Club has been completed and the officers are as follows: President, C. Bird; secretary, Charles Curran, and treasurer, Charles Hoskin. The directorate includes these officers and Fred Smith and Robert Simpson. Twenty riders have joined the club, the membership fee for which is only 50c. Tours throughout western Ontario are planned.

### MILLER TO MANAGE P. & C.

Victoria, B. C.—A. Miller has taken over the management of the P. & C. depot, this city, representing the Harley-Davidson. Both partners in the firm, Messrs. Pashley and Corbett, are now with the despatch riders' corps at Vernon undergoing training preliminary to being sent to Europe.

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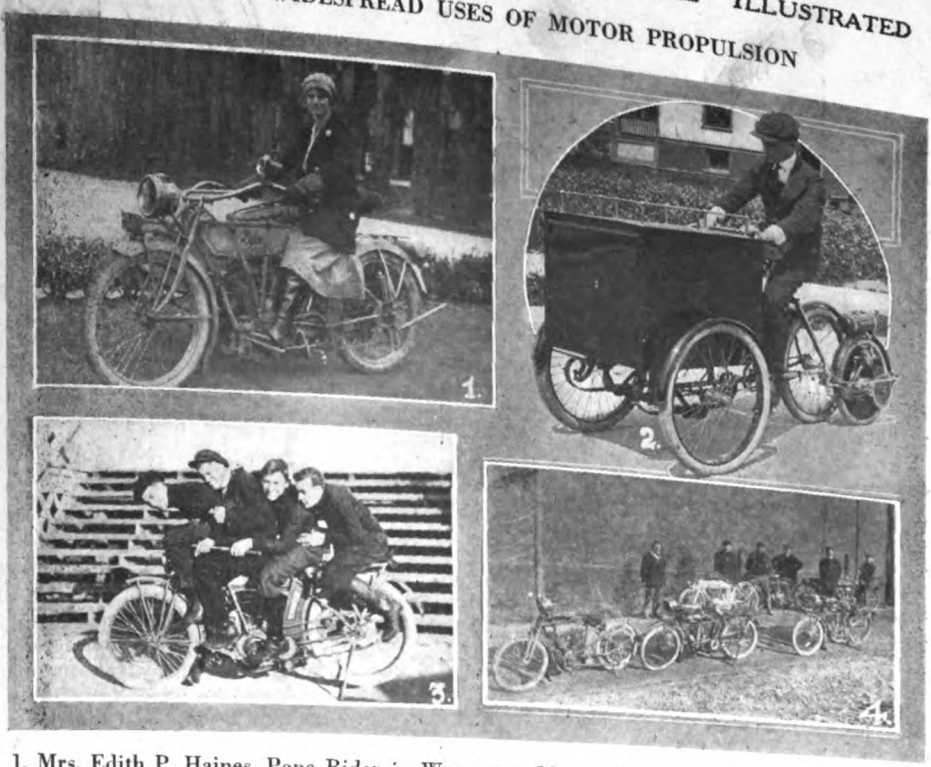
## SHOWING WIDESPREAD USES OF MOTOR PROPULSION



1, Mrs. Edith P. Haines, Pope Rider in Worcester, Mass.; 2, Motor Wheel Delivery Van in Chicago, Ill.; 3, Always Room for One More on This Thor in Oklahoma City; 4, On the Malahat Drive, Near Vancouver, British Columbia

### ANOTHER INDIAN FOR PARK

Louisville, Ky., July 19.—Frank Marshall, manager of the Century Cycle Co., reports the sale of an additional Indian machine to the Board of Park Commissioners for use in Cherokee Park. This machine makes the fifth the board has purchased for use of the park's guards. The city is also using seven Indian machines in its various departments, making a total of twelve machines in all. Rainy weather has held back sales somewhat, but it now looks as if summer weather has come to stay.

### RUN TO LOYSBURG PARK

Altoona, Pa.—Last Sunday was an enjoyable one for the members of the Blair County Motorcycle Club who attended the sociability run to Loysburg Park, Bedford County. In all there were about thirty-five members on the run, accompanied by their wives, sisters and sweethearts, the female division of the party having provided the luncheon, which was conveyed to the grounds in several automobiles and sidecars.

### TO ADD FIVE NEW BUILDINGS

Akron, O.—Contracts have been placed by the Firestone Tire & Rubber Company, of this city, for immediate extension of three of the main wings on the factory building, as well as the doubling in size of a six-story separate structure and the erection of a restaurant. The latter structure will be three stories in height, with a basement, and will be about 150 feet square with a floor area of close to 90,000 square feet.

The new additions will bring 302,000 extra square feet of flooring to the present extensive factory area, and it is expected that the output will be nearly doubled as a result. Like the remainder of the Firestone plant, the new buildings will, w completed, be furnished with mod labor-saving devices and safety appliar of all kinds.

### REMARKABLE MAGNETO SERVICE

Few ignition performances of late h attracted more attention than that given a Dixie magneto, the product of the Sp dorf Electrical Company, on the Ind motorcycle which established a world's r ord of 1,600 miles in an 80-hour non-s run out of Christchurch, New Zeala The motorcycle was driven with a sidec as described in a recent issue of **Mo Cycle Illustrated**, and was obliged traverse all kinds of roads in vary weather. In spite of adverse conditions many points, and the continuous hea strain to which it was subjected, the Di magneto is credited in the official repo of the trial with a flawless performan When the 1,600 miles had been comple the motorcycle and sidecar were taken a hill-climbing demonstration, carrying passengers, and the motor and its equ ment continued to behave perfectly.

### RUBBER COMPANY'S NEW STORE

Cincinnati, Ohio.—The I. J. Cooper R ber Co., of this city, which controls se states in the distribution of Racine tir has just completed preparations for opening of a fully-equipped and up-to-d store in Dayton, Ohio, for the sale of full line of tires and accessories for mo vehicles, taking the place of the brar which has been doing business in that c for some time. The Cincinnati quarters the company have recently been enlarg and the new quarters for the Dayton brar are needed to take care of the compan business there.

### READING TRIP CALLED OFF

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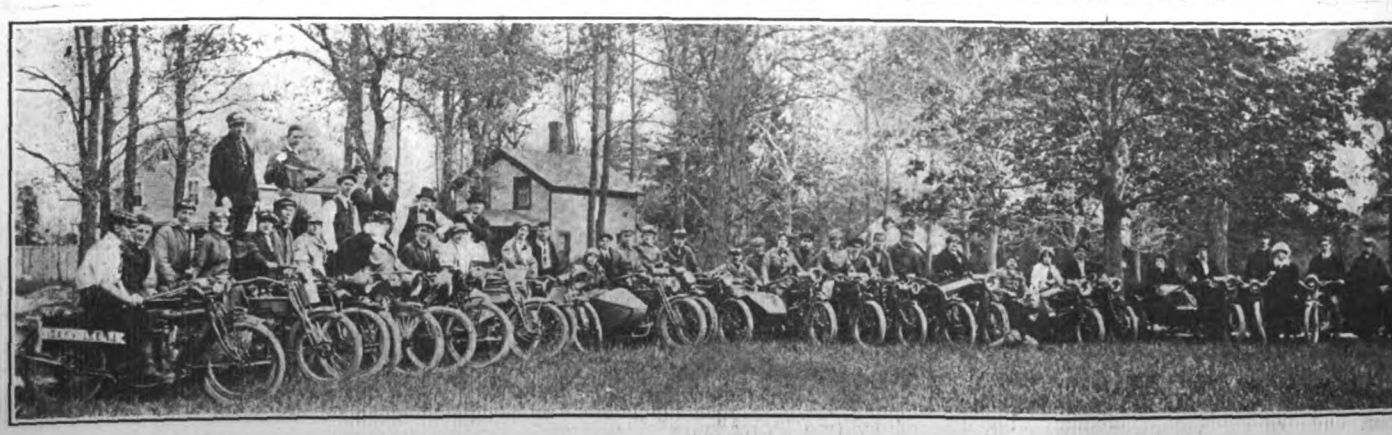

This Squad of Members of the Bronx Motorcycle Association Recently Made a Sunday Trip to Sayville, L. I., and Other Simil Runs Are Being Considered by the Officers

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# APPROVED BY THE RIDER!

## The smile that's worth while

The approving eyes of the whole motorcycle world are turned on the new

# Goodrich Safety Tread Motorcycle Tire

***—The Tire With The BLACK TREAD***

The biggest seller—the strongest built—best wearing—*best looking* tire ever turned out of the big Akron factories.

Sells at $9.00 each for 28 x 3" (CC Rim) and $8.05 each for 28 x 2 3-4" (CC Rim) or 29 x 2 3-4" (Old Type Rim)

**See your dealer**

**The B. F. Goodrich Company**

Factories: Akron, Ohio — Branches and Dealers Everywhere



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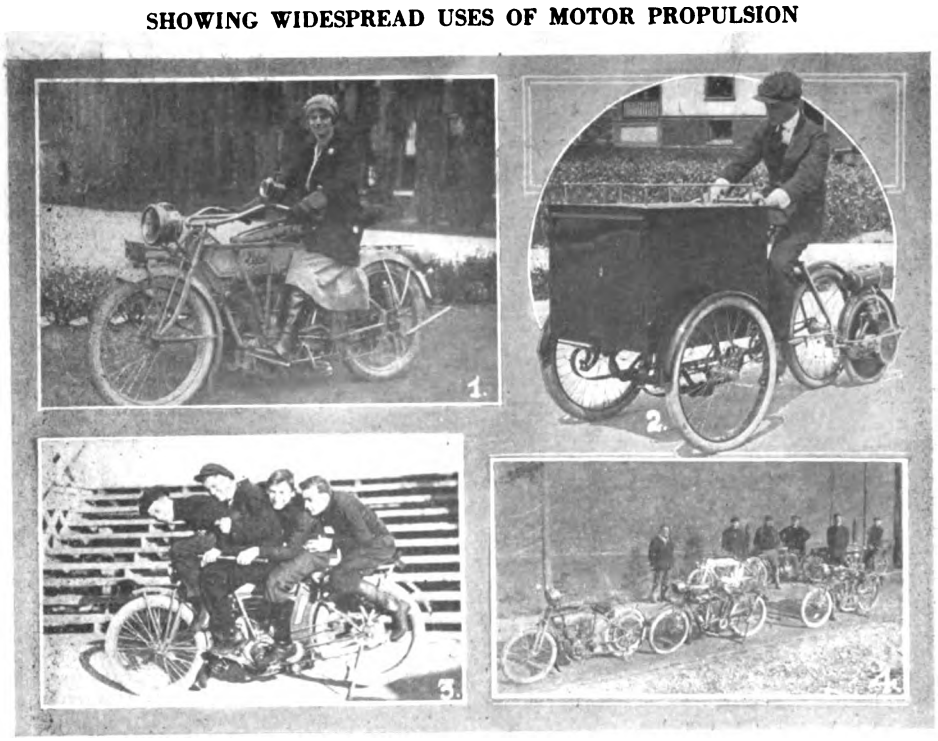

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**Factories: Akron, Ohio**

**Branches and Dealers Everywhere**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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LOWELLITES KNOW HOW TO TURN OUT WHEN THERE IS ROADWORK IN PROSPECT

**This Creditable Group of Enthusiasts in the Massachusetts City Gathered Recently in Front of the Agency of Joseph Parmentier, Preparatory to a Long Run into the Beautiful Country Surrounding Lowell**

### WIDE-AWAKE MERCHANTS

Louisville, Ky., July 19.—The Taylor-Isaacs Drug Company is another concern which has taken up motorcycle delivery for the prescription department. The Newman Drug Company and other concerns have been using this form of delivery to advantage for months, and state that they could not get along without it. The Taylor-Isaacs Company hires a rider who owns and maintains his own machine, which happens to be a Yale.

### DENVER LIGHTING BILL PASSED

Denver, Colo.—The City Council of Denver has just passed a bill referring to lights on vehicles which requires all vehicles, including buggies, to carry a rear light. The motorcycle riders of Denver have been working to get this bill through for some time and are naturally pleased at its passage.

### THE INDIAN IN SPAIN

Indian motorcycle in Spain has been getting fresh distinction recently by performances on the road by two leading riders, Rodolfo Cardenal and Francisco Manzarraga. The first official road championship of Spain, which was held on the 20th of June, consisting of 335 Kilometers of twisted and mountainous road was won by Cardenal, second place by Manzarraga. The last kilometers were under pouring rain and blasts of wind, but Cardenal rode the course in five hours 31 minutes and 14 seconds. Manzarraga, the next man, covered it in five hours, 52 minutes, 7 seconds.

The same riders established new time for the road trip between Madrid and Bilbao, going together on a machine and sidecar in 10 hours, 21 minutes and 5 seconds, the best previous record being 11 hours, 47 minutes. There was only one stop, for lunch at Burgos.

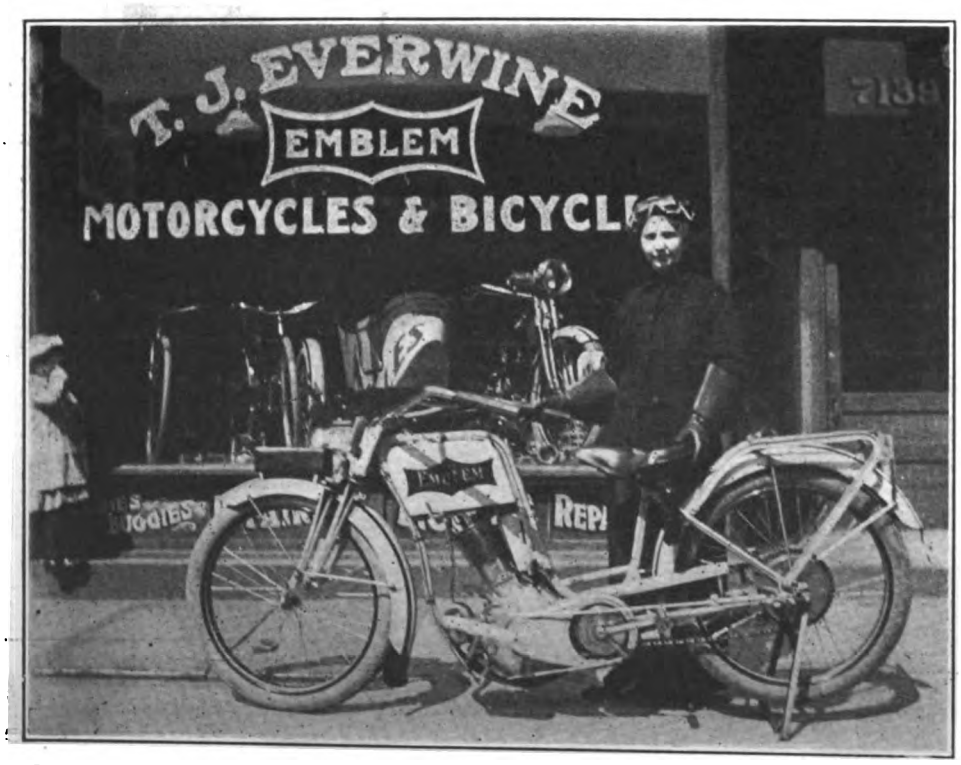
### A SANTA ROSA ENTHUSIAST

Mrs. Henry Jenkins, of Santa Rosa, Cal., is one of the women motorcyclists who took up riding for the fun of it and prefers it now to automobile driving. She rides

**Mrs. Henry Jenkins**

her Indian morning and evening, being occupied through the middle of the day with work on the books and correspondence at her husband's store, and averages 50 miles a day. She is secretary and treasurer of the Santa Rosa Motorcycle Club and is welcomed to the ranks as much as any "reg'lar feller." Her husband is the Indian dealer at Santa Rosa.

### A FAIR ENTHUSIAST OF PITTSBURGH, PA.




**Mrs. T. J. Everwine with Mount Designed by Her Husband, Local Emblem Representative, and Built at Angola Factory for Her Special Use**

### WATER DEPARTMENT TAKES TWO

Colorado Springs, Colo.—The Lucas Sporting Goods Company, of this city, reports the sale of a two-speed single cylinder Harley-Davidson and an electrically-fitted twin model of the same make to the city water department. The company is distributing agent for the Silent Gray Fellow in Colorado Springs.

### SUNFLOWER CLUB ELECTS

Coffeyville, Kan.—The Sunflower M. C. of this city has elected the following officers for the season of 1915: Walter Highly, president; V. Atwood, vice-president and J. E. Miller, secretary and treasurer.

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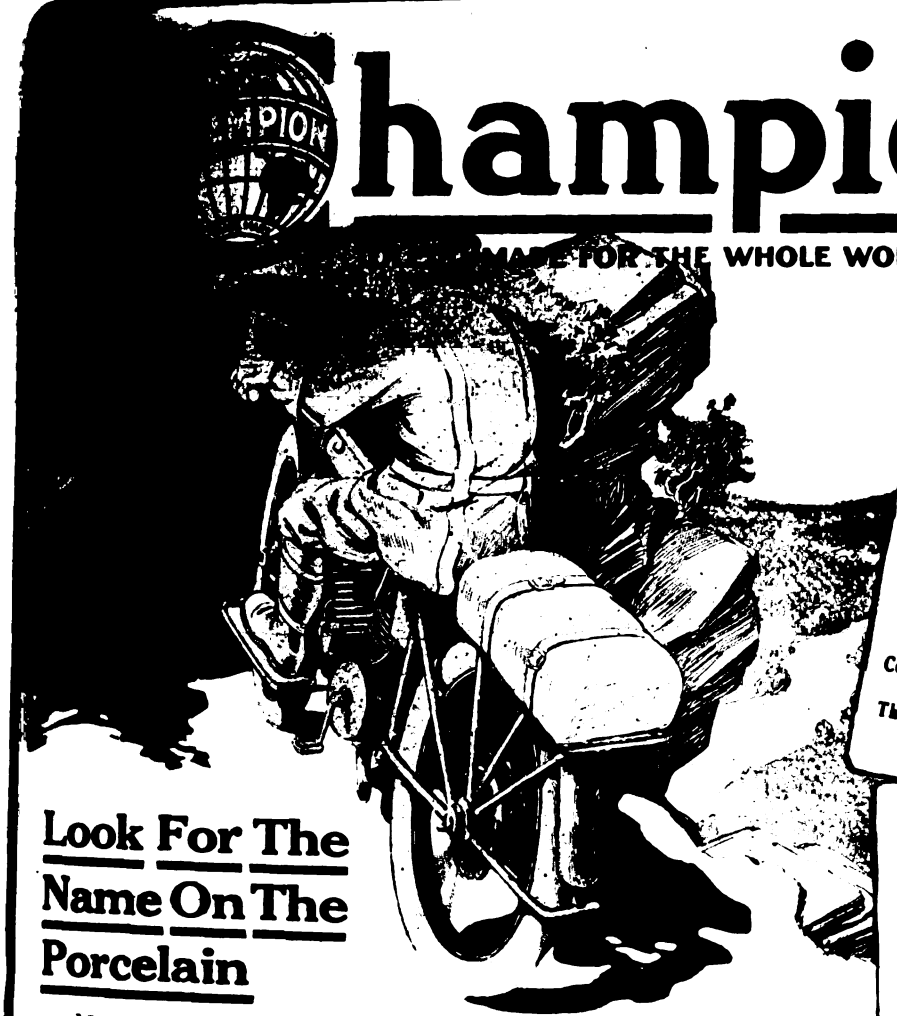
# Champion

"MADE FOR THE WHOLE WORLD'S TRADE"



## Look For The Name On The Porcelain

Motorcyclists everywhere pin their faith to Champion Spark Plugs.

They have tried out Champion Reliability. They know that Champions unfailingly "deliver" under all conditions.

That big, hot Champion spark is the result of all manner of tests in motorcycle engines. Every speed, every brake load, every gruelling road test known to riders has been applied in its development.

Don't take chances with inferior plugs. Imitations are never as good as the genuine article. Don't be deceived by exterior appearances. It is the inside—the heart of the plug—that means life or death to your motorcycle engine.

Look for the name "Champion" on the porcelain. It is placed there for your guidance.

Demand the best—Champion Spark Plugs.

### The Champion Guarantee

*Complete satisfaction to the user—free repair, replacement or money back.*

**Champion Spark Plug Co.**

**2308 Upton Avenue - - - - - Toledo, Ohio**

**Champion Heavy Duty**

**$1.00**

One Piece

Can't Leak

Heavy Construction Throughout

**Champion Motorcycle Mica**

**75c**

Can't Break

Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**

**75c**

The Ever Popular Two-Piece Plug

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## THE HENDERSON BOOSTING SQUAD IN LOS ANGELES

**From Right to Left: Hugh A. Fargo, O. A. Kupfer, Four Members of the Office Force and George A. Klapp, Salesman Extraordinary**

## KLAPP WITH KUPFER

Los Angeles, Cal.—George A. Klapp, one of this city's best-known riders and salesmen, has joined the forces of A. M. Kupfer, local Henderson distributors, as manager of sales. Klapp's usual place is on the sales floor in the Kupfer establishment, but he does not neglect riding both the short-coupled and Model D Hendersons by any means. He is an ardent booster for the four-cylinder mount and states that it has a great future, both for police work and touring in the West.

## GOING TO MILWAUKEE

Altoona, Pa.—William Noel and August Butz, of this city, are planning their summer vacation, which they have arranged to take on their motorcycles. The boys will ride to Milwaukee, Wis., where they will visit the Harley-Davidson factory. Mr. Butz covered 12,000 miles last season, and says he can beat that this summer.

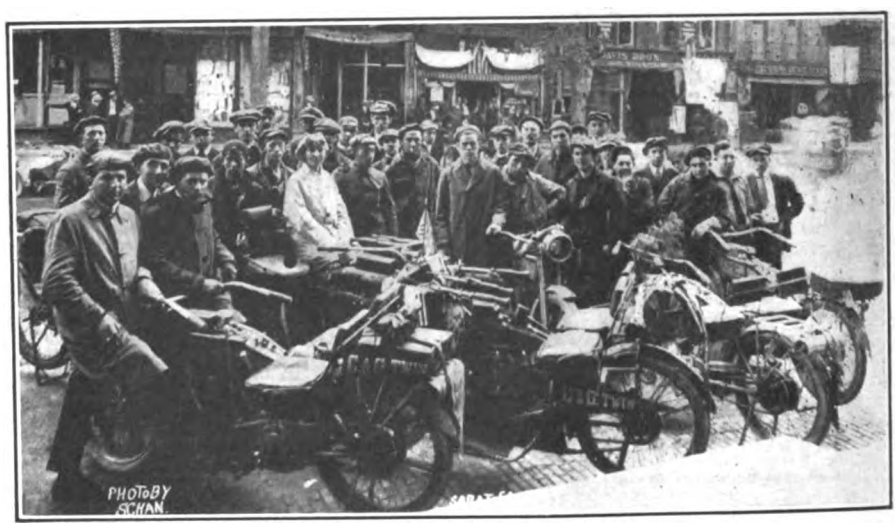
## NEW MOTORCYCLE PATROL

Delavan, Wis., July 22.—The Delavan Lake Improvement Association has hired motorcycle policemen to patrol the lake road, a popular speedway, for the better regulation of traffic and elimination of accidents.

## BLAIR COUNTY SECRET TIME RUN

Thirty-two members of the Blair County Motorcycle Club of Altoona, Pa., participated in a secret time run held Sunday, July 18. The run covered a distance of 146 miles, being from Altoona to Lewistown, Pa., and return. The time for the entire trip was set at 7 hours 19 minutes, this time including getting dinner at the destination. None of the participants were aware of the time set for the run, there being three prizes offered for the riders finishing nearest the time set. Much enthusiasm was aroused among the riders, some of them going so far as to average the time at the rate of 20 to 25 miles an hour before they started. When the riders returned in the afternoon, their time was checked up to determine the winners, who were as follows: William Noel, time 7:16 (Harley-Davidson), first prize; Andrew Carl, time 7:15 (Pope), second prize; Jos. Wolfe, time 6:53 (Harley-Davidson), third prize.

## SIDE-BY-SIDE SEATERS WHO ATTENDED SARATOGA RALLY




**Seven Machines Fitted With These Attachments Carried Riders and Passengers Without Trouble to State Conventions on July 3 and 4. Photo From E. U. Scoville Co.**

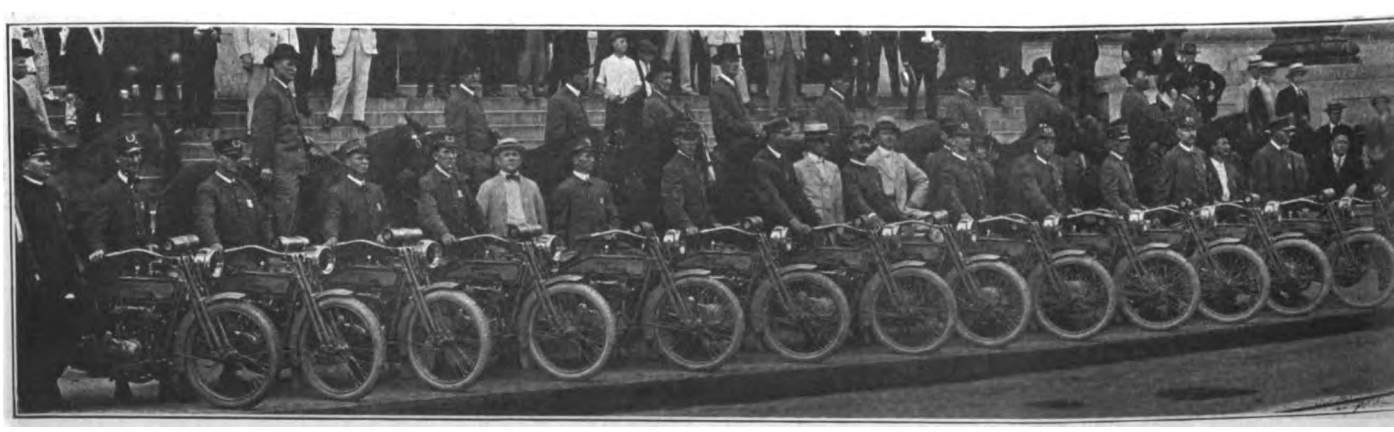
## PAINT CO. TAKES A TRUCK

Coffeyville, Kan.—L. W. Jones, who handles the Harley-Davidson in this city, reports the sale of a truck to the Coffeyville Paint & Wall Paper Company, as well as the sale of ten mounts for pleasure use recently.

## NEW MOTOR WHEEL AGENTS

Detroit, Mich.—The Haverford Cyc Co., of this city, has arranged with Om F. Reaume, 208 West Allen street, of Mo roe, Mich., and the Clark Cycle Co., St. Joseph, Mich., to sell Smith Mot Wheels in their respective cities.

## FULTON COUNTY POLICE SQUAD LINED UP FOR INSPECTION AT ATLANTA, GA.



**With Their New Harley-Davidson Twins Recently Purchased by the Commissioners, These Patrolmen Can Reach Any Part of Fulton County in Ten Minutes on Call. There Are Fifteen Motorcycle Policemen in the Squad**

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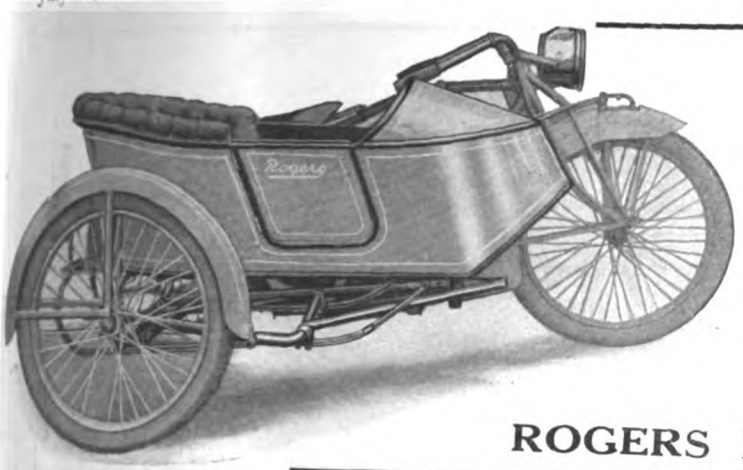

# Rogers

ROGERS MANUFACTURING COMPANY CHICAGO

## —the vacation sidecar

Right now is the best time of all the year to push the Rogers.

Its beauty of line and finish fits the season. The comfort of its deep upholstery and spacious body is in keeping with the desire for ease and rest.

It is built stronger and 35 pounds lighter than any other sidecar—no strain on the frame of motorcycle or on the mind of the rider.

*Immediate deliveries on cars to fit and match any standard motorcycle*

WRITE TODAY

**ROGERS MFG. CO.,** 328 West Madison Street CHICAGO

---

# Pullman

THE HARRY SVENSGAARD SALES CORP. DETROIT

## SIDE CAR

**The High-Water Mark of LUXURIOUS COMFORT, EFFICIENCY and DURABILITY**

Compare the Coach Built Body, Nickel Steel Drop Forged Frame construction, Heavily Padded and Tufted Upholstering and Beautiful Everlasting Finish of the PULLMAN with any other side car on the market and you will see why the wise ones

**Buy PULLMANS**

**Harry Svensgaard Sales Corporation**
**471-73 Woodward Ave., Detroit, Mich.**

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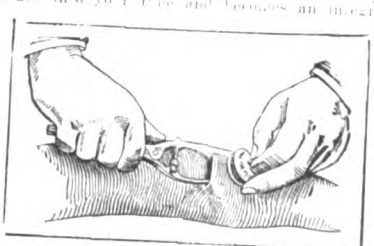
# It Becomes a Part of Your Tube

## Sampson FEATHER-EDGE Inner Tube Plug

Here is the minute and a half puncture repair plug that, once applied, merges into your tube and becomes an integral part of it. That part of your tube is forever puncture and leak proof. Note the word feather-edge? It means that the edges of the SAMPSON PLUG cannot cut the tube, they are of softer and better rubber than that of the tube. Just find the puncture, make a round, tear-proof hole with the tool, spread the edges, insert and screw down plug and the job's done. A permanent repair in a minute and a half. Cost of set, $1.50, including six plugs and drop forged tool.

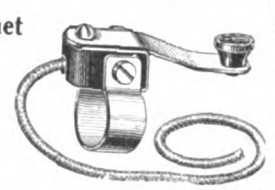


**Stevens & Co.**
**375 Broadway**
**New York**

**Simplex Magnet Cut-out**

A smooth and efficient brake in emergencies. Grounds your "mag."

Price, 50c.



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# THE SAVAGE JERK OF THE BACK PEDAL

Do you ever stop to think of the terrific strain you apply on your pedal chain when you suddenly set your brakes in an emergency? Suppose that chain should snap at a critical moment? Are you SURE it won't? You can be, if you equip with

## "The Coventry" Chain

"The Motor's True Mate"

Built for the harsh service of motorcycle usage, tested to be 100% more efficient than necessary, sold with an iron-clad guarantee of quality and flawless perfection "The Coventry" Chain stands foremost in the ranks of transmissions. There are many good chains—we can't deny it—but by the exercise of judgment and discrimination you will find that "The Coventry" Chains are just a bit better. Write for our catalogue.

**HERBERT F. L. FUNKE COMPANY**
**112 Broad Street, New York**



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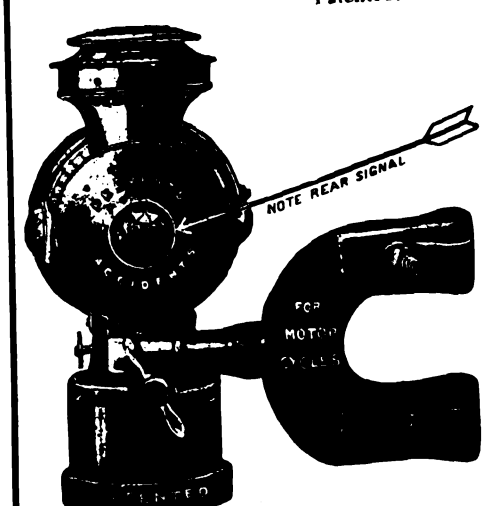
The SCHEBLER CARBURETOR
America's Standard
Supreme through Merit
THE HEART OF THE MOTORCYCLE
WE EQUIP
THOR
POPE
YALE
EAGLE
EMBLEM
DAYTON
SPACKE
DE LUXE
CYCLONE
FLANDERS
EXCELSIOR
HENDERSON
IVER-JOHNSON
HARLEY-DAVIDSON
READING STANDARD
"H"
WHEELER & SCHEBLER
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS
IN ALL PRINCIPAL CITIES

The Neverout
MOTORCYCLE OIL LAMP
Patented)


Burns 10 hours on one filling with kerosene
Guaranteed to stay lit or money back
Riveted and clinched
No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.
FOR SALE BY LEADING DEALERS
Write to us for complete description.
ROSE MANUFACTURING COMPANY
923 ARCH STREET



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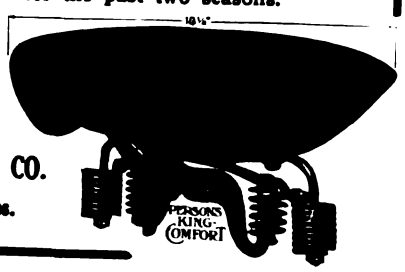
# Says Old Man Comfort:

*"There's many a bump 'twixt road and the seat, but there's only one saddle 'twixt you and extreme comfort—that's the King Comfort Motor Seat. It's the kind I use myself."*

## Persons King Comfort Motor Seat

The saddle that has taken the country by storm by reason of its common sense, shape-conforming, roomy and "ultra"-comfortable construction. Imagine it! A seat 18½ inches wide, thickly padded, with the famous DUPLEX SPRINGS that have distinguished PERSONS saddles for the past two seasons.

Write for full "dope" on the greatest saddle of them all.




**PERSONS MFG. CO.**
**Worcester, Mass.**

# LONG HORN

## Gets You the Road

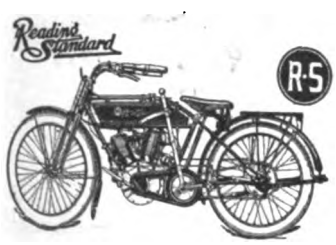
**Model "J. M."**

**$5**

**Complete with Fittings**

Out in the open country you need a Long Horn because it shouts a warning far enough and hard enough to clear the road for you. Down in the traffic-congested city you need a Long Horn because it makes itself heard above the most deafening din. Wherever you go your machine should be equipped with this efficient and reliable warning signal. It costs you nothing for current because it's operated by hand. It costs you nothing for repairs because it has nothing to get out of order. The materials and the workmanship are not to be duplicated in any other horn at this price. Model "J. M." is made especially for motorcycles. See it at your dealer's.

# R-S EXTREMES

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The lowest priced and highest powered motorcycle in the country. The R-S is the most complete machine of the day.

All orders filled same day received.

Bosch magnetos used exclusively.

Write for catalog and agency proposition.

**READING STANDARD COMPANY**
**501 Water Street** **Reading, Pa.**

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## The Really Reliable Spark Plug

Why be pestered by leaky, sooty, trouble-making plugs when you can get big, hot, clean-cut sparks with unfailing regularity by putting J-M (Mezger) Plugs in your engine. They cost less than most plugs, notwithstanding the fact that they include features not to be found in any other plug. J-M (Mezger) double-chamber construction is literally soot-proof and no genuine plug of this name will short-circuit, leak or break down. Ask for "J. M's." at your dealer's and enjoy better ignition and longer service. Price 75 cents each.

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## *Lowest Saddle Position—*
## *No Sidesway--Air Springing*

No saddle made contains such remarkable quality features as does the MESINGER. Positively the lowest saddle position of any saddle made—by fully one inch. A center compression that deflects saddle back an equal distance on each side—all sidesway eliminated.

# MESINGER
## Air Cushion Saddle

And, finally, a springing system unique in its remarkable ease and comfort. Powerful coil springs enclosed in a steel barrel, with air space at the bottom, which effectively cushions all jars.

Write for detailed information or "Ask the Rider and Watch Him Riding"

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144th St. and Austin Place, New York

Weight 21 oz.

$2.50 With Regular Bracket

Made Especially for Motorcycles

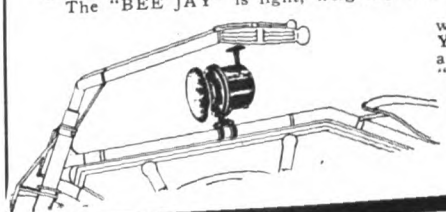
$2.75 With Top Bar Bracke

Finish Black & Bra or Black & Nick

Pat. Applied for.

## The "Bee Jay" Motorcycle Horn

Is the most astonishing horn value on the market.
It is so well made as to be almost unbreakable.
It is so well made as to be almost unbreakable. So simple is the BEE JAY that it can't get out of order. A spring release friction rack presses a ratchet against an adjustable diaphragm and presto—a harsh, growling roar is heard.
The price, $2.50, is the lowest for any mechanical warning signal made.
The "BEE JAY" is light, weighing only 21 ounces.



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**Nonpareil Horn Mfg. Co.**
73-75 Wooster St.
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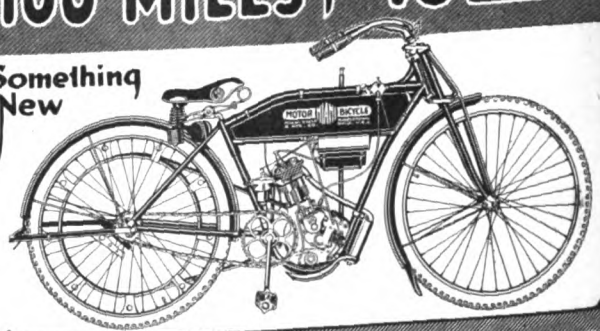

**THE MIAMI MOTOR BICYCLE**
SAFE - SILENT - CLEAN
WEIGHS 110 Lbs. COSTS $125.00

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Here's quick profits for you. Something you can sell for cash to an unlimited market.

*WRITE FOR TERMS*

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In both principle and constuction it is best fitted to do this.

Its accuracy and durability have been tested and proved on roads in all parts of the country as well as in government laboratories and our own shops.

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Investigate it today.

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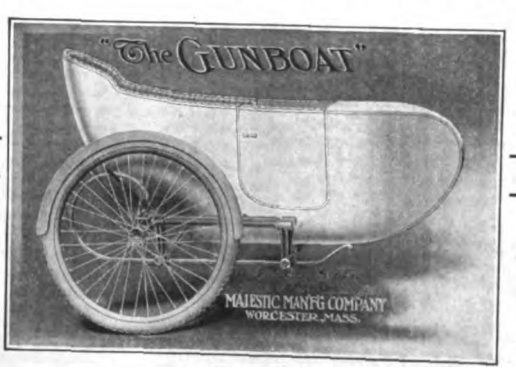
# Again Majestic Leads

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**NEW METAL BODY DELIVERY CAR, $55.00.**

**All With Improved Lightweight Chassis.**

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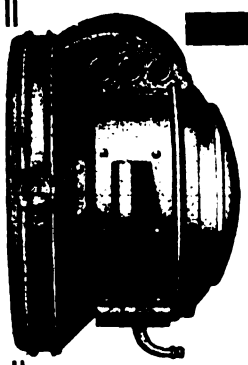
**For Brilliant, Reliable Lighting**

## Gas or Electric



Son 156—Gas

### Record Breakers for Efficiency

"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Has roll type door with hinge and catch, and is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed. Is fitted with ½-ft. gas tip. Prop centers 7". In parcel post box, weight 5 lbs. 8 oz.

All Nickel or Black and Nickel, each $6.00.

Em 2 S—Electric

### Model Em 2 S

Is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances. The large center light is a G. 12, 6 volt, 12 c.p., two wire bulb to be used for country riding. Either can be lighted or both turned off by our combination switch and plug at the bottom to which wiring is attached.

Nickel, Each $5.50.

**Badger Brass Mfg. Co.**

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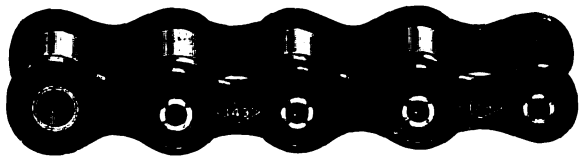

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## Extra Strong

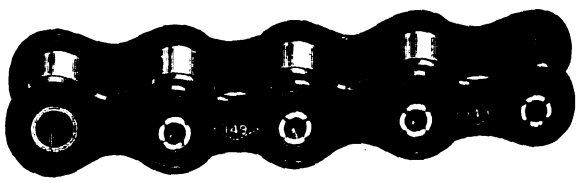
The No. 149 is the motorcycle chain with rollers that DO NOT BREAK.

Built extra strong—No. 149 will solve your transmission troubles.

You ought to have the No. 149 on your machine. See your dealer—he has it in stock. If not, write us.

**Diamond Chain & Mfg. Co.**

Indianapolis, Indiana





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## Coaster Brake 500% Safe

*A Michigan dealer says:*

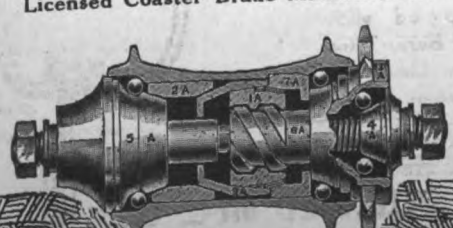
The Atherton is the one I am pushing. It's the best, for I know them all.

*Send for Literature*

**Buffalo Metal Goods Company**

Buffalo, New York

Licensed Coaster Brake Manufacturers





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## is the time to bring out your

# NEVERLEAK TIRE FLUID

Display it in your show-cases, on your counters, and in your window. This spring's demand should be greater than ever, because there are more bicycle riders to buy it.

Call Neverleak to your customers' attention by displaying it and by talking it. It's the only guaranteed, reliable tire fluid on the market, and the kind your customers know and demand.

Don't overlook the fine profit it pays you and the magnificent premiums you get. How is your supply? Order today if you are low and get ready for a big spring business.

**BUFFALO SPECIALTY COMPANY**

BUFFALO, N. Y.




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The Greatest Horn Value of the Year

# SEISS $3.75 SEISS

A powerful, commanding warning signal—the surprise in Mechanical Horns. Operated by touch of hand—turning either to right or left—for short low or sharp blast—or for long continuous sound same as a motor driven Horn to demand attention and right of way.

## The Only Hand Operated Horn With the Motor Driven Sound

A Horn to be used—a Horn to be proud of. Finished in Black Enamel with Nickel Bell. Universal Bracket for attaching to frame or handle bar tube. At your dealer's or direct from factory—with 10 year guarantee—only $3.75.

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RETAIL AT 75c. EACH

Constructed entirely of Parisian Ivory. Durable, unbreakable, washable, sanitary. Bound in solid rubber, which gives that cool touch to the face. Self-adjusting head band.

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Ask your Jobber to include in your next order a dozen Chicago Dimmer Goggles, No. 1 style, they are Non-Breakable, made in clear, amber, or orange color, with green, or orange Dimmers.

Manufactured by

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$2.50 With Cord and Push Button

Motor Cycle Electric Vibrator

Standard Equipment on "Harley-Davidson"

**Low Amperage Easy on Your Batteries**

*See your dealer or write us direct*

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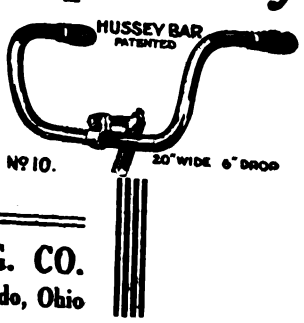
# Hussey Bars

Riders naturally prefer bicycles fitted with Hussey Bars because the wide range of riding positions insures comfort and effectiveness for all conditions—and the grips are always the same distance apart, a big advantage.

# Lead in Popularity

*Any bicycle sells more readily if equipped with Hussey Bars. Wise dealers insist on this when stocking up.*




THE

**CONSOLIDATED MFG. CO.**

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Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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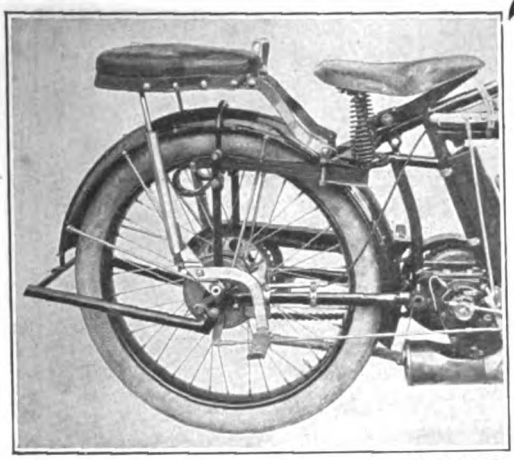

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**Don't Overlook That Vital Feature—"Comfort"**

It is one of the most important points to consider in a tandem, for on COMFORT depends your passenger's health and the pleasure of riding.

STOLL TANDEMS are favorably known in every State for their wonderfully *smooth riding* their *Comfort* and *safety*.

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*Cyclone Riders and dealers always lead.*

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are to take the place of the ordinary hexagonal nut furnished on the valve stem of motorcycle tires. The two wings make it easy for the rider to lock the valve stem firmly in place with his fingers, instead of using a monkey wrench or pliers. Should the nut become rounded the tools are practically useless.

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They aid in pulling or pushing the valve through the rim. A convenience that will not be overlooked by the veteran motorcyclist. Riders are always losing valve nuts. Are you prepared to furnish them with a real convenience. "The Jones Valve Wing"? They are fastened on cards (24 wings to the card) which are specially made for counter display.

*Order from your Jobber or write to*

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While some of these high grade motocycle casings are marked "second" and others have the serial number buffed off, they are, in most cases, regular in every way. Though not guaranteed, they are recommended as excellent value for the price charged. When ordering, please mention "JOB."

**THESE PRICES INCLUDE DELIVERY**

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"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

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You can't be up-to-date without it.

*Write today to*

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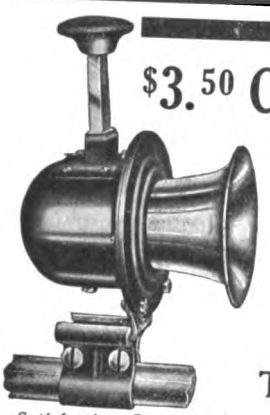
BUFFALO NEW YORK



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For volume and intensity of sound
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Satisfaction Guaranteed

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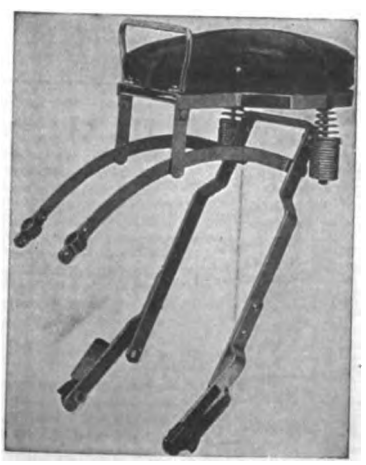

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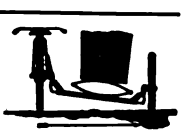

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'Phone, 3352 Morningside.

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Agent for INDIAN MOTORCYCLES
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We specialize in parts for all machines, particularly obsolete makes. Try us for satisfaction. Repairing Storing
THE MIAMI-MERKEL SALES CO.
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N. Y. Distributor for Reading Standard Motorcycles. Agent for Excelsior and Smith Motor Wheels. F. A. M. Repair Shop.
1491 Fifth Avenue, between 119th and 120th Streets. Telephone, Harlem 2337.

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Expert Repairing. New York Agent for the EXCELSIOR.
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INDIAN, EXCELSIOR and HENDERSON motorcycles. Columbia, Hartford and Fay Juvenile bicycles.
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parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

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The largest and most complete stock of motorcycle accessories in the country. Our catalogue D, with money saving prices, mailed free on request.
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**The Yorkville Motorcycle Repair Co.**
All Kinds Motorcycles Bought, Sold and Exchanged.
345 EAST 82nd STREET NEW YORK
Renting, Repairing and Supplies.

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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**1915 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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**BROOKLYN DISTRIBUTOR FOR THE INDIAN AND HENDERSON**
Machines sold on easy payments, and all makes taken in trade. Full line of parts and supplies. Repairs to all makes of machines—Official F. A. M. Shop. A. H. PATTERSON, 1080 and 1082 Bedford Ave.

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Easy payments. All makes taken in trade.
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Motorcycle repairing of all descriptions. All work guaranteed.
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A Large Stock of Second Hand Machines Always on Hand. $40 and up.
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EXCELSIOR DISTRIBUTORS
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Machines Sold on Easy Terms. Phone: 2045 Astoria.
Expert Repairing—Storing—Gasoline.
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Indian, H-D and Excelsior Parts, Accessories; First-Class Repairing.
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All makes of bicycles—expert repairing.
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1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $25 and up.
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142 Van Houten St., Paterson, N. J.

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INDIAN DISTRIBUTOR
In Passaic and Bergen Counties
91 Broadway, Paterson
Real Values in used machines

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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for HARLEY-DAVIDSON Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
We Fix Everything

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233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
EXCELSIORS
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

**INDIANS—Buffalo, N.Y.**
Nearly ½ of all motorcycles in Buffalo are Indians. Easy Payments. F. A. M. Shop.
50 Used Motorcycles—Cheap.
NEAL, CLARK & NEAL CO. 645 Main St.

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magnete Repairing
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**W. W. WHITING**
Harley-Davidson Distributor for Colorado.
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**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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Phone, 6817 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 8666 Bedford.

**Parts for all Motorcycles**
Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
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Largest Cycle and Motor House in the West.

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Can Be Made Soliciting Subscriptions for
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Write for Terms
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[illegible] H. P. YALE TWIN in good condition, new tires, Bosch magneto; $85. J. W. Terhune, [illegible] Main St., Hackensack, N. J.

FOR SALE—1915 THREE-SPEED INDIAN TWIN, complete electrical equipment, Splitdorf magneto generator, back-rest, F-N tandem, Stewart speedometer and Flxible sidecar; cost $[illegible] April 1; A-1 condition. Need the money and must sell. No reasonable offer refused. Address [illegible] M. Eskine, Sta. A, Charleston-Kanawha, [illegible]

FOR SALE—$150: 1913 THOR 7, Harley clutch in rear wheel; equipped; good for 60 per; condition guaranteed. Will mail photos. D. A. H. Walker, Box 1720, Atlanta, Ga.

FOR SALE—Two 4 h. p. racing machines, stock motor. One open port 4 h. p.; all three machines in first class shape. Address John G. Nuebling, [illegible]ensburg, Pa.

50 PER CENT. SAVED on your purchase of second-hand or slightly used motorcycles; all makes, large stock. Postal brings big list and catalog. Howard A. Prench, Baltimore, Md.

BRAND NEW 1915 INDIAN, two-speed, little [illegible] with F. N. seat, $225, run only 40 miles; new Pope 1913, 14 h. p. floor sample, never used, $175, cost $250; new Indian 1915 sidecar, slightly shopworn, make offer. Send $25, balance C. O. D. Parcel Post free. Andrew Kraus & Sons, Auburn, New York.

4 H. P. MOTORCYCLE, run 1,000 miles; tandem with footboards; photo on request; $60. Must sell on account health. Address "Motorcycle," 1131 North Logan St., Lansing, Mich.

INDIAN with sidecar, 1915 starter, equipped, extras; fine condition; $150. Jesse Sargeant, Manchester, N. H.

IT IS ALWAYS NICE to know where one can procure parts for his machine promptly. WE SPECIALIZE IN PARTS. Our stock represents thousands of dollars; much of it for parts of machines now obsolete. Curtiss, F-N, M-M, R-S, N. S. U., Thor, Indian, Merkel. We have also at all times 25 or more used machines, $25 and up. Expert repairing. The Miami-Merkel Sales Co., 1777 Broadway, New York, Room 450, Phone Columbus 549. Try us for satisfaction.

### MISCELLANEOUS

WANTED—Old Minerva motor or Minerva motorcycle. State price and approximate year of manufacture. Address W. H., MOTOR CYCLE ILLUSTRATED.

WANTED—Position with dealer, 7 years' experience in England; could invest later on if desired. Aitken, 243 W. 22d street, N. Y. City.

WANTED — Position in good-sized motorcycle repair shop, to learn business; 23 years old, good habits and some experience. Carroll B. Clark, 214 Dryden road, Ithaca, N. Y.

WANTED — 50 SECOND-HAND MOTORCYCLES; old models preferred; any make or condition: '06 and up. (Cash waiting.) Write us. New England Motorcycle Co., North New Salem, Mass.

FOR SALE—First class motorcycle, bicycle and repair shop. Agency in Boston for one of the leading makes of motorcycles. Long established; well located. If interested communicate with R. L. Daniel, 80 Devon street, Roxbury, Mass.

AGENTS—Salary or commission. Greatest seller yet. Every user pen and ink buys on sight. 200 to 500 per cent. profit. One agent's sales $620 in six days; another $32 in two hours. Monroe Mfg. Co., X 47, La Crosse, Wis.

SALESMAN — Position desired by experienced man in motorcycle, bicycle and accessories lines. A. C. H., Motorcycle Illustrated.

THE ALBERT HARMAN CO., 26 Hamilton Road, Highbury, London (England) wish to represent on a selling agency basis manufacturers of cycle accessories, motor specialties and accessories, workshop and cycle tools, such as wrenches, pliers and similar articles.

POSITION WANTED as manufacturer's agent, Chicago, Ill. Bicycle, motorcycle, automobile, or what? McDougald, 5322 Windsor avenue.

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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**With the back up on the**
**Weed Spring Folding Backrest**

**Price $3.75**

the small of the rider's back is comfortably supported—no backaches after the long run. With the back down the rider can easily mount and dismount without hindrance. Folding feature operates by conveniently located hand lever.

Discounts given to bona-fide jobbers and dealers only.

The newest and greatest COMFORT device
Eliminates BACKACHE

WEED FOLDING BACKREST CO.
STAMFORD - - CONNECTICUT

## Duckworth Chains

*By actual test, show a greater length of service any other motorcycle chains. "Service" is the note of Duckworth Chains' success. It has bro the recognition of the leading manufacturers veteran riders to the value of specifying "Duckwo when ordering.*

DUCKWORTH CHAIN & MFG. CO.
Springfield, Massachusetts

*You would have the finest light for riding by night, get a 20TH Century Lamp*

For more than 17 years, they have been lighting the pathways of bicyclists and motorcyclists all over the country. They are positively the finest lights for riding at night.

20th Century Mfg. Co.
41 Warren Street
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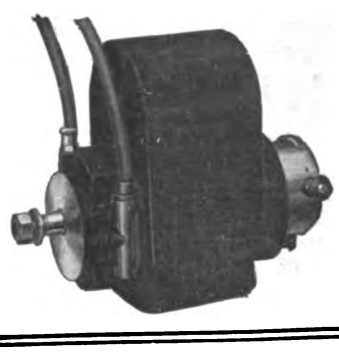
## Berling The Big Little Magneto



You can be sure of the most power and speed if you insist that your motorcycle is equipped with a

**Berling Magneto**

FULL SPARK ON RETARD

*Write for free illustrated Booklet*

Ericsson Manufacturing Co.
1115 Military Road Buffalo, N.Y.

## SCHWARZE ELECTRIC HORN No. 7

The ideal horn for Motorcyclists. Meets every requirement of the rider. Write for circular and price list.

**There is still some good territory open for jobbers.**

**SCHWARZE ELECTRIC COMPANY**
**Adrian, Mich., U. S. A.**

## FREE

One TANDEM like th to every Dealer. Deale write us today for the offer and get an $8.00 Ta dem—FREE.

Wald Manufacturing C
Dept. F. Sheboygan, W

# REMY

The complete success of this Electric Lighting-Ignition Equipment for Motorcycles has been established by thousands and thousands of motorists. No increased weight—proof against road vibration. See it on a Harley-Davidson 1915 Model.

REMY ELECTRIC CO.
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## CYLINDER REBORING AT REDUCED PRICES

ONE PIECE CYLINDER $7.25
TWO-PIECE CYLINDER $6.25

PRICES INCLUDE PISTON AND RINGS

All Work Guaranteed Prompt Service

**Motorcycle Accessories Co.** ST. P MI




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# VACUUM CUP

## Red Oilproof Tread BICYCLE TIRES

## For the Tire Wise Buyer

—the man or boy who demands something **extra**; who digs down into real tire **facts** before he puts his money on the counter.

He puts a proper premium on looks and lines and finish—and he values the trim, distinctive Vacuum Cup Tread, with its striking individuality of red rubber and triple rows of suction safety cups.

But the stout "insides"—the puncture proof 15½ oz. Sea Island Fabric; the oilproof composition; the strength and toughness that go clean through the tire; the skid-preventing efficiency—these are the things he seeks and values at their true worth.

Vacuum Cup Tires are endorsed by rough roads; by slippery pavements; by emergency stops—as the highest embodiment of bicycle tire excellence.

Sold on liberal full season guarantee that protects both dealer and user.

Our Best Knowledge and Experience are Built into These Tires.

### VACUUM CUP Oilproof MOTORCYCLE TIRES

Actual V. C. automobile tire construction throughout. The tires whose remarkable performance has proven that auto tire capacity in motorcycling is worth while.

Guaranteed 5,000 miles—and averaging over double above this figure. Oilproof—and effectively skid-safe on slippery surfaces.

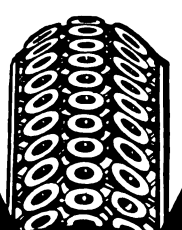
We could not give such value at the price—did we not save the jobber's profit by selling direct to dealer, these

### STURDY STUD Oilproof MOTORCYCLE TIRES

The newest Pennsylvania product—and one that has achieved instant popularity with the live motorcyclist.

A splendid tire—at a moderate price, for the man who purchases tire equipment carefully and conservatively.

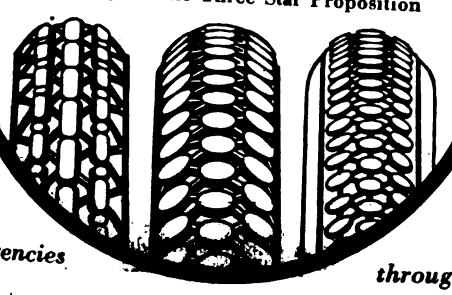
**Guaranteed 4,000 miles. Guaranteed Oilproof.**



**We want *every* dealer to know this wonderful line**

**★THREE★STAR★ LINE OF BICYCLE TIRES**

**Thousands have found in them the ideal bicycle tire stock—three different designs; three grades; three prices—making it easy to suit the particular wants of any and every tire buyer. Write today for the Three Star Proposition**



**Pennsylvania Rubber Co.**

**Jeannette, Pa.**

*Direct factory branches and service agencies throughout the United States and Canada*

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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Thor

THE QUALITY MOTORCYCLE

Thor

# A Wonderful Performance

was that of the Thor Team which rode the relay from Chicago to Sterling in the Trans-Continental Dispatch.

124 miles in 2 hours, 50 minutes, one hour and 10 minutes faster than the schedule.

The fastest train makes the distance in 3 hours and 5 minutes, and the distance is shorter than over the roads.

RELIABILITY

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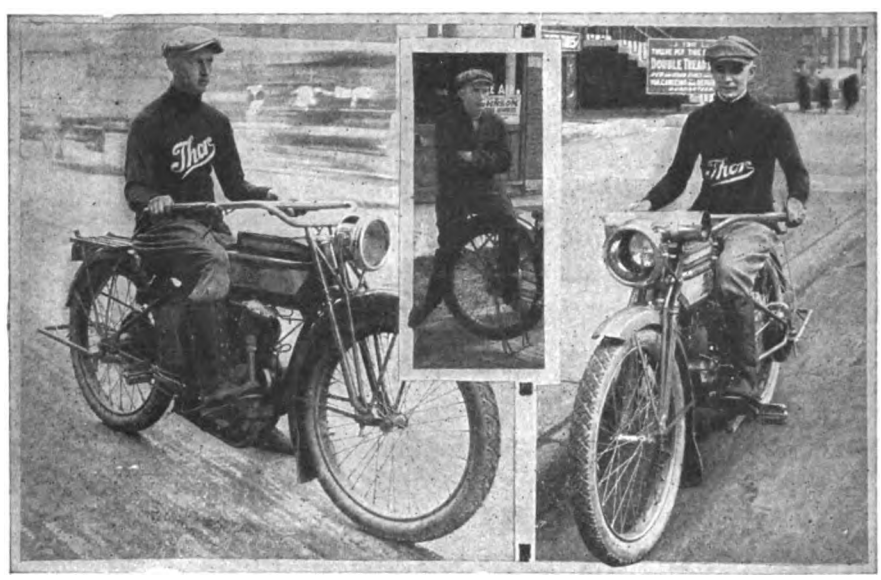

THE THOR CHICAGO-TO-STERLING RELAY TEAM

## AVERAGE 42 MILES AN HOUR

over roads in very bad condition on account of a heavy rain storm the previous day.

Hawkins, on a Thor, left Chicago at 7:20 A. M. and arrived in Sterling at 10:10 A. M. Sawyer (Thor) reached Sterling 10 minutes later and Johnson (Thor) 15 minutes after Hawkins.

*This is the sort of consistency you get when you buy a Thor.*

## AURORA AUTOMATIC MACHINERY COMPANY

General Offices, Thor Bldg.
1307 Michigan Ave.,
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

SPEED POWER



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# This Advertisement

## *is for the Attention of*

# Every Bicycle Jobber and Dealer

It's all very well for the manufacturer to say in his advertisements to the dealer, "Insist-on-such-and-such a product being fitted on the bicycles you handle." But, if his advice were followed, every bicycle jobber and manufacturer would grow an abundant crop of gray hairs over-night.

STANDARDIZE, Mr. Dealer! Convince yourself, once and for all, by tests, by experience, by comparison, by inquiries, just what fitments on the bicycles you handle "go" best with your customers. Then **stick to these specifications!** Let it be known that your bicycles are fitted with the standard, time-proven, universally recognized accessories.

Result—quicker deliveries, easier sales, more satisfaction to the rider. And, when it makes you feel better or not, you know that the jobber from whom you order your bicycles is literally "tickled to death."

One of these standard accessories is the MORROW Coaster Brake. Years of honorable service on the country's leading bicycles has proven the MORROW to be the safest, easiest riding and easiest ***selling*** **standard** coaster brake on the market.

Remember these words, Mr. Dealer, when ordering your next allotment of machines.

**Eclipse Machine Co.**
**Elmira, N. Y.**

# MORROW



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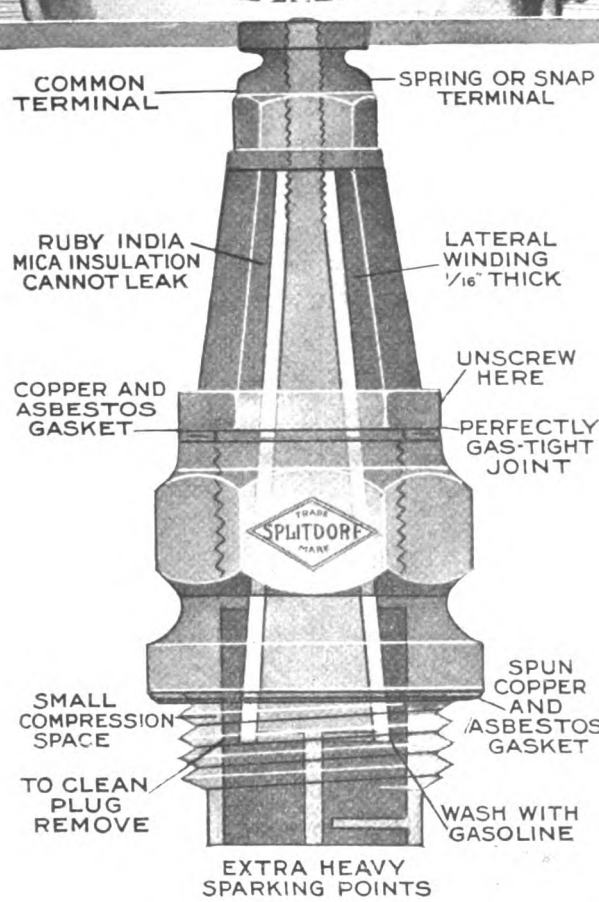
"COMMON SENSE" SPARK PLUGS

WILL OUTLAST YOUR MOTOR




Protection From Plug Ailments

Soot-Proof Gas-Proof Practically Indestructible

Imported ruby mica of the highest grade known is used as insulation in SPLITDORF COMMON SENSE plugs. This guarantees the hottest spark being delivered to the mixture with a terrific punch to add pounds of power to motor efficiency.

BY INVITATION MEMBER OF

SPLITDORF ELECTRICAL COMPANY

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CHICAGO.....64-72 E. 14th St.
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DALLAS.....402 S. Ervay St.
DETROIT....972 Woodward Ave.
KANSAS CITY...1827 Grand Ave.
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NEWARK.....290 Halsey St.
NEW YORK....3-5-7 W. 61st St.
PITTSBURGH.5941 Ellsworth Ave.
PHILADELPHIA.210-12 N. 13th St.
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SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.
LONDON
BUENOS AIRES

Factories: NEWARK, NEW JERSEY

*(All SPLITDORF features are fully covered by patent or patents pending)*




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## In Memoriam

# William A. Lueders

### Amateur Champion

### July 25, 1915

**Excelsior Motor Manufacturing & Supply Co.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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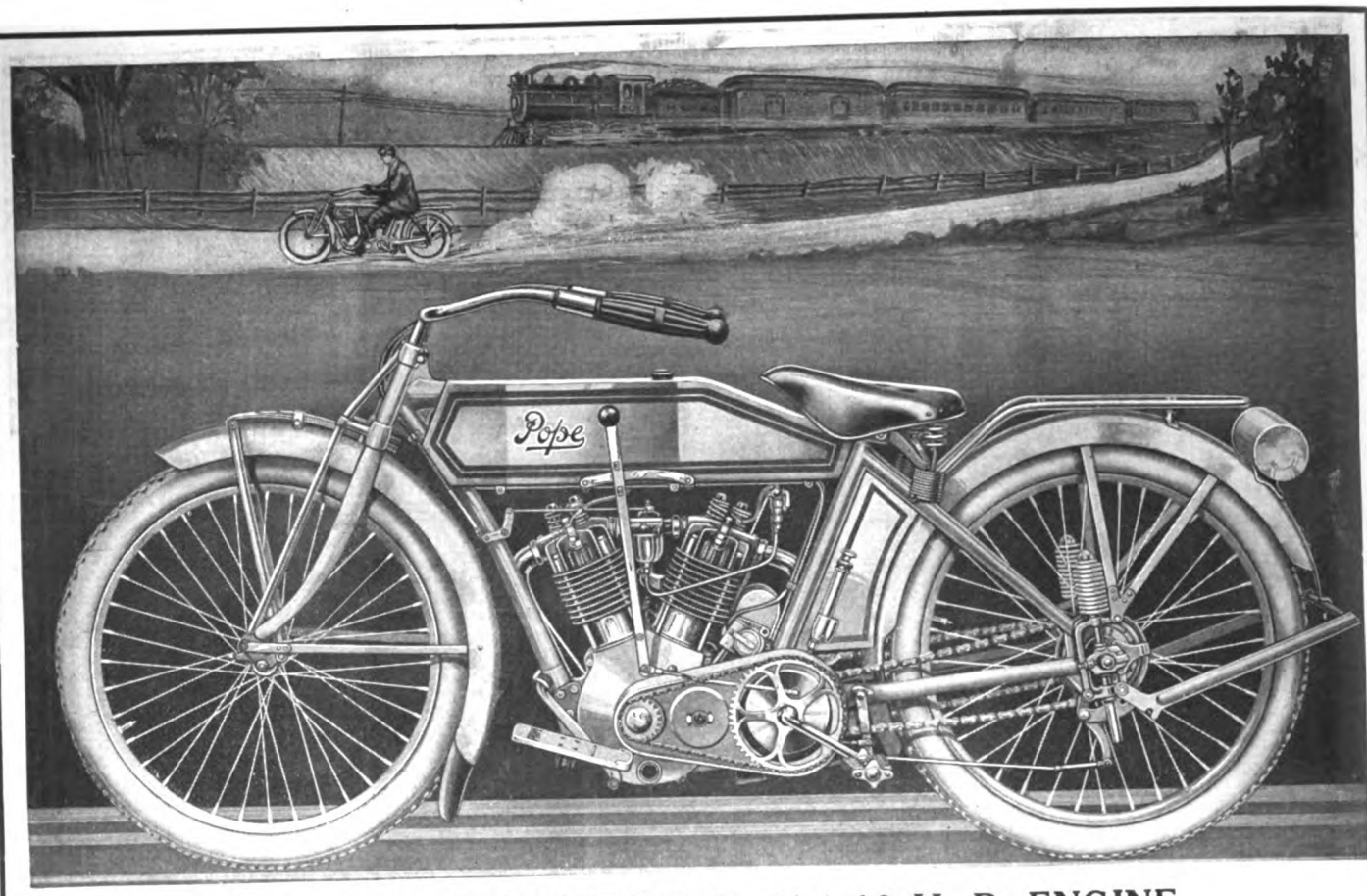


MODEL L-15 (WITH POPE 15-4/10 H. P. ENGINE

# POPE MOTORCYCLES INVITE INSPECTION FRONT FORK TO REAR STAND

At every point of a Pope Motorcycle you will find a scientific reason for its design and application. Our machines are safe and sure.

The 15 4/10 H. P. Engine gives ample power. The double stem handlebars guard the rider on rough and sandy roads.

Our famous rear spring suspension keeps road shocks away from machine and man and gives real comfort.

Big gasoline and oil tanks make frequent stops unnecessary. Extremely low saddle position makes the last mile as comfortable as the first.

Pope Motorcycle metal is "made to order," not picked up in the open market, and is determined by engineers of broad experience and great knowledge.

Pope riders know they have the best which is made.

*To ride a Pope Motorcycle is to gain a new delight in life*

Catalog for the asking

## THE POPE MANUFACTURING COMPANY

11 Cycle St., Westfield, Mass., U. S. A.



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# Do You Buy Your Horn by Ear?

## Clero

Of course, sound and range power are the two most important considerations in buyin- a horn.

But—you MUST look to the construction of your purchase—find out—convince yourself—that this sound and range are a permanent, a reliable feature of the horn.

When you hear the CLERO you will say "Whew! That's some noise." You will like it—you will want to buy it. But examine first, please, its other strong features. Its simplicity. No gears. Just a worm actuating a large wheel which hits the diaphragm. Solid, honest construction throughout. It will outlast your motorcycle.

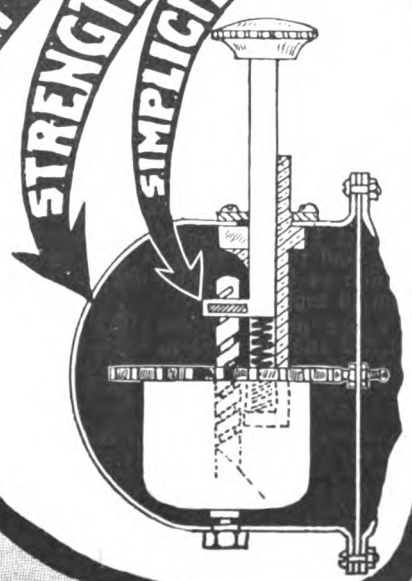
AND IT'S GUARANTEED—TO THE LIMIT. TEN DAYS' FREE TRIAL. Your money is on deposit with us until you're satisfied. Back it goes to you if you're not, and return the horn to us.

Fair, isn't it? We KNOW what marvelous value you'll get in the CLERO. And we back this knowledge with our guarantee.

*Write for our free booklet*

## or do You Consider also

LOW COST STRENGTH SIMPLICITY



## $3.50

**The Fitzgerald Mfg. Co.**
**Torrington, Conn.**

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# Schrader
## Universal Tire Pressure Gauge

Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

The use of a

**SCHRADER UNIVERSAL**
**TIRE PRESSURE GAUGE**

will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**
*For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or*

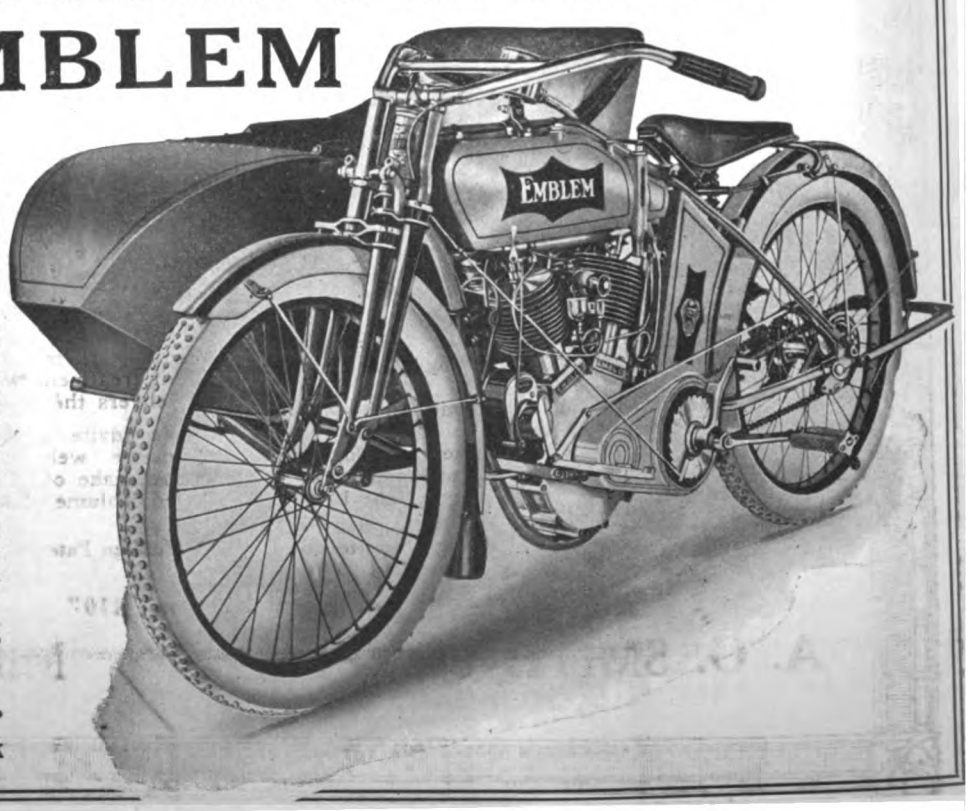
**A. SCHRADER'S SON, Inc.**
783-791 Atlantic Ave. Brooklyn, N. Y.

EMBLEM
EMBLEM MFG. CO.
ANGOLA N.Y.

# AN EMBLEM *of* PROGRESS

**All the newest and best features of motorcycle construction are brought together and harmonized in the**

# EMBLEM




Men who have ridden for years as well as those who have never ridden before will do well to investigate this new wonderful machine. All that the brains of experienced designers, the skill of the best engineers and the experience of countless riders could suggest has been carefully considered and the result is as near perfection as it is possible for mortal man to aspire.

We are proud of our 1915 EMBLEM and we want to tell you all about it. You cannot get a better machine no matter what price you may pay.

Our new catalog is wonderfully interesting. Wouldn't you like a copy?

**EMBLEM MFG. CO.**
**Angola, Erie County New York**

**For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.**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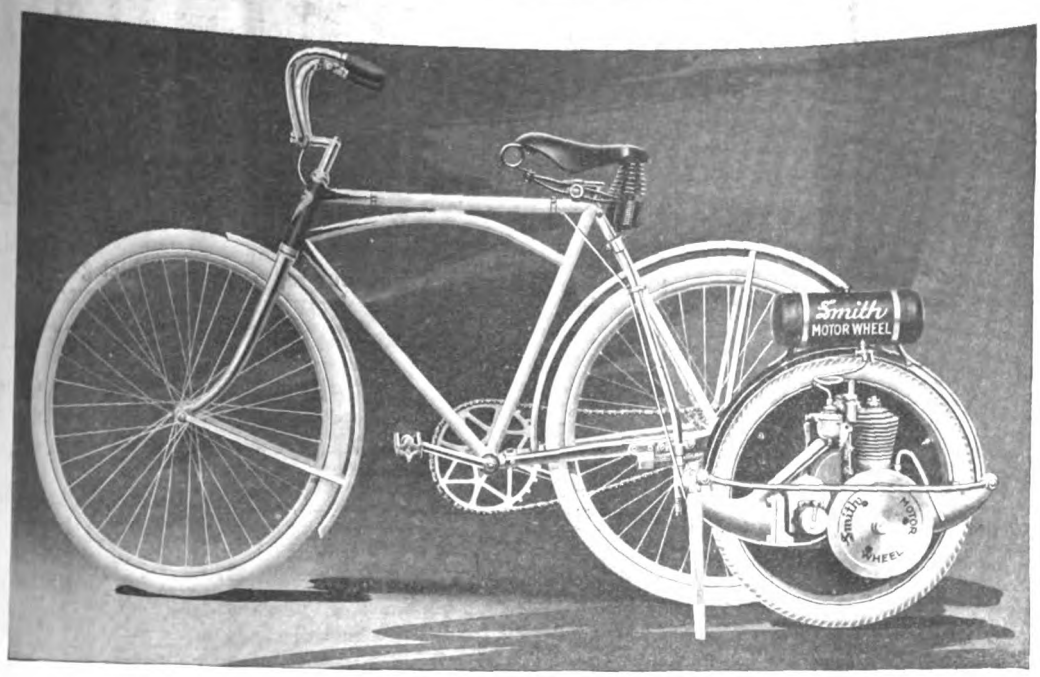


# *Well Known Chicago Dealer Says: 4 Out of 5 Smith Motor Wheel Buyers Buy a Bicycle Too*

McKay, of the Lakeview Cycle Company, one of the oldest and largest cycle dealers in Chicago, says that 50% of his Motor Wheel sales have been to new riders; the average sale including Motor Wheel, bicycle and accessories has been $100. 4 out of 5 buyers of the Smith Motor Wheel buy a bicycle with it.

**Smith Motor Wheel**

(Detachable)

*"The Bicycle Booster"*

McKay has done a big business with the Motor Wheel. Whether you know him or not, if you want to know what it means to a cycle dealer to handle this wonderful, little business booster, just drop Mr. McKay a line and he will be glad to tell you what he is doing with it.

The Smith Motor Wheel attaches to any bicycle in 5 minutes, speeds up to 25 miles an hour, runs 100 to 125 miles on one gallon of gasoline and is fully controlled by one small thumb lever attached to the handle bars of the bicycle. Has a high tension Magneto, float feed Carburetor and Non-Skid, double tube clincher Tire.

Don't forget that the Smith Motor Wheel is manufactured by the largest manufacturers of automobile parts in the world—that means service, fair treatment and a product that "stands up" and delivers the goods."

We invite applications for territory from responsible, well established dealers who will mention make of Motorcycles and Bicycles now handled, volume of business done, etc.

Fully Protected by U. S. and Foreign Patents

**Motor Wheel Division "110"**

**A. O. SMITH COMPANY, Milwaukee, Wis.**



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GOODYEAR
AKRON, OHIO
Blue Streak
Motorcycle Tire

# Blue Streaks Win!

## SPECTACULAR VICTORIES CAPTURED AT SACRAMENTO

### F. A. M. Motorcycle Races July 24, 25, Agricultural Park, Sacramento, Calif.

JULY 24th—5-Mile Professional Championship, won by Creviston on Blue Streak tires; time, 4:17 3/5.

5-Mile Amateur Championship, won by Lueders on Blue Streak tires; time, 4:27.

10-Mile Professional Championship, won by Creviston on Blue Streak tires; time, 8:41 3/5.

1-Mile Amateur Championship, won by Lueders on Blue Streak tires; time, 54 seconds.

25-Mile Professional Championship, won by Creviston on Blue Streak tires; time, 22:5 4/5.

10-Mile Amateur Championship, won by Lueders on Blue Streak tires; time, 8:59.

JULY 25th—5-Mile Professional, members of Capital City Motorcycle Club; Creviston won on Blue Streak tires; time, 4:15.

5-Mile Professional Free-for-All; Creviston won on Blue Streak tires; time, 4:07 3/5.

2-Mile Amateur National Championship; Lueders won on Blue Streak tires; time, 1:54 1/5.

10-Mile Professional National Championship, Free For All; Creviston won on Blue Streak tires; time, 9:08 2/5.

25-Mile Amateur National Championship; Leggett won on Blue Streak tires; time, 24:24 1/5.

More Blue Streak Victories at Toledo

Toledo, Ohio—All winners in the great speed events held here rode on Goodyear Blue Streak tires.

Results—5-Mile Final, won by Shorty Mathews; Meyers second; Coffey third; time, 5:34.

3-Mile Match Race, won by Mathews; Meyers second; time, 3:23.

25-Mile Final, Meyers first; Amos second; Coffey third.

## Terrific Tire Grind Proves Blue Streak Endurance

No need to argue which tire is best with such records as these before you.

The Motorcycle world stands amazed at Blue Streak's continuous triumphs.

On race tracks and cross country runs they hold all records for speed and endurance.

The 100 mile World's Record, the 200 mile World's Record and the 300 mile World's Record were broken in July on Goodyear Blue Streaks.

Remember, the famous Goodyear tire insures the same dependability for pleasure riders as for speed kings.

You deserve Goodyear Blue Streaks on your motorcycle—and you should see you get them. Any dealer can supply you Blue Streaks if you simply ask him for them.

**THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio**

*Makers of Goodyear Fortified Automobile Tires*




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GOODYEAR
AKRON, OHIO
Blue Streak
Motorcycle Tire

# King of All Racing Tires

## Now Made for Road Riding, Too

Blue Streaks have won and held the greatest victories for speed and endurance. In July alone they broke the world's records for one mile, 100, 200 and 300 miles.

Each month the Goodyear motorcycle tires are winning hosts of riders. Men can't resist their brilliant performance and appealing beauty.

Our experts have added new features that adapt them to every road condition. This year we are spending $50,000 extra for betterments. Yet we've cut our prices 15 per cent.

## Note These Tire Betterments

Note the swagger distinction of these big, creamy-white Blue Streak tires, surmounted by the All-Weather tread of shapely blocks and a racy blue circle running 'round the center. This tread is sharp-edged and extra wide, so it grips securely when sharp turns are taken. It is tough and extra thick, so it outwears other treads and lessens risks of puncture.

There is a special Breaker Strip between the tread and carcass. This protects the fabric and absorbs shocks.

The fabric is 4-ply—the same as used in the smaller sized automobile tires.

The Valve Spreader clutches the rim like a vise—so Blue Streak Tires can't creep.

The Inner tubes—built layer on layer, like Goodyear Laminated Tubes for automobiles—are 30 per cent heavier.

## Note Goodyear Selling Power

Then this is another significant fact. Three of every four new motorcycles are equipped with Goodyears. Riders, dealers and manufacturers agree on Blue Streaks in an overwhelming way. Goodyear Motorcycle Tires have gained a place no other tire has yet approached.

Then, combined with this great tire is a great advertising campaign. Tires like these Goodyears should be made known to all. Their matchless reputation now blankets the country.

These are the reasons why Goodyears sell the easiest—why most riders want them. A request from Dealers brings our high powered selling plan—with your prices and profits. Address Dept. 301.

**THE GOODYEAR TIRE & RUBBER CO.**
**AKRON, OHIO**
***Makers of Goodyear Fortified Automobile Tires***

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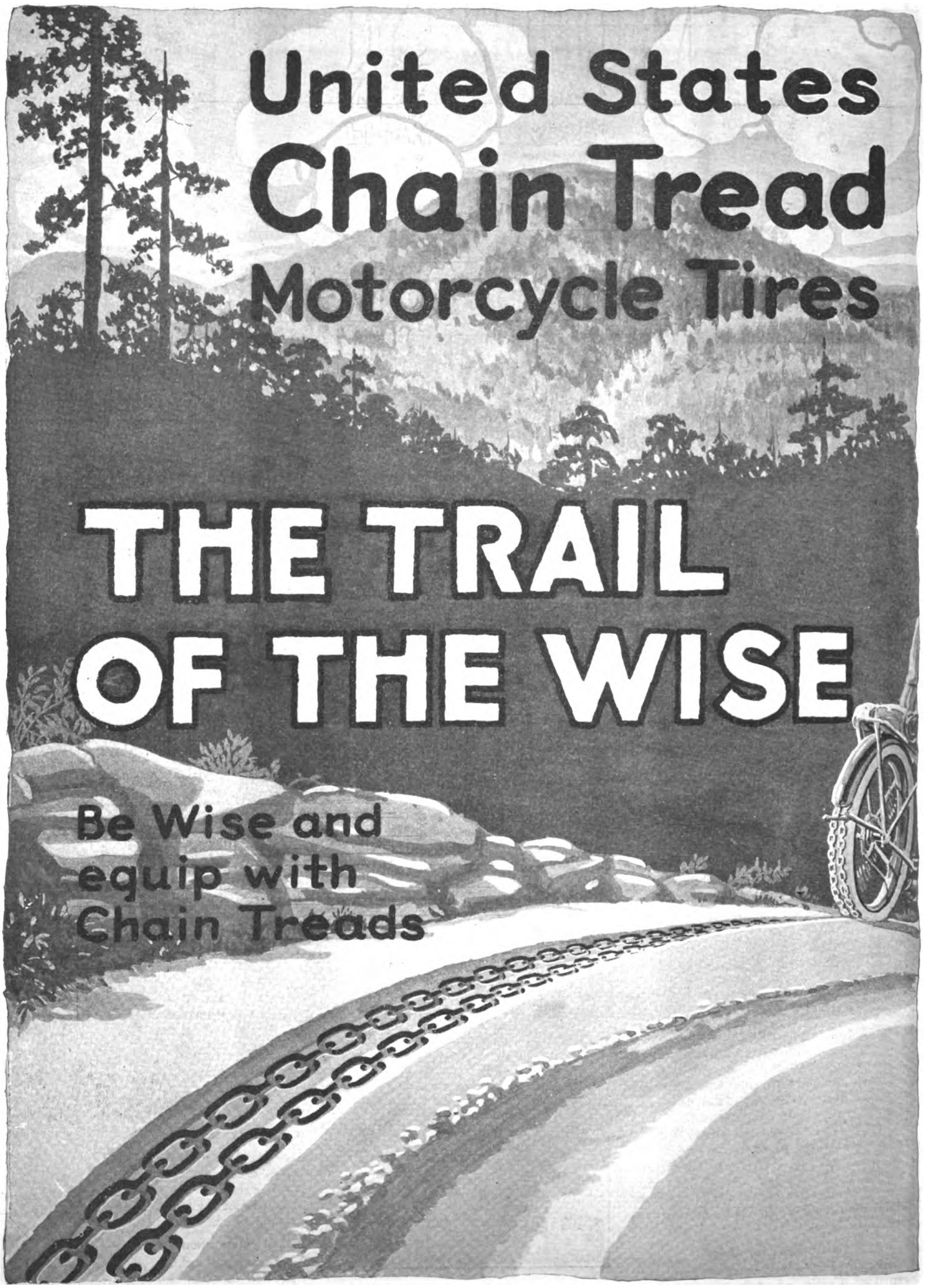




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MOTOR CYCLE ILLUSTRATED
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The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, July 29, 1915 No. 30

# Coffman Remains F. A. M. President With Pixley and Campbell Vice-Presidents

SACRAMENTO, Cal., Saturday, July 24. —At 9:50 a. m. the third business session of the convention was called to order.

Director William Johnson, as chairman of the special committee named to draw up an amendment to the constitution, providing for the election of first and second vice-presidents, submitted a report. It outlined an Eastern Division, embracing the New England, North Atlantic and South Atlantic districts, with Cuba and Porto Rico; a Central Division, embodying the Lake, North Central and South Central districts, and a Western Division, including the North Pacific and South Pacific districts, with Guam, the Philippines and the Hawaiian Islands.

### Vice-Presidents Also Directors

The drafted amendment also stipulated that the two vice-presidents must be elected to the board of directors, to avoid encumbering the board. It was also explained that the vice-presidents would be expected to discharge only such duties as were conferred to them by the president. The amendment includes a provision eliminating ex-presidents from the board of directors. Director Johnson moved the adoption of the amendment, which was seconded by Frank Fargo and carried.

Director C. S. Pixley then took the chair.

### Thanks for Boosters

President Coffman moved for a vote of thanks to the Hawthorne Manufacturing Co. of Bridgeport, Conn., for the lamps donated as F. A. M. prizes, and also suggested a vote of thanks for the Capital City M. C., of Sacramento, for the generous reception given visiting delegates and riders. Both motions were carried.

O. P. T. Daenitz moved for a vote of thanks to the trade journals, and Manager J. L. Donovan and William Cochrane, of Washington, D. C., for the co-operation given in connection with the trans-continental motorcycle relay. The motion was carried.

### Castle Asks for Help

Chairman Pixley presented a resolution from Gus Castle, of Atlanta, requesting that the South Atlantic district of the F. A. M. be sub-divided, as he is unable to handle it properly under the existing conditions. Owing to the fact that the resolution had not been published in keeping with the constitutional requirements, it could not be considered by the convention.

Director Johnson moved that the trade journals be requested to refrain from publishing reports of any personal attacks made by delegates on the floor of the convention. Seconded by Sullivan and carried.

### Constant Remains a Professional

Competition Chairman Donovan presented a petition from John U. Constant, of Brooklyn, requesting reinstatement as an amateur, and offering to pay back the professional prizes won. Constant gave as his reason for this action his desire to compete in amateur motorboat and basketball events from which he is now barred because of his professional standing in the F. A. M. It was voted that Constant should remain a professional rider.

President A. B. Coffman

Chairman Donovan raised a cheer by reading reports of the progress being made by the relay riders on their way to the coast.

### Another Round of Thanks

Another vote of thanks, called for by Director Johnson, included Mayor Thompson, of Chicago, and President Wilson, in appreciation of the interest shown in the relay by the Chicago mayor and the nation's chief executive. The motion was enthusiastically carried.

President Coffman added to the all-around congratulatory spirit by thanking the dealers, riders and convention officers for the help and co-operation given him during the year, and requested that even more enthusiasm be shown during the coming year, particularly in connection with the rounding up of new members.

## How the New Officers Were Elected

THE next order of business brought the convention to nominations for the presidency of the national body, and Chairman Pixley, after highly commendatory remarks concerning President Coffman's record in the office, placed his name before the delegates. William Holdecker, of Oregon, seconded, and J. P. Gorman moved that the nominations be closed. This was seconded, and Delegate Sullivan then moved that the nomination be made unanimous, which was done.

Secretary Gibson then put the vote, and President Coffman was unanimously re-elected. No F. A. M. president has ever been chosen to succeed himself with less red tape.

President Coffman's retention in the chair created a highly favorable impression, and several of the delegates took occasion to speak of the excellent results already obtained by the executive.

### Dealers Should Help, Says Coffman

President Coffman, in a short address, pointed out that the rider is the one most affected in buying motorcycle service,

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which the F. A. M. alone can help him to get. In speaking of his personal sacrifices and of the time and money devoted to the interests of the F. A. M., the president explained that he felt amply repaid by the co-operation given him. He advised the dealer to do his share for the national body by telling each purchaser of a motorcycle of the protection and general helpfulness afforded by the federation, and to work at all times for the upbuilding of the organization's membership.

### Pixley First Vice-President

When the nominations were opened for first vice-president, Frank Rodger placed in nomination C. S. Pixley, incidentally paying him a tribute for the excellent organization results obtained on the Western coast. The nomination was seconded by Sullivan.

Director Johnson moved for suspending the vote on the nomination for first vice-president until the directors had been elected, this being a necessary procedure.

Chairman Pixley nominated Jess Campbell for director of the New England district, and William Holdecker seconded. It was carried by a rising vote. The secretary then cast one ballot for Mr. Campbell.

Bill Ash was then nominated for director of the South Central district in place of Pliny Simpson, and J. L. Donovan seconded. Frank Rodger moved that nominations be closed.

Chairman Pixley then nominated E. B. Holton, of Newark, to replace M. E. Gale as director for the North Atlantic district. Director Johnson referred to Holton's effective work in New Jersey and adjoining territory in the interests of the F. A. M., and stated that he always found him "on the job." Holton was accordingly O. K'd.

William Holdecker nominated O. P. T. Daenitz for re-election as director for the North Pacific district; Chairman Pixley seconded, and Daenitz was retained.

Frank Rodger nominated Pixley as director for the South Pacific district, and the Sacramento booster was elected.

Chairman Pixley then placed before the convention the name of Gus Castle for election to the directorship of the South Atlantic district, and the nomination was seconded.

William Holdecker nominated Director William Johnson to succeed himself as director for the Lake district, and the energetic Chicagoan was retained after eulogistic comments by several of the delegates.

Chairman Pixley nominated F. L. Hunt, of Minneapolis, for director in the North Central district, and there was no opposition.

### Pixley and Campbell Vice-Presidents

The election of the vice-presidents was then taken up. C. S. Pixley was unanimously elected to the office of first vice-president, while Jess Campbell was chosen with equal enthusiasm as second vice-president.

J. P. Gorman nominated Dr. G. B. Gibson for secretary-treasurer for a term of three years, and Paul Derkum seconded. The Westboro hustler was retained without opposition.

President Coffman took the floor to discuss the great need of interest on the part of the rider in F. A. M. literature, and als commented upon the necessity for impress ing upon riders the value of the F. A. M legal action service offered them. He aske again for the co-operation of all concerne in the motorcycle field and expressed cor fidence in the officers chosen.

### 1916 Convention Invitations

Secretary Gibson reported that the Sara toga Motor Carnival Association has ex tended an invitation to the F. A. M. t hold the 1916 national convention in Sara toga. Other invitations along the sam line were from the Illinois Chamber c Commerce, of Chicago, and from Ne York City. Action on these invitation will be taken later by the directors.

Chairman Pixley suggested that the con vention should be held at a cooler seaso of the year than July, and recommende whatever change in F. A. M. legislatio might be necessary to permit of this ar rangement. He also suggested that tw State commissioners be named for Califor nia, with a dividing line midway of th State, owing to the difficulty experience by one commissioner in doing justice to th vast territory involved.

Secretary Gibson stated that a preceden had been established along this line whe Texas was sub-divided as to the commis sioners' districts. The matter was referre to the board of directors. Frank Rodge moved that the directors be requested t take immediate action on the matter, an it was seconded and passed.

Later the delegates agreed to allow Mr Pixley thirty days in which to select southern California commissioner.

# Delegates in Spirited Sessions Launch Broad Movement for Greater F. A. M. in 1916

SACRAMENTO, Cal., Thursday, July 22.—Today's business session brought the F. A. M. delegates together at 10 a. m. when the meeting was called to order by President A. B. Coffman. Secretary-Treasurer G. B. Gibson read the minutes of the 1914 F. A. M. convention, which were accepted as read. Then came the report of President Coffman, which is published elsewhere in this issue.

The yearly report of Secretary-Treasurer Gibson followed. This report appeared in the July 22 issue of **Motor Cycle Illustrated**. Chairman John L. Donovan, of the Competition Committee, showed in his annual statement that he had issued 304 sanctions for competitive events during the twelve months, and that the net income through the Competition Office has been $1,029.65.

### Few Board Track Sanctions

Chairman Donovan explained that the competition receipts were greatly reduced this year because of the falling off in board track sanctions, and also through the reduction in the sanction fees from affiliated clubs. The gross profit from each board track was formerly $30 a week, with fifteen motordromes in operation, but for various reasons—chief of which is the lack of continued public interest in board track events—the returns from the board tracks have amounted to very little during the year.

The chairman explained his new system of classifying racers under F. A. M. rules, and stated that the fundamental idea was to gauge the riders according to their experience rather than on a basis of speed. It was pointed out in Chairman Donovan's report that flat track racing has increased about 100 per cent in the last year, which partially offsets the lack of interest in board track events, and the consequent loss to the F. A. M.

### The Venice and Derkum Cases

Chairman Donovan explained his position with reference to the $100 due Otto Walker for breaking the 300-mile record at Venice, and also his action allowing Paul J. C. Derkum the money awarded him in the Phoenix race. He upheld Referee Gates and Derkum by stating that he interpreted the regulations to provide for the awarding of the money to riders finishing in the Phoenix contest regardless of aid received along the way.

In connection with the Venice matter Derkum, who managed the big race, asserted that he could not turn over the special prize money due Walker until the city of Venice had received an official statement from Chairman Donovan. Donovan, on the other hand, did not understand what the Venice folks wanted him to do. The chairman explained that no blam should attach to Derkum in the case, an stated that the matter will be quickl cleared up.

The morning session was featured by heated discussion over the Walker an Derkum matters, the latter and Refere Gates taking exception to statements mad by Editor L. J. Berger in *Pacific Moto cyclist*.

### Legal Action Report

One of the most interesting reports wa that of Chairman William M. Johnson, c the F. A. M. Legal Action Committee. H explained that the scope of his departmer included a bureau of legal informatio provisions for political legal action, ar rangements for positive as well as persona legal action, and also a system of lega advice for other F. A. M. department The chairman summarized the work of hi committee and called attention to result obtained in Connecticut, Georgia, Illinoi Massachusetts, Nebraska, New Jersey, Ne York, North Dakota, Ohio, Pennsylvani and The Panama Canal Zone. He state that the work of the Legal Action Com mittee had resulted in savings to F. A. M riders as follows: Pennsylvania, $43,77 annually; North Dakota, $2,510 annually Panama Canal Zone, $800 (the Zone has 10 riders); New Jersey (prospective saving

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$5 per sidecar. The chairman estimated that the total saving to Federation riders through the activities of the Legal Action Committee totalled $80,000 throughout the United States

**Personal Legal Service**

Chairman Johnson stated that 85 attorneys had been appointed to give individual service to F. A. M. members, and that 27 of these attorneys have given advice to 421 riders in the last four months. The total recoveries paid to riders as a result of these activities amount to $8,666. Uncollected verdicts amount to $1,200. Pending suits for riders involve $40,700. Two cases in which motorcyclists were successfully defended involved $2,700, and pending cases against riders, which the Legal Action Department is defending, foot up to $51,-000. It was pointed out that the reward offered for the recovery of one member's motorcycle in Chicago resulted in the recovery of fourteen machines which had been stolen from non-members not affiliated with the F. A. M.

**THE AFTERNOON SESSION**

THE afternoon session was called to order by President Coffman at 2 o'clock. The report of the Publicity Committee was read for Chairman Fred I. Willis, Mr. Willis not being present. The report showed that the committee has succeeded in obtaining 12,000 inches of newspaper space for motorcycle publicity in the last year.

When the matter of incorporation was taken up Director W. M. Johnson moved to defer action until a later date.

**Ladies Made Honor Delegates**

A motion to make the ladies attending the convention delegates of honor was carried. The following ladies were in attendance: Mrs. George Faulkner, of Oakland; Mrs. William Johnson and daughter, Marjory, of Chicago; Mrs. John L. Donovan, of Chicago; Miss Martha Tellier, of Vancouver; Mrs. Daenitz and Mrs. Gorman, of Portland; Mrs. H. A. Fargo, of Detroit; Mrs. Paul J. C. Derkum, of Los Angeles; Mrs. Perry, of Los Angeles; Mrs. M. Jones, of Los Angeles; Mrs. I. Schwinn, of Chicago, and the Misses Schwinn.

**Johnson's Amendments**

Director Johnson moved to amend the constitution with reference to ex-presidents of the F. A. M. remaining active directors, and to provide for assistants to the president by dividing the country into North and South Pacific sections, under a first vice-president to be elected at this convention. The North and South Atlantic districts would be under a second vice-president, and the Lake Central and South Central districts would be under the president direct.

The plan called for each section having the office of first vice-president in turn. It was also stipulated that the first vice-president could not be elected from the district in which the president resides. The motion was amended to refer to a committee, whose report will be found elsewhere in this issue.

**Nullify Hall's Election**

The report of New York State Commissioner J. A. Hall was accepted by the convention, with the exception of the reference to Mr. Hall's election at Saratoga as director of the North Atlantic District. Letters were on hand from E. B. Holton and Roy Pascal, of Newark, N. J., stating that members in the district had not been given proper notice of intention to hold the election by which Hall was placed in office. Hall's election was nullified by the convention on those grounds.

**A Letter from Campbell**

A letter was also presented from Jess Campbell, who had been elected director of the New England District at Saratoga. He stated that he did not wish to have his election go on record because of the fact that while a great many riders cast votes at Saratoga they were not all accredited delegates and could not properly be regarded as voicing the sentiment in his district.

J. F. Gorman, of Portland, moved to appoint a committee to call the attention of the National Government to the willingness of the F. A. M. to join in the protection of the country in time of war, and also to express recognition and thanks for the interest shown in the cross-country motorcycle relay.

**Schwinn's Prize Offers**

Ignatz Schwinn discussed the financial standing of the F. A. M. and advanced the opinion that none of the officers of the organization could be expected to give his full efficiency when his salary is in arrears. He argued that as an increase in dues would prevent the building up a large new membership it was necessary to obtain an immediate stimulus and secure a great many new members at once.

He called attention to the fact that there are 180,000 motorcyclists in the country, and stated that he will donate $500 towards the Federation treasury if the membership is brought to 20,000 at any time within a year. He stated further that he would give $500 if the organization is incorporated within a year. Mr. Schwinn's propositions were received with enthusiasm and he was given an ovation.

**Real Hustlers Needed**

After President Coffman had explained a general organization plan Mr. Schwinn commented on the type of men to secure as officers in the sub-territories. He suggested that it would be wise to name tire and accessory men as they are not interested in any particular make of motorcycle.

Mr. Schwinn's offer was formally accepted. He stated later that he would see that all his dealers become F. A. M. members without delay.

**Boosting Committee Named**

Chairman Donovan, of the Competition Committee, suggested the naming of a committee with "get the thousand" as a slogan, and argued that arrangements should be made for a "thousand dollar day" in which the membership campaign would be carried on broad lines throughout the country. The motion providing for this committee was carried. President Coffman appointed Sullivan, Donovan and Crist for the Central district; Derkum, Woodson, Pixley and Deanitz for the Pacific district; Jes Campbell, Stanley Kellogg and J. Leo Sauer for the Atlantic district.

Bill Ash, of the Chicago Cycle & Supply Co., pledged himself to bring in 100 new members before New Year's or make up the difference in membership fees.

**Support by State Bodies**

Director Johnson, taking up the matter of finances again, argued that the state bodies should support the national organization, instead of the reverse as at present, and pointed to the fraternal orders as examples of the successful working out of this plan. Mr. Woodson emphasized the necessity for localizing interest in the F. A. M. by creating intense state interests and holding live state conventions.

Hugh A. Fargo moved that the manufacturers in the motorcycle field be notified that they are on a committee to boost the membership campaign of the Federation, and the motion was carried.

**Delegates in Attendance**

The following delegates were in attendance: William M. Johnson, John L. Donovan and Ignatz Schwinn, of Chicago; George P. Faulkner, of Oakland, Cal.; W. G. Ash, of Chicago; Paul Pashby, of

## HIGH LIGHTS OF THURSDAY'S BUSINESS SESSIONS

### MORNING

**Reports of officers read. Chairman Donovan shows net income through his office in year was $1,029.65. Flat track racing has increased 100 per cent.**

**Paul Derkum explains that special $100 prize won by Otto Walker at Venice was held up pending formal notice from Chairman Donovan. Donovan explains position relative to awarding of Phoenix race prize to Derkum.**

**Legal Action report shows about $80,000 annually will be saved to F. A. M. riders because of recent legislative victories. Twenty-seven F. A. M. attorneys have given personal service to 421 riders in last four months.**

### AFTERNOON

**Report of Publicity Committee shows 12,000 inches of space obtained in newspapers obtained during year for boosting the motorcycle.**

**Ladies attending the convention are made delegates of honor.**

**Committee is named to consider amendments by which F. A. M. President will be assisted by first and second vice-presidents.**

**Election of J. A. Hall as director for North Atlantic District is nullified on grounds that members in district did not receive sufficient notice.**

**F. A. M. goes on record as being willing to aid National Government in case of war.**

**Ignatz Schwinn offers donation of $500 for F. A. M. membership of 20,000 within a year, and another $500 if the body is incorporated within a year.**

**Committee is named to launch boosting campaign and arrange for a "get the thousand" day. Tire and accessory men to be enlisted in membership work.**

**All manufacturers embraced in general committee to work for a greater F. A. M.**

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Pasadena, Cal.; H. W. Daingerfield and J. F. Poque, of San Jose, Cal.; Herman Mayer and F. F. Donovan, of Vallejo, Cal.; G. B. Slater, R. Gilsmore, J. M. Dupree, F. Steckel, D. Lightner and E. Tice, of Bakersfield, Cal.; F. M. Woodson, William Langley, W. E. Slater, E. Easterbloo, of Sacramento, Cal.; E. Peterson, A. J. Menegay, Paul Derkum, Perry Backus, of Los Angeles; Ben Bolt, Bud Day, of Marysville, Cal.; R. K. Hewitt, of Philadelphia, Pa.; Hugh A. Fargo, of Detroit, Mich.; C. W. Applegarth, of Leeds, S. Dak.; H. L. Douglas, of Deadwood, So. Dakota; Claud Franson, of Cheyenne, Wyo.; George A. Barnes and James Cowen, of New Haven, Conn.; C. H. Dougherty, of Christobal, New Zealand; E. W. Smith, of Marion, Ohio; I. Schenck, of Cardington, Ohio; H. W. Douglas, of Wheeling, W. Va.; Frank Rodger and Robert Herman, of Milwaukee, Wis.; O. P. T. Daenitz, J. F. Gorman, W. Holdeker and L. Monroe, of Portland, Ore.; A. W. Parry, of Brooklyn, N. Y.; Thomas Scott and George Reidel, of Paterson, N. J.; A. Beckman, F. Schutts, O. H. Busche and George Fullerton, of Erie, Pa.; George Dix and H. H. Snowdon, both hailing from New Hope, Pennsylvania.

# Visitors Attend Capital City M. C. Meeting

SACRAMENTO, Cal.—An enthusiastic meeting of the Capital City M. C. was held at the clubrooms on Tuesday, July 20. It was opened by President C. S. Pixley. Several Eastern visitors gave short talks. F. A. M. Secretary G. B. Gibson boosted the West, while chairman Johnson, of the F. A. M. Legal Action Committee, talked about the scope of his department. Chairman J. L. Donovan delivered himself of a few characteristic remarks and Bob Perry, Ray Creviston, Carl Goudy, A. W. Parry, of **Motor Cycle Illustrated;** Joe Esler and Bill Ash, of the Chicago Cycle & Supply Co., also expressed satisfaction over being "among those present."

During the meeting President Pixley presented three medals to members of the club. Captain Carter received the medal which is awarded each year to the rider who first makes the Lake Tahoe circuit within 24 hours. Carter made the run on Memorial Day in 18 hours and seven minutes.

The medal awarded to the rider making the circuit for the first time, regardless of the time consumed, was presented to Otto Links.

R. Orpinela was the recipient of the third medal, it having been offered and won in the summer of 1912, but the presentation being delayed until the present time. This prize was for the first bicyclist to make the run to Lake Tahoe, and Orpinela carried it off. His time was a little more than 18 hours. It should be explained that when the motorcyclists made the run the roads were covered with deep snow, which was not the case when the bicyclist made the trip for the roads were in good condition.

## COFFMAN OUTLINES THE WORK ACCOMPLISHED BY HIS OFFICE AND CALLS UPON RIDERS AND DEALERS TO LEND THEIR CO-OPERATION

*In reading his report to the F. A. M. delegates, in convention assembled at Sacramento, Cal., President A. B. Coffman called attention to the work accomplished by the F. A. M. during the past year and to the possibilities that lay before the federation of becoming a stronger factor in the motorcycle field. President Coffman said in part:*

"At the time of my election this organization was in very bad shape. My efforts have, therefore, been along constructive lines. I have conscientiously aimed to place the federation on a sound financial basis and to give every individual rider what he was entitled to. I have succeeded in showing the manufacturers just what organization does for the rider, and in return their response has been great.

"I am of the opinion that every dealer should be an F. A. M. booster—if for no other reason than that his riders—his customers—are helped. All my personal expenses in connection with the work of this federation have been defrayed by myself. I firmly believe that we are giving each motorcycle rider, who is a member of the F. A. M., more for his dollar than the American Automobile Association is giving its members for five dollars, except in such instances where the riders and the dealers are too narrow to lend their co-operation.

"I have done my utmost to practice economy. During the year the expenses attached to the president's office, including the touring bureau, were $1,025. Last year the expenses attached to the president's office and the touring bureau were $1,855. There has thus been a saving of $820 in the president's office. I have been successful in appointing competent and efficient State officers, but we are still in need of competent officials.

"A review of the advantages attached to membership in the F. A. M. proves beyond a doubt that the federation absolutely justifies its existence. It offers legal protection to every rider when dealers forget their petty jealousies long enough to select an attorney. Besides offering this legal service, it provides touring information free and affords splendid fellowship among riders. What organization, may I ask, gives more for a dollar?

"I wish to thank the Capital City Motorcycle Club, of Sacramento, for the splendid entertainment and hospitality that it has showered on its appreciative visitors. Their reception was certainly a credit to the fair name of the Golden State. Let's all go home routing with enthusiasm for the prosperous State of California, the beautiful city of Sacramento, and the hospitable Capital City Motorcycle Club."

# Trip Through Fruit Belt and Folsom Prison

SACRAMENTO, Cal.—Delegates to the National F. A. M. convention were taken on an interesting trip through the neighboring fruit farms and the Folsom prison, as the guests of the Capital City Motorcycle Club, on Thursday, July 22. Ten automobiles, filled with delegates, started out from the Travelers Hotel at ten o'clock in the morning, headed by President Pixley, of the local club, on a Harley-Davidson, and followed by the press car of the Federal Tire & Rubber Co.

The course lay over the Lincoln Highway, through Natomas. When Folsom prison was reached, the men of the party made an inspection of the place, while the ladies were invited by the prison official to a luncheon in the warden's office. Dinner was had at the Freeman Hotel in Auburn, where the Sacramento club acted as host.

At four o'clock in the afternoon the return journey was begun, after a tour of the highlands above the city of Sacramento. The delegates and their wives were taken through some of the fruit packing houses in Newcastle, and inspected the fruit farms.

Among those who participated in the trip were Mr. Schwinn and his family, Legal Actions Chairman and Mrs. Johnson and their daughter, Mr. and Mrs. John L. Donovan, George Sherman, Frank Rodger, H. C. Farner, Mr. and Mrs. E. L. Rettig and son, Frank Wood, Robert Sayre, W. J. Cameron, of the Goodyear Tire & Rubber Co.; Secretary Gibson, J. F. Gorman, O. P. T. Daenitz and wife, Bert Quayle, of the Standard Welding Co., and E. F. Merry, Excelsior distributor.

### PARADE AWARDS

Sacramento, Cal., Saturday, July 24.—Following are the awards made in connection with the parade of illuminated motorcycles tonight:

Best decorated motorcycle—Thor, ridden by Richard Stoneman, of Sacramento.

Best decorated motorcycle and sidecar—Pope, driven by J. R. Beard, of Sacramento. Second best decorated motorcycle and sidecar—Indian, driven by J. O. Preston, of Berkeley.

Best decorated motorcycle driven by a woman—Excelsior, piloted by Mrs. W. A. Better, of San Francisco.

Motorcycle carrying most people—Excelsior, driven by H. King, of San Francisco.

Neatest motorcycle and best drssed driver—Indian and sidecar, piloted by W. E. Haley, of Hayward.

Judges: Paul J. C. Derkum, of Los Angeles; J. S. Rodda, of San Francisco; F. M. Woodson, of Sacramento.

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## F. A. M. Assures President Wilson of Co-operation

SACRAMENTO, Cal., July 26.—Below is the text of an interesting and significant message which has been forwarded to President Woodrow Wilson by Secretary G. B. Gibson and Director William M. Johnson in behalf of the F. A. M. convention:

WOODROW WILSON, President,
Washington, D. C.

**The Federation of American Motorcyclists, in its thirteenth annual convention at Sacramento, by a unanimous vote, has delegated to us the honor of transmitting to you an expression of confidence in your administration.**

**We are also instructed to say that from the thousands of members of this Federation, more than a hundred of whom are now completing by relays the delivery of your message across the continent to the President of the Panama-Pacific Exposition, volunteers will be immediately available, if necessary circumstances should arise, for the formation of motorcycle scout divisions to be used as you deem best.**

G. B. GIBSON,
National Secretary, Westboro, Mass.

W. M. JOHNSON,
National Counsel, Chicago, Ill.

## Competition Committee Considers Problems

SACRAMENTO, Cal., July 27.—At a meeting of the F. A. M. Competition Committee on Friday night the trade rider racing classification came up for discussion and was thoroughly threshed out. The suggestion that a racing division be set aside for trade workers who are still not professionals in the strictest sense of the word was rejected. The principal objection to it seemed to be that it would complicate the work of the Competition Committee without greatly remedying the present situation.

F. M. Woodson, acting for the Capital City M. C., offered a resolution to class all riders according to speed ability, but the committee disapproved of this scheme and the motion was withdrawn.

Hugh A. Fargo offered a motion to change the constitution so as to permit machines of more than 61 cu. ins. piston displacement to compete in road races, but the committee opposed this suggestion on the ground that it would tend to increase the danger in such contests. The motion was withdrawn.

The Competition Committee expressed a desire to bar ported machines from track races, but no definite action was taken along this line.

Further consideration will also be given the matter of re-classifying the trade workers who participate in races.

### EAGER FOR SAN JOSE MEET

San Francisco, July 21.—San Francisco motorcyclists are looking forward with eager expectancy to the race meet which is to be run at San Jose on August 1, under the auspices of the San Francisco and San Jose Motor Cycle Clubs.

Seven races are down on the card—a two-mile F. A. M. national championship, three open and three amateur events. Prize money aggregating $550 has been hung up for the various events and it is expected that a number of riders of national prominence who take part in the F. A. M. meet at Sacramento will be entered. The races will be staged at the San Jose Driving Club course.

### WILL RIDE HOME ON DAYTON

San Francisco, July 21.—George Lancey, of Rindge, New Hampshire, who has been visiting the exposition, has purchased a 2-speed Dayton machine, which he intends riding to Los Angeles and thence across the continent to his home. Mr. Lancey is a veteran rider who has been out of the ranks for some time, but since he came to the Coast he acquired the fever again and could not resist the temptation to take advantage of the fine roads.

Upper Left, B. Nuestadt, George W. Sherman of Hendee Forces, W. Johnson of Indian Frisco Branch; Center, Mesdames John L. Donovan and W. M. Johnson and Miss Gladys Johnson; Upper Right, Ray Creviston, Mrs. Marty Graves, Marty Graves and W. G. Collins of U. S. Tire Co.; Lower Left, Some Delegates and Trade Men; Right, Referee F. Woodson, A. B. Coffman, C. S. Pixley, Doctor G. B. Gibson and W. M. Johnson.

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# Liggett Captures Bosch Amateur Trophy

## Wins With Total of Thirty-Five Points in Convention Programs at Sacramento; Leuders in Fatal Accident

SACRAMENTO, Cal., Sunday, July 25.—Following the second F. A. M. racing program today, it was announced that Tom Liggett, Indian rider, of Santa Rosa, Cal., is the winner of the Bosch amateur championship trophy, his total score for the two days of racing being 35 points.

Before a crowd of 3,000 race fans, Don Johns, riding a Cyclone, won the one-mile professional championship today, thereby shaking the jinx which has been trailing him of late. Creviston and his Indian carried off the other professional events. The jinx which was dropped by Don Johns apparently decided to devote himself to the Excelsior boys for their hard luck of the first day remained with them.

The second day's racing was marred by a fatal accident in the 25-mile National Amateur Championship when William Leuders crashed into the fence. Leuders had chain trouble and was trying to make an adjustment of some kind when his mount swerved into the fence and threw him. The machine swung back onto the rack and continued its way riderless for almost a quarter of a mile before it fell. Leuders survived only a short time.

### Close Call for Liggett

Liggett, mounting an Indian, was behind Leuders when the accident occurred and had a narrow escape from crashing into the wild machine. Zettle, on an Excelsior, ran into a loose board on the fence where Leuders had struck and injured his foot, but continued around the track to the starting point where he received medical attention.

As a result of the accident the seventh event, a 15-mile professional race, was called off by Chairman Donovan.

### Crevvy Wins from Fabian

In the 5-mile professional race for members of the Capital City M. C., using 61 cu. in. stripped stock machines, there were two entries, Ray Creviston and Emil "Dutch" Fabian. Creviston won, in 4:15.

The second event was a 5-mile free-for-all professional, with $70, $20 and $10 prizes. The entries were Creviston, Johns, Fabian, Stokes and Perry. First money went to Creviston, with Johns second and Perry third. Time, 4:07⅗.

In the 2-mile National Amateur Championship Leuders, Excelsior, was first; Liggett, Indian, second; Zettle, Excelsior, third. Time, 1:54⅕. Gold, silver and bronze F. A. M. medals were the awards. Two attempts to make a rolling start were unsuccessful and the event was finally run off from a standing start.

### 10-Mile Pro. Championship

The fourth event brought on the 10-mile National Professional Championship. The entrants were Johns, Goudy, Stokes, Fabian, Perry, Armstrong and Creviston. Creviston was the winner, with Perry second and Fabian third. Time, 9:08⅖. Armstrong went out in the third lap with dirt in his carbureter. Stokes went out in the third lap because of trouble with his goggles, and Goudy retired in the fifth lap when he ran short of oil. Don Johns was eliminated in the eighth lap with a flat rear tire.

Then came a National one-mile Professional Championship race. Johns was first, with Creviston second and Stokes third. Time, 49⅖. The winner received a gold F. A. M. medal and $25; second, a silver F. A. M. medal and $15; third, a bronze F. A. M. medal and $10. The riders got away on a rolling start after three attempts. Bob Perry was retired on the first start with his rear cylinder blown out.

### Hess Wins Amateur Event

The five-mile amateur event for members of the Capital City M. C., using 61 cu. in. stripped stock machines, went to Hess, Excelsior, with Heft, Pope, second, and Houghton third. Time, 5:03. The prizes were made up of merchandise, valued at $25, $15 and $10.

In the 25-mile amateur championship event Leuders, Hess, Zettle and Houghton were the entries. After the Leuders accident and the injury to Zettle when his foot struck the loose board in the fence the race was run over, with Liggett first and Hess second. Houghton did not finish. He had motor trouble in the 23rd lap. Gold, silver and bronze medals were the prizes.

The 15-mile professional event was called off. The prizes were valued at $200 and Chairman Donovan announced he would ask the Capital City M. C. to turn over this money to the Leuders family.

Leuders, who had made a remarkably consistent showing on his Excelsior throughout the two days of racing, had acquired a total of 33 points for the Bosch trophy and the national amateur championship, exclusive of the 25-mile championship event in which he was killed.

# Creviston Cleans Up Professional Events

## Indian Rider Sweeps His Division While Leuders (Excelsior) and Liggett (Indian) Prove to Be Strong Amateurs at Sacramento

SACRAMENTO, Cal., July 24.—Ray Creviston had things his own way in the professional division at today's races in connection with the F. A. M. program at Agricultural Park. Don Johns, on his Cyclone, made a promising start in the 25-mile event for professionals, but was retired in the 10th lap with magneto trouble. The Excelsior camp professionals bucked a persistent jinx.

In the first event, the 5-mile professional race for stripped stock machines, Creviston and his Indian took the lead and maintained it throughout. Perry, Goudy and Stokes threatened at the start to whoop things up with Crevvy, but could not work out their schedule.

### Hess Captures 50-Mile Feature Race

In the amateur class, Bill Leuders, of Chicago, mounting an Excelsior, proved to be the most consistent winner. Tom Liggett, of Santa Rosa, riding an Indian, was Leuder's closest competitor.

Hess, of Sacramento, captured the 50-mile National Amateur Championship. His mount did not appear to be as speedy as some of the others, but through excellent headwork Hess managed to avoid stops for mechanical trouble, his only delay being for oil and gas in the 37th lap. Hess was one lap behind Liggett when the latter was forced to drop out because of mechanical trouble in the 43d lap. From that time on there was nothing to it but Hess.

The attendance at the races was comparatively light, due perhaps to the fact that the heat was intense.

### Creviston and Leuders Set the Pace

Five miles, professional, stripped-stock, 61 cu. in.; Creviston, Indian, first; Perry, Excelsior, second; Goudy, Excelsior, third; time 4:17⅗.

Five-mile Amateur Championship, stripped stock, 61 cu. in.; Leuders, Excelsior, first; Hess, Excelsior, second; Zettle, Excelsior, third; time 4:27. Liggett took second place at the finish of this race, but was disqualified by Referee Donovan because he claimed ownership of an eight-valve machine, which he rode in this event, and also of a stripped stock machine. His place is held for him pending his proof of ownership of the machine used. The first prize in this race is an F. A. M. gold medal.

Ten miles, professional, stripped stock, 61 cu. in.; Creviston, Indian, first; Goudy, Excelsior, second; Perry, Excelsior, third; time, 8:41⅗. Stokes out first lap, carbureter trouble; Armstrong out third lap, spark plug trouble; Perry broke bearing in homestretch and took third place by pushing machine over line.

### Liggett Lands a Championship

One-mile National Amateur Championship stripped stock, 61 cu. in.; Liggett, Indian, first; Leuders, Excelsior, second; Hess, Excelsior, third; time 53⅕ seconds. Liggett started on an 8-valve machine, but was compelled by Referee Donovan to re-

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A Spectacular Brush at Sacramento on Saturday

...rn it to the pits and use his stripped ...ck mount. Leuders rode his machine ...ross the tape in a blaze. First prize for ... race, F. A. M. gold medal; second ...e F. A. M. silver medal; third prize, ... M. bronze medal.

...enty-five miles, professional, National ...mpionship, free-for-all; Creviston, In... first; Stokes, Excelsior, second; ... Excelsior, third; time 22:05½. ...s went out at start: Armstrong could ... start because of oiling trouble; Don... out in 10th lap, magneto trouble.

**Leuders Scores Again**

...n miles, National Amateur Championship, stripped stock, 61 cu. in.; Leuders, Excelsior, first; Liggett, Indian, second; Hess, Excelsior, third; time 8:59⅕. Leuders' machine caught fire a second time after getting off the track.

The seventh event was postponed owing to the fact that there was only one entrant on hand.

There were only three entries in the 50-mile National Amateur Championship event, Hess and Leuders, both riding Excelsiors, and Liggett, Indian. The event was won by Hess in 54:30⅕, with Liggett second and Leuders, third. Liggett led to the 42d lap when he went out with engine trouble. Leuders retired in the 13th lap with magneto trouble. Liggett led by one and a half laps over Hess when he went out. First prize, F. A. M gold medal; second prize, F. A. M. silver medal; third prize, F. A. M. bronze medal.

**Officials in Charge**

The officials in charge of the race were as follows: John L. Donovan, referee; W. S. Collins, starter; F. M. Woodson, clerk of course; C. H. Minto, L. H. Thompson, F. Carroll, timers; J. H. Rodda, George W. Sherman and Bill Ash, judges; R. R. Rathbone, W. J. Cameron and E. L. Rettig, scorers; Gil. Elres, flagman.

**Some Equipment Features**

Following are some of the equipment details of the machines figuring in the races: Creviston's Indian carried Goodyear tires, Dixie magneto, Bethlehem spark plugs, Duckworth chains, Hedstrom carbureter and Mesinger saddle.

Leuders' Excelsior: Goodyear tires, Bosch magneto, Western Electric spark plugs, Renold chains, Schebler carbureter and Mesinger saddle.

Liggett's Indian: United States tire in front, Goodyear in rear; Hedstrom carbureter, Mesinger saddle, Duckworth chains, Hedstrom spark plugs, Bosch magneto.

Hess' Excelsior: Goodyear tires, Bosch spark plugs, Bosch magneto, Mesinger saddle, Renold chains and the Schebler carbureter.

# Capital City Club's Career Busy

SACRAMENTO, Cal.—The Capital City Motorcycle Club, which had charge of entertaining the delegates to the national A. M. convention, came in for a lot of praise at the hands of the visitors. Many of the guests of the local club were eager to learn about its organization and history, with the result that a number of interesting facts were brought to light.

The Capital City M. C. was founded in 1908 and in the same year it was amalgamated with the Capital City Wheelmen, a racing body which has been in existence since 1886. The first president of the combined clubs was H. Ten Bosch, during whose regime the club made splendid progress and soon became a strong influence throughout the State of California. C. S. Pixley was at the head of affairs during the succeeding year, while in 1913 Mark Wilcox was president of the progressive organization.

The club promoted a spring and fall race meet in 1913, and made a rousing success of each event. In April, 1914, a spring meet was pulled off which was full of thrills and well attended, for stellar riders from all corners of the country were on hand. The third annual spring meet was held last May at the Agricultural Park tracks.

Everybody enjoyed the club's hospitality and delegates were delightfully surprised to find how commodious and well appointed were the quarters in which the Capital City Club riders meet. They have rooms above the Sacramento Bank, which are adequately fitted up for social purposes. There is a large assembly hall, a card room, club room, billiard room, shower bath and a kitchen. The officers this year are: President, C. S. Pixley; vice-president, C. Hanson; treasurer, G. McCormick; secretary, M. F. Trebilcox, road captain, E. Fabian. Among other members of the Capital City Motorcycle Club who were responsible for the great success of the F. A. M. convention were: F. W. Woodson, Fred Pearl, H. L. Duke, H. Ten Bosch, T. W. Madeley, E. O. Putzman and Albert Elkus.

# Northwest Ramblers Arrive in Sacramento

SACRAMENTO, Cal.—The Northwest Ramblers, headed by Mr. and Mrs. P. T. Daenitz in a Harley-Davidson sidecar outfit, arrived at Sacramento Wednesday afternoon, July 21. Many of the riders who had planned to participate in the Northwest Ramble were deterred by weather conditions, but those who went through with the trip were loud in praise of the scenery along the route. In spite of considerable heavy traveling the tourists enjoyed themselves.

Among those who arrived here Wednesday afternoon under the Northwest banner were Clyde Fisk and Miss Martha Le Tellier, of Eugene, Ore., in a sidecar outfit, and Mr. and Mrs. C. E. Bowman, of Vancouver, B. C., who, by the way, expect to win the prize for the sidecar combination coming the greatest distance to the convention city. The first day's mileage out of Portland was 128 miles, to Eugene, where Fisk and his passenger joined. The Atlas M. C., of Eugene, gave the tourists a big dinner at the Osburn Hotel. On Friday the run was to Roseburg, a distance of 76 miles, the route being through Cow Creek and Pass Creek Canyons. On Saturday the party proceeded to Medford, 108 miles, part of this run being through the famous Rouge River valley and through Grant's Pass.

While the men were overhauling their machines at Medford on Sunday, the ladies of the party enjoyed an automobile trip through the orchard region for which the distinct is noted.

The tourists soon found themselves in the Siskiyou Mountains, where some rather hazardous climbing had to be done. The next night stop was at Dunsmuir, after a mileage of 104 for the day. On Monday night the party was about fixe miles from Kennett when darkness fell, and some of the machines were out of gasoline, so it was necessary to pitch camp. One of the riders went into Kennett and brought out supplies of food and gas, and on Tuesday morning, July 20, the travelers were under way once more.

The last day's run was through the lowlands of the Sacramento Valley, and the going was hot and dusty. The last twenty miles into Sacramento was made over a new levee. The mileage for the whole journey was about 800, and all things considered the motorcycles behaved wonderfully.

Haledon, N. J.—A midsummer dance of the Haledon M. C. will be held at the Haledon A. A. Park, Friday, July 30. A cordial invitation is extended to all riders.

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# Pick-Ups Among the Conventionites

A. B. Coffman, president of the F. A. M., with Bert Quayle, of the Standard Welding Company, and E. F. Merry, of Frisco, came in at noon on Wednesday in Merry's motor car. Coffman said that about the only incident of note on the trip was Quayle's acquisition of a coat of tan.

W. J. Cameron, of the Akron office of the Goodyear Tire & Rubber Company, was the first trade man to show up at the Travelers Hotel. He went right to work, and soon the lobby of the F. A. M. official hotel was lavishly decorated with Goodyear pennants and banners.

George Bellis, Sacramento manager for the Goodyear Tire & Rubber Company, was kept busy extending the "glad hand" to all comers. He acted as a bureau of local information for the entire visiting trade, and could answer questions in rapid succession.

Bill Ash, of the Chicago Cycle Supply Company, came in with the Windy City aggregation Tuesday night. It did not take long for the "natives" to find out that there was another "live wire" on deck, for Bill can make himself handy at anything from piano-playing to taking orders for the company.

William M. Johnson, chairman of the Legal Action Committee, who came in Tuesday with Mrs. Johnson and a daughter, ran across an old acquaintance in Sam Anderson, secretary of the Sacramento Chamber of Commerce. They went right to work to discussing old times, as well as those occurring at present.

Stewart Slosson, Pacific Coast representative of the Firestone Tire & Rubber Company, was on hand early in the opening day, and soon Firestone brassards were being worn by most of the delegates. Slosson brought six pairs of racing tires with him, and was soon the center of an interested mob of riders, explaining things about their construction.

C. L. Smith, Pope distributor in Los Angeles, came in on Wednesday afternoon in time for the "big doings."

The ladies who attended the Convention enjoyed an automobile tour of the city on Thursday afternoon, while the male portion were engaged in F. A. M. business.

Many of the leading merchants of Sacramento decorated their places of business in a lavish manner. The Kimball-Upson Company's display, which included all prizes and trophies to be awarded to the racers and visiting riders, came in for the lion's share of the attention.

Edward Peterson and Paul J. C. Derkum were the delegates from the Los Angeles M. C. From the Bakersfield club came Fred Stoeckle, Ed. Tice and C. B. Slater. J. H. Meyer and F. F. Donovan, from Vallejo, represented the Solano M. C. and headed a large delegation of clubsters into the city.

H. W. Dangerfield, of the San Jose M. C., headed the delegation from that city. With Dangerfield came W. H. Bracher and Mrs. Bracher, San Jose Excelsior dealer; George Hellerman, Harley-Davidson distributor; Mr. and Mrs. Will Zettle; Leo Gantzler; Al Zettle, the amateur racer; and D. Sanderson, in charge of the San Jose wigwam.

**Attractive Show Window of Kimball-Upson Company, Pope Dealers in Sacramento, During Convention—All the F. A. M. Championship Prizes Were Exhibited**

The U. S. Tire Company was repre sented at the Convention by R. R. Rath bone, of the motorcycle and bicycle tir department; C. A. Gilbert, Pacific Coas general manager; C. H. Minto, San Fran cisco branch manager, and W. G. Collins who travels Northern California. A larg U. S. tire sign was soon in place in th Travelers Hotel lobby and was admire by all comers.

E. L. Rettig, Pacific Coast manager fo the Federal Tire Company, with head quarters at San Francisco, was a nearl arrival at the Convention. He was soo the center of attraction for both sexes as everyone wanted either a Federa badge or comb which he was passing ou as souvenirs.

John Roddy and W. Eagan, of the Sa Francisco branch of the B. F. Goodric Company, arrived at Convention head quarters on Thursday. Shortly after thei arrival, every delegate was seen with Goodrich cane and tire pennant.

Frank Woods, a director in the Harley Davidson Motor Company, of Milwaukee Wis., came in on Thursday and expresse himself as well pleased with the Conven tion. Mr. Woods has been touring th West for several weeks past and intend to cover some more territory before re turning to Milwaukee.

Putsman & Bowman, Excelsior distrib utors in Sacramento, rented an empt storeroom and turned it over for the fre accommodation of visiting motorcyclist mounts.

Bob Perry, who was on hand early i the week, gave a little talk to members o the Capital City M. C. on Tuesday nigh Among other things he said that th Sacramento track was almost too goo for him to ride on, as he had been o tracks that had lots of rough spots fo a long time.

Mrs. E. S. Perry, mother of Bob Perry the Excelsior star, arrived at Sacrament on Tuesday afternoon after a strenuou trip from Big Bear Valley, a mountai resort 100 miles from Los Angeles. Sh received a message from her son, afte his victory at Denver on the way to th F. A. M. meet, to go to Sacramento t meet him there. Fearing that there wa trouble, she came on to the Conventio City in great haste, riding all night ove mountain roads to Santa Ana, which wa reached at 5 a. m. On telephoning t this city, she found out that Bob wante to see her at the Convention meet, where upon she came in during the afternoon

Ben Bolt, the delegate from the Marys ville (Cal.) M. C., headed a party o riders to the meet. Among the delega tion were F. Rock and J. Young, bot motorcycle dealers; Auth Irving, J. E Nelson, Ira Hedges, Wallace Fetrow, A Galligan, D. Poole and B. Day.

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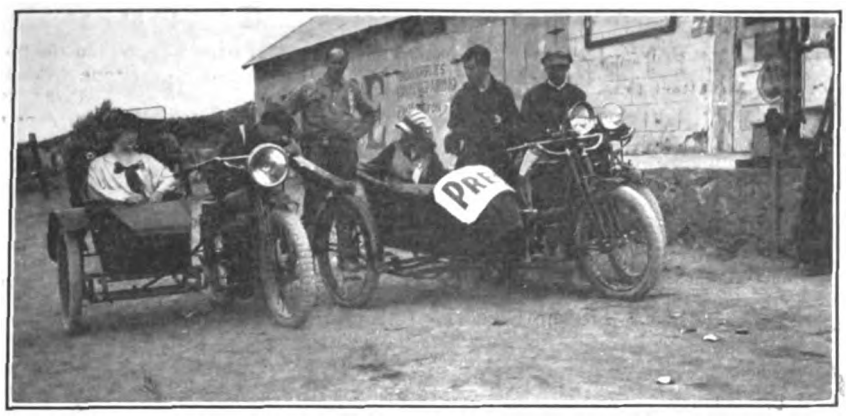
# Sunset Ramblers Visit 'Frisco Exposition

SAN FRANCISCO, Cal., July 26.—The Sunset Ramblers, who left Los Angeles on Sunday, July 18, and rode on motorcycles and sidecar combinations to the National F. A. M. Convention at Sacramento, have reached the Panama-Pacific Exposition today (Monday) on their homeward journey. After the convention closed they took the night boat down the Sacramento River to 'Frisco.

Reaching Bakersfield on their journey toward Sacramento on Tuesday morning, July 20, the merry ramblers welcomed to their ranks Edward Tice and a tandem passenger. Tice is a Harley-Davidson rider of note, and he was certainly a welcome addition to the party. Some of the boys of the Bakersfield Motorcycle Club rode with the ramblers until Delano was reached. The roads up to this point were very rough and sandy, while the heat was intense.

At Delano a short stop was made for water, and the tourists sought shelter from the sun. Into Tulare the roads were oiled and in much better condition than those encountered out a distance from Bakersfield. A dinner stop was made at Tulare. This city is the center of the grape belt, and it offered some wonderful attractions.

Near Goshen Junction the tourists were obliged to leave the State highway on account of the repairs which were then in progress, and hit some crude back-roads, which, though very poorly built, gave the ramblers an opportunity to get very impressive glimpses of this section of the Golden State. At Kingsburg connections were again made with the main highway. From that city there were twenty miles of well-paved roads into Fresno, where the ramblers entered a local garage at eight o'clock in the evening.




**Group of Sidecarists on the Sunset Ramble**

After sprucing up at the hotel, the riders sat down to a banquet which had been arranged by members of the Fresno Motorcycle Club at one of the French cafés. Later in the evening they were taken out to the amusement park, where visitors went in for a swim, bowled and enjoyed themselves thoroughly. This entertainment was furnished entirely by the Fresno boys, who were sincerely thanked by the ramblers for the fine hospitality which they had shown.

C. T. Smith, the Los Angeles Pope dealer, who had preceded the party in his car to Bakersfield and made a detour into the mountains for trout, met the ramblers in Fresno and invited them to a trout breakfast before they departed on Wednesday morning. The distance from Bakersfield into Fresno is 114 miles. Over that distance the only trouble encountered was on Paul Derkum's machine, the fork of which had broken. He had it brazed together and they came through in good shape.

Fresno was left behind at ten o'clock on Wednesday morning, July 21, and the road from there to Stockton was well paved. Arriving in the last-mentioned city at two o'clock the Sunset Ramblers had dinner and then left for Sacramento, which was reached at half past seven in the evening. One hundred and sixty-one miles were covered that day in a sweltering sun. At Sacramento the ramblers spent four delightful days participating in the F. A. M. convention.

# Skinner Wins in Colorado Hill Climb

OUT in the Pike's Peak region, where grades are steep and winding and difficult, the followers of the motorcycle have been forced to adapt themselves to the impediments of their mountainous roads. Hence, when the sacred circles of the faithful form at the headquarters of the various dealers in Colorado Springs, the discussion naturally revolves about "power" instead of "economy"—"gear ratios" in preference to "control types."

Now this essential quality, power, has long been a source of unsettled argument and keenest rivalry among Colorado adherents of the different makes of machines. Therefore, when a hill-climb was proposed recently as an official, final test of superior power, the plan was welcomed, and accorded hearty support by the Middle Western division of the "benzine bikers." Arrangements went forward with typical Western vim and enthusiasm. "Jones Hill," a steep gradient near Broadmoor, a suburb of Colorado Springs, was selected for the trials.

Sixteen of Colorado's finest speedsters were entered in the contest and tried their luck on the hill. One by one the riders hurled their big twins up the grade—treating distance and gravity, and even Father Time, in a really shameless fashion.

Those of us who have tried, know that an altitude of fifty-three hundred feet ordinarily kills compression, and knocks about four of our seven pet horses in the head. Therefore, to make fast time on Jones Hill, finer adjustment, better motor condition, more accurate gear ratio, and more skillful driving were necessary.

After each of the riders had taken his allotted three trials, the results were found to be as follows: First, Charles Skinner, Indian, time 15⅖ seconds; second, Emmett Knight, Excelsior, 15 3-5 seconds; third, Vanderhof, Harley-Davidson, 16⅕ seconds. It is a significant fact that Skinner twice made the climb in the same winning time of 15⅖ seconds—proving that his victory was no stroke of luck, but an evidence of real speed and power.

Price, a crack rider of the Excelsior stronghold, was the victim of misfortune. On his first official ascent he took a bad fall, which while not injuring him seriously, put him out of the running. He had been regarded as a strong contestant and his enforced withdrawal seriously crippled the Excelsior following.

Immediately after the regular program an elimination race was run off by the machines which had won the second and third prize. Vanderhof again rode the Harley, while George Flynn, a local dispenser of "speed-dope," mounted the Excelsior. Flynn won, after one of the most spectacular ascents of the day.

## AFTER AUTO RECORD

San Francisco, July 26.—Two San Francisco Bay Indian riders—Happy Alzina and C. Lutgens—the former connected with the local Indian distributing agency, and the latter Indian agent at Alameda, plan to go after the automobile record for the distance between Los Angeles and San Francisco. The attempt to wrest the honors from the automobile probably will be undertaken soon after the F. A. M. meet at Sacramento. One of the riders intends to take the Coast route and the other the valley. The details of the race against time have not been worked out as yet.

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# Relay Message Reaches Frisco Sunday Afternoon, July 25, After Eventful Dash

SAN FRANCISCO, Cal., July 26.—After being chased twelve miles by an over-zealous motorcycle cop, who fired six shots at his tires without scoring a bulls-eye, A. Chelini, mounting a Pope machine, completed the last lap in the Transcontinental Motorcycle Relay and rode into this city at 4:30 yesterday afternoon with President Wilson's message.

Manager John L. Donovan's revised schedule for the dash across the country provided for the delivery of the message in San Francisco at 5 a. m. on Saturday, but considering the road conditions with which the relay riders had to contend, all the way from Buffalo westward, it is argued that the arrival of Chelini at 4:30 Sunday afternoon is a wonderful demonstration of the durability of the motorcycle and ample proof of the gameness of the messengers who participated in the coast-to-coast journey.

### Severe Obstacles Encountered

The complete story of the trials undergone by the relay riders and of the many ingenious schemes resorted to in order to traverse the route at all, would make up a fair-sized book, but it suffices to say that the worst traveling conditions conceivable under stress of war could not subject machines and riders to a more severe trial than that which has just been successfully completed.

Hampered at many points by motor-cops who were determined to uphold the prestige of their local department at any cost, and always facing the dangers incidental to high speed over bad roads—perils which were multiplied a hundredfold at night—the relay messengers stuck with admirable nerve to what at times seemed a hopeless task. At many places the roads had been under water for days, and several bridges were missing at strategic points. Riding railroad ties was a quite common expedient.

### Chelini Outrode Motor-Cop

Chelini, who had the honor of turning the President's message over to Mayor Whitney at the Presidio in San Francisco, received the precious document from "Dud" Perkins at Tracey, Cal., at 2:15 yesterday (Sunday). Perkins covered the relay from Sacramento to Tracey over roads which were cut up at many places by construction work, in one hour and thirty minutes.

Chelini got away from Tracey on the jump and made good time. It was at Hayward that he encountered the objecting motor-cop. Chelini was ordered to stop, but instead he let out another notch of speed. The motor-cop then took up the chase, using his revolver from time to time, and did not give up the pursuit until Chelini reached Oakland. The Pope rider completed the spectacular dash with his motor hitting on one cylinder.

He arrived in Oakland at 3:45 p. m. Sunday and was taken across the bay in 45 minutes in a launch furnished by the State Fish and Game Commission. He landed in San Francisco at exactly 4:30 and was then paced by a police automobile in his dash to the Presidio.

### Fast Trip by Emblem Team

One of the fastest runs on the cross-country dash was made on Relay 7 from Buffalo to Erie. This stretch was covered by the Emblem team in 2 hours 21 minutes for the 112 miles. The relay included a 12-mile ride through the city of Buffalo and suburbs, and there were other delays for which the riders were not to blame in the 100 miles between Buffalo and Erie. In spite of the fact that a slow pace was necessary while riding through the city, and over some of the patches of bad roads, the Emblem riders carried the message at a speed of 50 to 60 miles an hour.

While some road trouble had been experienced on the relays east of Buffalo, the most severe trials began after the messengers left Toledo for the run to Bryan. The message was carried out of Toledo by Alfred Oberwegner, escorted by Roy Carns and Bob Trowbridge, all using Henderson motorcycles. The roads had been flooded by heavy rains and some time was lost in reaching Bryan, but the riders on the next relay were started in what was considered good time for South Bend.

### Magill to the Rescue

The relay from South Bend to Chicago proved a heart-breaker. When the South Bend riders did not arrive at East Chicago, telephone inquiries brought the information that all the dispatch riders had been held up along the way. D. A. Magill, of the Hendee Mfg. Co., with Joe Dell, on an Indian motorcycle and sidecar, started out to the rescue. They found the relay riders stranded on the bad roads and trying desperately to make repairs, and the message was picked up and hurried into Chicago by Magill and his companion. The message reached Chicago at 7:15 a. m. on Wednesday, July 21, ten hours and forty-five minutes behind Manager Donovan's schedule.

The dispatch riders out of Chicago were Hawkins, Sawyer and Johnson, on Thor motorcycles. They got away at 7:16 a. m. Owing to the heavy rain which had fallen during the night these riders were compelled to take to the railroad ties for a good part of the run to Sterling.

### Excelsior Riders Lost the Road

The message arrived in Victor, Ia., at 3.25 p. m., on Wednesday, July 21, when Raymond Shay, William Novotny and Ray Holden, mounting Excelsior machines, pulled in after a hard struggle from Davenport. One minute later, or at 3:26, three Harley-Davidson riders, William Thul, Carl Larson and Vern Soderberg, started for Des Moines. The Excelsior riders lost the road on the way into Victor and were delayed 25 minutes.

Des Moines was reached at 6:05 p. m.;

Emblem Relay Riders, Buffalo to Erie: J. M. Warwick, Ward Hughson and Ray Frawley

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Columbus, O., at 5:42 Thursday morning, Kearney, Neb., at 9:30 a. m., and North Platte, Neb., at 12:45 Thursday afternoon. The relay riders who brought the message into North Platte were C. O. Fisher and S. S. Nichols and Elmer Mermee, on Harley-Davidsons. They were delayed because of 10 miles of mud near Lexington and lost 45 minutes. The riders who started on the succeeding relay were Ralph Lutholz and George Easton, on Indians. They left at 12:45 p. m., Central time.

**In Rawlins 5:10 A. M. Friday**

The messengers reached Julesburg, Colo., at 3:10 p. m., on Thursday, July 22, Cheyenne at 8:05 p. m.; Pine Ridge station at one o'clock Friday morning, and Rawlins at 5:10 a. m. Friday.

Ogden, Utah, was reached at 9:18 p. m. on Friday, July 23. Twenty minutes was clipped from the allotted time between Salt Lake City and Ogden. Ray Kelton and Ray Shurtliff left Ogden thirty seconds after the arrival of the previous relay messengers, with Kelton as their first station.

Vern Claflin pulled into Elko, Nev., at 1:25 a. m. on Saturday, July 24, having made the run from Cobre in three hours and fifty minutes. Claflin gave a remarkable performance, but was fifty minutes behind the schedule laid out for the run between Cobre and Elko. He had a bad fall in Elko in turning a corner, but it is understood that his injuries were not serious.

**"Warhorse" on the Job**

E. G. Baker and Leo McCarthy picked up the message half a minute after Claflin's arrival in Elko and started to cover the relays, from Elko to Reno.

Baker, mud-covered and tired, but still very much in the game, roared into Reno at 4:54 Sunday morning, July 25. In covering the four relays Baker had traversed 347 miles of good, bad and indifferent roads in 16 hours and 40 minutes. McCarthy was still with the messenger as escort.

Baker covered the 84 miles from Elko to Battle Mountain in two hours and ten minutes, opening ten cattle gates on the way. He took on oil and gasoline at Battle Mountain and then rode 25 miles on the railroad ties and over a stretch of desert on the way to Winnemucca. Having covered 72 miles, he arrived in Winnemucca at 6:50 p. m. On the last leg into Winnemucca he encountered a cloudburst and traveled with the water only a little below his carbureter for a considerable distance.

**56 Miles of Railroad Ties**

Baker and his companion then rode railroad ties 56 miles, to Madera, where 45 minutes was devoted to taking on supper oil and gas. The messengers reached Lovelock at midnight, and later, when nearing Fernley, it was necessary to build bridges over a number of cattle-guards. In the alkali flats near Fernley it was impossible to travel more than 10 miles an hour for a time—and that on low gear.

The message-bearer and his companion reached Hot Springs at daybreak, having attained an elevation of 5,000 feet. They rode 25 miles of cobblestones into Fernley, and on leaving this place crossed a sand dune and traveled for five miles with the sand nearly hub-deep.

The run from Wadsworth to Reno was made in 55 minutes, the distance being 35 miles. In Reno a big crowd awaited the riders and they were given an ovation as they pulled up at the relay station. The total mileage covered by Baker and McCarthy on railroad ties was 137, practically all of it at night!

**The Message Reaches Sacramento**

Art Swan and Charles Clegg covered the relay from Reno to Colfax in 3 hours and 29 minutes, the distance being 84 miles. This beats the best automobile time by 15 minutes. The route was in bad condition, especially where the riders crossed the divide at an elevation of 11,000 feet.

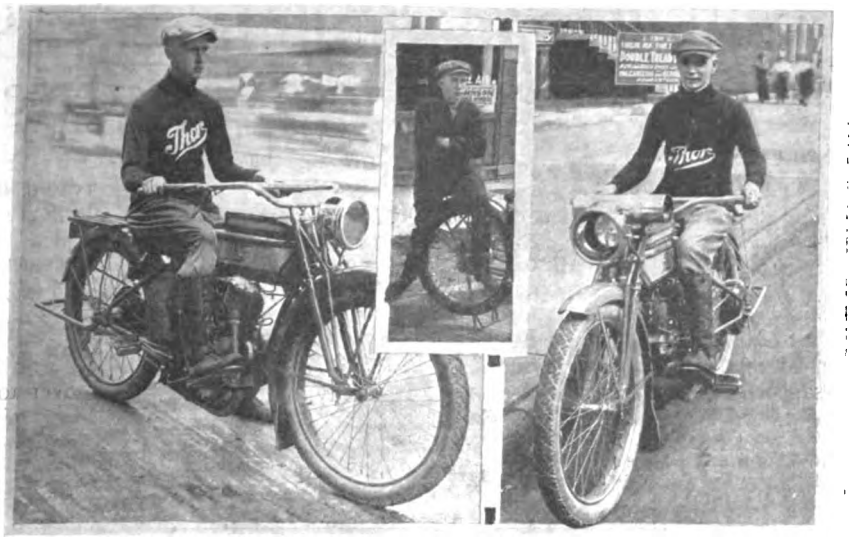
Schubert Heft carried the message out of Colfax at 10:15 a. m., accompanied by Arthur Trumbull. Trumbull blew out a tire five miles outside of Colfax, and Heft proceeded alone. He reached the capitol grounds in Sacramento at 12:15 on Sunday, having held his rear mudguard in position for the last 18 miles. It was broken in a bad rut.

From Sacramento to Tracey the message was carried by Perkins and Carter. They arrived in Tracey at 1:54 p. m. on Sunday, having covered the 70 miles in one hour 39 minutes. At Tracey the message was turned over to Chelini, and he rushed it on to San Francisco as described in the opening paragraphs.

**Machines in the Relay**

Following is the list of motorcycles used in carrying the President's message across the continent:

Relay A, Indian; B, Henderson; C, Flying Merkel. Relay 1, Excelsior; 2, Thor; 3, Emblem; 4, Excelsior; 5, Harley-Davidson; 6, Pope; 7, Emblem; 8, Dayton; 9, Indian; 10, Henderson; 11, Merkel; 12, Cyclone; 13, Thor; 14, Indian; 15, Excelsior; 16, Excelsior; 17, Pope; 18, Dayton; 19, Excelsior; 20, Indian; 21, Harley-Davidson; 22, Indian; 23, Excelsior; 24, Excelsior; 25, Excelsior; 26, Indian; 27, Harley-Davidson; 28, Harley-Davidson; 28-a, Thor; 29, Excelsior; 30, Harley-Davidson; 31, Indian; 32, Indian; 33, Indian; 34, Indian; 35, Harley-Davidson; 36, Indian; 37, Excelsior; 38, Harley-Davidson; 39, Pope.




**Thor Message-Bearers, Chicago to Sterling, Ill.; Sawyer, Hawkins and Johnson**

## CHICAGO RELAY BEAT TRAIN

Chicago, Ill., July 26.—The time figures made in the relay from Chicago to Sterling, which was ridden on Thor machines by Harry Sawyer, Hawkins and Johnson, has aroused local motorcycle fans to a high pitch of enthusiasm because the motorcycles crimped the fastest train time. The time of the relay from Chicago to Sterling was two hours and fifty minutes, whereas the fastest train time is three hours and five minutes, and the train distance is twenty miles shorter. The Thor relay averaged forty-two miles an hour, despite the fact that the roads were in the worst possible condition, due to the severe rainstorm which broke the previous day. Harry Sawyer, the Thor dispatch bearer, left the Windy City at 7:20 a. m., and arrived in Sterling at 10:10. Ten minutes behind Sawyer came Hawkins, while Johnson arrived fifteen minutes after Hawkins had entered Sterling.

## INDIANA RUN DIFFICULT

Indianapolis, Ind., July 26.—Though no official returns have as yet been received, six riders are believed to have finished the eighteen-hour Southern Indiana endurance run of the Indianapolis Motorcycle Club, held on Sunday, July 25.

Present indications point to the Indian team, composed of Nels Hodgin, George Vanstaden and Al Appel, as the winner of the team trophy. All are said to have finished with perfect scores and to have checked in at Gosport, the secret control, within forty-five seconds of the schedule time. Jack Carr, Indian; John Merz, Excelsior, and Ben Gilchrist, Excelsior, also claim to have made perfect scores.

The course was a stiff one with the result that most of the riders quit before half the distance of 305 miles was covered. There were twelve starters in the run.

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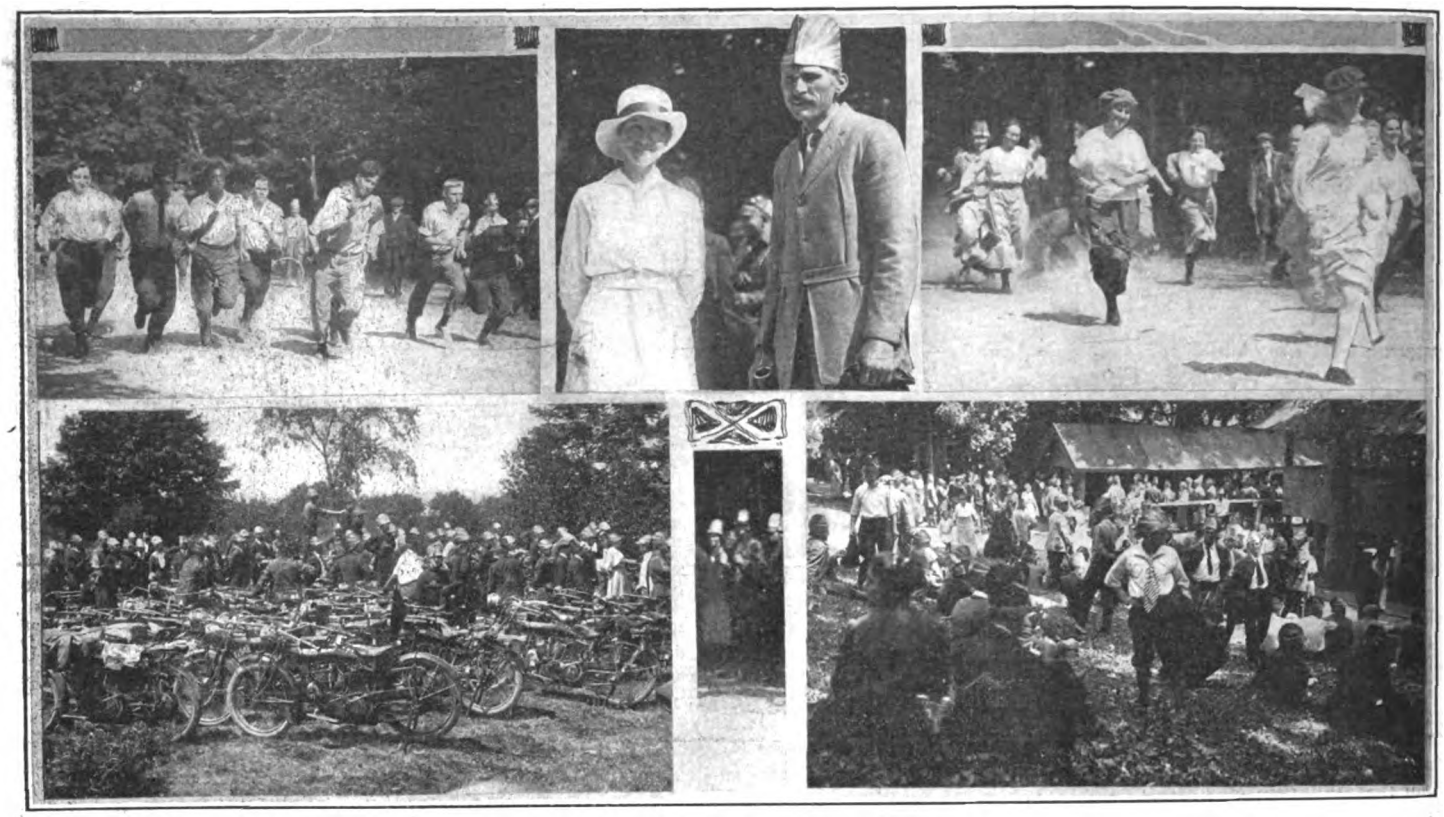
# Over Twelve Hundred at Swenson Picnic



**Upper Left, Robert Denney, in Center, Winning Lean Men's Race, Third Feature of Athletic Program; Center, Mrs. Swenson with Chieftain B. A. in War Bonnet; Upper Right, Miss Pearl Domler Crossing Line First in Tandem Girls' Dash; Lower Left, Part of Solo Mounts Parked Outside of Grounds; Right, Near Refreshment Booth.**

PROVIDENCE, R. I., July 26.—Those who traveled the roads in the vicinity of Providence yesterday morning, between the hours of dawn and noon, were astonished at the number of red motorcycles and sidecars speeding toward the Rhode Island capital. They came singly, in pairs, and as many as 30 in one group, and all were headed for Exchange Place to join in the 1915 annual Indian pow-wow and picnic given by B. A. Swenson, the Indian man. And they had the best of weather all day.

### Count Showed 602 Machines

From the early hours of Sunday morning until nearly 2 o'clock, the Swenson establishment at Broad and Friendship streets resembled the shipping department of a good sized motorcycle factory. The streets were lined with soloists with their mounts, sidecarists with their passengers and pennant-hung combinations and the inevitable tandem couples, the passengers in most cases being of the fair sex. As fast as the riders assembled, they were directed to Exchange Place, and from thence guides headed parties for the Palace Garden, seven miles out of the city, where the pow-wow and "eats" were to be enjoyed simultaneously. The guides left every half-hour from 8:30 until noon, and there were never less than 40 machines trailing each leader. When the mounts were parked at the Gardens and a count was taken at one o'clock, it was found that 134 sidecar combinations, one van, one sideseater, and 466 solo and tandem Indians were resting, awaiting those who were feasting inside the grounds.

Registration of guests of Chieftain Swenson was started with the arrival of the first party, but before the fifth squad arrived it was found necessary to abandon any idea of getting the names of all who attended. A count of coupons issued by B. A. Swenson in order to "check up" on the ice cream, soft drinks, chowder and sandwiches consumed, showed that 1,221 Indian enthusiasts participated in the picnic. Some of these had followed the guides to the Garden, but a large proportion had come in on their own, from as far away as New Jersey, Vermont, New Hampshire and New York. All New England, who owned or rode Indians, was well represented at the pow wow.

As fast as each guest passed the gates, he or she was given a war-bonnet and a ticket with coupons, entitling to the string of "eats" that is inevitable at all the Swenson affairs. The huge crowd overflowed the Garden and spread itself over the grassy lawns in the vicinity. Up the dusty road to the well-paved boulevards leading into Providence there was a continual stream of riders on red machines in the afternoon, both going and coming. Laughs went up frequently when riders struck the deep sand-stretches on this road and made desperate efforts not to come off. In spite of many spills there were not even scratches to mar the enjoyment of the skidding motorcyclists.

After all had eaten their fill, athletic sports were started. The races led off with a 100-yard dash for fat men, no times being taken. Amid cheers from the spectators who lined the course four deep, John Vincent, of Providence, crossed the line a winner, with B. Rose, Greenwood, R. I., second, and Louis Davis, of Providence, a good third. It was next the turn of the sidecar girls, nine of whom entered in a 50-yard dash. Seven only succeeded in finishing, the others falling on the way. Miss Elizabeth Orencole, of Providence, was the winner, with Miss Lillian Carpenter, of South Weymouth, second. Misses Mary Gauthier and Ethel Gerlach, both of Providence, obtained third and fourth places, respectively.

### The Lean Men's Race

Following the sidecar girls' sprint, came a 100-yard dash for lean men. It was a close contest, but Robert Denney, of Boston, crossed the line a winner by a head over John Davis, of Providence. R. Whitney, of Middleboro, Mass., came third and H. McLane, of Taunton, Mass., was fourth. The tandem girls—those who came on tandems—followed, Miss Pearl Domler, of Providence, coming first over the 50 yards of the course, with her sister, Pauline, second, and Miss Mary Taylor, of Peacedale, R. I., third. Fourth place went to Miss Helander, of Montello.

A 100-yard race for men followed. There were 40 entries and four heats had to be run, the first four in each to qualify for the final. The final heat showed Paul Balaise, of Hatfield, Mass., to be the best speedster, with O. Cornell, of Cranston, second, and R. Denney, of Boston, third. Charles Stedman, of Cambridge, Mass, was fourth. The race, for 50 yards, for tom-

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...boys which was sandwiched in between the heats of the men's 100-yard, showed Miss Irene Dunley, of Cranston, to be the best lady sprinter, with Miss Pauline Domler, second, and Mrs. Helander, of Brockton, Mass., third. Miss Frances Loeb, of New York, came fourth. The final event was a two-mile run, which was won by C. A. Domler, of Providence, with L. M. Dohainson, of Somerville, Mass., second, and Harold Edman, of Eden Park, R. I., third. A. Marco, of Providence, was fourth. Each winner, in his or her event, was given a valuable prize, and at least four or five prizes were offered by Captain Swenson for the first four or five in each race.

The three-legged race, for mixed pairs, once more demonstrated the superior speed qualities of the Domler and Helander families. Paul Domler and his youngest sister came first, with Mr. and Mrs. Helander second. John Kay, of Providence, with Miss Pauline Domler, was third, while Roy Cobb and Mrs. Fuller were fourth. Miss Frances Loeb, of New York, and Jack Neiss, of Newark, N. J., were the fifth to finish.

The pow-wow was all over at 5:30 in the afternoon and the Palace Garden was once more deserted, the only sounds being the gradually-dying notes of the exhausts of the departing Indian machines.

## POW-WOW PERSONALITIES

The Hendee factory forces were represented by John J. O'Connor, of the publicity department; Eugene Madden, of the engineering staff; J. H. O'Brien, of the parts department, and J. B. Brady, of the outside advertising staff. Z. Godin and Mrs. Godin also came over, as did J. Barrows, E. Drake and A. A. Anderson.

E. H. Tracy, of Cleveland, Ohio, came with his bride in a sidecar combination. It is reported that the recently-married Mr. T. forgot to register his better half at the Narragansett Hotel, until reminded of the fact by the Godins. The Tracys came with the Indian "bunch" from Springfield on Saturday night, and left on Sunday evening for a final visit to the big factory.

For once, 'Gene Madden did not ride out of Springfield. He has a damaged rib, and therefore had "Long John" O'Connor do the honors with a sidecar. The scenery en route was reported as fine, except when it was marred by a stretch of tarred dirt road near Uxbridge, Mass.

J. H. O'Brien came over solo, and did a lot of sidecar driving while at the picnic. He had his New Jersey M. C. gold medal very prominently displayed where everybody could appreciate it.

J. B., otherwise "Old King," Brady, who is now taking it easy in Providence on his vacation, did good work in boosting the picnic with his sidevan. He acted as guide for a number of parties to the Garden.

Those who attended previous Swenson picnics missed "Eddie" Swenson's work as a sidecarist. Eddie is up in Maine in camp for the summer, and could not get home in time for the affair. "Gasoline Gus" Sundin, who is Eddie's touring partner, was right on the job all the time, however.

D. R. Walls, advertising manager of the Splitdorf Electrical Company, of Newark, N. J., came up in a sidecar with Jack Neiss, of the Splitdorf testing force, from Newark. Both showed the beneficial effects of their trip when they arrived on the grounds. They left for Springfield to visit the Indian wigwam on Sunday night.

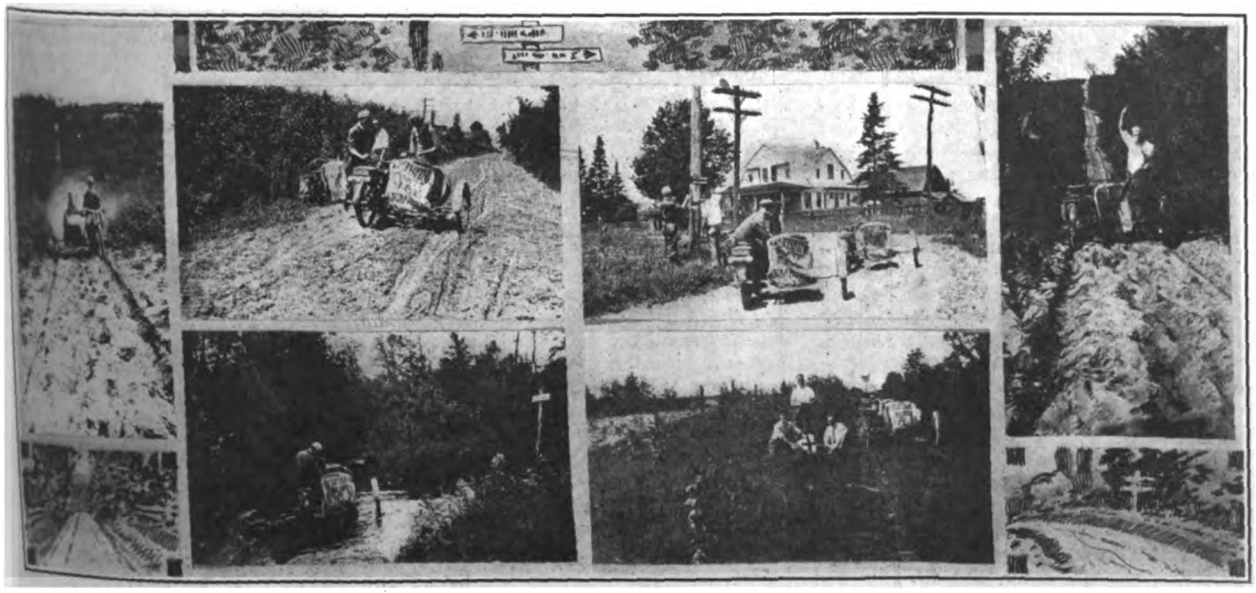
M. P. Sullivan, who represents the Benton sparkplug "everywhere," came up in his car from Willimantic, Conn., to attend the pow-wow. M. P. is a veteran motorcyclist, as well as an automobilist, and has a Ford runabout that can do 45 miles per hour on the road without whip-sawing. He demonstrated the fact to **Motor Cycle Illustrated's** representative.

# Pathfinders on Michigan Run Course

GRAND RAPIDS, Mich.—Byrne Hull, Charles Blakeslee, Tom Martin and Police Commissioner "Happy" Scherer, who composed the path-finding party for the Grand Rapids M. C., returned a few days ago from a five-day exploration trip over the rugged and unsettled country of northern Michigan. Their object was to map the course of the Michigan State A. A. M. endurance run, which will be held on July 31 and August 1, starting from this city. Their reports show that much of the trip will have to be made in middle and low gear.

The first leg of the course, Grand Rapids to Reed City, 78 miles, was over pretty good roads, according to the path-finders. From Reed City to Tustin, however, the course winds in and out through the woods, with lots of stumps and rocks jutting out of the sandy surface. From Tustin to Marion, only fair roads were encountered, but from Marion on it was a case of going through pine-slashings and shrubbery over the Michigan plains, all the way to Leota. Sidecarists will have trouble here, say the path-finders, as there are many stumps to dodge or pass over. A nice ford through Cranberry Creek—deep mud bottom—will also help to make things interesting on the stretch out of Leota.

More woods are met with after fording the creek; then comes Harrison, the noon control on the first day. The first afternoon leg leads to Gladwin over the dreaded 1914 Bay City M. C. course to Bay City, the night stop. At this place, the Bay City Club will handle the night control. From Bay City the run will go through Saginaw, Flint, Owosso, Lansing, St. John, Battle Creek and Kala-



Left, Typical Sand Road Near Leota; Next to Right, Tire Repairing on Highway; Pathfinding Sidecars in Big Rapids; Extreme Right, Part of Course Through Pine Woods; Lower Left, Fording Cranberry Creek; Lower Right, Near Tustin

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mazoo, finishing at the *Herald* building in this city on Sunday night. The total mileage is calculated at 525, but official figures on this point have not yet been compiled.

The run will be thoroughly posted. Large letters "R" and "L" will be used to designate right and left turns, with crosses to indicate straight ahead. These symbols will be painted in red and white along the course. Checking stations will be established every 20 miles of the entire distance, and contestants will be required to check in on the minute, with a three-minute allowance for variation in watches. The run has been designed to demonstrate the endurance and stamina of both rider and machine, and on the performance of both awards will be made. There will be no secret checks, no awards for consistent running, and the element of luck will be eliminated as far as possible. A reasonable schedule is provided for.

The path-finders state that machines not equipped with powerful motors and two or three speeds will have difficulty in getting through the run. A long list of trade entrants, as well as of private owners, is assured. Entry blanks and general information can be had of Tom Martin, care of the *Grand Rapids Herald*, this city.

# Baltimoreans Picnic as Dealers' Guests

BALTIMORE, Md., July 26.—No motorcycle affair in this vicinity started off and ended with such a bang as the dealers' picnic, which was held under the joint auspices of the local and the county motorcycle dealers at the "Chick" Thomas Shore on Black River, Sunday, July 25. Leaving early in the morning the various groups of riders assembled at the stores of their respective dealers and then met at a central point from which they rode to Fort Howard.

Here a baseball game was held between the Indian and the Harley-Davidson team. Both teams were confident of victory and eager to vanquish their opponents. The game opened with Capt. French's men at the bat and Bert Heinz on the mound for the Harley-Davidson boys. Bill Randall landed on one of Heinz's curves, got a two bagger and the game was on in dead earnest. Heinz got busy. The next two men struck out. Then Bob French stepped up to the bat and walloped a single. Will Snyder, the next man, landed on Heinz's ball for a home run. The following man up struck out.

H. A. French, on the mound for the redmen, got some clever curves out of the old pill. He took three scalps in succession, in spite of the fact that his baseball training had been somewhat neglected the last few years. The second inning proved to be a good one for Heinz, who held himself together and didn't allow a single man to walk. Umpire Boyd, while cool and self-possessed, was hooted and howled at for playing favorites.

The heavy hitting of the Indian team in the third inning caused Heinz to retire and Meyers, who succeeded him, could not puzzle the batters for the remaining innings. The redmen got away with the game to the tune of eight to two. The Indian team now has three victories to its credit.

After the game was over, the picnicker saw the sights at Fort Howard and then made a bee-line for "Chick" Thomas Shore, where the hosts got busy. There were ice-cold beverages on tap and barrel after barrel of crabs were put up, together with sandwiches and plenty of fresh garden vegetables. Appetites were certainly keen, for everything disappeared from sight in short order.

The tug-of-war between the two teams, captained by Bob French and Charles Huber, proved to be a draw. The battle lasted half an hour, but neither the Harley-Davidson nor the Indian team would give in.

There were nearly three hundred motorcycles of all makes and descriptions on the grounds, and nearly five hundred picnickers were in the huge crowd. There was a generous sprinkling of ladies and a number of representatives of the two clubs in Washington, D. C. The dealers who were responsible for the success of the picnic were: Heinz Motor Co., Clayton Sandruck, Excelsior Motor & Supply Co., Maryland Cycle Co., and Howard A. French. The Maryland Motorcycle Club assisted in the arrangements.

# Ellis Takes Mississippi Championship

INDIANAPOLIS, Ind., July 24.—Johnny Ellis, of Indianapolis, copped the 100-mile race for the Mississippi Valley championship against a field of fourteen fast riders on the local track, July 24. Ellis rode a stock seven Indian and made two stops which cut his time down materially.

His time for the century was 99 minutes and 22⅕ seconds. This race established a splendid record for Ellis, as he has won three consecutive hundred-mile races on the local track against every good rider in the country inside of the last year. Ellis finished four laps to the good of Brier, Harley-Davidson, the second placer.

The riders took three laps to get started, and Montgomery, on an Excelsior, took the lead, which he held for ten laps. Wolters, riding a Harley-Davidson, took up the pace from here and led until he was forced out of the race in the seventieth lap by a spill caused from dodging a spectator. Wolters suffered a fractured ankle and injuries about the head. Brier struck Wolter's machine and fell breaking two knuckles, but regained control of his mount and finished in second place.

Montgomery went out of the race with bad tires about the eightieth lap. Jim Davis experienced trouble from the start. Time and again he got back into the race and reeled off laps at a dizzy pace, only to fall again with motor trouble. He finished the race in third position, while Shaffer, on an Excelsior, came in fourth.

The track was in poor condition, which accounts for the slow time of Ellis. He made the same distance last year in 94 minutes and 3 seconds. Sargent, on an eight-valve Indian, had a leaky tank to start with, but after getting fixed up rode like a madman and made the fastest time of the race. Sandman and Kempt, from Louisville, had mechanical trouble early and retired. This race was the first of the season promoted by the Indiana Racing Association, and was well attended. Summaries: John Ellis, Indianapolis (Indian), first; time, 99:22⅕. Bill Brier, Milwaukee (Harley-Davidson), second. Sam Davis, Columbus (Indian), third. C. Shaffer, Muncie, Ind. (Excelsior), fourth.

Bill Laurie, of the Consolidated Motorcycle Club, of Indianapolis, proved to be not only the fastest rider in the club, but the speediest eater in the five-mile novelty race, the curtain raiser to the 100-mile race of the Indiana Racing Association. He so far outclassed all competitors at the eating game that he was not forced to extend his Indian. George Spangler, on a Harley-Davidson, took second. He was not in Laurie's class as an eater.

### TO HOLD 300-MILE RACE ON SEPT. 5

Chicago, Ill.—The Speedway Park Association, of this city, announces a 300-mile race for September 5 on the new two-mile board track at Speedway Park. The race will be open to all comers using machines of piston displacement not exceeding 61 cubic inches. The field will be limited to 40 riders. Purses aggregating $2,500, have been offered, and a further inducement to the winner will be the title of "American Champion."

The new track at Speedway Park is considered by many to allow of greater speed than any two-mile track in the country. On June 24 an automobile race meet demonstrated that this track was exceedingly fast, and several new American records were set up on that occasion. It is expected that with a fast track and good inducements in the shape of big prizes, that the cream of the country's speedsters will be lined up on September 5, ready to start.

The list of prizes offered so far follows: First prize, $1,000; second, $600; third, $300; fourth, $250; fifth, $150, and sixth prize, $100. To the rider whose machine leads at 100 miles, a special prize of $50 is offered, and another of the same value to the leader at the 200-mile mark. Additional special prizes are expected to be offered.

### SILVER LAKE RACES POSTPONED

Akron, O., July 26.—The races which were to have been held at Silver Lake Park in this city on July 31 have been postponed until Sunday, August 7.

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# THE F. A. M. ELECTIONS

WE congratulate the delegates to the F. A. M. National Assembly at Sacramento upon their work of last week, and have no hesitancy in predicting that the results will be thoroughly worth while. Our report of the business sessions, printed elsewhere in this issue, shows that there was practically none of the empty controversial stuff which has characterized so many preceding F. A. M. conventions. Instead, the delegates handled the situation as though they were determined to do some real constructive work, and it looks very much as though they had succeeded.

In the first place, the Convention did the expected, as well as the wisest thing, in re-electing to the presidency, A. B. Coffman of Toledo. The fact that Coffman was re-elected by acclamation proves his strength and popularity beyond all question. In view of the fact that his re-election took place something like 2500 miles away from his home town, and that those who elected him were, in many cases, total strangers, it is evident that Coffman's ability is recognized in all parts of the country, and that his efforts towards rebuilding the F. A. M. have given him a nation-wide reputation. He has earned this reputation, and can be depended upon to live up to it. He has steered the Federation away from the rocks towards which it was heading a year ago. With the entire situation well in hand, and with the backing of a capable Board of Directors, President Coffman is now in position to follow up his preliminary work with important results.

The new directorate is easily the strongest the F. A. M. has ever had. Supporting Coffman as President, Pixley, a Pacific Coast man, as First Vice-President, and Campbell, a New Englander, as Second Vice-President, we have a board which is thoroughly representative of the best there is in the organization. The most capable men in the old Board have been retained, while the new members are sure to add to its strength.

Easily the biggest task before President Coffman and his fellow officials has to do with plans for increasing the Federation membership. For years that has been its weakest point, and it is gratifying to note that the Convention adopted means which will undoubtedly lead to rapid membership growth. The F. A. M. cannot reach the 50,000 mark in one year, but every official and, in fact, every member, should do all in his power to double the present membership. There should be at least 20,000 or, better still, 25,000 members in good standing this time next year. It is by no means an impossible task, but at the same time, something which cannot be accomplished without a goodly measure of effort intelligently directed. During the past year, the F. A. M. has earned the good will and active support of every person who rides a motorcycle or is in any other way interested in the sport. If only one-tenth of those interested were members of the Federation, its revenue would be nearly double what it is now, and it would be in a position to take up and solve many problems which lack of the necessary funds, on account of too small a membership, places outside the reach of the officials of the national body.

The organization is now an excellent one and, with a moderate expense account available, the F. A. M. will soon be able to provide effective protection to the interests of the motorcycle industry and of every motorcycle rider in the United States.

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# Everybody saw Indian Red at Sacramento!

**The one *truly national* racing meet of the year is held in connection with the annual F. A. M. Convention. Here the national championships are fought out between the crack speed-masters of the country.**

**Year after year Indian has carried away the most brilliant honors at the F. A. M. National Meets. Year after year Indian has been the despair of the other-mounted riders.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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And now—

In 1915 Indian again takes the conqueror's share of the spoils—Indian stamps its victorious heel-print upon the following events:

## SATURDAY, JULY 24

25 Mile Professional National Championship
(Indian two miles ahead at the finish)
10 Mile Professional Stripped Stock
5 Mile Professional Stripped Stock
1 Mile Amateur National Championship

## SUNDAY, JULY 25

25 Mile Amateur National Championship
10 Mile Professional National Championship
5 Mile Professional Free-For-All
5 Mile Professional Stripped Stock.

*Creviston and Liggett were the boys who turned the trick, who set that staunch old battle-cry ringing—*

# AND JUST FOR GOOD MEASURE—

Liggett on an Indian Won the National Championship Bosch Trophy

## HENDEE MANUFACTURING COMPANY

(*Largest Motorcycle Manufacturers in the World*)

**Springfield, Mass.**

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# With the Manufacturers

## NEW LOWENBERG COAT

Riders who like to minimize their touring clothing requirements will be interested in the new Reversible Corduroy "Everdri" coat made by the Lowenberg Co., of 58 Colden street, Newark, N. J. This coat, which is the latest addition to the firm's line of sports clothing, is particularly adapted to cold, clear and stormy weather, by reason of its cut and design, as well as the nature of the material used in it.

The coat is cut double-breasted and has a high storm-collar. Wrist-tabs are fitted to protect the wearer against rain and wind, these tabs acting equally well for either face of the coat. The corduroy side is to be employed for cold weather wear, while on reversing it the garment becomes a corduroy-lined "Everdri" coat. This latter is designed to be used in rain or stormy weather.

The new Lowenberg coat, giving thus two garments in one, has been designed to eliminate the carrying of a raincoat or poncho. It is a companion of the firm's well-known combination motorcycle and hunting coat "Dridux," which is of Norfolk cut. Both this material and the "Everdri" are exclusive fabrics of the Lowenberg Co.

In view of the strong demand for the Lowenberg line of sporting clothing last season, L. N. Smith is making preparations for an early start in order to visit all the large cities east of the Mississippi. He will show the fall line of clothing, with its recent additions.

## LARGER BURD FACTORY

The Burd High Compression Ring Company of Rockford, Ill., is beginning the installation of machinery in an additional new factory building containing 30,000 square feet of floor space. This has been found necessary to enable it to make deliveries on its large contracts, and to start work on business that has been waiting for this factory increase.

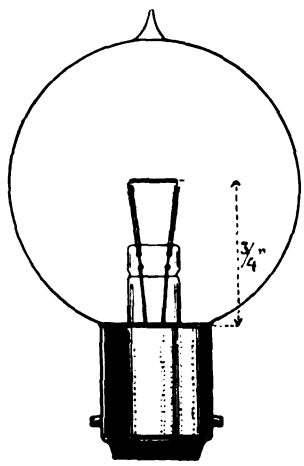
## HARLEY PRAISED AS INVENTOR

Milwaukee, Wis., July 28.—William S. Harley, the master mind of the Harley-Davidson engineering force, comes in for considerable praise in a recent newspaper article appearing in the Milwaukee *Journal*, dealing with the proposed advisory board now being formed by Secretary of the Navy Daniels and the fact that N. A. Christensen, inventor of air brake devices, a Milwaukeean, has been chosen for a place on the board.

"Perhaps no other city of its size has produced so many inventors," remarks the *Journal*, in commenting upon the part Milwaukee has played in the development of the country in the way of new mechanical improvements. In the list of prominent inventors that follow, Mr. Harley's name is second, preceded only by that of Mr. Bruno Nordberg, the veteran steam engine and air compressor genius.

## NITROGEN-FILLED JAEGER BULBS

In order to obtain the maximum of lighting power combined with the minimum consumption of electric current, the H. J. Jaeger Company, of Hoboken, N. J., has placed on the market a series of bulbs known as the "Jaeger's Nitros." These bulbs, which are especially adapted to use in motorcycle headlights, differ from the regular form of tungsten-filament bulbs in having a spiral filament surrounded by nitrogen and other gases, instead of having the filament glow in a vacuum.




**Jaeger Nitro Bulb**

The presence of the gases in the bulb allows of a higher incandescence of the filament without disintegration of the wire composing it, and the result is a brilliant white light. The form of the wire is such as to concentrate the light in a direction parallel to the axis of the lamp, thus rendering it of great value in motorcycle service where a powerful illumination is needed with a small output of current. The use of nitrogen gas further prevents blackening of the bulb and gives the lamp an efficiency of one-half a watt per candlepower, about double that of the ordinary tungsten lamp.

The Jaeger Nitros have a close focal adjustment. The filament is double, so that should one side break or be disabled from any other cause, the other side will still be available for use. These lamps are stated by the maker to take but half the amount of current for the same candlepower, as compared with vacuum tungsten lamps. The bulbs can be had in 21 to 30 candlepower, suitable for 6-7 and 12-14 volt current.

## ON VACATION TOUR

H. A. Stillman, of the export department of the Pope Manufacturing Company, is spending his vacation with his family, touring southern New England, and using a Pope motorcycle with sidecar. The trip includes Providence, Westerly, New London, along the Connecticut shore, thence up the fine highways by the side of the Connecticut River and back to Westfield. This is the second season Mr. Stillman has made a motorcycle vacation trip, choosing this method of travel in preference to any other.

## VAN SICKLEN BUSINESS SOLD

A report from Aurora, Ill., is to the effect that the Van Sicklen speedometer will hereafter be manufactured for the Van Sicklen Co., of Aurora, by the Elgin National Watch Co., of Elgin, Ill., and that an improved motorcycle model may be added to the line shortly.

## 50 MOTOR WHEELS GO ABROAD

Milwaukee, Wis.—The A. O. Smith Company, makers of the Smith Motor Wheel, has shipped 50 of the little attachments to various foreign countries during the week ending July 24. The machine went to Buenos Aires, Argentina; Santiago de Chile; Honolulu and Korea.

## VIRGINIA WELDING COMPANY

At Norfolk, Va., the Virginia Electric Welding Company has been incorporated to handle general welding. The company has a capital stock of $15,000. The officers are: J. A. Ridgewell, president; F. Tonnemacher, vice-president; and William Benseler, secretary-treasurer.

## MOHAWK DOUBLES FLOOR SPACE

The floor space in the plant of the Mohawk Rubber Co., in Akron, Ohio, will be doubled by an addition which has just been started. In the spring the company doubled its production facilities, but further extensions have been found necessary.

## WANTS USED SIDECARS

C. Gordon Parkin, post office Box 334, Montego Bay, Jamaica, British West Indies, informs **Motor Cycle Illustrated** that he is in the market for second-hand sidecars to fit 1913 and 1915 Indians. Manufacturers, dealers or others, who are in position to supply the wants of Mr. Parkin will do well to write to him at the above address.

## POPE SHIPMENT TO ITALY

One order received last week by the Pope Manufacturing Company was for 16 Pope two-speeds, Model R-15, which were ordered by cable to be shipped to Italy.

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### CHAMPION PLUGS AT EXPOSITION

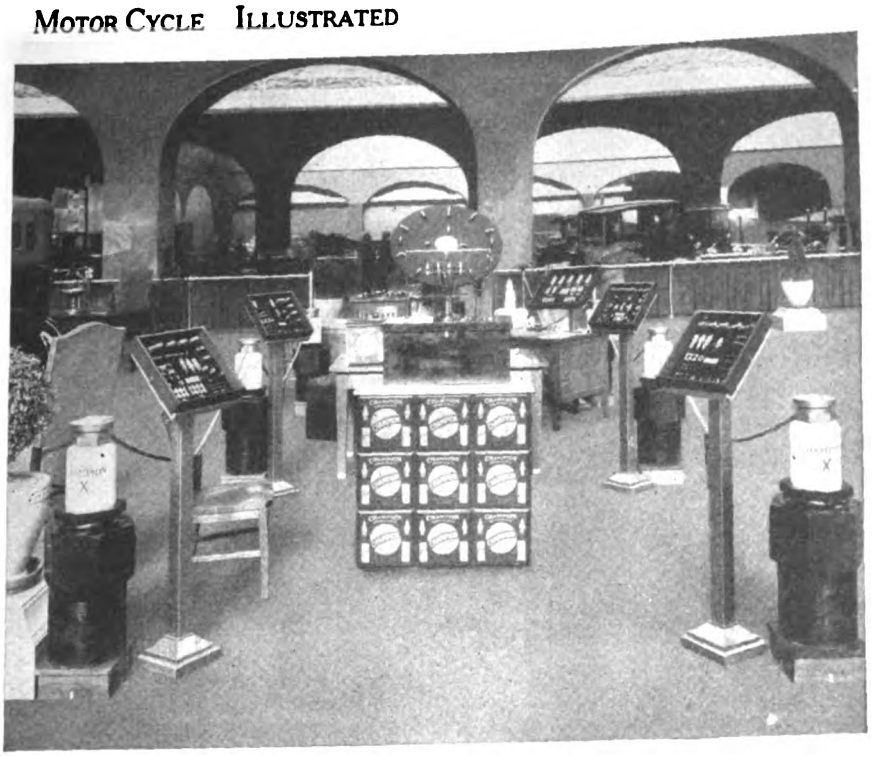
One of the attractive and instructive exhibits in the motor section of the Panama-Pacific exposition is that of the Champion Spark Plug Company, Toledo, Ohio, situated in block number 34 on the Zone Real, at the Palace of Transportation. The exhibit was arranged primarily to give the car owner and others interested in the mechanical details of the automobile, some idea of the way in which spark plugs are manufactured.

In the cases, which are placed on pedestals the various parts are shown which are used in the manufacture of the complete plug. In each instance the various parts are shown as they go from one operation to the other, i. e., the making of the shell, bushing and thumb nuts from solid bars of steel and brass, the assembling together of the center wires, the pressing of the copper asbestos gaskets from sheets of copper and asbestos and the final assembling of all these parts into the completed Champion spark plug. Another case shows the manufacture of the porcelain used in Champion spark plugs, how the various materials are manufactured and the name "Champion" burned on the outside.

The part of the exhibit which seems to create the most interest is the demonstration of the Champion Reliance "Waterproof-in-Water" plugs. Although the firing points of each plug are completely submerged in water they keep on firing a hot fat spark as regularly as if they were in a motor.

In addition to this complete mechanical display by means of a very comprehensive set of photographs, the visitor is taken through the entire factory of the Champion Spark Plug Company.

Two years ago the weekly output of the Champion Spark Plug Company was a little over four thousand plugs, now it is considerably in excess of thirty thousand Champion spark plugs each working day.



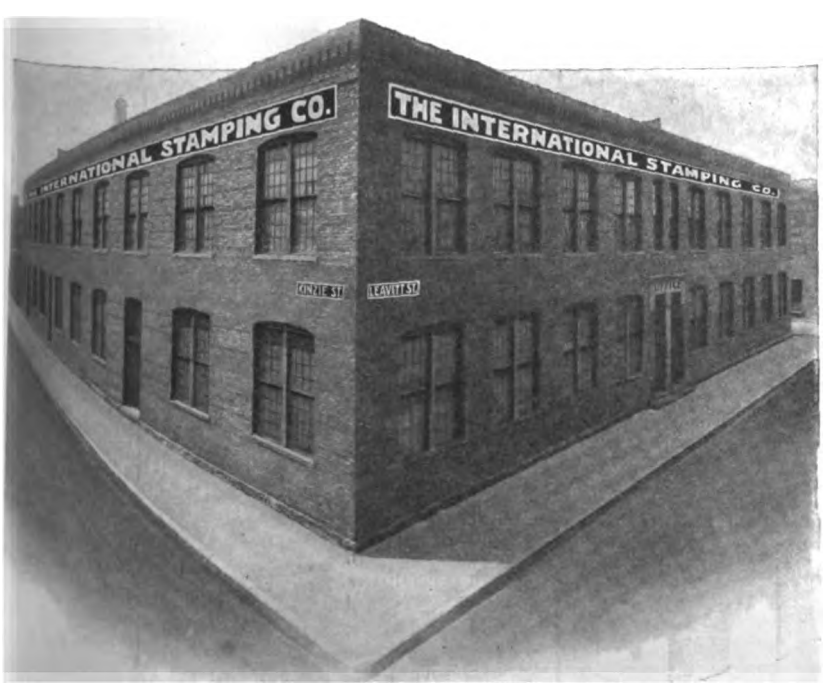
**Comprehensive Display of Champion Spark Plugs in Motor Section of Transportation Building at Panama-Pacific Exposition; All Parts of the Plug Are Shown**

### "INFO" FOR MANUFACTURERS

Manufacturers of motorcycles and accessories will be interested in two booklets compiled by the Bureau of Foreign and Domestic Commerce. Table 5, "Exports of Domestic Merchandise by Articles and Countries, 1910-1914," shows every line of merchandise and its record of growth or decline during the five-year period ending in 1914. Over 500 different articles are given separate consideration. Table 3, the second booklet, deals with importations.

These tables (No. 3, imports; No. 5, exports) are parts of "Commerce and Navigation of the United States, 1914," which sells for $1. To meet the present great demand the booklets are published separately, Table 3 being sold for 30 cents a copy and Table 5 for 35 cents. Orders are filled by the Superintendent of Documents, Washington.

## INTERNATIONAL STAMPING CO. DOUBLES FLOOR SPACE IN ITS NEW PLANT




**New Home of the International Stamping Co. in Chicago**

CHICAGO, Ill.—The International Stamping Company, of Chicago, is now moving into its new plant at 404-412 N. Leavitt street, where it will have greatly increased facilities for handling its rapidly growing business. The new plant has exactly double the space which was available in the old buildings, and the various departments have been laid out so as to take advantage of every opportunity for high-grade manufacturing on an economical basis. The company will add to its line a complete list of automobile tire-carriers and automobile tool and battery boxes.

Every modern facility for the rapid and economical production of stampings consistent with the nature of the company's product has been installed in the new factory. Particular attention has been paid to facility in the handling of raw and finished material.

During the last year the business of the International Stamping Company has grown to such an extent that it was found necessary to operate the plant day and night. An extra force has now been taken on to facilitate the handling of orders. A ten-year lease has been taken on the new plant, and new machinery will be installed.

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## THIS SIDECAR COMBINATION IS USED ON KOREAN ROADS

MOTORCYCLE photographs from Korea are so rare that the occasional ones that come to hand are of special interest to followers of the single-tracker's progress the world over. The accompanying picture comes from Mrs. J. W. Lattin, wife of the Harley-Davidson dealer in Seoul, Korea, and shows the side-car combination with which the Lattins make their trips throughout the picturesque if sometimes hazardous country surrounding Seoul.

The houseboy appears at the right, and his attire is the correct thing for day wear; it is not his "nightie" as might be thought by the uninitiated. The chaps in the background are coolies—caught in the act of looking cool.

## Take Steps to Eliminate Pennsylvania Toll Roads

PHILADELPHIA, Pa.—The first effort of any importance to eliminate, or more properly, exterminate, the objectionable toll roads throughout the state of Pennsylvania has been undertaken by the new state highway commissioner. Negotiations to this effect have been opened by his department with a number of turnpike companies operating in various parts of the state.

It is believed that considerable progress in this direction can be made with the use of the $250,000 appropriated by the last legislature for the purchase of turnpikes. Where the turnpike companies ask too high a figure for their property the department will ask the counties in which they operate to come to its financial assistance. Otherwise the department will possibly undertake to open roads that run parallel with these turnpikes. The first offer of co-operation has come from the residents of Chester and Delaware counties who have agreed to give $50,000 for highway purposes. The fact that Pennsylvania is replete with toll roads and privately owned turnpikes has proved an obstacle to motorcyclists in all parts of the state.

### DENVER RACES WELL ATTENDED

Denver, Colo., July 20.—Bob Perry, Excelsior, accounted for the five-mile open which was run with other races on Saturday, July 17, at the one mile dirt track at Overland Park, this city. Goudy, Excelsior, was second and Stokes, Excelsior, took third position. The track was heavy and the time was in all cases very slow. Vard Rose, Excelsior, took the five-mile state championship. Frank Kunce, Thor, and John Walker, Flying Merkel, were second and third respectively.

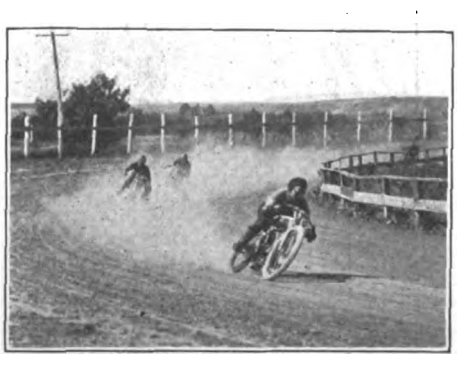
### HONORS EVEN AT KOKOMO

Kokomo, Ind.—The race meet held here July 18 was considered a success, notwithstanding the fact that rain compelled the referee to call the riders off the track in the fourth mile of the biggest feature of the program, the 25-mile open. The honors for the day were about equally divided between Voss, Excelsior, who took two firsts, and Morrison, Indian, who also took two.

### NARRAGANSETT PARK SPEEDWAY

Providence, R. I.—Announcement is made that the new Narragansett Park speedway will be opened on September 18. After a year and a half of grading and general construction work, the managers state that a mile asphalt course, which will offer new opportunities in automobile and motorcycle speed work, is about ready.

### HITTING THE TURN AT LINCOLN



**Leader in Five-Mile Pro. Race Leaving Back Stretch at Speed in Recent Nebraska Meet**

## New Officers Put Ginger Int Washington Club

WASHINGTON, D. C., July 26.—Officers elected by the National Capital Motorcycle Club at its business meetin last January having permitted club activities to fall below the standard maintaine for more than seven years, a number the older members met on July 7 and declared all offices vacant. A new electio occurred on July 14, at which the followi officers were elected: President, E. Dodson; vice-president, L. G. Waldma secretary, Fred M. Mills; treasurer, H. Cohen; captain, George W. Beall; lieute ant, P. N. Moulden. These officers w serve out the terms of the expelled list, until the annual meeting next Januar Mr. Dodson served as president of t organization in 1912 and 1913, during whi time the club made the best progress in history.

Immediately following the election t club came to life with a snap, and has be showing its old-time ginger. A hill-clim has been arranged on August 7, and special committee is now competing a rangements for a race meet at Benni track on Labor Day.

The hill-climb will be held at Naylo Hill, Anacostia, where the club had a clim last Thanksgiving. Four classes have be placed on the program, all machines to limited to 61 inches piston displacemen An attractive list of prizes will be offere including medals, accessories and cash, a a big entry of local and out-of-town ride is expected.

The speed carnival at Benning track Labor Day will be the fourth annual eve promoted by the club. Strong efforts w be made to bring to Washington the b of the dirt track riders, and strong induc ments in the way of cash prizes will offered. The Excelsior people promise secure the entry of Emphfield, the Phi delphia rider who made a remarkable sho ing at Benning on May 30, 1913, and oth well-known Excelsior dirt-track stars w be entered. The Indian and Harley-Dav son local representatives will be entered all events, and it is expected that Ha Seamark will enter both the Thor a Flying Merkel. Local riders are bei urged to comply with the new F. A. registration rule so that they will be eligi to compete in all future contests staged the club.

### BURLINGTON RACES AUGUST 14

The Burlington (Iowa) Tri-State F Association will hold a motorcycle meet its half-mile track on August 14. F events will be staged at five, ten, fifte twenty and twenty-five miles. This m will be sanctioned and will be for 30 machines. For particulars, address G Holcombe, secretary, Burlington Tri-St Fair Association.

### SILVER LAKE RACES POSTPONED

The motorcycle races which were to ha been held at Silver Lake Park, Akr Ohio, July 31, have been postponed to A gust 7. Entries are now being receiv and the promoters promise a strong ca for the August meet.

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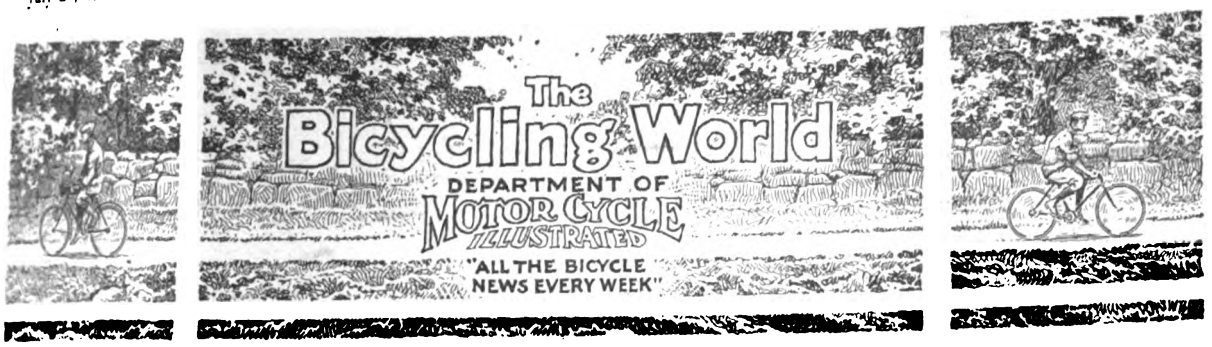
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# Goullet Wins Criterion After Dispute

NEWARK, N. J., July 26.—Wild scenes marked the running off of [illegible] criterion race at the local Velodrome [illegible] on Sunday, July 26, which was [illegible] won by Alfred Goullet, of Australia. Cesar Moretti, of Italy, was second and Frank L. Kramer, of East [illegible], the national champion, finished [illegible]. The race had to be re-run five [illegible] before the final outcome was [illegible]. The first time Kramer punc[illegible] after riding two laps. On the second attempt Kramer was the winner, [illegible] Moretti crashed to the track on [illegible] last lap after hitting Goullet's wheel, [illegible] a half dozen spokes out of it and [illegible] the tire. This all happened [illegible] riders were entering the back [illegible] and after the accident Goullet [illegible] condition to give battle to the [illegible] who easily romped in a win[illegible] Kramer was handed a bouquet of [illegible] and rode around the track in the [illegible] tour of honor.

[illegible] with his trainer, Jack Neville, [illegible] loud and long to the referee [illegible] the race stand as it was rid[illegible] the referee turned a deaf ear [illegible] the protests. He was under the [illegible] that everything went in the [illegible]. A short time after it was called [illegible] attention that he could order the [illegible] at his own discretion. He [illegible] went down in the training quarters [illegible] a talk with the three riders [illegible] was agreed to run the race over.

[illegible] took the lead away from [illegible] a lap and one-half from home [illegible] time the race was run. He held [illegible] into the last lap with Kramer [illegible] his wheel and Moretti trailing [illegible]. Going into the back stretch, [illegible] swung high apparently to get [illegible] to jump by Goullet. As soon as [illegible] went up the track Moretti shot into [illegible] place and from here on the cham[illegible] never had a chance to catch either [illegible]. Goullet finished about a wheel's [illegible] in front of Moretti, who was [illegible] the same distance ahead of Kra[illegible].

The Omnium race went to Alfred [illegible], the elongated Tasmanian rider, [illegible] led Reggie McNamara and Bob [illegible] home. Grenda rode back of McNamara and Spears for four full laps, [illegible] going into the fifth he took the lead [illegible] remained there to the finish. On the [illegible] stretch McNamara drew up on [illegible], while Spears was right along[illegible] of Reggie, but neither rider could get to the front, with the result that they finished in that order.

Reggie McNamara at last lost his title as holder of the Brassard, being beaten in the special one-mile match race by Cesar Moretti, the Italian rider. Moretti is riding in rare form and the Australian fell a victim to the Italian's great speed. McNamara led for five laps and one-half, but on the last half lap he was passed by Moretti, who led him around to the tape. McNamara had previously won the Brassard eight times before Moretti defeated him.

Alfred Grenda was once more a winner in the ten-mile single paced race ridden against Oscar Egg and Jackie Clark. Grenda remained behind Egg for nine miles and five laps and in the last lap he raced away from the Swiss rider. Jackie Clark was fatigued after riding six miles and four laps and quit. The time for the race was 19 minutes 36⅖ seconds.

Hans Ohrt, who is leading in the race for the amateur championship, failed to get placed in either of the amateur races. In the two-thirds mile sprint for the "simon-pures," Tommy Grimm, of Irvington, was the winner, while Fred Taylor took first place in the three-mile open. The summaries:

Quarter-Mile Invitation Handicap (Professional)—Won by Frank Corry, Australia (35 yards); Edward Rupprecht, Newark (30 yards), second; Raymond Eaton, Elizabeth (10 yards), third; Donald McDougall, Newark (scratch), fourth; Joseph Reeber, Newark (25 yards), fifth. Time 27⅕s.

Half-Mile Novice (Amateur)—Won by Edward Bailey, Newark; William Rilling, Newark, second. Time, 1m. 5⅕s.

The Omnium at One Mile—Won by Alfred Grenda, Australia; Reggie McNamara, Australia, second; Robert E. Spears, Australia, third. Time, 2m. 55s. Last eighth-mile, 12⅖s.

Two-thirds-Mile Handicap (Amateur)—Won by Thomas Grimm, Irvington (20 yards); Edward Kane, Newark (10 yards), second; August Lang, Irvington (30 yards), third; Frank Whitney, New York Athletic Club (40 yards), fourth. Time, 1m. 15⅖s.

The Brassard Race at One Mile (Professional)—Reggie McNamara, Australia, vs. Cesar Moretti, Italy.—Won by Moretti. Time, 2m. 55⅖s. Last eighth-mile, 12s.

Three-Mile Invitation (Professional)—Won by Fred Hill, Boston; Harry Kaiser, Bronx, second; Menus Bedell, Lynbrook, L. I., third; Willie Hanley, San Francisco, fourth; Raymond Eaton, Elizabeth, fifth. Time, 6m. ⅕s.

Three-Mile Open (Amateur)—Won by Fred Taylor, Newark; Edward Kane, Newark, second; Thomas Grimm, Irvington, third; Hans Ohrt, San Francisco, fourth. Time, 6m. 29s.

Single-Paced Match Race (Professional)—Won by Alfred Grenda, Australia; Oscar Egg, Switzerland, second; Jackie Clark, Newark, third. Time, 19m. 36⅖s.

The Criterion at One Mile—Won by Alfred Goullet, Australia; Cesar Moretti, Italy, second; Frank L. Kramer, East Orange, third. Time, 2m. 43s. Last eighth-mile, 12⅖s.

## CHICAGO RACES POSTPONED

Chicago, July 26.—Owing to Acting Mayor Moorehouse's request to abandon sports and amusements yesterday on account of the disaster to the steamer *Eastland* in the Chicago river, Saturday, the management of the Riverview Velodrome called the races off that were scheduled for last night.

**Morretti, Kramer and Goullet at Start of Final Criterion Race**

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# LINART WINNER OF REVERE RACE

## Belgian Tussles with Wiley in Forty-Mile Motor Paced; Turville Takes Race

BOSTON, Mass., July 26.—Victor Linart came into his winning streak again on Saturday, July 22, when he won the 40-mile motor-paced event in 54 minutes 37⅕ seconds, with George Wiley, of Syracuse, second; Georges Seres, the Parisian, third, and Percy Lawrence, of San Francisco, fourth.

Wiley had a return of his bad luck after leading for 25 miles, a puncture costing him five laps. A second puncture in the 34th mile set him back six laps more, and at the finish he was only half a lap ahead of Seres, who in turn was ahead of Percy Lawrence by 3¼ miles.

Throughout the race it was nothing but Linart and Wiley, although the erratic Seres, riding in spurts, gave the two leaders some stiff fights. Lawrence broke a chain early in the race, which left him so far in the rear that his case was hopeless.

The miss - and - out professional race brought the crowd to its toes, and Willie Turville, for the second time, won it, with Hugh MacPartland second and Pat Logan in the rear.

Saturday night's summary:

One-Half Mile Amateur Handicap—Won by Elmer Duncan, Everett (105 yds.); Lewis Hill, Revere (105 yds.), second; Fred McKenzie, Revere (35 yds.), third; Tom Panacy, Brockton (85 yds.), fourth. Time, 58⅕ secs.

Three-Quarter Mile Professional Handicap—Won by Saxon Williams, Buffalo (100 yds.); J. S. Grant, Lynn (75 yds.), second; Frank Droback, South Boston (50 yds.), third; Hardy Jackson, Revere (90 yds.), fourth. Time, 1 min. 29⅕ secs.

Mike the Barber Stakes (One Mile Amateur)—Won by A. Laskey, Topsfield, and William Cupit, Roxbury, three laps each; Kenneth Plummer, Revere, and Frank McKenna, South Boston, one lap each. Time, 2 min. 16⅕ secs.

Professional Miss-and-Out—Won by Willie Turville, Revere; Hugh MacPartland, Boston, second; Pat Logan, South Boston, third; Dennis Connolly, Everett, fourth. Distance 1 mile 6 laps. Time, 2 mins. 59⅘ secs.

Five-Mile Open, Amateur—Won by L. C. Rollins, Everett; Fred Herbert, Fall River, second; Ned Chandler, Boston, third; J. B. Rollins, Everett, fourth. Time, 11 mins. 29⅘ secs. Lorimer Winslow, Providence, winner of most laps.

One-Mile Professional Tandem Handicap—Won by Frank Droback, South Boston, and Dennis Connolly, Everett (65 yds.); Willie Turville and Pinkie Turville, Revere (45 yds.), second; J. S. Grant, Lynn, and H. J. Reynolds, Forest Hills (85 yds.), third; Harold Rollins, Everett, and Hugh MacPartland, Boston (25 yds.), fourth. Time, 1 min. 55⅗ secs.

Forty-Mile Motor-Paced Race—Won by Victor Linart, Antwerp; George Wiley, Syracuse, second; Georges Seres, Paris, third; Percy Lawrence, San Francisco, fourth. Time, 54 mins. 37⅕ secs.

George Wiley, the former middle-distance American champ, broke the Revere Cycle Track record in the great Brassard hour motor-paced race, Wednesday last, July 21, making 44 miles 2 laps, beating the old record of 43 miles 5 laps. Victor Linart, the Belgian, was second, nearly two miles behind; Clarence Carman, the present middle-distance champion, third, with 41 miles 6½ laps, and Elmer Collins fourth, with 39 miles 3¼ laps. It was one of the best wins in Wiley's career and was enthusiastically applauded by the fans.

Linart, the Belgian, was in the lead for the first 15 miles, and after that it was Carman for a short time, Linart slowing up and claiming that Carman's pacemaker had his coat open and flapping as he went by him. Wiley jumped into the opening thus made and regained the two laps he had been behind, and he was soon leading Carman a lap and a half, when the latter punctured in the 24th mile.

### CARMAN WINS AT POINT BREEZE

Philadelphia, Pa., July 24.—Clarence Carman, the world's champion, won the big international 50-mile motor-paced race, with Madonna, the Italian champion, second; Linart, the Belgian champion, third, and M. Bedell, of America, fourth, on Friday night, July 23, at the Point Breeze Park Velodrome. At the start of the race it looked as if Madonna, the Italian, and Linart, the Belgian, were going to make the Yankee ride the race of his career and show what he really can do. But after the 10-mile mark had been passed the foreigners commenced to have hard luck, Madonna losing his pace on the second lap on the eleventh mile, and later Linart lost his pace, and Jimmie Hunter, Carman's pacemaker, soon got busy and gained half a lap, and from that on it was Carman's race.

### RYAN LEADS AT CHICAGO

Chicago, Ill., July 26.—Martin Ryan, the Newarker, still leads the paced riders at the Riverview Velodrome in points in the table kept of the winnings of the riders. Ryan has four "firsts," three "seconds" and two "thirds" to his credit, and his total is 33 points. Eddie Root is one point back of the Newarker, while Peter Drobach, the South Boston cyclist, is third with a total of 27 points. John Bedell goes into fifth position with 17 points. The standing to July 20 is as follows:

| Rider. | 1st. | 2d. | 3d. | 4th. | Pts. |
|---|---|---|---|---|---|
| Ryan | 4 | 3 | 2 | 0 | 33 |
| Root | 3 | 5 | 0 | 2 | 32 |
| Drobach | 3 | 2 | 3 | 0 | 27 |
| Bedell | 2 | 1 | 2 | 0 | 17 |
| Lawrence | 2 | 2 | 0 | 0 | 16 |
| Kopsky | 1 | 2 | 2 | 0 | 15 |

# CYCLE LEAGUE'S ANNUAL PICNIC

## Merry Crowd Enjoys Games and Sport in Amateur Club Affair at New York

IT was a small but merry crowd that disported itself at the picnic and games promoted by the Inter-Club Amateur Cycle Road Racing League, at Hoffman's Park, Pelham Bay, on Saturday afternoon and night, July 25.

This was one occasion on which bicycles were not welcome, for the afternoon was given over to sporting events other than cycling, while after supper the voting contest, the wheel-of-fortne and dancing took up most of the time.

Quite a large crowd was attracted to the evening's dancing, and the arrival of another outing at the park added zest to the picnic. There was a spirited voting contest in which over 900 votes were cast in the last five minutes. It ended in a win for H. S. Issertell, who, in his suit of white linen, was known as "Phoebe Snow."

The athletic events were well contested. Miss S. Simmons made a clean-up in the ladies' events, while John J. Marquart, of the Century Road Club Association, accounted for two of the first prizes, and William Lock, of the Century Road Club of America, accounted for two other events. The summaries in part are as follows:

Three-legged race—1st, William Lock and A. J. Hubbard, Century Road Club of America, 17 3-5 seconds; 2nd, W. King and E. Aickelin, New England Wheelmen, 20 seconds; 3rd, E. E. Fraysse and L. A. Fraysse, Century Road Club of America, 21 3-5 seconds; 4th, J. J. Marquart and A. Whytock, Century Road Club Association, 24 2-5 seconds.

One hundred-yards race, ladies—1st heat, won by Miss K. Lambert; 2nd, Miss S. Feinner. 2nd heat, won by Miss S

C. R. C. A. CYCLISTS ON A REGULAR WEEKLY RUN

**Riders Resting on the Jamaica Creek "Path" During the Trip Taken by Them on July 18 from New York to Springfield, L. I.**

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Simons, 2nd, Miss M. Perell. 3rd and final heat, won by Miss S. Simons; 2nd, Miss S. Feinner.

One hundred-yards dash, men—1st heat (1), William Lock, C. R. C. of A.; (2), E. E. Fraysse, C. R. C. of A.; time, 13 2-5 seconds; 2nd heat (1), W. King, New England Wheelman; (2), A. L. Sprague, C. R. C. of A.; time, 15 2-5 seconds; 3rd heat (1), J. J. Marquart, C. R. C. of A.; (2), E. Aickelin, N. E. W.; time, 15 1-5 seconds; final heat (1), J. J. Marquart, C. R. C. of A.; time, 15 4-5 seconds; (2), E. Aickelin, N. E. W.; (3), E. E. Fraysse, C. R. C. of A.

### MISHAWAKA BICYCLE CLUB

Start of Recent Race in Mishawaka, Ind.

### COLUMBATTO IS WINNER

Philadelphia, Pa., July 25.—Columbatto, long-distance champion of Italy, won the big motor-paced Red Men's sweepstakes, the special event at Point Breeze motordrome, on Saturday night, July 24, with M. Bedell, second. Freddie Hallett of England, leading by over one lap at the eleventh mile, was thrown from his mount on the lower stretch, due to one of the tires bursting, and was badly injured. The plucky little Englishman, although suffering great pain, insisted on riding out the race, and was cheered. The largest Saturday night crowd of the season, which totalled 15,000 persons, was certainly pulling for the Britisher. Up to the time of the accident Halstead was riding one of the fastest races ridden at the "drome."

# CAVANAGH AGAIN CHICAGO VICTOR

## Newark Irishman Accounts for Two Mile Open; Australian Wins One Third Mile.

CHICAGO, July 22.—Frank Cavanagh, the Newark Irishman, proved to be the best among the professional sprinters at the Riverview Velodrome Wednesday night, July 21, when he beat Iver Lawson, John Bedell and the rest of the field in a strenuous two-mile open. With lap money as an incentive to make the race a fast one the patrons saw the two miles turned in 3:46⅘, and the lap chasers divided the money up fairly equal.

A half-mile from home Cavanagh was near the front and in a good position, closely followed by Lawson, Bedell and Lloyd Thomas. When the bell rang for the last lap Cavanagh unwound a great sprint and managed to have enough left to stall off Lawson and Bedell in the last stretch. Thomas finished fourth.

The professional handicap was at one-third mile and was run on the repechage plan. Ten riders lined up for the final with Cavanagh, Lawson and Francesco Verri on the honor mark, and the balance of the field stretched to sixty yards. Albert Crebs, on the forty-yard mark, looked like an easy winner, but lost out when Steve Senhouse, the Australian, came strong in the last few yards and nipped him. Carl Christensen, the Dane, ran third and Bob Diefenbacher was the fourth man to cross the tape. Eddie Root had an easy time in winning the paced race from Peter Drobach, he taking the event in two straight heats in 7:06 and 7:32.

Putting up one of the best finishes seen at the local track this season, Charles Minnetti, the Riverview star, annexed the amateur handicap at one and one-half mile. Minnetti started from the fifteen-yard mark and changing off pace with the other back markers was near the leaders at a half-mile to go. During a lull shortly after that mark was passed the back markers lost out a little, but when the bell sounded Minnetti jumped the field and set chase for the leaders, who were at least fifty yards away. Minnetti caught them in the last turn and, riding high on the bank, passed them one by one and crossed the tape a yard or so in the lead. The time was 2:59⅗. The two-third-mile invitation for the amateurs was won by Louis Kuehl, a member of the Chicago C. C., who beat Bert Nelson, Willie Wohlrab and Willie Kell in the order named.

### STIRRING PROFESSIONAL RACES RUN IN SWITZERLAND

Geneva, Switzerland, July 5.—The twenty-fourth annual Swiss Championship race was held over the course Geneva-Preverenges—Geneva—on July 4 and resulted in a win in the professional class by Marcel Perriere, of Geneva, who covered the 100 kilometres (62.1 miles) in 3:14:16⅗. In the amateur class, M. Gunther made the best time for the course, covering it in 3:04:10. The fastest time of the day was made by Riccardo Maffeo, who won in the visitors' class in 3:00:03⅗. The Velo-Club Aurore, of Geneva, with Demicheli, Zorloni and Gunther riding, made the best time, 9:11:41, in the interclub class of bicycle riders.

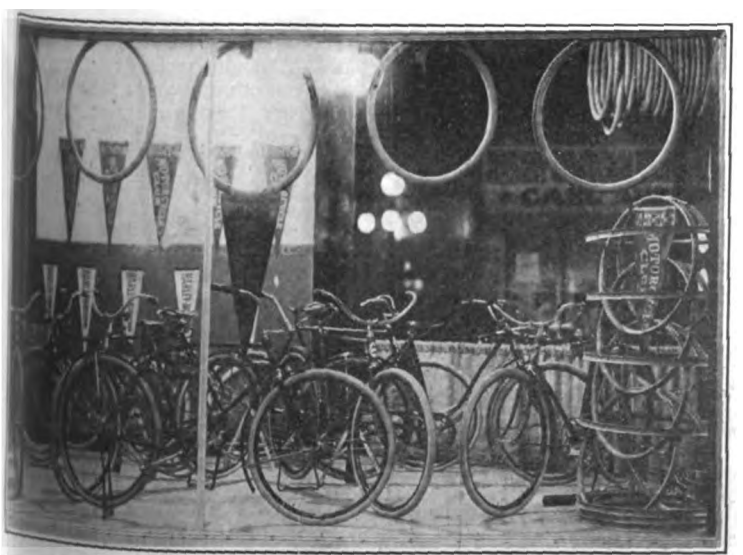
In addition to the three classes who covered the full distance, the Union Cycliste Suisse instituted a veterans' race, of 25 kilometres (15.5 miles), which was won by Alfred Pasche in 46:57. In this race, Laeser, a former short distance champion, came second, in 46:57⅕, with Golaz third, in 46:57⅗. There were only six entrants in the veteran class, and all finished.

Including the veterans, there were 67 entrants. Of these 13 were professionals, 28 amateurs and 16 visitors. The professionals were started off first, at 5:30 a. m., followed at 15 minute intervals by the amateurs, visitors and veterans. The total distance was covered only by eleven out of the professional class, the first four finishing as follows: Perriere, 3:14:16⅗; Guoyt, 3:14:16⅘; Suter, 3:14:17, and Lequatre, 3:14:17⅕. In the amateur class, the order of finish was Gunther, 3:04:10; Georges Pasche, 3:04:11⅕; Collet, 3:04:11⅗, and Galli, 3:04:23. In this class 22 completed the course.

It was the visitor Maffeo who set the best time for the course—3:00:03⅘. But a few minutes behind Maffeo came Demicheli, of the Velo-Club Aurore, in 3:03:45⅕. Third place was obtained by Zorloni, also of the Velo-Club Aurore, in 3:03:45⅗, while Martinet came fourth in 3:04:30. It was a case of ride with the visitors and their times compare favorably with the best of the Geneva professionals. In all 14 finished out of 16 starters.

When the combined times were figured out for the interclub scores, the Velo-Club Aurore was adjudged winner with 9:11:41. The Velo-Club Italien was second, with 9:22:28⅗, and the Velo-Club Excelsior third, with 9:25:49⅖.

### A SIMPLE AND ATTRACTIVE WINDOW DISPLAY



Bicycle Window of Carl Aurich's Repair Shop in Billings, Mont. Aurich Has One of the Best Establishments in His City

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# KRAMER AT BAY BEATS ITALIAN

## Carmen Victor in the One-Hour Motor-Paced Race at Sheepshead Bay Velodrome.

SHEEPSHEAD BAY, N. Y., July 26.—Clarence Carmen had an easy time winning the one-hour motor-paced Derby at the Sheepshead Bay Velodrome on Saturday, July 24. A crowd of 8,000 persons, the largest that has attended racing at the track since it opened, jammed the high stands and watched the riders whirl around the track in their long grind. Carmen covered forty and three-quarter miles in his ride.

At the start of the race the Jamaica rider quickly picked up his pacemaker, Moran. In the first mile Carmen lapped Collins, and in the second led Madonna by a lap. It was not until after the five-mile mark had been passed that Carmen was able to gain a lap on Bobbie Walthour, the veteran cyclist. Frequently throughout the long ride Collins and Madonna lost pace and dropped rapidly to the rear. Although they finished the race, they were hopelessly out of the contest after the tenth mile.

Collins sprinted in the last few laps and regained some of the distance he had lost, finishing nine and three-quarter laps behind Carmen. Walthour, who rode at the same dogged pace during the hour's grind, finished six laps behind the winner, while Madonna trailed along six miles in the rear.

Frank L. Kramer, of East Orange, defeated Caesar Moretti, of Italy, in two straight heats in the three-quarter-mile professional match race. The two riders fought hard for victory, and there was an exciting finish in each lap. In the first heat the Italian allowed Kramer to make pace for him all the way. Kramer went to the front at the start and maintained a yard lead over Moretti until the last lap. The Italian then sprinted and tried to pass the American champion, but Kramer was going at top speed and Moretti could not overtake him. The Italian's bicycle crept up slowly on that of Kramer, but the American flashed across the finish half a wheel's length in the lead. Kramer's time was 2:13⅗.

In the second heat Moretti led all the way until the last lap. The American hung on doggedly a few feet behind the Italian until the last lap, when Kramer shot up the track and speeding around at terrific pace gradually passed Moretti and won by a scant half wheel's length. The winner's time for this heat was 2:03⅗, and he covered the last eighth mile in 12 seconds.

Tom Bellow, of the Empire City Wheelmen, won the two-mile amateur race over a field of twenty-five riders, finishing a few inches ahead of Jerry Nunziata, a clubmate. Soon after the big field of riders started Bellow went to the front and held the lead throughout the last half of the race. Lester Bowker, of the Glencoe A. C., was third, and Anthony Attardi, of the Empire City Wheelmen, was fourth. Bellow's time was 4:19⅘.

The half-mile amateur handicap race was won by J. Britton, of Brooklyn, with a handicap of 60 yards, in 59⅘ seconds. Louis Hibian, of Inwood, with a 45-yard handicap, was second, and Harry Aron, of the Glunz Wheelmen, with 75 yards' handicap, finished third.

### FOGLER'S CONTRACT REVOKED

Newark, N. J., July 26.—Joe Fogler, the Brooklyn battler, has had his contract revoked by the Cycle Racing Association. He may race at the local track in the future but will receive no bonus money for doing so. Teaming is the cause of Fogler's downfall and his flagrant work last Wednesday night was the last straw. Fogler, it is said, never attempts to win a race and is satisfied if he can keep some other rider from coming through.

### WASHINGTON (D. C.) WINNERS

**W. Cauffman and L. Howell, 1st and 2nd Placers in Recent 25-Mile Race**

### THERE WERE OTHERS

An item appearing in a recent issue of **Motor Cycle Illustrated** with reference to the awarding of prizes at the Panama-Pacific Exposition has been found to give a false impression because of the statement that the Davis Sewing Machine Co., which was awarded a gold medal for its bicycle display, was the only exhibitor of bicycles. As a matter of fact, the Dayton company had three wide-awake competitors, one of them being a company which had on display a comprehensive line of Italian-made bicycles.

### SALT LAKE CLUB ELECTS

Salt Lake City, Utah.—The Meredith Cycle Club, of this city, has elected the following officers for this year: Road captain, Guy Snyder; road lieutenants, Fred Ballsee and Sherman Falkenrath. The club is sponsored by the Meredith Motor and Cycle Co., of Salt Lake City.

## Sanborn Starts Ten Day Vacation Trip Awheel

BALTIMORE, Md., July 26.—Fred M Sanborn, of the Crescent Bicycle Clu of this city, left Baltimore on Sunda morning at 9 a. m., July 25, for a ten-da trip awheel through Maryland, Pennsy vania, West Virginia and Ohio. Canto Ohio, will probably be the farthest poi west that Sanborn will reach, passi through Hagerstown, Bedford, Pittsbur on his outward bound journey and retur ing by way of Steubenville, Wheelin Washington (Pa.), Uniontown, Cumb land and Frederick.

Sanborn, who has been an enthusias cyclist for years, spends part of his vo tion each year in a bicycle tour of the s rounding states, but his trip this year w be the longest one he has ever undertak the mileage for the trip aggregating ab 800 miles. A good portion of this will over very mountainous roads, as it will necessary for him to cross both the B Ridge and the Allegheny Mountains on outward bound trip and again on his jo ney homeward.

Wm. T. Wright, of the Crescents, turned home last week from a trip thro Maryland and eastern Pennsylvania in company of his two sons and reporte very successful journey. Little trouble experienced by any member of the p though the roads in the section trave were found to be in very poor conditio

### CHICAGO VELODROME PRESIDE RESIGNS POSITION

Chicago, July 24.—P. T. Harmon the Riverview Velodrome, threw up sponge last night and quit the Velodr Company, of which he was the pres and manager. Harmon's decision to the company and the track follow bad run of business at the Velod and lack of harmony in the Velod Company. Walter Bardgett, who been acting as assistant manager, continue to run the track for the ba of the season.

Adverse weather conditions and troubles have had a bad effect on Velodrome and the track lost on meet that was run. The promofers, ever, continued, although they aban one meet a week. At a meeting o company this afternoon it was decid continue to September and then clo track until next spring. Contracts riders will be worked out to the of the season and they will be ente a six-day race, which will be held Coliseum in November.

### TEXAS BICYCLE CARNIVAL

Fort Worth, Texas, July 26.—On 30, the Fort Worth Bicycle Clu hold a bicycle carnival in which and parade will be the features. will be five events, ranging in di from five to fifty miles.

### SHADDLE HAS MOTOR WHEEL AG

Loveland, Colo.—F. B. Shaddle, ag Iver Johnson, Pierce and R-S bicycl taken the local agency for the Smith wheel.

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## PIERCE CYCLE WORKMEN HOLD ANNUAL PICNIC AT BUFFALO GROVE

Buffalo, N. Y., July 26.—The Pierce Cycle Works held a picnic for their workmen at Lang's Grove on Saturday, July 24. The idea originated with Percy Pierce, Fred Brown, Charles Kaelin and the various department foremen. They first decided to foot the entire expense of the outing, but as soon as the workmen discovered this they sent up a howl of protest. So much so that the only way they could satisfy the workmen was to give them an opportunity to contribute what they wanted to.

Three hundred and fifty workmen all arrived on time at the Grove to participate in the various sports which were very carefully planned by Charles Kaelin, the factory superintendent.

The seventy-five-yard dash was won by Trumble, second Miller. The three-legged race was won by Trumble and Miller, while in the pie-eating contest Weiss took first place.

Simmons proved the master when it came to eating six feet of string, while Herring was more proficient in the sack race. Miller won the shoe race, after which a game of baseball was played.

Such prizes as a Stillson wrench, a set of handles, knives, watch fobs, bathroom sets, coat hangers, bicycle lamps and pumps, meat cleavers, match box holders, a bottle of wine and box of cigars were offered to the winners taking first, second, third or fourth place.

Between the various events, the consumption of bicycle workmen indulged in such refreshments as liquid and solid refreshments were plentiful. Percy Pierce, Fred Brown and Charles Kaelin were on hand to supervise things.

## LAWSON BEATS "THE FLYING HARP"

Newark, July 19.—Iver Lawson, the Iowa Swede, was the star of the professional ranks. Lawson met and defeated Frank Cavanagh, who is called the "Flying Harp" from Newark, in two straight heats of a two-third-mile match race on Sunday afternoon, July 18, and then finished up the meet by taking the three-mile open for the motor chasers. John Bedell finished second in the three-mile open, beating out Gus Wohlrab and Frank Cavanagh.

The match race between Lawson and Cavanagh did not produce the battle expected, since Cavanagh was peeved because Lawson rode him close in the first heat and he failed to put up a good battle in the second and final heat. John Bedell beat Norman Anderson in two straight heats of a five-mile motor-paced race in handy style. The professional handicap at a half-mile went to Eddie Madden, the Newarker, from the 35-yard mark. Summary:

Two-Third-Mile Point Race, Amateur.—Won by Ernest Kreidler, Riverview C. C., 14 points; second, Charles Minnetti, Riverview C. C., 9 points; third, Willie Kell, Chicago C. C., 3 points; fourth, between Bert Nelson, Riverview C. C., and Peter Dorsi, Italio-Am. C. C., 2 points each. Time, 1:21½.

Two-Mile Handicap, Amateur.—Won by Ernest Kreidler, Riverview C. C., scratch; second, Willie Kell, Chicago C. C., 45 yards; third, Charles Minnetti, Riverview C. C., scratch; fourth, George Bauer, Italo-Am. C. C., 70 yards. Time, 4:05.

Two-Third-Mile Match Race, Professional.—Iver Lawson, Chicago, vs. Frank Cavanagh, Newark. Lawson won in straight heats. Times, 1:42 and 1:59⅗.

Half-Mile Handicap, Professional.—Won by Eddie Madden, Newark, 35 yards; second, Joe Kopsky, Bohemia, 50 yards; third, Lloyd Thomas, San Francisco, 25 yards; Bobby McLean, Chicago, 60 yards. Time, 52⅕ seconds.

Three-Mile Open, Professional.—Won by Iver Lawson, Chicago; second, John Bedell, Long Island; third, Gus Wohlrab, Jersey City; fourth, Frank Cavanagh, Newark. Time, 5:59⅗. Lap prize winners: Ryan, 5; Wontrab, 2; Diefenbacher, 2; Madden, 2; Drobach, 2; Kopsky, 1; Krebs, 1; Young, 1; Piercey, 1.

Five-Mile Motor-Paced Race, Professional.—Won by John Bedell, Long Island; second, Norman Anderson, Denmark. Bedell won in straight heats. Times, 7:22 and 7:36.

## A PICTURESQUE BICYCLE STORE IN FRESNO, CAL.

**Interior View of Normart's Cyclery in Fresno. F. G. Normart, the Proprietor, Is Also a Taxidermist and Decorates the Store with His Work**

## RACES AT MIDLAND PARK, N. J.

Midland Park, N. J., July 24.—John Masculine, of Passaic, N. J., turned out to be the winner of the twenty-five mile race held here last Sunday. Masculine made the grind in record time and is looked upon to be one of the coming bicycle racers of the future. Following is the order of the finish:

| Name. | Make of Bicycle. | Prize. |
|---|---|---|
| 1—John Masculine | Iver Johnson | Silver Cup |
| 2—Rene Bract | Reading | Silver Cup |
| 3—John Steele | Iver Johnson | Silver Cup |
| 4—Abe Tebout | Pierce | Solar lamp |
| 5—Henry Terhune | Hudson | Bicycle tools |

## CYCLISTS REACH SACRAMENTO

Sacramento, Cal., July 25.—Sherman S. Carr, Harold J. Aldridge and Charles W. Carr, three messenger boys from Anderson, Ind., who are pedaling across the country, arrived in this city on Wednesday, July 21. They have not met with a mishap during the entire journey, though many privations were suffered en route. While crossing the Ute Plains they ran out of water and had to travel many miles before they were able to get something to drink. The trio undertook the trip to build up their health; when they entered Sacramento they appeared to be in splendid physical condition. Their destination is the San Francisco fair.

## PETTEE TAKES ON MOTOR WHEEL

Denver, Colo.—The Pettee Cycle Company, of this city, has taken the Smith Motor Wheel representation for Denver and vicinity. A sale of twenty of the attachments is reported to date.

## DAYTON MAY "BICYCLIZE" POLICE

Dayton, Ohio.—If plans now under way are carried out, Dayton's police force will be placed entirely on wheels, and the strolling, leisurely patrolman will be a thing of the past. With the success in Dayton and elsewhere of the "motorcop" for traffic and boulevard service, it has occurred to the city fathers that there is no reason why the value of the whole force should not be increased by mounting the men on bicycles. It is thought that the comparatively few and scattered patrolmen in the suburban residence districts would be especially aided if they were mounted on bicycles, enabling them to get around over a much wider district than is now possible, and it is entirely probable that this will be done.

## CLUB RUN TO PATERSON

Fifteen members of the New York Division of the Century Road Club Association were led by Captain George Steppello on the first of a series of weekly club runs, on Sunday, July 25, leaving from Columbus Circle, New York City, with Paterson, N. J., as the destination. Dinner was had at the regular stopping place of the club and later a side trip was made to the Passaic Falls. The return trip started at 3:15 p. m.

Those on the run were: Captain George Steppello, Adolph R. Jacobson, Ray Caldwell, Joseph Caldwell, Sylvain Segal, Harry Glotzer, Joseph Naphtal, George Harvey, Harry Naphtal, John J. Marquart, Max Naphtal, Henry Terhune, Lucien Wetzel, Alexander Whytock, and W. Kuno.

## TITLE RACES CHANGED

Newark, N. J., July 26.—Championship races for professionals in the future will be run with two riders in the final heat so as to eliminate teaming. The board of control of the C. R. A. made this announcement and stated that every member of the board voted in favor of the amendment to the rules, suggested by Manager Chapman, with the exception of Kramer. The champion would not vote on the question in which he was so vitally interested.

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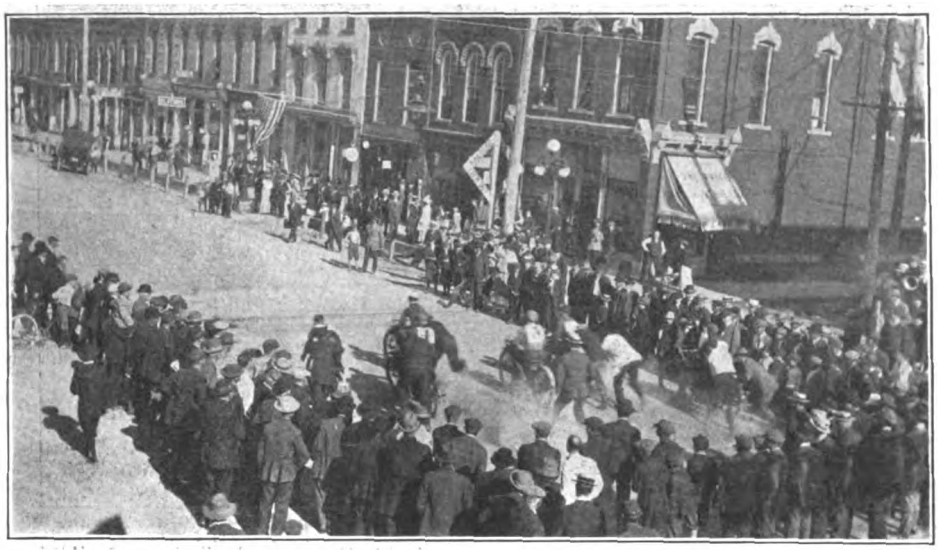
## WHEN RIDERS SPEEDED THROUGH TECUMSEH'S STREETS



**Start of Five Mile Race in Michigan City, June 22, in Connection With Bargain Day; Perry Satterthwaite on His Pope Won the Event**

### FAVOR GRADUATED TAX

Atlanta, Ga., July 26.—At a meeting of the State legislature committee on ways and means, which was held in Atlanta on Thursday, July 22, a number of automobile men and Gus Castle, representing the Atlanta Automobile and Accessories Association, strongly favored a bill, similar to the Jones bill, as a substitute for the present motor vehicle license tax law. The Jones bill provides for a graduated tax according to the horsepower of a machine. The automobile agents suggested that the horsepower upon which this tax is based be standardized.

The Jones bill provides that after a payment of $30 dealers may obtain all licenses needed for demonstration purposes by a payment of $2 each. The automobile agents suggested that agents be required to buy two tags at $10 each and purchase other needed tags at the rate of $2 each. This was regarded with favor by several members of the committee because of the fact that automobile agents have already to pay $250 State license tax and $50 county license tax to do business, besides paying ad valorem tax upon their stock.

The automobile men also suggested that a dealer's tag be differentiated from a regular license tag by color or design.

### RETURNS FROM LONG TRIP

Louisville, Ky., July 26.—William J. Schreck, of this city, has just returned after a long trip on his 1915 Yale. The trip took him through a part of Indiana, Illinois, Ohio and Eastern Kentucky and was several hundred miles long. Up to and including July 8 a great deal of rain was encountered, and Mr. Schreck was frequently forced to take to shelter into washed out roads. Leaving Mulberry, Ind., at 10:30 in the morning of July 8 he arrived in Chicago at 8:30 o'clock on the evening of the same day after covering a distance of 150 miles. He was held up in Mulberry for a day and a half. He stated that he averaged about sixty-eight miles to the gallon of gasoline and used a quart of oil to about every 130 miles. With the exception of bad weather no trouble of any consequence was met with and the trip was very pleasant. Stopovers were made at Toledo, O., and at Dayton, O., to visit the Yale and Dayton factories.

### BERNARD-LENKARD

Wheeling, W. Va., July 26.—What he considers to be the best prize that he has ever captured has just been won by Harvey A. Bernard, a traveler of the Hendee Mfg. Co., and a well-known motorcycle rider. His engagement to Miss Mignon Lenkard, of this city, has been announced. Miss Lenkard is the sister-in-law of the local Indian agent, Wesley T. House. The marriage will take place some time in August.

### TRACK WILL REOPEN

Cincinnati, Ohio.—Local speed fans who enjoyed the spectacular performances of the riders on the Lagoon saucer have received joyfully the announcement that the track is to be placed in good shape again, after the partial destruction which it suffered in the recent heavy storm. A fast bunch of riders will be seen on it shortly. It was at first thought that the damage could not be repaired in time for the resumption of operations this season, but fortunately this was not the case.

### MOTODROME FADING AWAY

Milwaukee, Wis., July 28.—Thirty arc lights and six racing machines are all that is left of the tangible assets of the defunct Milwaukee Motordrome Company, according to the notice of the circuit in the receivership proceedings. Alex Weil, receiver, held a public sale and received bids on the other assets of the short-lived saucer. He now awaits confirmation of the court to wind up the last vestige of a sport that did not take in this conservative community.

### INDIANA RUN TO DAYTON

Cincinnati, Ohio, July 26.—A large party of Cincinnati Indians took advantage of excellent weather last Sunday for a run to Dayton, Ohio, a distance of 52 miles each way, over first-class roads. With some real summer weather, of the sort which has been very scarce so far this season, the club is planning many such runs to various points in this vicinity.

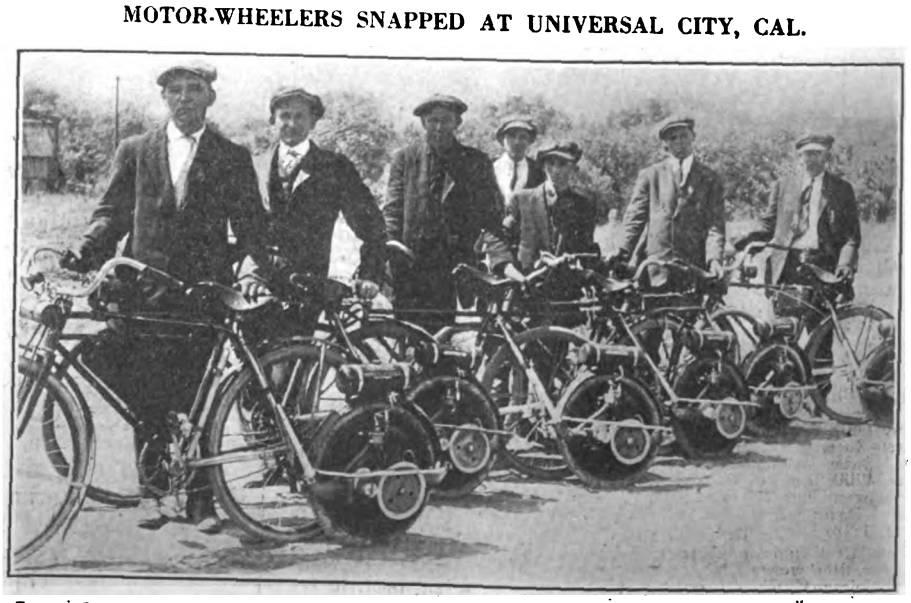
### A SPEED-TRAP WARNING

South Norwalk, Conn.—Warning is given to motorcyclists riding along the Connecticut Turnpike of speed-traps in Darien and between Westport and Greens Farms. Autoists and motorcyclists have been 'pinched' galore during the last few weeks.

### BRONXITES AT OAKLAND BEACH

A successful outing of the Bronx Motorcyclists' Association was held on July 18 to Oakland Beach, Rye, N. Y. A large number of riders turned out, including ladies, and the trip proved a pleasant one throughout.

## MOTOR-WHEELERS SNAPPED AT UNIVERSAL CITY, CAL.



**Louis Steiner, Motor Wheel Agent in Los Angeles, Is at the Extreme Left and Beside Him Is L. C. Schwab, a Motor Traveling Salesman**

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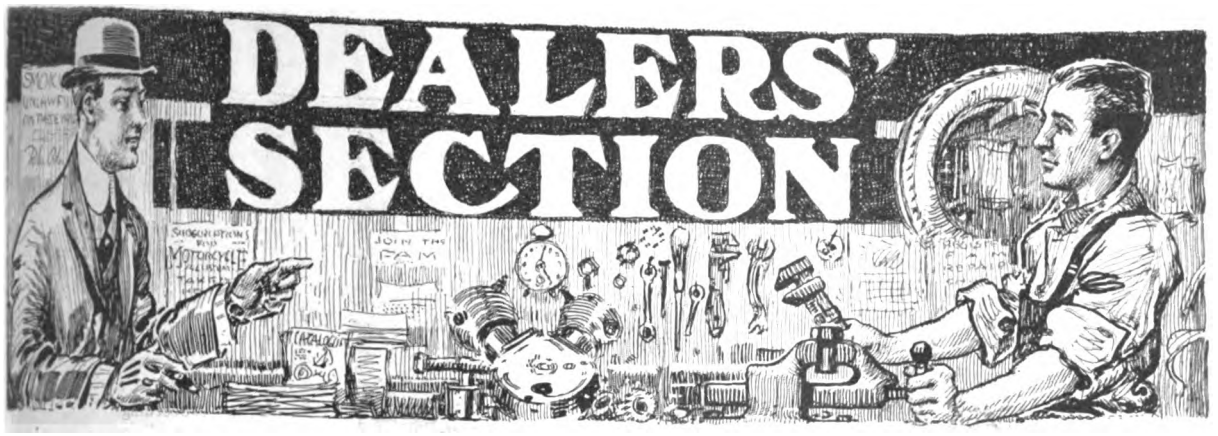


### SELLS BLUE MERKEL

[illegible]ville, Ky., July 26.—Coleman B. [illegible] who handles the Flying Merkel in [illegible] city, has ordered a blue Merkel for [illegible] Pettis, of the Pullman Company's [illegible] office. This will be he first blue Mer[illegible] ever seen in the city, and it is expected attract a good deal of attention. The ma[illegible] will be a two-speed twin of the latest [illegible] and will be fully equipped. The week [illegible] 12 was a banner one with Mr. Long, [illegible] sold two new machines and disposed [illegible] second-hand machines.

### NEW "X" AGENT IN IRONTON

Ironton, Ohio, July 26.—George Beatty [illegible] Henry Graber, of the Central Bicycle [illegible] have arranged to take on the local [illegible]resentation of the Excelsior, and ex[illegible] have things in good shape for next [illegible]. They will handle a few machines [illegible]ason, although the year is well [illegible] in order to get in touch with the [illegible]sive riders and familiarize themselves with the machine.

### A BUSINESSLIKE CIRCULAR

[illegible] of keeping its stock of second[illegible] cycles on the move, and also to [illegible] sales of new machines, the Knight [illegible], of St. Louis, Mo., issues at [illegible] intervals a four-page circular in [illegible] the firm's general business policy is [illegible] and prices and specifications of [illegible] are given. The prospect who re[illegible]s one of these circulars knows just what the company has in stock, both new and old models, and is able to do business by mail intelligently. The cost of the circular is comparatively small and the results are worth the outlay, say the Knight Motor folks.

### HAD TO SELL DEMONSTRATOR

Cincinnati, Ohio, July 26.—The motorcycle department at Brendamour's has worked to such good advantage so far this season that it not only has not a single used machine on hand, but had to let its window-display machine go last week, as it was the only one in stock. In addition, Joe Wandstrat wired to the factory for another machine for delivery to a rider who wanted one immediately.

### VISITING EMBLEM FACTORY

Hugh Baumgras, Emblem agent in Lansing, Mich., accompanied by L. Heck, is visiting the Emblem factory at Angola, N. Y. The pair rode their Emblem motorcycles to the plant and on their way back they will take in the sights in Niagara Falls and vicinity. They will make the full homeward trip on their machines.

### ESTERBROOK AND SMITH COMBINE

Sacramento, Cal.—D. E. Esterbrook and A. E. Smith have formed a partnership and taken the local agency for the Cyclone. They have opened a shop at 524 Twelfth street.

### COOK TAKES NEW JOB

Buffalo, N. Y., July 26.—A. D. Cook, who for years was the motorcycle department manager for Neal, Clark & Neal, local agents for the Indian, has resigned to accept a position as outside salesman for H. L. Peters, the Buffalo Harley-Davidson agent. Mr. Cook is also president of the Buffalo M. C. Previous to Mr. Cook's getting into the motorcycle business he used to run a Curtiss type of biplane at Hammondsport for the Curtiss Aviation Company.

### KLINES PLAN RUNS

Louisville, Ky., July 26.—Kline Brothers, Harley dealers, report that they have quit trying to get up Sunday runs for the time being, but expect to give runs practically every Sunday during September, October and November. A big run on Thanksgiving day will probably wind up the sport of the year as far as the Kline Bros. are concerned.

### McKALLIP AT BRAUNLICH'S

Wheeling, W. Va.—J. L. McKallip, of the service department of the Harley-Davidson Motor Company, has been at Braunlich's agency for several days recently. He co-operated with Braunlich in giving local riders of Silent Gray Fellows information on the operation and proper care of their mounts, especially on the electrically-fitted twin models.

## Brooklyn Dealer Says Gasoline Trade Is Worth Cultivating

EDITOR **Motor Cycle Illustrated.**—I have read the recent articles in your Dealers' Section concerning the advisability of handling gasoline in a motorcycle agency and would say that since I have opened my new branch store in Brooklyn, at 594-96 Jamaica avenue, I have put in a gasoline service. My aim in this was to supply my regular motorcycle customers and automobilists as well.

I started by selling about 25 gallons of gasoline a week and now after about a month I am selling about 100 gallons of gas a week and a barrel of oil in the same period. I can say that this gasoline service has been a great help to my business as distributor for the "Silent Gray Fellow" in Brooklyn and throughout Long Island. I make it a point to sell gasoline to the motorcyclist at one rate, regardless of whether he buys half a gallon or five gallons.

Handling the gasoline entails a little more trouble, but I feel that it brings a considerable amount of trade to me in the long run. I sell good gas and find that customers will come a long way to get it. There may be two sides to the question, as your contributors suggest, but as far as I am concerned I have found that the gasoline trade is worth cultivating.

Thanking you for the time you will devote to reading this letter and hoping that my remarks will be of value to other dealers who are puzzled by the gasoline handling situation, I am,

Very truly yours,

BOB BRAZENOR,

1157 Bedford avenue, Brooklyn, N. Y.

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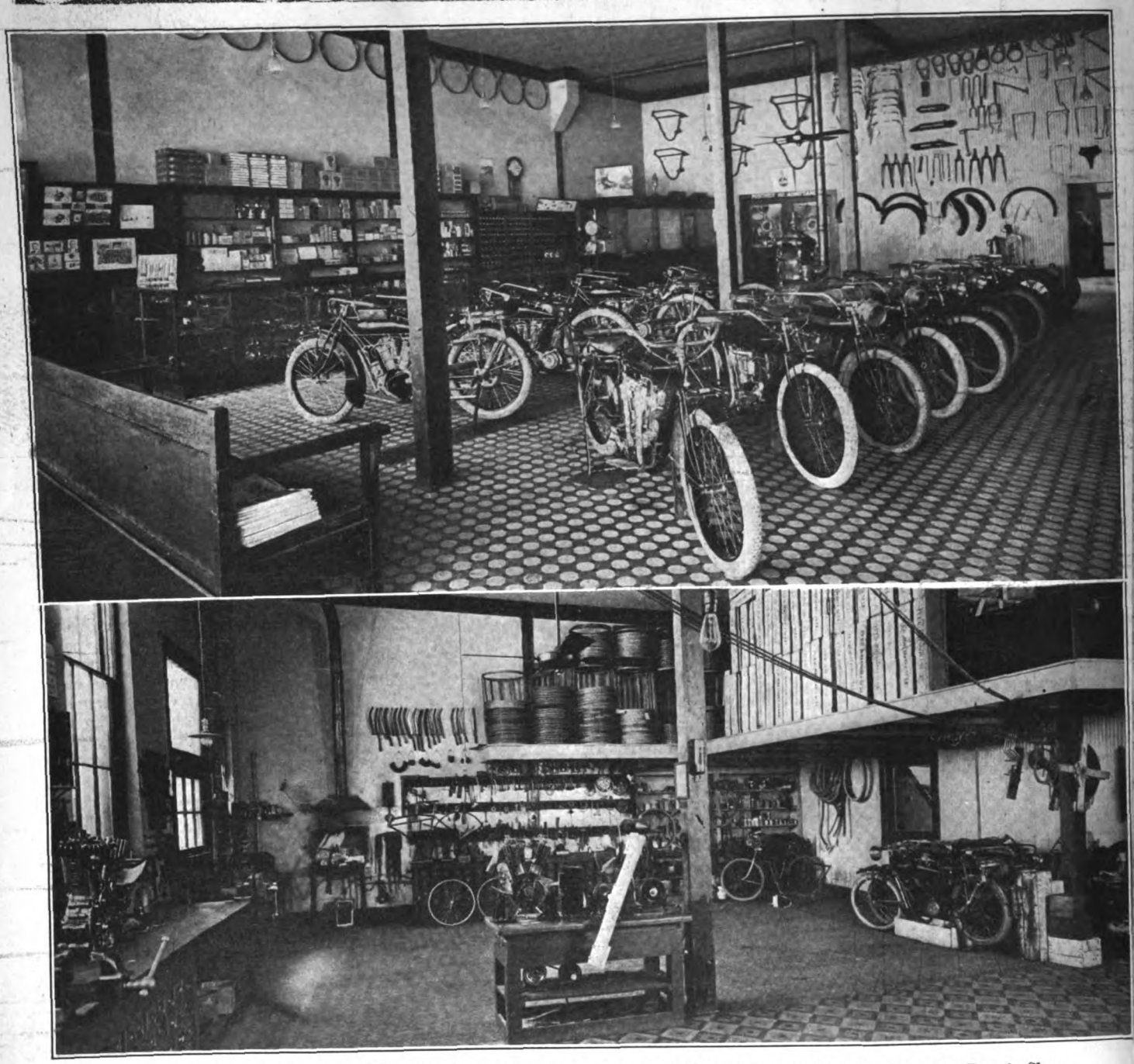
# DEALERS' SECTION



Views in Lon Claflin's Model Establishment: Top, the Well-Ordered Sales Room; Below, the Extensive Repair Shop

## Claflin's Record at Salt Lake City One of Steady Growth

SALT LAKE CITY, Utah, July 23.—The present season will be the seventh during which Lon Claflin, Indian distributor for the State of Utah, has been in the motorcycle business. Since his start at Cripple Creek, Colo., in 1908, as Indian and Reading-Standard agent, his growth has been a steady one, until now he is the proud proprietor of one of the model motorcycle establishments in the West. The photographs show several views in his present quarters at 75-77 West Broadway, this city.

Claflin continued his Indian and Reading-Standard representation in Cripple Creek during both 1908 and 1909, but in the latter year, having been offered a good sum for its sale, he disposed of it and entered the salt business in Salt Lake City. Finding that the actual returns from salt obtained from the Great Salt Lake were practically nothing, he secured a position with a Mrs. Carter, who held the Indian agency in this city at the time. After working about a month under Mrs. Carter, Claflin took on William M. Arkins as a partner, bought the agency from Mrs. Carter and opened a shop on West Temple street, early in 1910.

In the new venture, prosperity began to show itself. In the year 1910, Claflin a Arkins sold 35 motorcycles and about 1 Iver-Johnson bicycles. In the spring 1911, he bought out Arkins' interest a practically doubled his 1910 figures both the motorcycle and bicycle lines. 1912 he moved to his present establishme Claflin's books for that year showed 83 I dians sold, and in 1913 over 160 of t make went to customers. His bicycle sa for the period from 1911 to 1915 averag over 150 per year.

But during his successful upbuilding his Indian agency, Claflin did not limit

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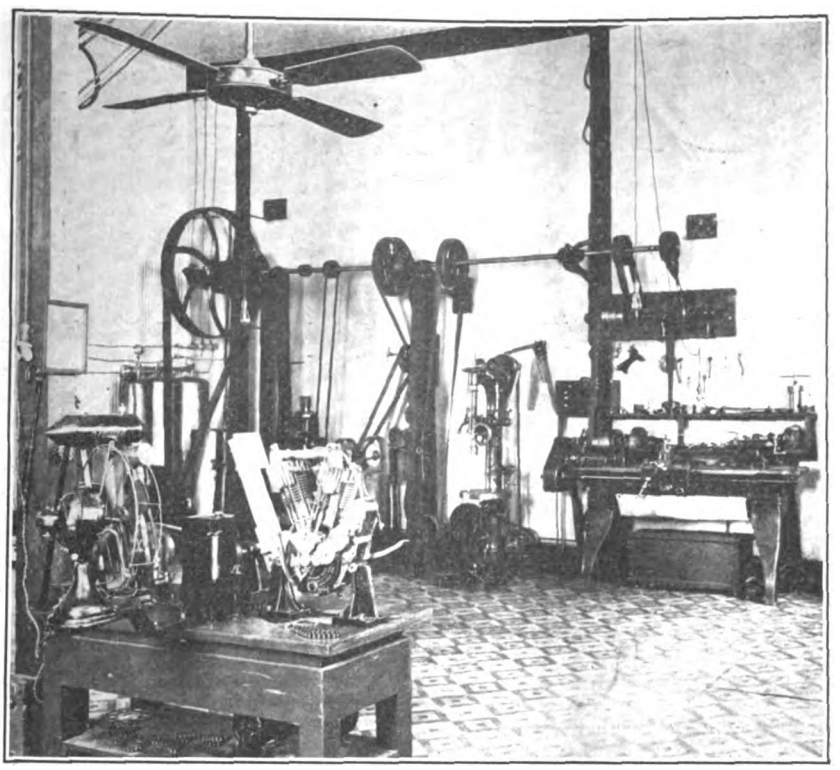
# DEALERS' SECTION

efforts to sales alone. In 1910 and 1911 he ... a number of mateur events on the local ...ck, and set new amateur records on May ... 1912, from one to 17 miles on the Playa ...el Rey track in Los Angeles. The 17 ...e figure has not yet been beaten, and is ... cataloged. His time was 11:24⅗.

...e Claflin has stood for service at all ... He believes in giving the customer ... maximum of service, but at the same ... making a reasonable charge for all ... done in this connection. A clean store ... repair shop, combined with careful sys...atization of everything, he considers ... valuable in obtaining new business as ... holding customers. The partial pay... plan has been used with considerable ... by him, his terms for such sales be... one-half to two-thirds down and the ... at the rate of $25 per month. ... takes great pride in pointing out ... very little he has lot in selling ma... on this plan.

... has always been a booster for the ...cycle as a commercial proposition and ... made a large number of sales for busi... purposes to public service bodies and ... houses. His most recent sale was ... of four three-speed twins to the Utah ... & Traction Company for trouble... service.



**Corner in the Claflin Shop, in Salt Lake City, Showing Up-To-Date Machine Tools Used; Note Testing Bench in Foreground and Overhead Electric Fan**

### A REMARKABLE TRADE

...sville, Ky., July 19.—One of the ... remarkable motorcycle trades ... made in Louisville was executed ... when a motorcycle dealer traded ... attachment for an old 1909 ...cycle of the belt type. A rider ...rchased a new machine and was ... of tandem. One of the dealers ... given $2 for a good second-... tandem, and the rider offered to ... him the machine for the attach... While the old buss was all shot ... of running order, still the dealer ... to remove several dollars worth ... etc., which can be used in the ... shop. One dealer specializes in ... old wrecked machines or ma... which are about all in. These ... can often be purchased for $10 ... and in some cases the saddle, ... and pistons will be resold for ... cover the outlay.

### ...E CONTRACT FOR HANSON

... City, Mo., July 26.—Chas. Han... agent, has followed up his re... of 13 machines to the Kansas ... Police Department, with a sale ... to the Kansas City (Kansas) ...artment. The machines are big ... speed, with electric equipment.

### NEW ALLIANCE DEALERS

... Ohio.—The Ravenna Motorcycle ...pany, of Alliance, Ohio, has been ...ated with a capital stock of $2,000. ...porators are: Emerson C. Eckert, ... Roach, Emerson W. Weldin, C. L. ... and George R. Cady.

### THREE-SPEEDS IN DEMAND

"We have sold ten more Excelsiors than we had sold up to this date last year," write Putzman & Hoffman, dealers in Sacramento, Cal., "and sales in general have been beyond our expectations. This is a three-speed year and by far the greater part of our output has been so equipped. We have sold a three-speed Excelsior and delivery van to the Quality Laundry of this city, and they report excellent results from the outfit."

### SOLD TWO TO LIGHTING COMPANY

Colorado Springs, Colo.—B. P. McCromick, local distributor for the Excelsior, has just sold two twin models to the Colorado Springs Light Company for inspection purposes. McCormick has been selling machines to all Excelsior riders at practically cost price, and says that this move is a fine business-bringer.

### LYTLE OPENS HIS SHOP

Denver, Colo.—"Happy" Lytle, the well-knoown speedster, has opened a shop at 1329 Broadway, this city. Lytle will specialize in repair work.

### NEUBLING SOLD NINETY

Reading, Pa.—John G. Neubling, one of the biggest dealers in this city, states that he does not consider 1915 a poor season by any means. He has disposed of over 90 new models this season, as well as a number of second-hand mounts. Neubling does considerable re-building in his shop, but does not figure machines so put into condition in making up his list of sales. His bicycle trade has been brisker than in 1914, he says.

### LEWIS ENLARGES HEADQUARTERS

Stockholm, N. J.—George W. Lewis, Indian agent of this town, has enlarged his motorcycle garage by tearing down the partition that adjoined the old place. Lewis at the present time has sold more machine than he sold all last year.

### ONLY MOTORCYCLE AGENCY

Newton, N. J., July 26.—Mr. Wm. Sherin has opened a motorcycle shop on Main street of this city. Their being no motorcycle dealer of any kind in this town and he finds things coming almost too fast to keep in pace with the riders.

### SOLD MANY TO COLLECTORS

Joplin, Mo.—The Arnold Motor Company, Harley-Davidson agent in this city, has just sold a twin to the Home Telephone Company and another to the city Park Commission. In all twelve machines have been sold for collection purposes since the first of the year.

### BARGER IS HARLEY-DAVIDSON AGENT

Pittsburg, Kas.—O. D. Barger, one of the city's best known dealers, has taken the agency for the Harley-Davidson for Pittsburg and vicinity. He will open a shop in the near future.

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# Our Canadian Letter

## Canadian Dealers Proceeding With Caution

TORONTO, Ont.—Interviews with the motorcycle and accessory dealers of Toronto with regard to the state of business at the end of the seventh month of the year may be taken as an indication of the general motorcycle and bicycle trade situation in the Dominion at the present juncture. The opinions of the members of the industry in Toronto represent the feeling among the distributors who know of the conditions throughout and whose responsibilities are greater than the average local agent. They are more alive to the presence of conditions which influence the market and, under the present circumstances, practically all era ready to admit that the war is making its impression upon trade. Very few actually mentioned the war when discussing the situation with **Motor Cycle Illustrated's** representative, but it was evident that every dealer was allowing the war's existence to be taken for granted without actual reference to it.

**Economy the Byword**

The consensus of opinion is that Canadian people are now very cautious in their purchases; dealers are wary of giving large orders for any goods; everyone is trying to be economical; the situation in the Canadian West is bad, but improvement in the market is expected as soon as the people "cash in" on the record crops which will be harvested this year; the motorcycle club spirit is waning and the used machine and repair business is good. Further, shipments of motorcycles and bicycles from England are practically nil and agents for English machines are keeping their expenses as low as possible because of the manner in which they are tied up.

The above sums up the situation in a general way, but the individual expressions of the dealers are far more explanatory and direct.

"We have been kept busy because we have been receiving so many small orders from outside dealers instead of the usual large orders," declared Mr. McKenzie, of the Humphrey Motor & Bicycle Company, of Toronto, wholesale distributors of bicycles and motorcycle and bicycle accessories. "The dealers are not giving big orders this year because they are using caution. The many small shipments make it more busy for us, but the volume of business is hardly equal to that of last year. The bicycle demand has been quite heavy and the sale of accessories has been well up to expectations. Payments are good."

**Second-Hand Machines Demanded**

"The situation is not the best," declared Percy A. McBride, the Excelsior and Henderson distributor, who explained further that so many young men had gone to war that the demand for motorcycles had been effected. "The motorcycle business may not equal last year's sales, but nobody can complain. The demand for second-hand machines is heavy and there is lots of repair work. Accessories are selling freely, however. The bicycle trade has been poor."

McBride has, however, just opened another store which is located next door to his present main store, and he has done this, he says, because he has faith in the future and because he believes that conditions will soon improve.

**Waiting for Western Crops**

The statement of Manager Ed. Buffum, of the Canadian factory of the Hendee Mfg. Company, is interesting. Mr. Buffum has just returned from an extensive business tour of the West. "The situation all through the West from Winnipeg to Vancouver is bad, but I expect there will be some improvement when the great crops are harvested," he says. "The factory here is busy, but not unusually so. We have sold about 100 Indian motorcycles to the Canadian governme some of which we have shipped to C tawa and some to St. John, N. B. W have not sold 500 machines to the go ernment, as has been reported, howeve

**Accessory Trade Lively**

W. J. Porter, one of the Toronto d tributors who has handled English m torcycles exclusively in the past, has j received the first shipment of one Brou motorcycle, the agency of which he cured last spring when he learned t he could not secure delivery of eit Douglas or Matchless machines. Beca of the lack of deliveries his business been quiet, although his stock of seco hand mounts has been cleaned out a his business in accessories is active.

"We cannot get any Triumph mot cycles out of England," declared H Greenwood, the Triumph agent at ronto. "We have had only one or t new models during the past eight mon Business is confined to repair work there is not enough of that to keep busy. Our expenses are light, howev

**Market for Lightweights**

"I cannot keep any second-hand torcycles in the store," declared Wa Andrews, of Toronto, who is the Ont representative for the Flying Mer "There is a steady, though light, dem for new machines, but I could sell m Miami lightweights if I could get d eries. I expect a good business in li weights next year and in the meantin am trying very hard to push the Those I have sold already are gi magnificent service and they have m a hit. I cannot get any B. S. A. s ments from England at all. The re business is good." Andrews has b making enough money, however, to mit him to take a nice trip by mo cycle into the States and he is not c plaining.

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### TORONTO SPEED TRAPS

Toronto, Ont.—Toronto riders have discovered the existence of an unusually large number of speed traps in operation on all the main highways leading out of the city. In some cases the constables in charge of these traps are very careless in the manner in which they obtain particulars of offenses, but the motorists are practically helpless except when they raise strong objections to the police methods. The charge against one rider, Ernie McIntosh, was dismissed when the constable tried to argue that his numberplate had been twisted out of shape and yet that the rider had traveled so fast that he could hardly be seen.

### HOW ABOUT THIS, SPEEDSTERS?

Burlington, Ont.—This quiet Ontario town possesses a half-mile dirt track which would prove a puzzler for the most experienced motorcycle speedster in the sport for the simple reason that the short course has been laid out in the form of a figure "8." This plan was adopte number of years ago because there not sufficient room at the local grounds for a regulation half-mile The "criss-cross" track has never much of a success because of the fusion caused by the intersection in middle and because for half the dist the pole is on the right side. No mo cyclists have yet ventured to hold a on this track and none of the speedsters seem at all likely to to the big chance.

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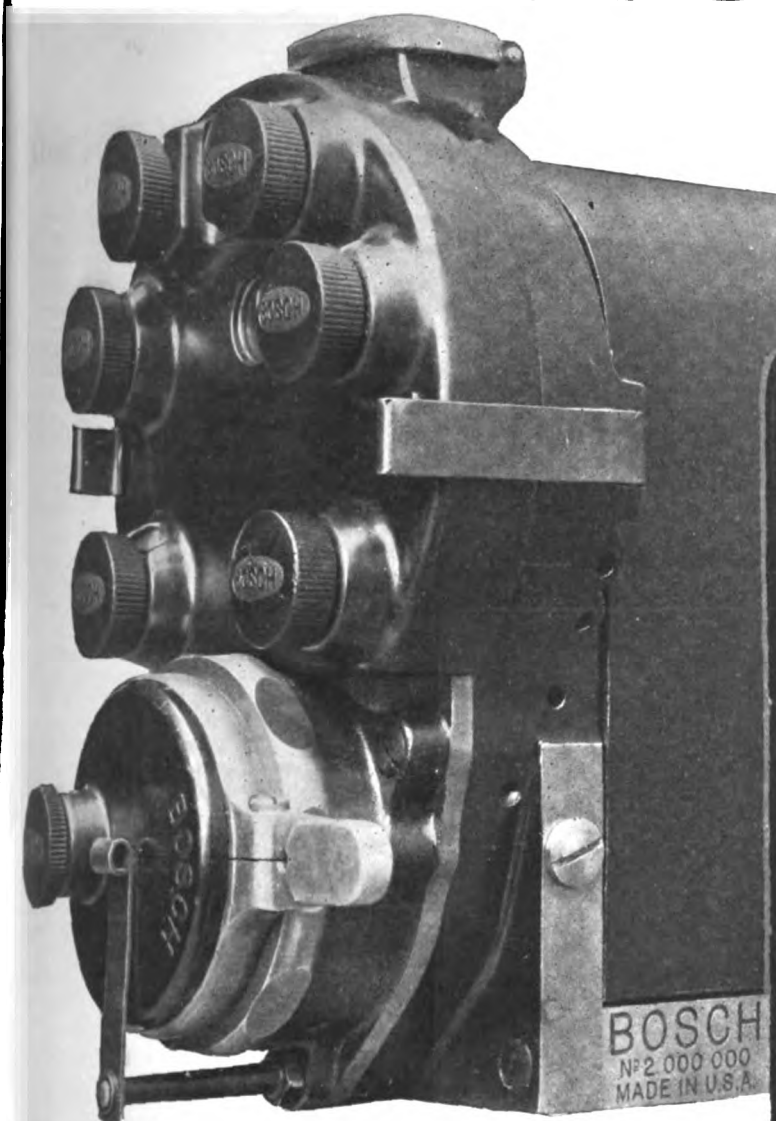


## The Two Millionth Bosch Magneto Has Been Made and Sold

THAT fact is the strongest evidence, the most convincing testimony to the superiority of Bosch Magneto Ignition.

The second million of Bosch Magnetos was sold within approximately two years, notwithstanding that other, though less efficient, ignition systems were procurable for less than half the price of a Bosch Magneto.

Merit, and merit alone, is responsible for the remarkable popularity and extensive use of Bosch Magnetos. No other ignition system is just as good.

Look for Bosch on the car you buy or sell—insist if you must.

**Be Satisfied. Specify Bosch**

# BOSCH MAGNETOS

**Bosch Magneto Company, 206 West 46th St., New York, U. S. A.**



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### CO-OPERATE FOR CLUB HOUSE

Haledon, N. J., July 26.—The members of the Haledon M. C. and of the Haledon A. A. are drawing up plans for the construction of a model club house. The plans contemplated call for a two and one-half story building, 100 by 50. The ground floor is to have two sets of bowling alleys, three pool tables and a shuffle board, while the second floor is to have a full-sized basket ball court and dance hall, with two separate meeting rooms adjoining.

### MEMPHIS ENDURANCE RUN

Memphis, Tenn., July 26.—Motorcyclists of Northern Mississippi and Southern Tennessee are taking considerable interest in the good roads movements, and have arranged to hold a series of one-day endurance runs to various points within a riding radius of Memphis. The runs will be handled through the Memphis Motorcycle Club. The first run will be held on Sunday, August 1, and will be from Memphis to Jackson, Tenn. Checking stations will be arranged at Brownsville, Tenn., and at Arlington while controls will be opened at Jackson and Memphis. A lay over of one hour will be allowed at Jackson. The riders will leave Memphis at 6 o'clock in the morning, to return at 5 o'clock in the evening. A number of prominent men have been engaged to handle the checking stations and controls. The average speed maintained will be about twenty miles an hour. The mechanical condition of the machine will decide the winners in case of ties.

### RAVENNA CLUB CHARTERED

Alliance, Ohio.—The Ravenna Motorcycle Club, consisting of a large group of motorcycle enthusiasts in this vicinity, has taken out a State charter for permanent organization. The club has a capital stock of $2,000, which, when subscribed, will probably be used to furnish club-rooms. Emerson C. Eckert, W. N. Raach, Emery N. Weldin, C. L. Semon and George R. Cady are the incorporators.

### WANTS TANDEM PASSENGER

Jack Silver, of Cleveland, Ohio, in a letter received a few days ago, states that he is on the lookout for a tandem passenger to accompany him on a motorcycle trip from Cleveland to San Francisco. The passenger must not weigh over about 135 lbs., says Jack, and he will be expected to defray the running expenses on the way to the coast. Silver may be addressed General Delivery, Cleveland.

### INSTRUCTING A FAIR RECRUIT IN ENGLAND

**Miss Alice H. Neville, of Worthing, Eng., Has Established a Motorcycle Garage and Trains Women Riders to Handle Their Mounts**

### A WASHINGTON CLUB MEMBER

**Thomas O. Wansleben, Jr., Aged 27 Months, Youngest on the Rolls of Live District of Columbia Organization**

### DEMONSTRATES FOR CARRIERS

Topeka, Kan.—J. L. Seidell, Indian traveler for this section of Kansas, spent two days in this city during the recent annual convention of the Rural Mail Carriers. Seidell, who rode a 1915 three-speed with Indian generator equipment, demonstrated the ability of the mount for rural delivery service and was successful in interesting a number of delegates to the convention. He gave a lecture one night on motorcycles, to a crowded house, his audience being composed of carriers.

### 7,704 MACHINES REGISTERED

Boston, Mass., July 26.—Motorcycles are making a notable showing in the registration figures just issued by the Massachusetts Highway Commission. Up to the month of July, 7,704 motorcycles were registered. This is an increase of 21 per cent. over last year's figures for the same period. The commission estimates that at least 10,000 machines will be registered before the end of the year.

### MAY HAVE "SPEEDWAY WEEK"

According to announcements made during the last ten days New York City will celebrate the week of September 27 as "Speedway Week" in connection with the first racing on the new Sheepshead Bay Speedway. The first event on the course is slated for Saturday of that week, October 2. With 3,000 men at work on it the construction of the speedway is now proceeding at a rate which leads the contractors to believe that it will be finished about August 15.

### READING M. C. OUTING

Reading, Pa., July 28.—The Reading Motorcycle Club will hold an outing on a big scale at Berkeley, the city's water supply station, seven miles north of Reading, on Sunday, Aug. 1. A program of music, sports, and other amusements has been arranged and a large turnout is expected.

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# Why?

"Why," you ask, "should I insist upon having on my machine a chain that is greater in strength than any other? I *may* never need this extra strength, so why should I pay an extra price?" Ah! "May" is a weak word, brother. That extra strength may come in mighty handy sometime.

## "The Coventry"

*"Strongest in the World"*

BECAUSE This extra margin of strength means absolute safety—always—*all* ways.

BECAUSE "The Coventry" Chains cost you less per mileage than any other chain made, because of their marvelous lasting qualities.

There are other reasons, to be found in our booklet—free on request.

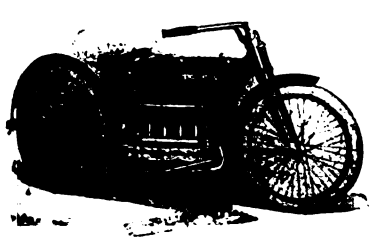
**HERBERT F. L. FUNKE CO., Inc.**
112 Broad Street, New York

# Henderson "Tips"

"It's our treat" to send you some most fascinating and interesting stories written by HENDERSON BILL. It will be your treat to read them. Bill's a veteran rider and knows how to tell of his many adventures in a most interesting way. Even a postal brings these stories to you.

*You will not regret writing for them*

**Henderson Motorcycle Co.**
1158 Cass Avenue Detroit



# NEW DEPARTURE COASTER BRAKE

**The Brake That Brought The Bike Back**

**Came In response To the Demand For safe Cycling**

## Every Bicycle Dealer

long in the business knows this—has profited by it and by our co-operation with him in boosting the bike.

## For the Bicycle Dealer

new in the field, the New Departure offers the biggest opportunity for present and future prosperity in this rapidly growing business.

## For All Bicycle Dealers

the New Departure sales helps are highly successful in bringing Boys—Girls—Shopmen—Letter Carriers—Messengers—Store Keepers who need quick deliveries—in fact, all who might cycle for pleasure or profit, into your store, where you meet them face to face.

We have helped more than four thousand Dealers this season to a bigger, better Bicycle business—We'll do the same for you. —Write us.

## The New Departure Mfg. Co.

**Bristol, Conn., U. S. A.**

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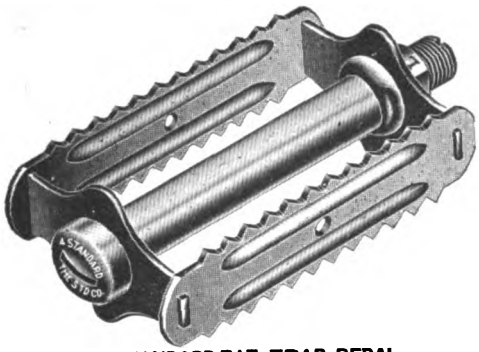


No. 4 STANDARD RAT TRAP PEDAL

# THESE STRONG SUBSTANTIAL MOTORCYCLE TYPE PEDALS

have that sturdy look that comes only from correct design and first class construction.

THE NO. 4 STANDARD is a new type of rat trap pedal added to our line this year, making it the most comprehensive line of rat trap pedals offered to the trade.

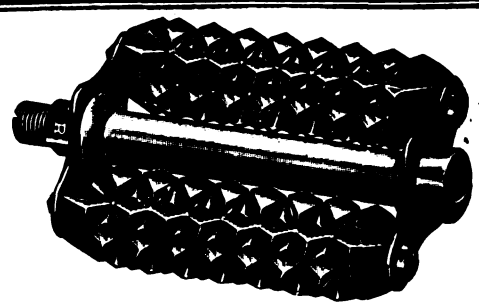
THE NO. 5 PIRATE has such big, soft, easy rubber cushions! It minimizes the jars and bumps. Try a pair and find out for yourself.

Our cycle parts and accessories appeal to the mechanical expert. They have been standard from the beginning, and mark the utmost in the industry.

Our products comprise: Diamond "E" trade mark brand, Spokes and Nipples for Bicycles, Motorcycles. Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals.

**THE STANDARD COMPANY, Torrington, Conn.**

200 X



No 5 PIRATE PEDAL

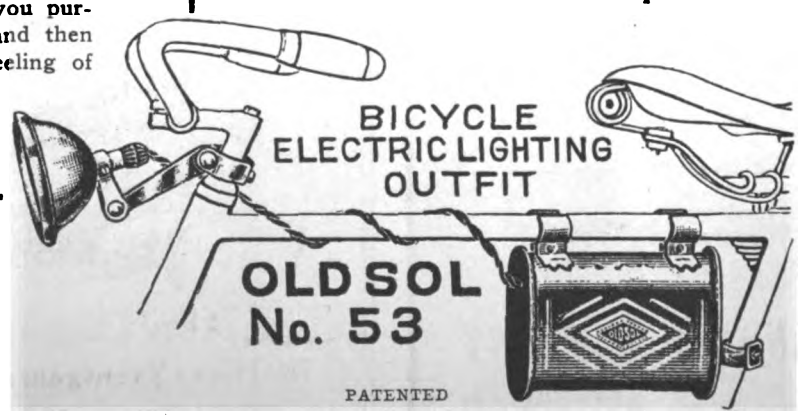
"OLD SOL" No. 53 Search Lamp is larger than any other bicycle electric search lamp and is equipped with a silver plated parabola reflector and focusing bulb. Gives a white diffused ray of penetrating light. Bracket "O" allows for three different positions on the handlebar stem and extension. *Battery Box* is equipped with secret snap lock illustrated below and the construction is very solid. Finish, handsomer than any other box on the market. It stays where placed and will not break or rattle loose. "OLD SOL" Bicycle electric outfits are backed by the "OLD SOL" reputation. Be sure you purchase "OLD SOL" and then you will have that feeling of satisfaction which goes only with a quality product.

# "Old Sol" Bicycle Electric Lighting System

***The Classiest, Most Powerful and yet the Lowest Priced Electric Lighting System on the Market.***

**PRICE $2.25 AT ALL DEALERS**

**Write for Complete Literature**




**Hawthorne Mfg. Co.**

**4 Spruce St. Bridgeport Conn.**

**Pacific Coast Representatives: The Bailey-Drake Co., 604 Mission St., San Francisco, California**

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# The SCHEBLER CARBURETOR

*America's Standard Supreme through Merit*

THE HEART OF THE MOTORCYCLE

WE EQUIP

THOR
POPE
YALE
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READING STANDARD

WHEELER & SCHEBLER
INDIANAPOLIS, INDIANA, U.S.A.
BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

# It Becomes a Part of Your Tube

## Sampson FEATHER-EDGE Inner Tube Plug

All there is to it

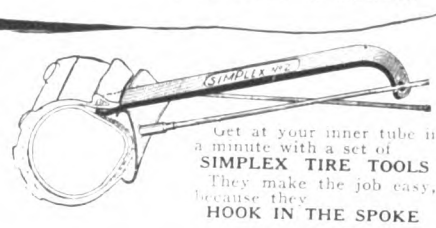
A *Guaranteed* Perfect *Permanent* tube repair in less than a minute and a half! As easy as tightening a nut on your machine.

Price, complete kit, including forged tool and six plugs, $1.50.

Money back at any time if you want it.

No. 1 Set for 20" tires, 25c.
No. 2 Set, 21" & larger 50c.

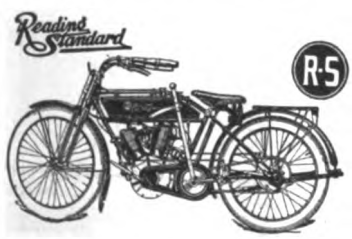
Stevens & Co.
375 Broadway
New York



Get at your inner tube in a minute with a set of SIMPLEX TIRE TOOLS
They make the job easy, because they
HOOK IN THE SPOKE

# R-S EXTREMES

Reading Standard



R-S

$150 $250

The lowest priced and highest powered motorcycle in the country. The R-S is the most complete machine of the day.

All orders filled same day received.

Bosch magnetos used exclusively.

Write for catalog and agency proposition.

READING STANDARD COMPANY
501 Water Street Reading, Pa.

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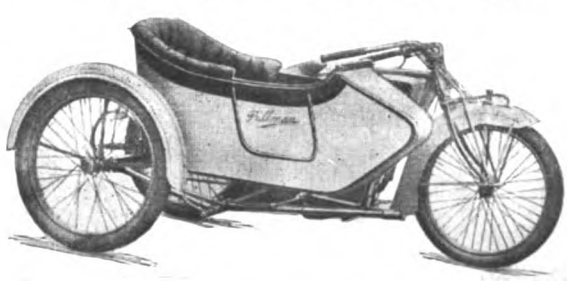
THE HARRY SVENSGAARD SALES CORP. DETROIT

## SIDE CAR

### Makes Your Motorcycle A Serviceable Runabout

QUADRUPLES the value of your Motorcycle by giving two people twice the pleasure either could have had without it.

There may be many sidecars, but only ONE PULLMAN. Write today for descriptive circular that tells the story of PULLMAN QUALITY.



The Harry Svensgaard Sales Corporation
471-73 Woodward Ave., Detroit, Mich.

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## *Lowest Saddle Position—*
## *No Sidesway--Air Springing*

No saddle made contains such remarkable quality features as does the MESINGER. Positively the lowest saddle position of any saddle made—by fully one inch. A center compression that deflects saddle back an equal distance on each side—all sidesway eliminated.

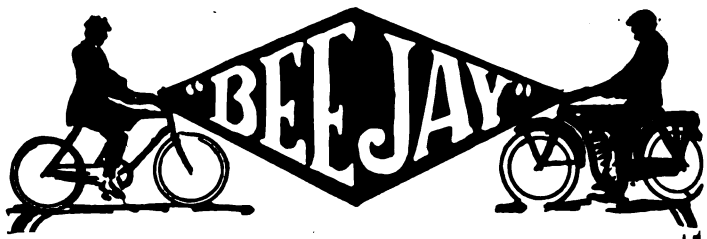
# MESINGER
## Air Cushion Saddle

And, finally, a springing system unique in its remarkable ease and comfort. Powerful coil springs enclosed in a steel barrel, with air space at the bottom, which effectively cushions all jars.

Write for detailed information or "Ask the Rider and Watch Him Riding"

**H. & S. Mesinger Mfg. Co.**

144th St. and Austin Place, New York




## HERE'S YOUR HORN, BOYS!

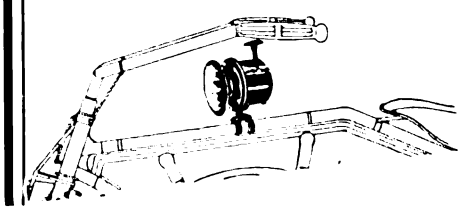
If you're on the alert for real horn value—if you want a solid, substantial, reliable and tremendously powerful mechanical horn at the lowest possible price, go to your dealer and ask for the "BEE JAY"

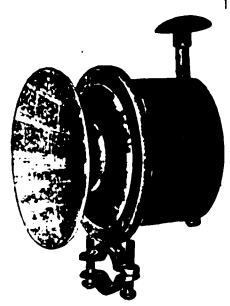
Think, riders, of the startling price this horn is sold at, think of its light weight, only 21 ounces, of its compactness, its simplicity, and then ask yourselves if here, at last, is not the horn you have been waiting and hoping for.

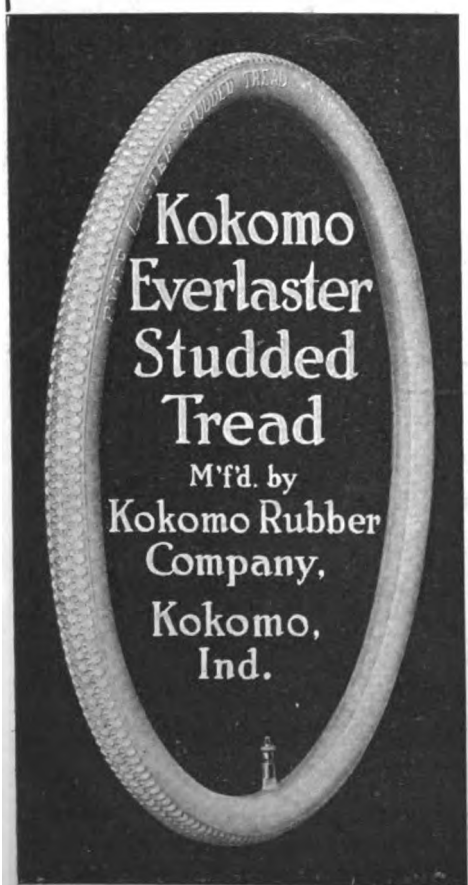
With Top Bar Bracket, $2.75

**Nonpareil Horn Mfg. Co.**

73 WOOSTER STREET, N. Y.





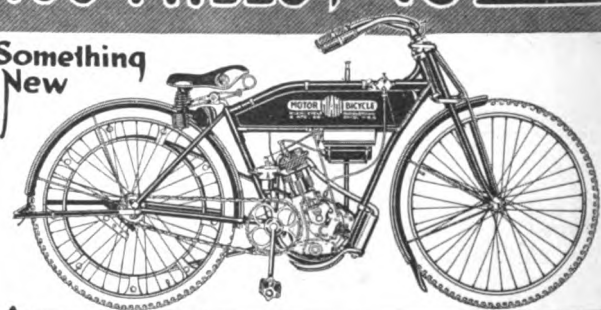



**The Original Motorcycle Fabric Bicycle Tire.**

**ALL WHITE ALL GOOD**

## "100 MILES for 10 cents"

Something New



**THE MIAMI MOTOR BICYCLE**

**SAFE - SILENT - CLEAN**

**WEIGHS 110 Lbs. COSTS $125.00**

## *DEALERS*

Here's quick profits for you. Something you can sell for cash to an unlimited market.

*WRITE FOR TERMS*

**The Miami Cycle & Mfg. Company**

"America's Greatest Cycle Makers"

100 Mobile Avenue, Middletown, Ohio, U.S.A.

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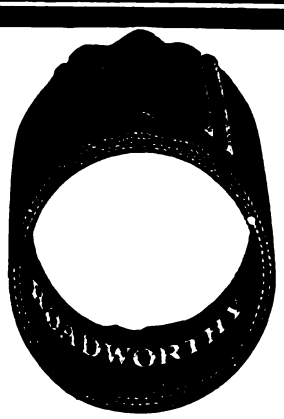
# Cash In On This Opportunity




Bicycle Dealers, don't let this chance get by you. It only costs a letter to investigate it, remember. If you could only see these tires which we are offering at such remarkably low prices you wouldn't hesitate a moment to cash in on this unusual opportunity.

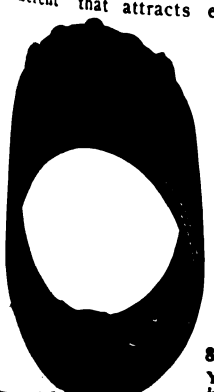
By reason of our purchasing a huge quantity of Diamond-Goodrich Bicycle tires direct from the factory we were able to buy them at extremely low prices and so can afford to sell them at prices that you will probably never be able to duplicate. There are 14 different brands, all strictly first quality. You can re-sell them or use them for replacement and make a nice snug profit either way.

If you are a live dealer you will write us on your letter head, immediately, for our Tire Special. When you get it and see the prices, we will leave it to your own good judgment about ordering. Get Busy.

# The MILLER TRIPLEX SIDE SEAT

opens up so many selling schemes that it might be called an auxiliary salesman. You cannot beat it for demonstrating purposes, for it puts the prospect in the right position for hearing every argument and seeing every demonstration. It has a high-class appearance and attracts and holds the interest of prospective buyers. It is something entirely different and it is this "something different" that attracts every motorcycle rider and makes of the Triplex such an exceptional seller.

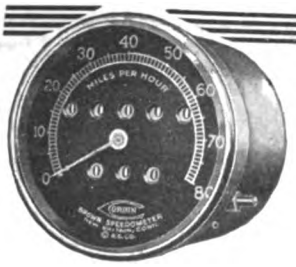
Price $25



If you have any doubts about the wonderful possibilities offered by the TRIPLEX you are not thoroughly acquainted with it, and so ought, at least, to find out about it just to convince yourself.

**Why not drop us a line today asking for Illustrated Booklet and New Proposition.**
**OUR BARGAIN BULLETIN IS READY—send for it.**

**HAVERFORD CYCLE CO.**
**827-829 Arch St., Philadelphia, Pa.**
**You'll find all that's worth while in our 1915 Catalog and Trade Price List**




*Every Mile an Accurate Mile on the*

**CORBIN-BROWN SPEEDOMETER**

*"The Speedometer of Absolute Accuracy"*

From the first to the last day of service the Corbin-Brown will return an unerringly accurate record.

In both principle and construction it is best fitted to do this.

Its accuracy and durability have been tested and proved on roads in all parts of the country as well as in government laboratories and our own shops.

Its principle is one that defies the many inaccuracies caused by heat and cold—in any climate, at any season the Corbin-Brown is totally unaffected. Its construction is such as to withstand the wear and tear of rough, steady service, to minimize friction and meet the most exacting conditions of the roads.

To keep check of your tire, gas and oil accounts specify the Corbin-Brown. To know exactly how far and fast you have traveled and judge the power of your engine specify the Corbin-Brown.

Investigate it today.

Sold and equipped by dealers everywhere.

Catalog on request.

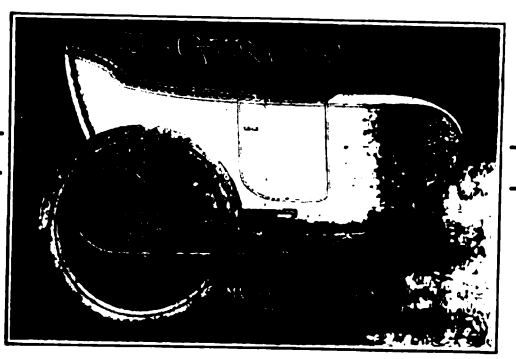
## The Corbin Screw Corporation

**THE AMERICAN HARDWARE CORPORATION, Successor**
**NEW BRITAIN, CONN.**

**BRANCHES: New York Chicago Philadelphia**

**Makers of Corbin Brakes and Automatic Screw Machine Parts**

# *Again Majestic Leads*



**GUNBOAT, $55.00; WINDSPLITTER, $65.00.**
**NEW METAL BODY DELIVERY CAR, $55.00.**

**All With Improved Lightweight Chassis.**

In keeping with the Majestic policy of "the best quality at the lowest cost," the above low prices are announced at the very opening of the Vacation and Touring Season. Since 1912 we have set the pace in Side Cars, in Price, Quality and Service.

**A FEW MORE REED BODY CARS at $35.00 and $39.75**

**Write for Catalogue**

## MAJESTIC MFG. CO.

**WORCESTER, MASS.**

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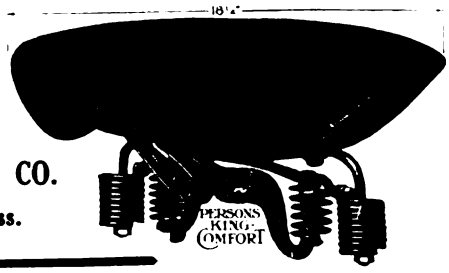
# Says Old Man Comfort :

"A bump on the street feels like two on the seat; at least that's the way it felt to me. That's why I now ride the King Comfort, the best ever; it painlessly extracts the bumps."

## Persons King Comfort Motor Seat

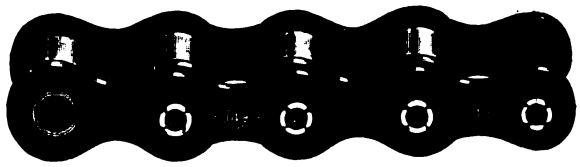
By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

Write for full "dope" on the greatest saddle of them all.




**PERSONS MFG. CO.**
**Worcester, Mass.**

# DIAMOND "149"



## With Recessed Rivets

We have designed and built the No. 149 especially for the modern high powered machine.

Our one aim has been to produce the strongest motorcycle chain that could be made, and we are confident you will find such a chain in the No. 149.

Remember—the 149 has recessed rivets, and is the motorcycle chain with rollers that **DO NOT BREAK.**

*Free Short Sample on Request*

Look For This
TRADE ◇ MARK
On Every Link

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**

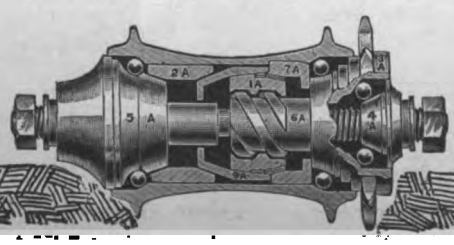
# ATHERTON Coaster Brake 500% Safe

*Another dealer says :*

The Atherton is all right; haven't used any other this season.

*Send for Literature*

**Buffalo Metal Goods Company**
Buffalo, New York
Licensed Coaster Brake Manufacturers



# POINT OUT

To your customers that Neverleak Tire Fluid is the one RELIABLE TIME-TESTED puncture-healing preparation, the best for them to use. Tell them that

# NEVERLEAK

has been giving absolute satisfaction for 20 years.

It's so good that thousands of riders put it in their NEW tires to PREVENT leaks. Suggest that idea to your tire customers.

**BUFFALO SPECIALTY COMPANY**
Buffalo, N. Y., U. S. A. Bridgeburg, Ont., Canada

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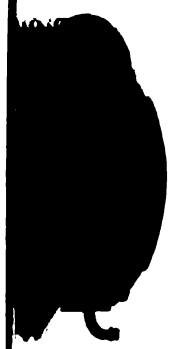


Son 156—Gas

## Two Stars of the Lighting Constellation

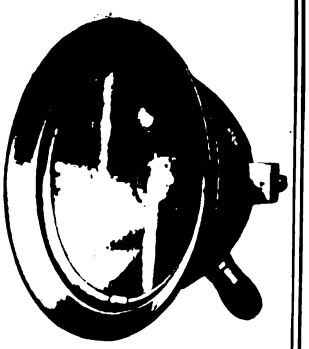
**Wherever lamps are used, there will be found predominating the head-lights of the**

## SOLAR System

"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8¼", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed.

All Nickel or Black and Nickel, Each $6.00.

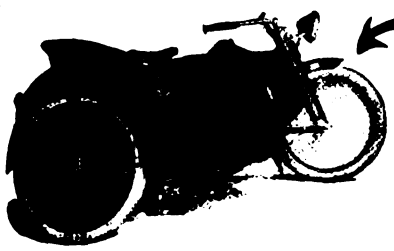
Em 2 S—Electric



E M 2 S—Electric is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances.

Nickel, Each $5.50

**BADGER BRASS & MFG. CO., Kenosha, Wis.**



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## --the vacation sidecar

**NOW is the best time of all the year to push the Rogers. Its beauty of finish and grace of line fit the season. The comfort of its deep upholstery and spacious body are in keeping with the desire for ease and rest. It is built stronger and 35 pounds lighter than any other sidecar. No strains on the motorcycle or on the mind of the rider.**

*Immediate deliveries on cars to fit and match any standard motorcycle. Write today.*

**Rogers Manufacturing Co.**

**324 W. Madison St., Chicago, Ill.**

New York Service Station
Irving Beck, 1493 Fifth Ave., New York

## AB HORNS

Motor Cycle Electric Vibrator

**$2.50** With Cord and Push Button

**Standard Equipment on "Harley-Davidson"**

**Low Amperage** **Easy on Your Batteries**

*See your dealer or write us direct*

**Adams-Bagnall Electric Co.**

**CLEVELAND**

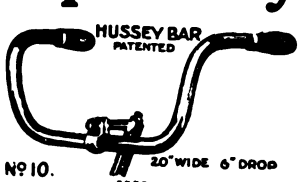
New York Pittsburgh Detroit Chicago St. Louis

## Hussey Bars

Riders naturally prefer bicycles fitted with Hussey Bars because the wide range of riding positions insures comfort and effectiveness for all conditions—and the grips are always the same distance apart, a big advantage.

## Lead in Popularity

*Any bicycle sells more readily if equipped with Hussey Bars. Wise dealers insist on this when stocking up.*

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**1730 Fernwood Ave., Toledo, Ohio**

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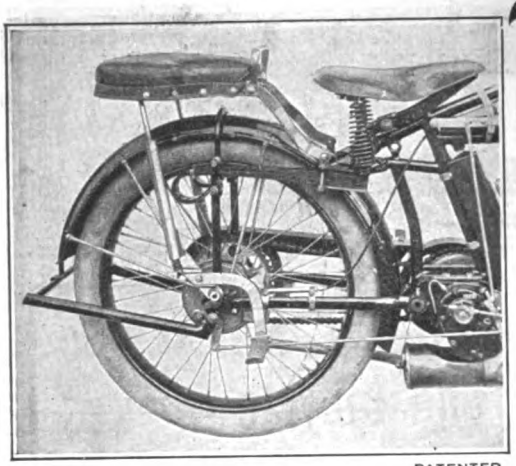

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*Stoll Combination Tandem No. 2. Price complete, $10. For all makes of motorcycles.*

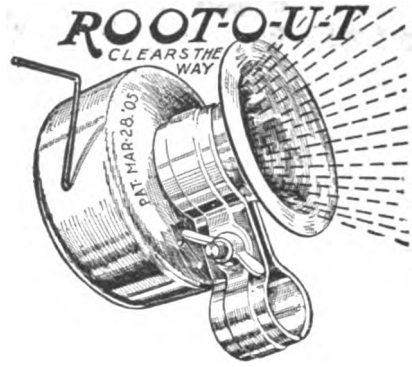
**Don't Overlook That Vital Feature— "Comfort"**

It is one of the most important points to consider in a tandem, for on COMFORT depends your passenger's health and the pleasure of riding.

STOLL TANDEMS are favorably known in every State for their wonderfully *smooth riding* their *Comfort* and *safety*.

You get the best by insisting upon a STOLL Tandem. See your dealer.

**The Stoll Mfg. Co.**
Denver, Colo.




**Bicycle Mechanical Operated Horn**

**No Batteries or Wiring required**

RETAILS AT

**25 CENTS**

ASK YOUR JOBBER OR DEALER

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On the first lap of the

**Transcontinental Relay**

to the Coast, W. F. Steubner, the noted motorcycle racer, carried

**President Wilson's Message**

from Columbus Circle, New York City, to Main and Market Streets, Poughkeepsie, in 1 hour and 44 minutes, making a new intercity record. He writes: "I used

**RAJAH SPARK PLUGS**

on my motor and over the entire route they never missed a shot. Although it rained heavily on my return trip, I had not the slightest plug trouble—I have not even cleaned them."

**Rajah Motorcycle Plug with thumb-nut terminal, $1.25 postpaid**

**"Ignition Absolutely Sure"**

**Rajah Auto-Supply Co.** **Bloomfield, N. J.**

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"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

**Motorcycle Mica**

**75c** Can't Break

Special Oil Resisting Construction

**Champion Spark Plug Co.** 2308 UPTON AVE. TOLEDO, OHIO

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JOERNS MOTOR MFG. CO. ST. PAUL, MINN.

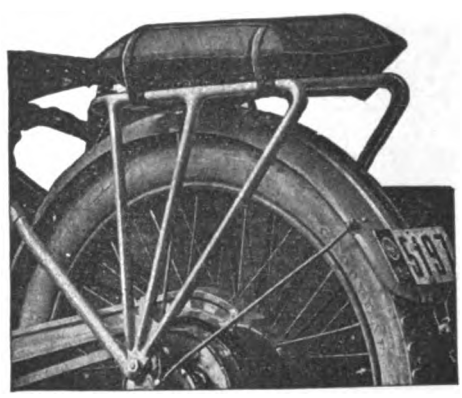
*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*

*Cyclone Deliveries Being Made Daily*

**JOERNS MOTOR MFG. CO.**

**2235 Hampden Avenue** **Saint Paul, Minn., U. S. A.**

**TRAVEL ON AIR**



INSIST ON COMFOR AND EASE, BY USIN THE PNEUMATIC AI CUSHION.

Is inflated without use o pump and deflated an carried in pocket or toc kit. Radically differen and far superior to an article used for this pur pose. FITS ALL LUG GAGE CARRIERS and ca also be used for any othe purpose, such as camping fishing or any other plac where you want comfort

**PRICE $3.50**

Write for literature today

MOTORISTS' ACCESSORIES CO

Ashland, Ohio

**Jones Valve Wings**

are to take the place of the ordinary hexagonal nut furnished on the valve stem of motorcycle tires. The two wings make it easy for the rider to lock the valve stem firmly in place with his fingers, instead of using a monkey wrench or pliers. Should the nut become rounded the tools are practically useless.

**Time Savers**

They aid in pulling or pushing the valve through the rim. A convenience that will not be overlooked by the veteran motorcyclist. Riders are always losing valve nuts. Are you prepared to furnish them with a real convenience. "The Jones Valve Wing"? They are fastened on cards (24 wings to the card) which are specially made for counter display.

*Order from your Jobber or write to*

**JONES & NOYES,** 227-29-31 W. Austin Ave. CHICAGO.

**Bargains—Motocycle Tires**

While some of these high grade motocycle casings are marked "second" and others have the serial number buffed off, they are, in most cases, regular in every way. Though not guaranteed, they are recommended as excellent value for the price charged. When ordering, please mention "JOB."

THESE PRICES INCLUDE DELIVERY

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|---|---|---|---|---|---|
| 26x2¼ | Casing, Each | $2.25 | 28x2½ | Casing, Each | $4.50 |
| 26x2½ | " " | 2.50 | 28x2¾ | " " | 4.50 |
| 28x2 | " " | 3.00 | 28x3 | " " | 5.25 |
| 28x2¼ | " " | 3.50 | Tubes, All Sizes | " | 1.40 |

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**15 and 17 Warren Street,** near Broadway, **New York**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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# FEDERAL MOTORCYCLE TIRES

"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

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You can't be up-to-date without it.

*Write today to*

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## NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

The National Screw and Tack Co.
Cleveland, Ohio

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More rubber than in any other motorcycle tire!

Extra plies of extra quality fabric built like an auto tire—these mean endurance, safety, comfort and upkeep-economy never before possible. Non-Skid; Corrugated. Any dealer will supply you.

FIRESTONE TIRE AND RUBBER COMPANY
*"America's Largest Exclusive Tire and Rim Makers"*
Akron, Ohio Branches and Dealers Everywhere

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**5000 Pounds Breaking Strength**

Here's a husky, reliability-proven chain that is yet the lightest on the market.

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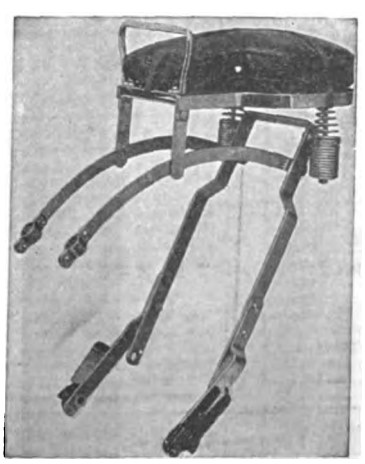

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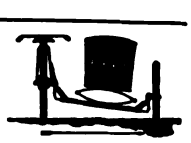

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H. RAOUL
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Gaulois Tyres—All Indian Parts in Stock.
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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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VICTOR PELIZARRE, Mgr.

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M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3956 Chelsea.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
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'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**INDIAN AND YALE**
**Parts and Accessories**
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Full Stock of Supplies—Used Machines.
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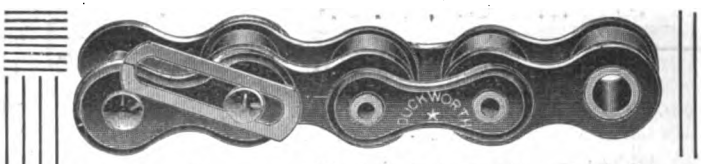

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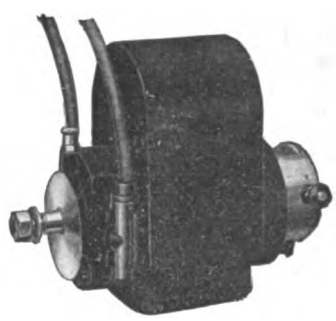

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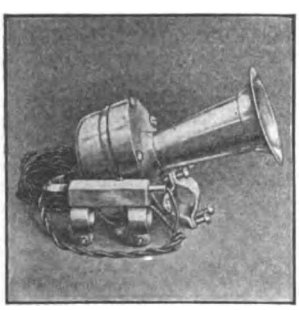

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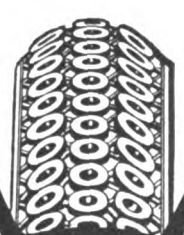

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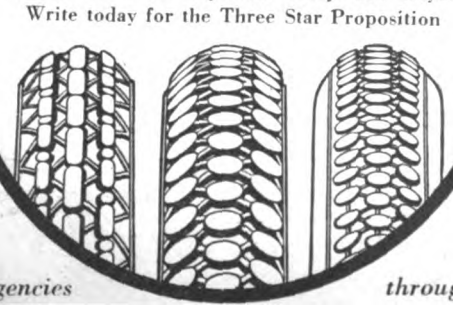

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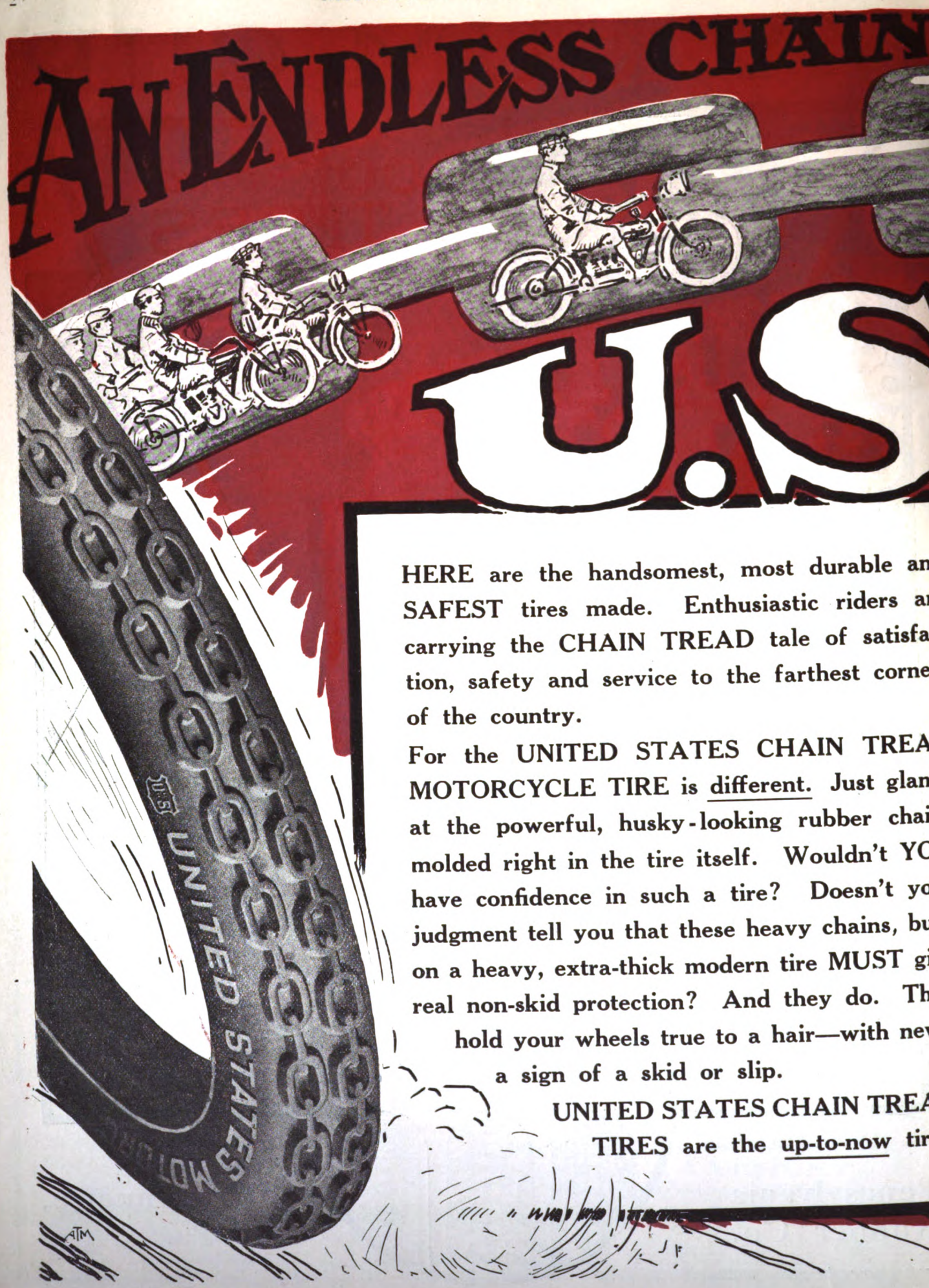


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UNITED STATES CHAIN TREA TIRES are the up-to-now tir



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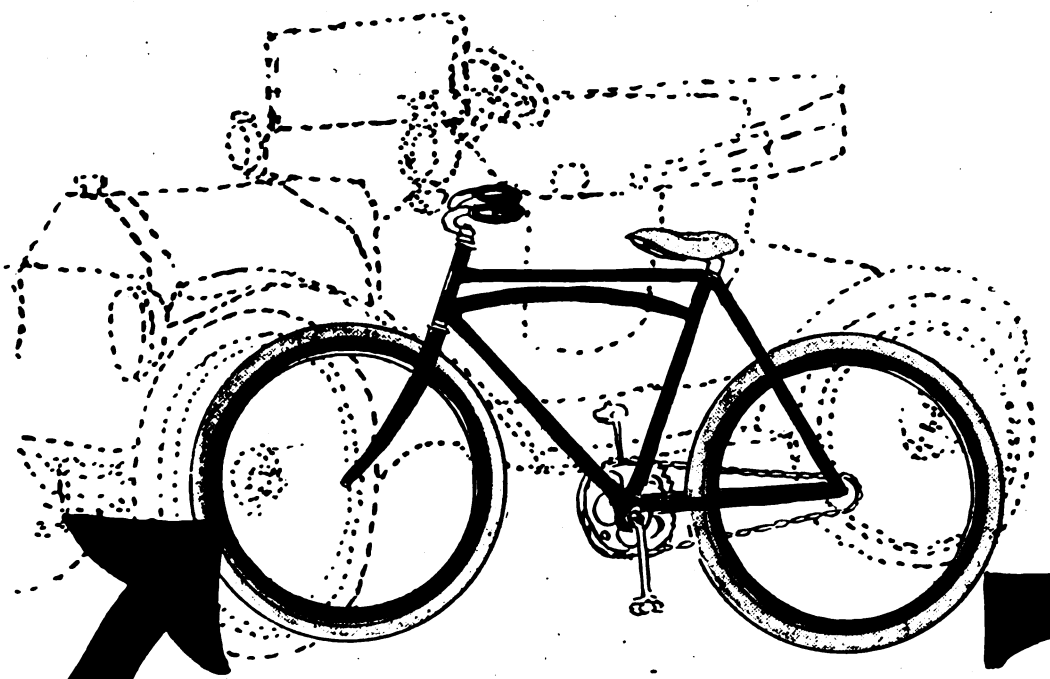

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which enable the manufacturer and dealer to present the strongest kind of selling arguments for their line.

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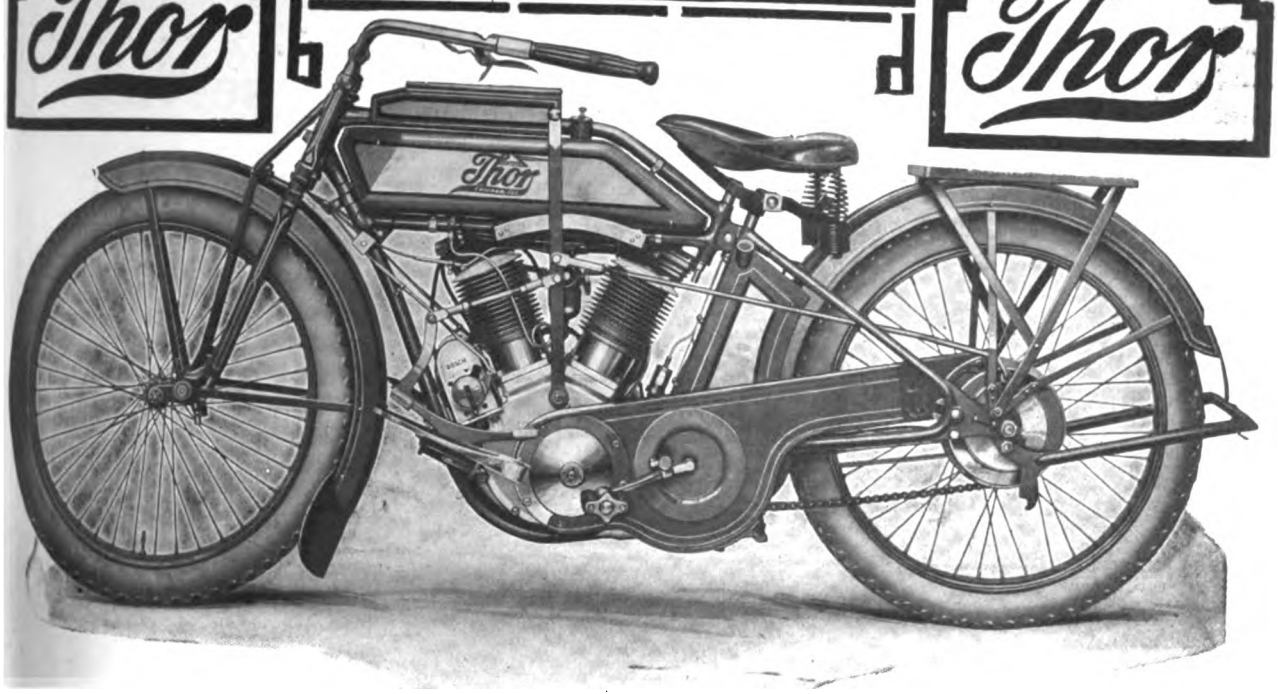
Thor THE QUALITY MOTORCYCLE Thor



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## Meets every requirement of the rider.

## Does whatever a motorcycle may be called upon to do.

**Every part as efficient as engineering genius, expert workmanship and high grade material can make it. Built into a compact mechanical unit—a**

## Reliable, Consistent Motorcycle

**that will stand the heavy grind of daily service year after year.**

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**Thor MODELS AT POPULAR PRICES**

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76 cubic in. displacement ..... $275

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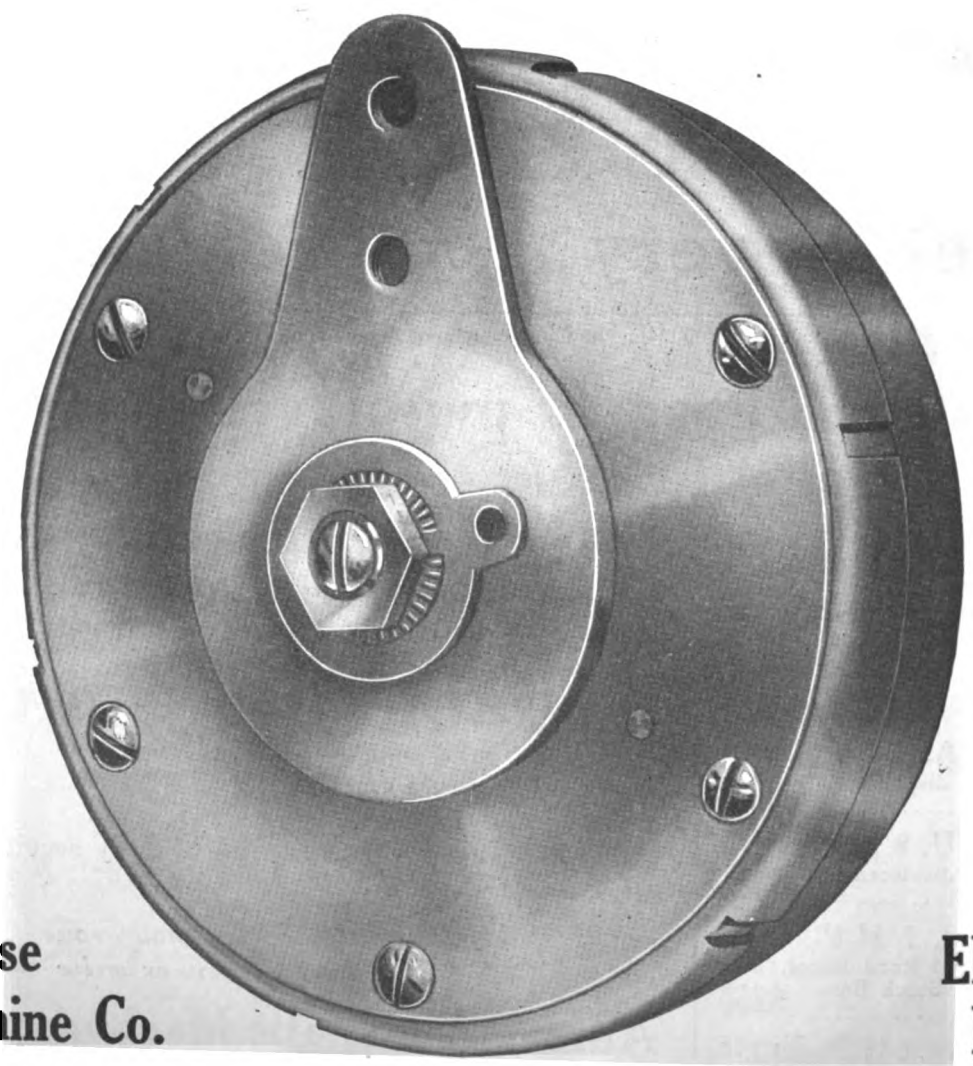

**Eclipse Machine Co.** **Elmira N. Y.**




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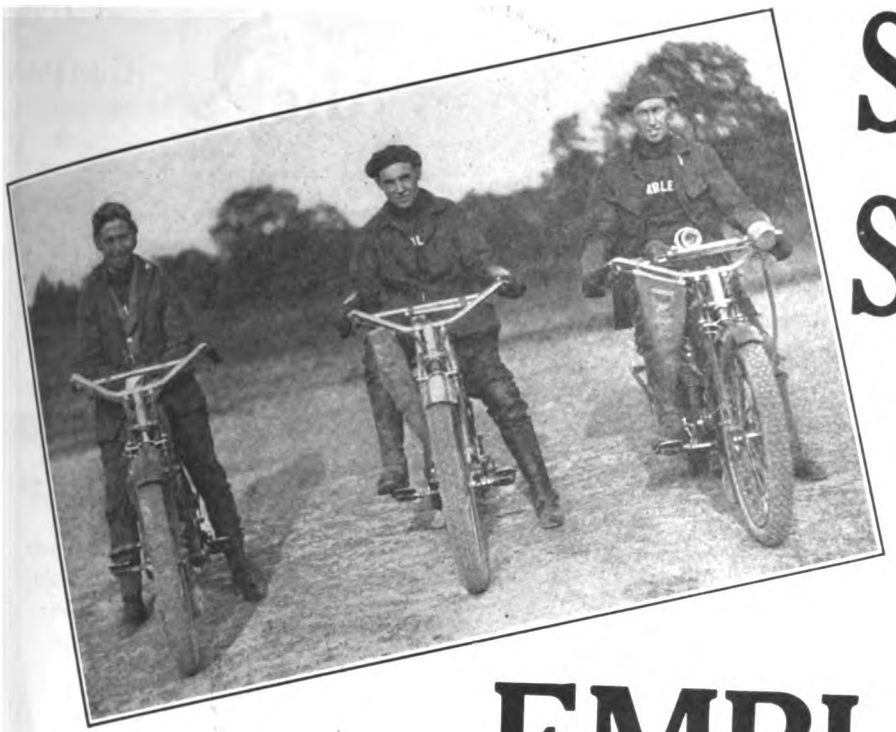

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From Motorcycle Illustrated:

**Fast Trip by Emblem Team**

"One of the fastest runs on the cross-country dash was made on Relay 7 from Buffalo to Erie. This stretch was covered by the Emblem team in 2 hours 21 minutes for the 112 miles. The relay included a 12-mile ride through the city of Buffalo and suburbs, and there were other delays for which the riders were not to blame in the 100 miles between Buffalo and Erie. In spite of the fact that a slow pace was necessary while riding through the city, and over some of the patches of bad roads, the Emblem riders carried the message at a speed of 50 to 60 miles an hour."

EMBLEM
EMBLEM MFG. CO.
ANGOLA N.Y.

***You'll find the same speed in the Emblem You Buy***

**Emblem Mfg. Co. Angola, N. Y.**



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**This honestly**

**M** TRADE MARK

**means something to you**

Mossberg "Quickkit A"

**A *True* Guarantee is never called upon**

## Quickkit "A"

contains the Three Most Desired Tools that you need — doesn't it?

7½" Screwdriver
6" Pliers
8" Wrench

## For $1.10

you may purchase these absolutely guaranteed tools, and all of them are designed for this work.

# FRANK MOSSBERG CO., Attleboro, Mass.

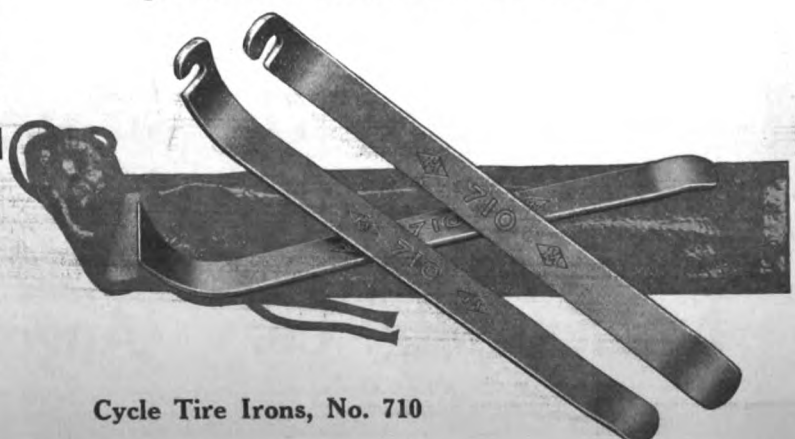
Chicago: 180 N. Market St. Los Angeles: 503 Equitable Bldg. Dallas, Texas
San Francisco: 324 Underwood Bldg. Seattle: 214 Maritime Bldg. Waynesville, N. C.

One of the "boys" wrote in this week and said: "I honestly couldn't get along without these 'life savers'—your 710 *Tire Irons*."

Set of three tire irons, each seven inches long, packed in enameled duck case.

**25c.**

One special iron starts the tire away from the rim, and each of the other two digs under the bead, pulls it over the rim and hooks on to a spoke.




Cycle Tire Irons, No. 710

**Ask for "SAFETY FIRST" Tool Book No. 172C.**

**If your dealer ca not supply you send price and will ship prepaid.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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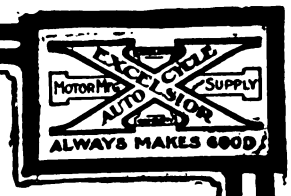


# The New "X" Made Good

**In the races at the F. A. M. meet at Sacramento.**

The New Model 16-S. C. Short Coupled Stock "X" amply proved our claims that it is the fastest stock motorcycle ever built.

In the professional events in competition with open ported specially constructed machines, it easily beat everything but one special bunch of valves and in the amateur events simply walked away.

Results in thirteen races, EXCELSIORS win six firsts, seven seconds and eight thirds and in only one event was an EXCELSIOR beaten by more than one machine of other makes.

EXCELSIORS win twenty-one places out of thirty-five, there being only two finishers in some events and in the fifty mile championship, one "X" was the only machine to finish.

It is consistent quality in real stock products that interests the buyer, not speed in special machines attained at the expense of practical serviceability.

The New Model 16-S. C. Short Coupled Stock is now ready for delivery if you want Speed, Reliability and Consistent Service.

See the "X" dealer or write for complete details of this, the latest and fastest EXCELSIOR.

## Excelsior Motor Mfg. & Supply Company

**Office and Factory: 3703 Cortland Street, Chicago**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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# National Spokes

Large makers of motorcycles specify "Nationals" because they know these spokes are **right** in design—**perfect** in construction—made by men who for years have specialized in spoke manufacture.

Do not ignore the expert opinion of the best motorcycle engineers. **Poor spokes mean poor wheels and poor wheels mean danger.**

Say to yourself—"I am going to have the best spokes I can buy." Then specify "Nationals."

To be sure you get them, see that each one has the little "N" on the hub end. That is your assurance of spoke goodness. It means tire economy and true rims.

**National Screw & Tack Company**
**CLEVELAND, OHIO**




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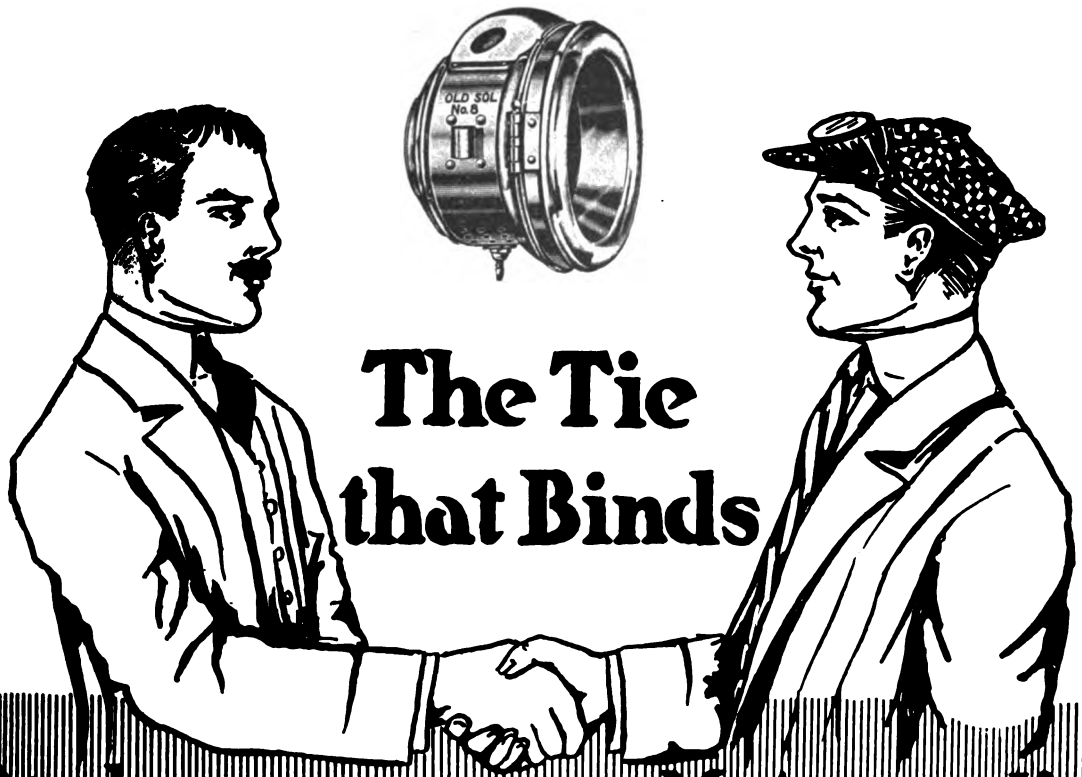



# The Tie that Binds

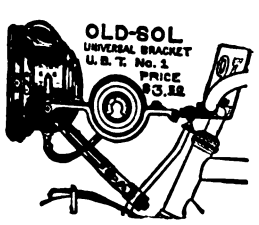
Dealer Motorcyclist

**Dealers—the world over, have found that only by giving complete satisfaction can a regular customer be obtained—retained—and multiplied.**

# OLD SOL MOTORCYCLE LAMPS

**have more than made good for hundreds of motorcyclists that know and appreciate good lighting equipment.**

**A high reputation, won on merit alone, has made the Old Sol Motorcycle Lighting Systems the universal choice of discriminating riders throughout the country. Dealers receive the hearty and helpful co-operation of the Old Sol Manufacturers at all times.**




**"OLD SOL"**
**Motorcycle Brackets**
**Old Sol Universal and Adjustable Brackets**

Recognized by all riders as the only practical brackets for motorcycles. Combination bracket for headlight for either gas tank or carbide generator. Additional weight makes steering easy and holds front wheel steady on the road. Finished in Grey and Red.

**"OLD SOL" No. 8**
**Price $6.50**
(Illustrated above)

The peer of motorcycle lamps. The equal of any and superior to most automobile headlights. Door 8½ inches, Height 9 inches, Weight 4 lbs. 2 oz. Bezel or door reflector in every "Old Sol" motorcycle searchlight. Specially ground 6 inch mangin mirror lens.

**"OLD SOL" No. 38**
**Tail Lamp**
**Price $1.25**

Everlasting aluminum and steel combined tail lamp. Has removable rear red glass, white removable glass in back to show license plate. Bracket riveted to lamp body. Guaranteed not to separate. License plate bracket supplied for 25 cents extra. When ordering specify if you wish the brackets. Grey and red enamel finish. Weight 8½ oz.

**SEND FOR OLD SOL 1915 CATALOG**

## HAWTHORNE MANUFACTURING CO., Inc.

**18 Spruce Street** **Bridgeport, Conn.**

***Manufacturers of Old Sol Lighting Systems for Automobile, Motorcycle, Motorboat, Carriage, Bicycle and Hand Use***

**Pacific Coast Representative: Bailey-Drake Co., 604 Mission Street, San Francisco, California**



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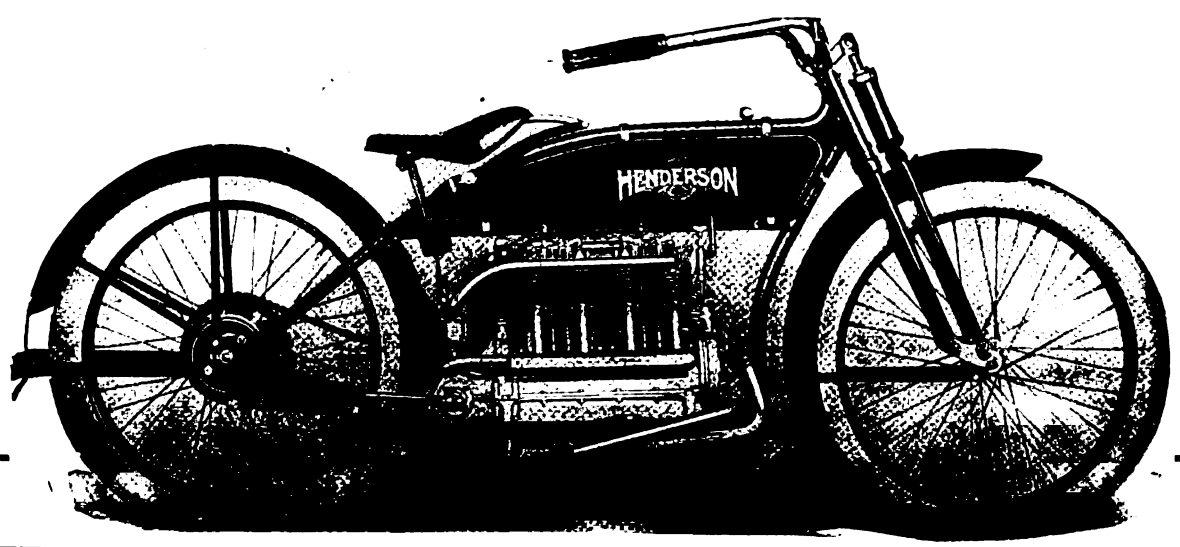
# HENDERSON

***The man who rides on the Henderson feels himself drawn along as if by some giant magnet. He feels no shock of power impulses—no vibration or "tremble." He is a stranger to gear-changes. It's all in the four cylinders, that give a steady surge of power waves that "drown" the steepest hill.***

**HENDERSON MOTORCYCLE COMPANY**

**1158 Cass Ave., Detroit, Michigan**

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# "Red" Parkhurst on his Harley-Davidson Wins—and Grins—and Wins!

## *At Milwaukee, August 1st*

**Against a field of 12 cracks, such as Carroll, Davis, Verrill, Montgomery and Stokes, on the fastest machines their respective factories could produce, "Red" Parkhurst won the hundred-mile race, riding the same machine through without a stop.**

**In the ten-mile event Parkhurst, from a standing start, beat the average for the ten-mile event with flying start, by $3\frac{4}{5}$ seconds average per mile.**

*Cut another notch for Harley!*

## Harley-Davidson Motor Co.

**Milwaukee, Wis., U. S. A.**




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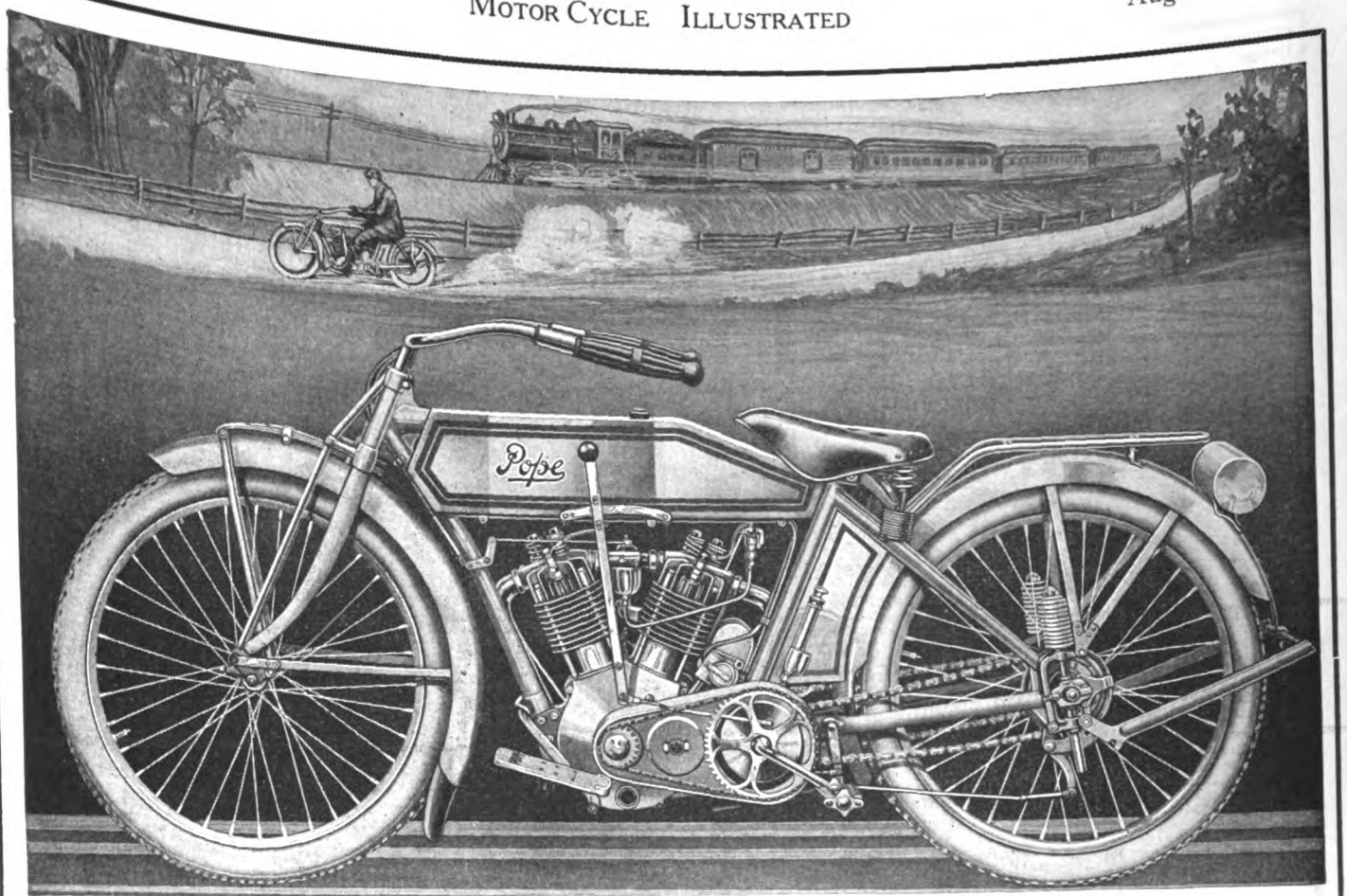


MODEL L-15 (WITH POPE 15-4/10 H. P. ENGINE

# POPE MOTORCYCLES INVITE INSPECTION FRONT FORK TO REAR STAND

At every point of a Pope Motorcycle you will find a scientific reason for its design and application. Our machines are safe and sure.

The 15 4/10 H. P. Engine gives ample power. The double stem handlebars guard the rider on rough and sandy roads.

Our famous rear spring suspension keeps road shocks away from machine and man and gives real comfort.

Big gasoline and oil tanks make frequent stops unnecessary. Extremely low saddle position makes the last mile as comfortable as the first.

Pope Motorcycle metal is "made to order," not picked up in the open market, and is determined by engineers of broad experience and great knowledge.

Pope riders know they have the best which is made.

***To ride a Pope Motorcycle is to gain a new delight in life***

Catalog for the asking

## THE POPE MANUFACTURING COMPANY

11 Cycle St., Westfield, Mass., U. S. A.



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# Keep your hands cool!

Style No. V-4920 $3 to $4.50
"Rist-Fit" style, ventilated or unventilated, stiff cuffs of smooth strap leather, beautifully finished. Reindeere or black coltskin. Unventilated, lined with wool fleece, knit gloves, lambskin, Russian squirrel, etc.

The famous Grinnell "Grip-Tite" with corrugated, double, non-slip palm. Great for motorcycling over rough roads or when speeding. Allows muscle relaxation without risk. Ask for
Style No. 4827. $3.00

Grinnell "Limp-Kuff"—the year's sensation! Loose, limp cuff—so soft it wrinkles down naturally on wrist or may be pulled over sleeve. Rolls, crumples or folds up without losing shape. Ask for
Style No. 4446 $2.50 to $3.50

## Grinnell Gloves

*"Best for every purpose"*

## are ventilated!

In hot, sultry weather your gloved hands will be cool, dry and clean.

Rows of cleverly-cut little vent-holes evaporate perspiration yet exclude grime and grease—an *exclusive* Grinnell feature.

### What do YOU know about Grinnell Gloves?

Do you know that they are made from soft, velvety coltskin tanned to wear like rawhide—that they are unaffected by water, heat, oils, greases, gasoline, dirt, etc.—that they wash and dry like new—that they are guaranteed not to crack, peel, shrink or harden?

Do you know about the many exclusive Grinnell styles—such as "Grip-Tite" (illustrated herewith), "Limp-Kuff" (also illustrated), "Rist-Fit," that keeps your glove and gauntlet from slipping down, "Rezistol," etc.?

Do you know that Grinnell Gloves hold their shape better and usually outwear several pairs of ordinary gloves?

At most good dealers—otherwise on approval, prepaid.

Glove Book, telling all about Grinnell Gloves—free, with leather samples. Give dealer's name.

**Morrison-Ricker Manufacturing Co.**

*(Established 1856)*

**27 Broad Street, GRINNELL, IOWA**




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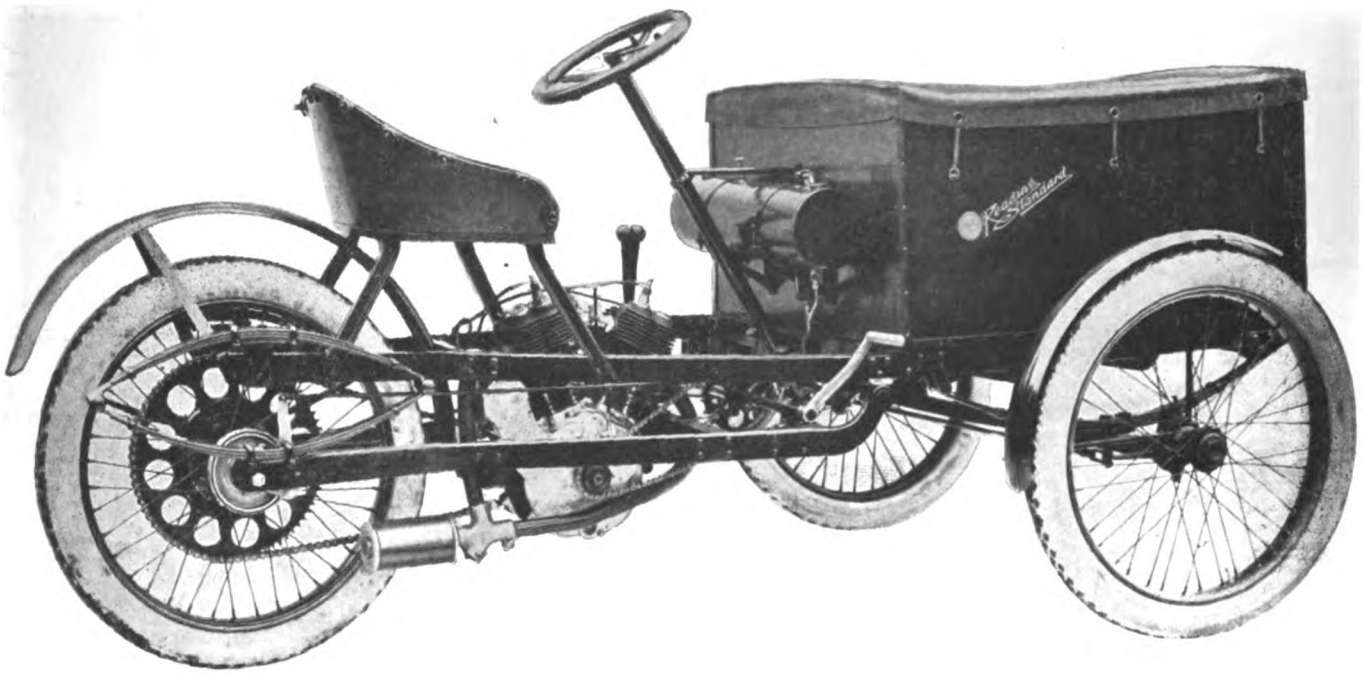
# COMMERCIAL EFFICIENCY



**Price, $295.00 F. O. B. Reading**

The modern merchant knows full well the value of expediency in his deliveries. And, further, he also realizes the necessity of making his delivery costs cut as little into his net profits as is possible. He will instantly see the advantages of the

# R-S QUICK DELIVERY VAN

which is not the mere introduction of a motorcycle with a box attached to it. We have not tried to use any part of the motorcycle except the good old 10 h. p. two-speed engine.

A glance at the specifications will reveal two essential features

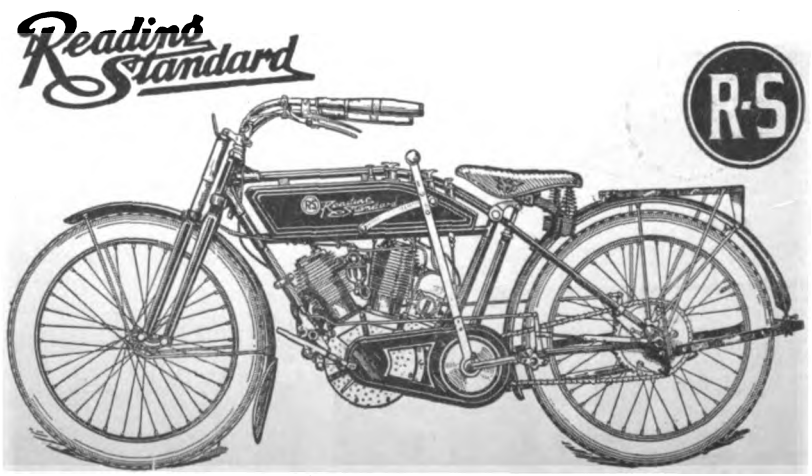
## STRENGTH AND SIMPLICITY

Write for our bulletin No. 10, which tells all about this modern low-priced, low-upkeep delivery vehicle.

If every prospective motorcyclist could get a demonstration of the R-S, learn for himself the wonderful power, speed and flexibility of the R-S Big Twin, he would not look further, as he would find everything in this wonderful motor that his heart could desire.

And, further, this year—the first in the history of the R-S to be so—***R-S prices are lower*** than you would have to pay for the ***ordinary***. Write for our catalog. It tells the whole quality tale.

**READING STANDARD CO.**
**501 WATER ST. READING, PA.**




**$150 to $250**



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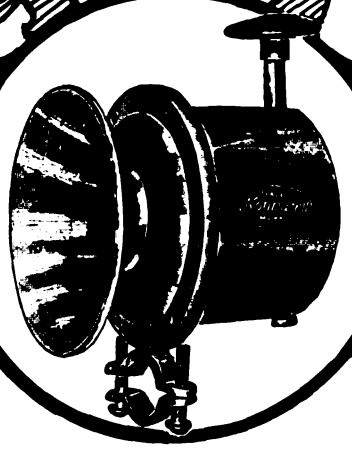
# Value!

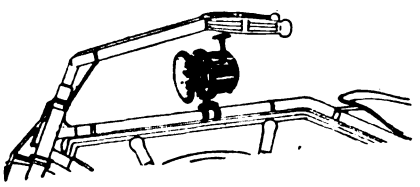
# BEE JAY



**$2.50**

**With Regular Bracket**

***No motorcycle or automobile warning signal made can come anywhere near the BEE JAY in real, solid, substantial value for your money.***



**With Top Bar Bracket**

**$2.75**

The BEE JAY is ***the-horn-of-the-year!*** The extraordinary compactness, the solid, durable construction, the high grade of materials employed in its manufacture, makes almost unbelievable the price we ask, $2.50.

Vanadium steel, highly tempered, glass-hardened tool steel—these are the materials that go into the making of the "BEE JAY." Simplicity — only one large gear wheel, actuated by the tool-steel ratchet, which strikes against the vanadium steel diaphragm, producing a hoarse, powerful call—a call that wins respect.

Then, too, the weight of the "BEE JAY"—21 ounces, less than a pound and a half—is just right. Not too heavy, yet "hefty" enough to stand the jolts and jars of riding.

***Dealers—give your customers what they want — horn satisfaction. They get it at the lowest possible price in the "BEE JAY". Write for prices to-day.***

***Riders — let your dealer show you the "BEE JAY". You'll immediately feel that you cannot afford to be without this little wonder-worker any longer. Your dealer carries it or will shortly.***

## Nonpareil Horn Manufacturing Co.

**73 WOOSTER STREET** **NEW YORK**



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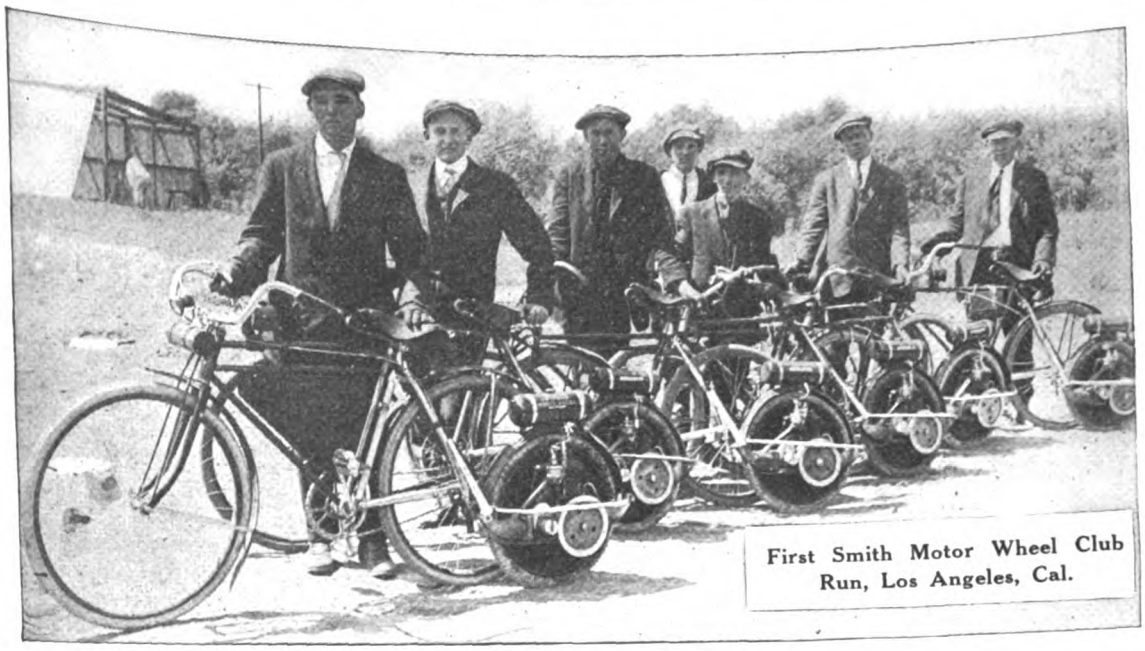

First Smith Motor Wheel Club Run, Los Angeles, Cal.

# Rhode Island Dealer Orders 16 Smith Motor Wheels in 5 Days

On June 5th, Ellis Hanna, Central Falls, Rhode Island, ordered 3 Smith Motor Wheels by express. Before this shipment reached him, he wired for 13 more—3 by express and 10 to come by freight. Central Falls is a small town.

This is what one dealer did and his experience has been duplicated by hundreds of other dealers. The

**Smith Motor Wheel**

(Detachable)

**"The Bicycle Booster"**

attracts buyers of all ages and from all classes. The Motor Wheel is fast reviving bicycling, the greatest outdoor sport American people have ever known. To the consumer it means all the pleasures of bicycling with the work left out. Safe, cleanly, rapid and comfortable fresh air transportation — all for an occasional nickel's worth of gasoline. To the dealer it means a constantly increasing volume of business—mostly cash, a quick turn over of stock and a steady advertisement of his store.

The Smith Motor Wheel attaches to any bicycle in 5 minutes, speeds up to 25 miles an hour—runs 100 to 125 miles on one gallon of gasoline and is fully controlled by a small thumb lever attached to the handle bars of the bicycle.

**High tension Magneto, float feed Carburetor, Non-skid, double tube clincher tire.**

We invite applications for territory from responsible, well established dealers who will mention make of Motorcycles and Bicycles now handled, volume of business done, etc.

*Fully Protected by U. S. and Foreign Patents*

**Motor Wheel Division "112"**

**A. O. SMITH COMPANY, Milwaukee, Wis.**

*Largest Manufacturers of Automobile Parts in the World*



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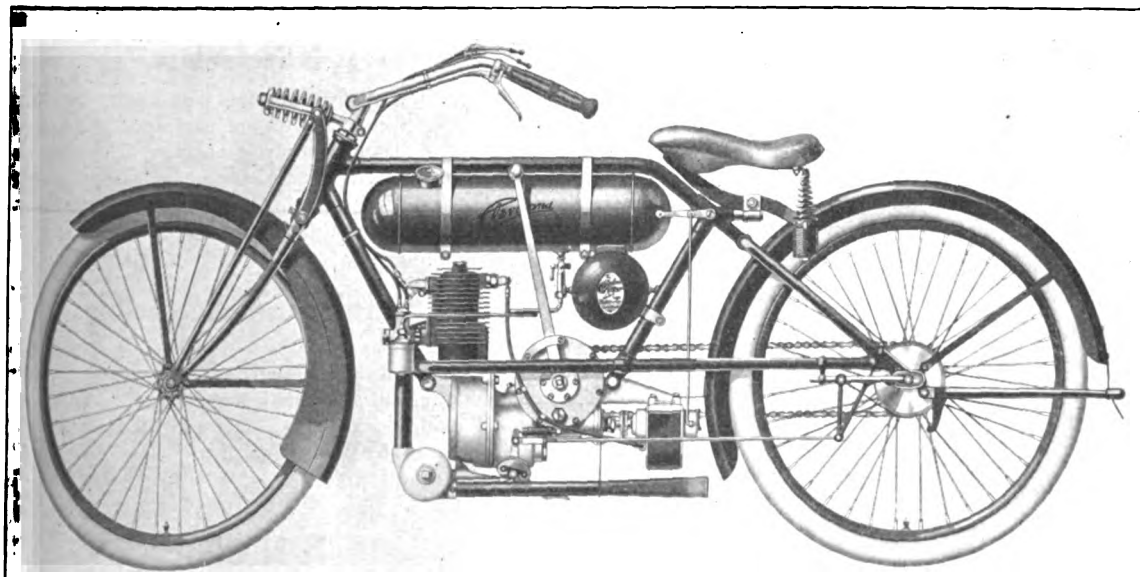
# Cleveland

# $150

## The New Motorcycle Idea



**Light Weight** **Low Cost**

**Silent** **Clean**

**Moderate Speed**

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Cleveland

# $150 A Motorcycle For Every Man

This announces the Cleveland Light Motorcycle—*the first real light weight, low cost motorcycle placed on the American market.*

The Cleveland establishes an idea which is *entirely new* in this country. Yet it follows closely the type which has proved the *biggest motorcycle success* abroad.

More than 40 large English manufacturers have successfully designed, built and marketed motorcycles of this type—*but at a much higher price.*

By eliminating many pounds of costly bulk and producing these machines in large quantities, we have developed a truly high class motorcycle to sell at the remarkably low price of $150.00.

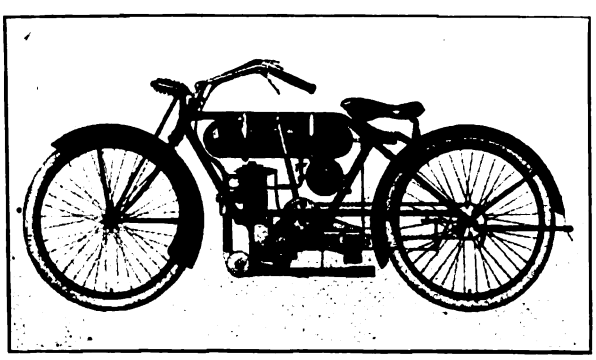
## Weight 145 Pounds

Careful refinement of superfluous weight and the use of light, durable materials, have enabled us to produce a sturdy, high-grade motorcycle—perfect in balance—with a total weight of 145 pounds.

All parts are of the highest quality the market affords—drop forgings, steel stampings, aluminum castings, full ball bearings. Alloy steels used in all vital parts.

## Runs Like a "Twin"

The single-cylinder, two-stroke motor, highly popular abroad, is used in combination with two speeds and free engine clutch in the Cleveland for the first time in any American motorcycle. It is highly efficient, giving an explosion **at every revolution.** It produces a full, even flow of power—all the smoothness of a two-cylinder, four-cycle engine, minus its many disadvantages.



## It Is Noiseless

The Cleveland motor runs with a low, gentle hum—a startling contrast to the unpleasant disturbances created by many motorcycle engines. The exhaust is carefully muffled. There are no valves or cams to make mechanical noises. A remarkably efficient worm driven countershaft and chain drive to the rear wheel adds to the silence and smoothness of operation.

## Simple and Accessible

The number of parts has been reduced to a minimum. This means simplicity and economical maintenance. Careful and studious arrangement has made all parts readily accessible. The entire power plant can be removed by taking out two bolts. The cylinder can be removed for cleaning without disturbing any other parts.

## It Is Clean

No moving parts of the power plant are exposed except the driving sprocket, all other moving parts running in an oil bath in dust proof aluminum housings. The long muffler tail pipe carries the exhaust well to the rear.

## Speed 35 Miles

The Cleveland Light Motorcycle is essentially a vehicle for utility and pleasure. It is not designed or built for speed. Attaining a maximum of 35 miles per hour, it runs always in the same smooth, perfect manner.

**The Cleveland Motorcycle Co.**
**7200 Platt Ave. Cleveland, O.**

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# Read These Specifications

# Cleveland $150

**Unit Power Plant**--Single cylinder, 3-port, 2-stroke motor, 2½" bore and 2¾" stroke, air cooled.

**General Dimensions**—Wheelbase 53". Ground to top of saddle 29". Ground to crankshaft center 10"

**Frame**—Heavy gauge seamless steel tubing with drop forged fittings. Low, substantial and effective spring fork.

**Transmission** — Two speed spur gear and free engine clutch

**Carburetor**—Float feed single jet type.

**Drive**—Final drive by roller chain from counter shaft to rear wheel.

**Ignition**—Bosch High Tension Magneto.

**Lubrication** — Motor lubricated by mixing oil in gasoline. Gears lubricated by running in oil bath.

**Brake**—Contracting band operated by foot pedal.

**Wheels**—Steel clincher rims, heavy spokes, dust proof hubs.

**Tires**—Extra heavy, double-tubeclincher, 26 x 2¼ anti-skid.

**Control**--Bowden wire control from handlebar to compression release, throttle and auxiliary air. Spark position controlled through linkage from lever conveniently located on frame. Gears shifted with right foot.

# Hundreds of Dealers Will Grasp This Big Opportunity

The Cleveland Light Motorcycle is a *money maker for dealers.*

It will prove to be the *biggest business sensation the motorcycle industry has ever seen.*

You can see, at once, the unlimited possibilities for selling. The low price of $150, combined with the unusually small upkeep expense and great utility of the Cleveland Light Motorcycle, point out a vast market heretofore untouched.

Thousands of men and boys who have never before owned a motorcycle are ready for the Cleveland. They want it. *It will sell itself!*

The Cleveland Light Motorcycle gives you the opportunity for big sales volume and big profits you have always wanted.

And our extensive factory facilities enable us to put out the big production necessary to meet the demand.

You know what that means to dealers.

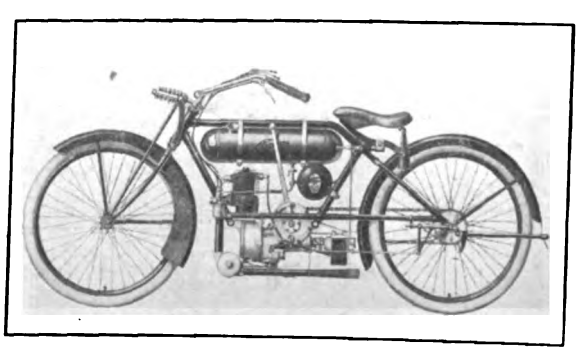
We believe—frankly—that this is *the one big opportunity* for motorcycle dealers. It is *your* opportunity.

We want good, live dealers in every city and town in the country.

Do not overlook this chance—the really big money-making proposition in the motorcycle field.

Get into line before someone else takes it away from you.

Write us at once. Do not delay.



**The Cleveland Motorcycle Co.**

**7200 Platt Ave. Cleveland, O.**



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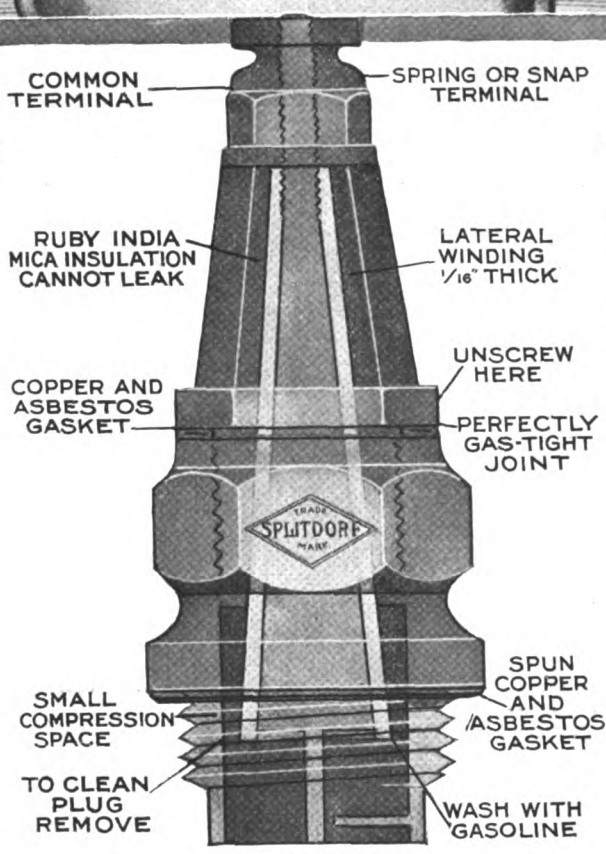
# Millions of "Common Sense" Spark Plugs have been sold

Ruby India mica, known for its oil and heat-resisting qualities, is the exclusive insulation used in "COMMON SENSE" SPARK PLUGS




# Demands for "Common Sense" Spark Plugs are on the increase

Rolled on a tapered steel pin by original methods, the ruby mica forms a gas-tight core, yet is easily removed for cleaning

## Leaders use SPLITDORF "COMMON SENSE" PLUGS

### OTHERS USE JUST PLUGS

**DEALERS'** We have an attractive offering for the handling of SPLITDORF COMMON SENSE PLUGS. Write for details. **PROPOSITION**

BY INVITATION MEMBER OF

## SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
LONDON

DETROIT.....972 Woodward Ave.
KANSAS CITY.....1827 Grand Ave.
LOS ANGELES....1215 S. Hope St.
MINNEAPOLIS.....34 S. 8th Street
NEWARK.....290 Halsey Street
NEW YORK.....3-5-7 W. 61st St.

PITTSBURGH...5941 Ellsworth Ave.
PHILADELPHIA..210-212 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.
BUENOS AIRES

**Factories: NEWARK, NEW JERSEY**

*(All SPLITDORF features are fully covered by patent or patents pending)*

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# He "Guessed" His Tires Were Properly Inflated

He was going at the rate of 35 miles an hour. His tire blew out—Bang! He woke in the hospital, all "shot to pieces." Not a pleasant thing to think of, is it, friend rider? But—think a minute—are YOU sure that such a thing will not befall you? No matter how good your tire may be, if it is under-or-over-inflated, you run chances. Don't guess, be sure.

# THE TWITCHELL GAUGE

This is the gauge that ***locks,*** showing true pressure or none. It is the one sure way of keeping the correct air pressure in your tires at all times. There's no sense in punching the inflated tire with your thumb—you can't tell the true pressure that way.

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a TWITCHELL GAUGE.

There is no other SAFE way of doing it.

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago, Ill.**



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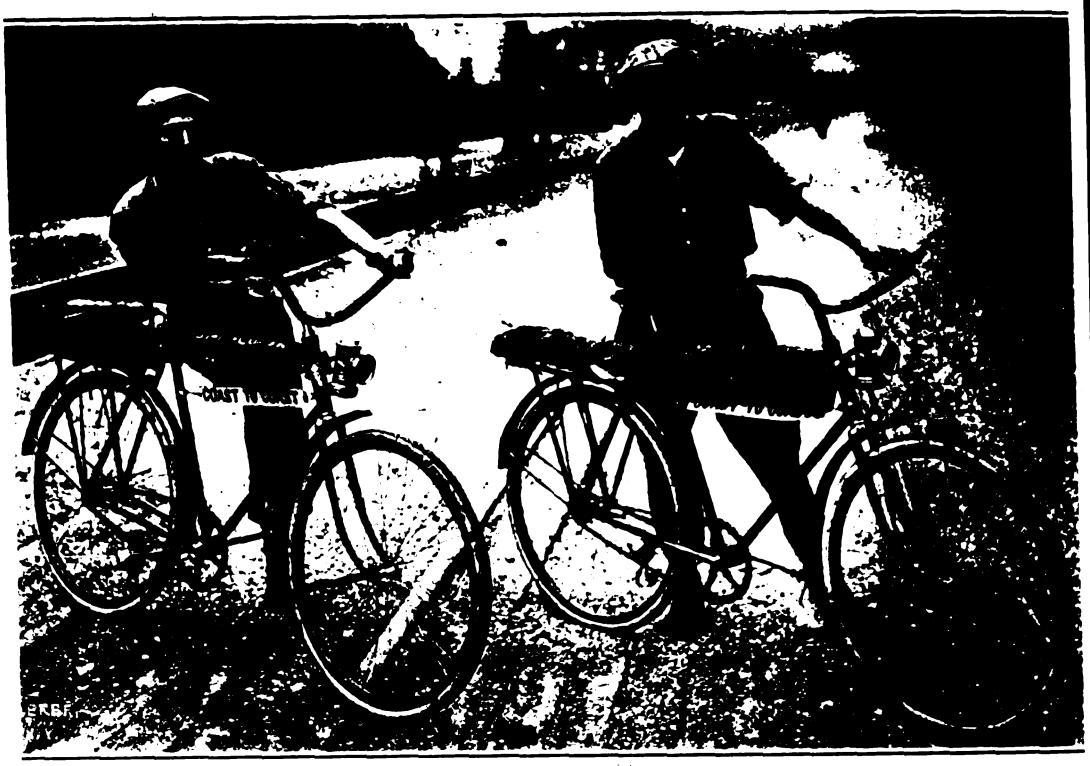
# NEW YORK TO SAN FRANCISCO



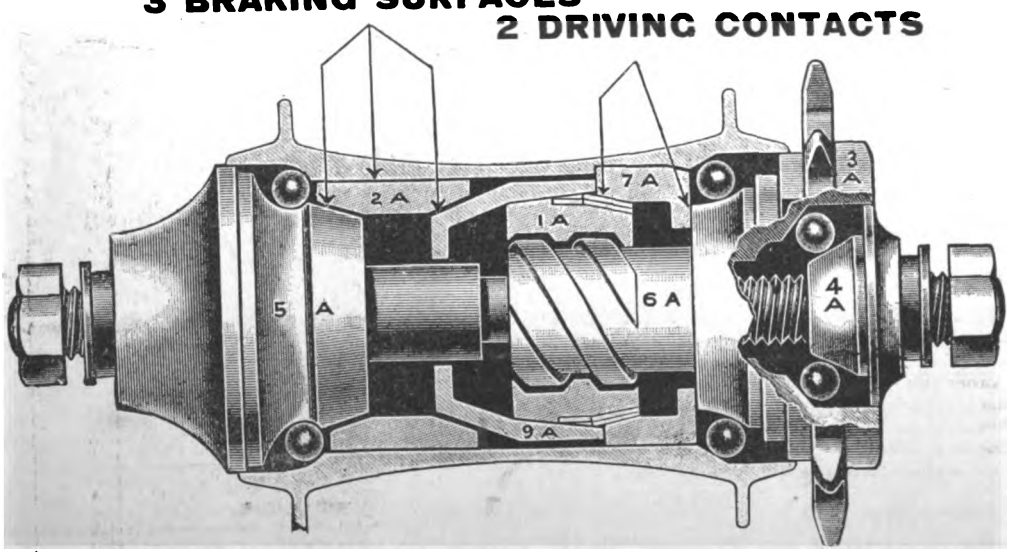
## PROVING CLAIMS

Northway and Benson left New York City June 21, on their long ride to San Francisco. They are now in Western Iowa.

Both are riding Pierce wheels equipped with ATHERTON COASTER BRAKES and report absolutely no Coaster Brake trouble.

# Atherton Coaster Brake

**3 BRAKING SURFACES**
**2 DRIVING CONTACTS**




**"Lost Time— Lost Profits"**

Why lose half your profits selling the troublesome kind?

The ATHERTON costs no more than the ordinary brake.

"IT ALWAYS WORKS"

## Buffalo Metal Goods Co., Buffalo, N.Y.



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GOODYEAR
AKRON, OHIO
Blue Streak
Motorcycle Tire

# Speeding Toward BLUE STREAK Motorcycle Tires

## Thousands of Riders Are Headed This Way

Blue Streaks have won and held the greatest victories for speed and endurance. They made a clean sweep at the *F. A. M.* meet in Sacramento, with but one or two exceptions. In July alone they broke the world's records for one mile, 100, 200 and 300 miles.

This year we are spending $50,000 extra for betterments. Yet we've cut our prices 15 per cent—due to multiplied output.

## Note These Tire Betterments

Note the swagger distinction of these big, creamy-white Blue Streak tires, surmounted by the All-Weather tread of shapely blocks and a racy blue circle running 'round the center. This tread is sharp-edged and extra wide, so it grips securely when sharp turns are taken. It is tough and extra thick, so it outwears other treads and lessens risks of puncture.

There is a special Breaker Strip between the tread and carcass. This protects the fabric and absorbs shocks.

The fabric is 4-ply—the same as used in the smaller sized automobile tires.

The Valve Spreader clutches the rim like a vise—so Blue Streak Tires can't creep.

The inner tubes—built layer on layer, like Goodyear Laminated Tubes for automobiles—are 30 per cent heavier.

## Note Goodyear Selling Power

Then this is another significant fact. Three of every four new motorcycles are equipped with Goodyears. Riders, dealers and manufacturers agree on Blue Streaks in an overwhelming way. Goodyear Motorcycle Tires have gained a place no other tire has yet approached.

Then, combined with this great tire is a great advertising campaign. Tires like these Goodyears should be made known to all. Their matchless reputation now blankets the country.

These are the reasons why Goodyears sell the easiest—why most riders want them. A request from Dealers brings our high powered selling plan—with your prices and profits. Address Dept. 301.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio
Makers of Goodyear Fortified Automobile Tires
and Goodyear-Akron Bicycle Tires

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# APPROVED BY THE RIDER!

## The smile that's worth while

The approving eyes of the whole motorcycle world are turned on the new

# Goodrich Safety Tread
## Motorcycle Tire
***—The Tire With The BLACK TREAD***

The biggest seller—the strongest built—best wearing—*best looking* tire ever turned out of the big Akron factories.

Sells at $9.00 each for 28 x 3" (CC Rim) and $8.05 each for 28 x 2 3-4" (CC Rim) or 29 x 2 3-4" (Old Type Rim)

**See your dealer**

**The B. F. Goodrich Company**

**Factories: Akron, Ohio** **Branches and Dealers Everywhere**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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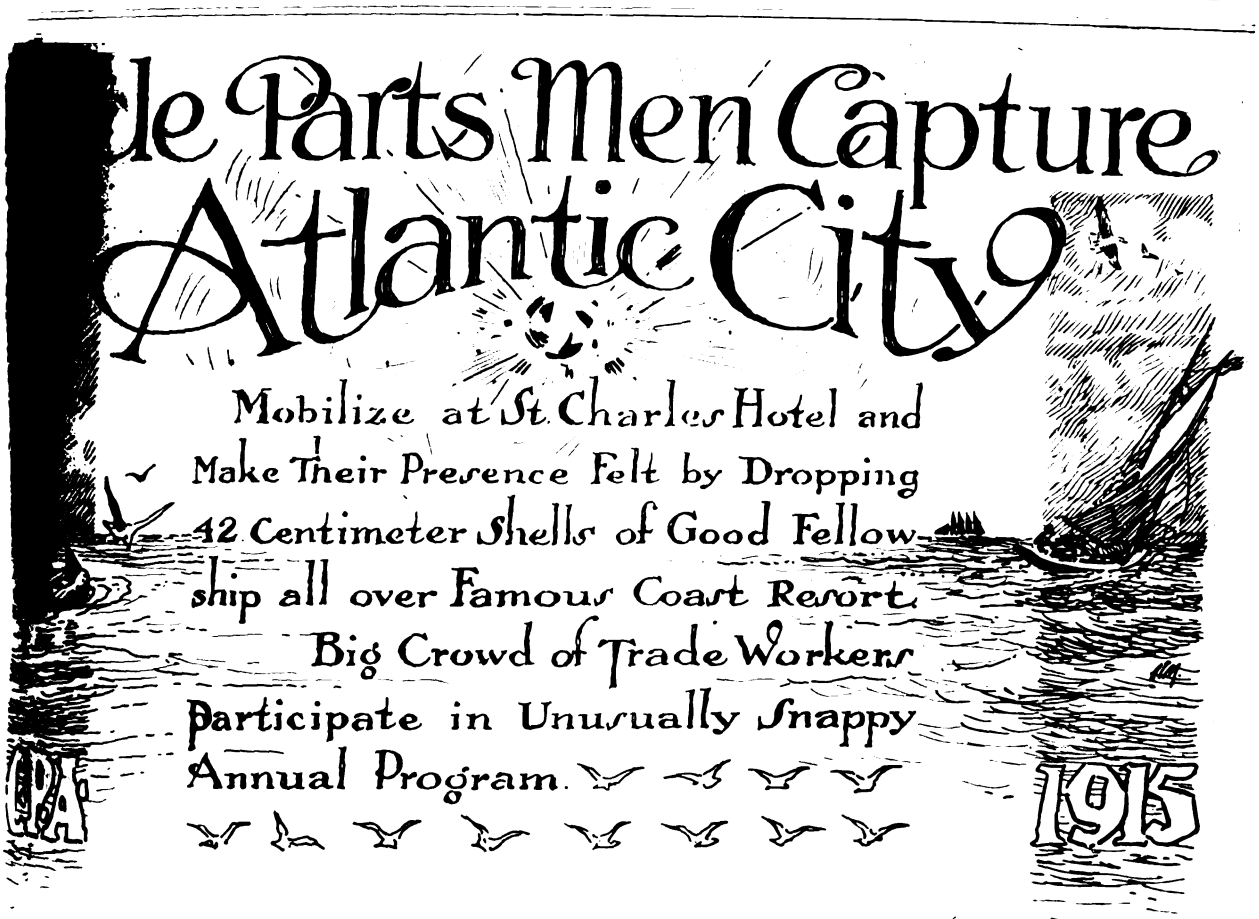
MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, August 5, 1915 No. 31

# Cycle Parts Men Capture Atlantic City

## Mobilize at St. Charles Hotel and Make Their Presence Felt by Dropping 42 Centimeter Shells of Good Fellowship all over Famous Coast Resort. Big Crowd of Trade Workers Participate in Unusually Snappy Annual Program.




ATLANTIC CITY, Wednesday, August 4.—After being drenched by a semi-deluge of rain, lashed by one of the bitterest young gales that ever came down the Jersey coast and finally, at noon today, being hung out to dry, the traditional enthusiasm of the Cycle Parts conventionites and allied trade workers was just as good as new. Enthusiasm that wears as well as that deserves more than passing mention. It has shown itself proof against the worst dismal weather that Atlantic City has known in years—take it from the oldest inhabitant—and when the sun came back on the job today you couldn't find a single wrinkle in the good nature of the big crowd.

As this is written there is considerable uncertainty regarding the advisability of attempting the second round on the golf links this afternoon, owing to the general sogginess of the grounds, but it is certain that the water polo contest will be staged according to schedule at 3 p. m. These two features make up this afternoon's social program, and tonight the bowling contest will be held. Attractive prizes and a lot of friendly rivalry among the knights of the alleys will make this one of the most interesting features of the convention.

Tomorrow at 10 a. m. the baseball game will be staged and at 2 p. m. there will be more golf. At 3 o'clock a joint meeting of the cycle trades associations will be held, and a theatre party is due at 8:30 in the evening. When the convention visitors leave the theatre they will proceed to the Hotel Islesworth cafe, where a cabaret program will top off the night.

A sailing party is on the cards for 10 a. m. Friday, and the finals in the golf tournament are slated for 2 p. m. Then come the bicycle races at 3 o'clock, and to say that the conventionites are looking forward to these events with interest is putting it mildly. The entry list is a very creditable one, there are prizes galore and it will not surprise some of the bike fans if a new road race record is set up. The race officials are now putting the finishing touches to the preparations.

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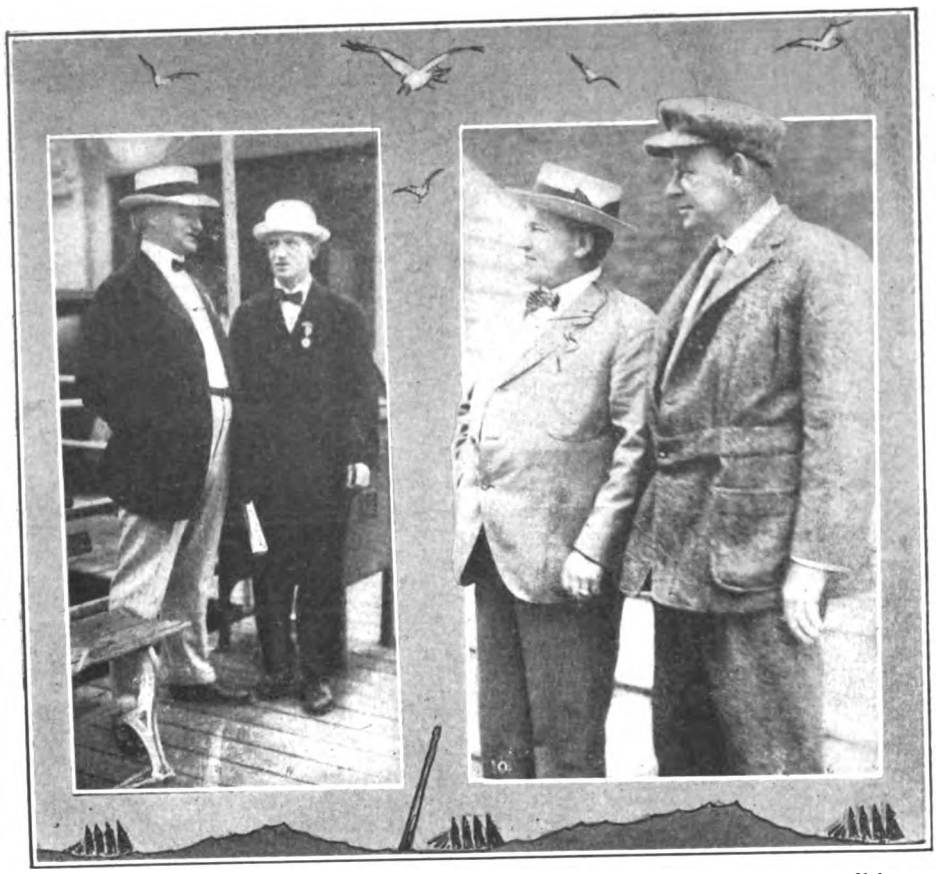

At Left, W. G. Schack and Percy Pierce; at Right, Messrs. Horton and Griffith

## Jobbers Will Help to Fight R. F. D. Order

ATLANTIC CITY, N. J., August 4.—That the cycle jobbers will cooperate with the manufacturers in an effort to rescind the recent order of the Post Office Department, prohibiting the use of motorcycles and bicycles by the carriers of the Rural Federal Delivery, was assured by the passage of a resolution to that effect at today's session of the Cycle Jobbers' Association.

To combat this Post Office order, a committee was appointed, consisting of Keyser Fry, Fred Willis and John Henry, who will immediately launch an effective campaign. The jobbers were all requested to write not only to their Congressmen and Senators, but also to Postmaster-General Burleson, strongly urging that the objectionable order be withdrawn or at least modified.

The annual election of officers was held with the following results: President, Keyser Fry, of Reading, who succeeds F. I. Willis; vice-president, F. I. Willis; secretary-treasurer, John Henry. Five directors were appointed, to hold office for the ensuing year: J. W. Grady, C. A. Wigmore, Fred Grubb, Charlie Elyea and J. G. Swindermann. To draw up suitable resolutions on the death of Mr. W. P. Swartz, of York, Pa., Messrs. Fry and Willis were appointed as a committee.

The members of the association voted as being in favor of standardizing parts just as rapidly as possible. They approved of the action taken and the committees appointed at the Tuesday joint session of the various organizations constituting the convention. An important resolution was passed to discourage the use by dealers of syndicate catalogs.

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Wm. A. Owens, of Coggins & Owens, is the second "section" of the "grand stand committee," the first being W. H. Grover. We discovered them laying bets as to who would sell the largest number of bags of peanuts at the ball game.

## C. P. A. Approves Plan for Standardization

ATLANTIC CITY, N. J., Aug. 3.—At the opening of the first Cycle Trades joint session, on Tuesday afternoon, Chairman Printz explained that the two-meeting plan had been adopted in order to give the various committees time to act upon the different suggestions made during the first meeting, with a view to making their recommendations, for definite action, particularly in regard to the standardization of parts, at the final meeting on Thursday.

Tuesday's speakers, and the topics on which they spoke, were as follows:

"From a Jobber's Viewpoint," Keyser Fry; "Co-operation," Louis Schwab; "The Bicycle," E. Julius Lonn (delivered by A. B Coffman); "The Standardization of Motorcycle and Bicycle Equipment," L. M. Wainwright.

### Standardization the Keynote

By reference to the above addresses, which are printed elsewhere in this issue of **Motor Cycle Illustrated,** it will be noted that standardization of parts was the principal and predominant thought in the minds of most of the speakers. Attention was also called to the ever-recurring question of credits; the practice of giving spring datings on goods delivered as early as September first; the necessity of making the yearly conventions of increasing practical value, particularly with reference to the relations between manufacturers and jobbers; the name plate problem, and the advantages recited by Mr. Lonn, of retaining the manufacturer's name plate and trade mark; the wonderful opportunities which the standardization of motorcycle and bicycle parts will open to the manufacturers, in view of the fact that, as mentioned by Mr. Wainwright, England, and France produce

How the U. S. Tire Men Sailed Into the Convention

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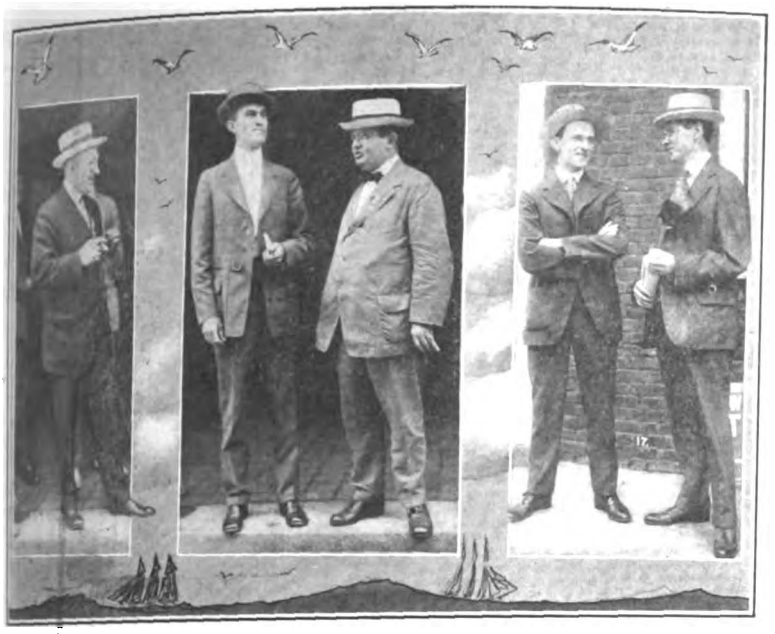

Left, J. Henry; Center, Coffman and F. I. Willis; Right, Nearacher and Quinlan

...cycles, and Germany twice as many, ...American manufacturers.

...when the addresses had all been deliv... Mr Weaver suggested that the solu... the entire problem was with the ...ers who would get standardized parts ...simply got together and demanded ... A. B. Coffman, of the American ...Rim Company, expressed similar ...ments, and emphasized the necessity ... Clinton Lovell, of the K. & C. ...mpany, stated it to be his opinion ...whole rim, both front and rear, ...est for the interests of the trade. ... of Louis Rastetter & Son, agreed ...and also the smaller valve hole, in ...ests of safety. In sum and sub... the rim manufacturers represented ...tively agreeable to adopting some ...which would result in rim standard...

### Bicycle Tire Sizes

Messrs. Stokes and Harding, of the ...States Tire Company, said that a ...ized tire size, say, 1½ inches for ...tires, would be most desirable from ...manufacturing and selling standpoints. ... Palmer, of the Continental Rubber ...and Messrs. Quine and Preston, of ...ear, also thought that a 28-inch by ...-half inch bicycle tire would best ...the needs of the industry.

Messrs. Nock and Wainwright favored ...intment of a joint committee to ...the subject, and make recommen... at Thursday's meeting. After John ... of the Vim Cycle & Hardware Com... had stated that the jobbers were ...ly for standardization, Mr. Nock's ... to appoint a standardization com... was unanimously adopted. Chair... Henry made the following appoint...

### The Joint Committee

...the jobbers—Keyser Fry (chair...), J. M. Grady and Fred I. Willis.

Motorcycle and bicycle manufacturers—... G. Schack, J. W. Ash and L. D. Harden.

Parts makers—"Marty" Stokes, Clinton ...well and L. M. Wainwright.

Mr. Fry announced that the committee would meet at 2:30 Wednesday afternoon. At the suggestion of Mr. Quine, provision will be made to carry on the work of standardization until that task has been fully completed.

## This Year's Motorcycle Prices to Be Maintained

ATLANTIC CITY, Wednesday, August 4.—In attendance at today's session of the Motorcycle Manufacturers' Association were President Henderson, Treasurer Davidson, Manager Coffman, Secretary Harden and Messrs. Hurley, Schack, Weschler, Huffman, Quinlan and Jackson.

A committee, composed of F. J. Weschler, H. N. Kirk, Walter Davidson, Fred Mathis and T. W. Henderson, was appointed to confer with the R. F. D. carriers at their convention in Detroit next week and do all in their power to enlist the co-operation of the carriers in an endeavor to have Postmaster General Burleson's recent order modified so as to make provision for motorcycle and bicycle delivery vans in the R. F. D. service.

The ninety-day guarantee was approved.

It was decided to hold the next meeting of the association in New York in October during the independent motorcycle and bicycle show.

Some of the New Departure Representatives at Atlantic City

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While no action was taken at this morning's meeting, it was the consensus of opinion that this year's prices on standard motorcycles be maintained.

The meeting was adjourned until Thursday morning.

A synopsis of Legal Action Chairman Johnson's F. A. M. report was read by Manager Coffman. It recited a number of cases in which riders had been benefited through the work of the department, and also pointed out that members in many states will save considerable money in license fees. At the suggestion of Mr. Jackson, Chairman Johnson was requested to take up the five-dollar motor wheel license fee in Connecticut, with a view of having it materially reduced.

## Printz Retained As President of C. P. A.

ATLANTIC CITY, Wednesday, August 4.—Today's session of the Cycle Parts Association was attended by forty-eight members, and a number of matters of more than ordinary interest received attention.

D. F. Printz was re-elected president by acclamation and M. C. Stokes was chosen vice-president. W. J. Surre and C. E. Moorehouse were again selected for treasurer and secretary, respectively.

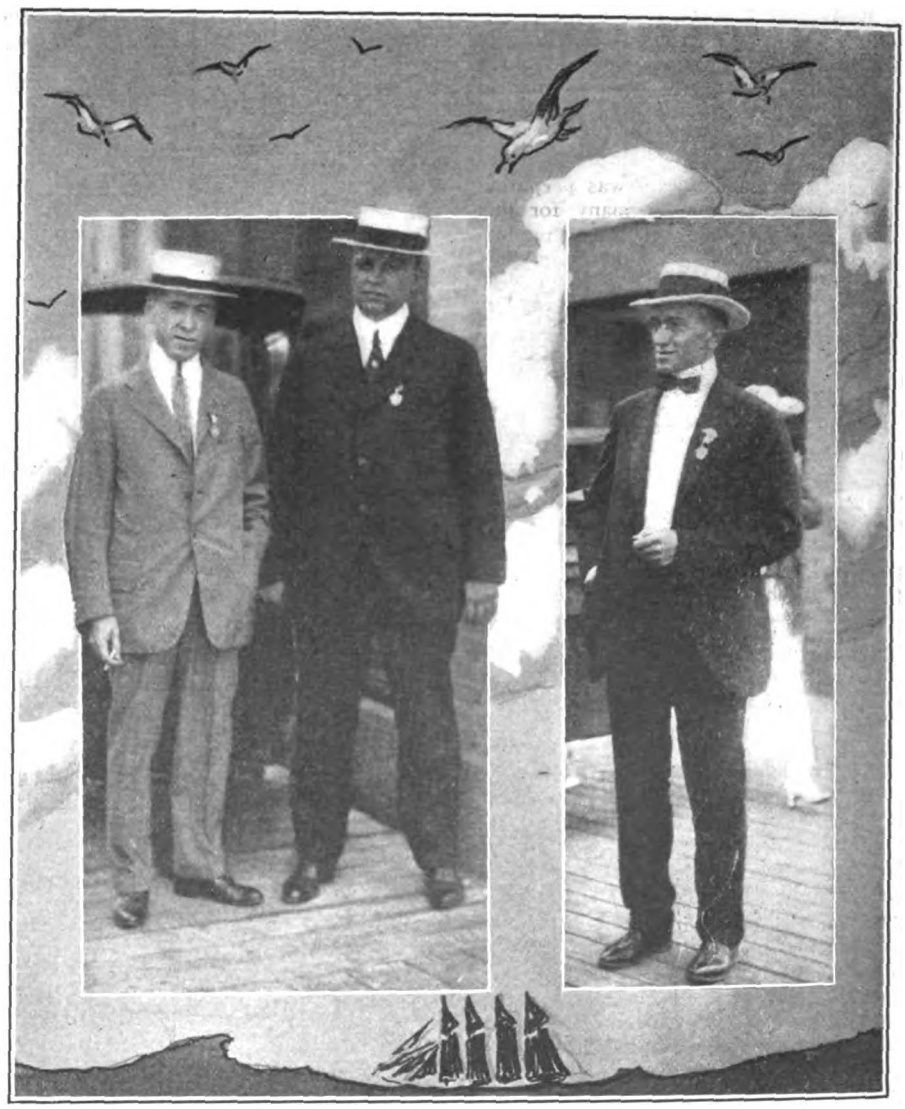
New members elected since the last meeting of the association are the Emil Grossman Manufacturing Company, Fitzgerald Manufacturing Company, Lovell-McConnell Manufacturing Company, Prest-O-Lite Company, and Wheeler & Schebler. The following new members were elected at today's meeting: Forsyth Metal Goods Co., Wald Manufacturing Company, and Endurance Tire and Rubber Company. Messrs. Wainwright, Schwab and Tuttle were chosen as the nominating committee.

On recommendation of Messrs. Githens, Brandt and Lyman, the committee to consult with the other associations, it was decided that the midwinter meeting of the Cycle Parts Association will be held in New York during the week of the annual motor show. A fund was set aside for the entertainment of members and guests during this meeting.

In accepting his re-election President Printz expressed the hope that the members would co-operate even more earnestly than in the past to the end of making the association one not only for social intercourse, but also to bring about beneficial results. He dwelt upon the varied opportunities open to the cycle parts trade and gave it as his opinion that practical and consistent co-operation will bring to light hitherto unexplored channels for the activity of the members.

## Paragraphic Snapshots at Convention Doings

ATLANTIC CITY, Tuesday, August 3.—A six-hour downpour which at times had the appearance of a genuine cloudburst, greeted or, rather, threatened to drown the early-comers to Atlantic City Monday evening for the ninth annual convention of members of the cycle trade industries, under the auspices of the Cycle Parts and Accessories Association. Tuesday dawned threateningly, but the overcast skies failed either to keep down the attendance or dampen the enthusiasm of the crowd. On the contrary, the superheated condition of the cities in the East caused many to travel shoreward earlier than had been their wont.



At the Left, Messrs. Stokes and Hogg; at the Right, L. B. Lyman

### Nock Headed the List

First to sign his name to the register was the veteran George Nock, of Philadelphia, who was accompanied by Mrs. Nock.

Buffalo was exceedingly well represented among the early arrivals, an examination of the register Monday afternoon showing that something like 30 per cent. of those registered at that time came from the Bison City.

W. G. Schack, of the Emblem Mfg. Company, fully equipped with bathing suit and bowling slippers, looked extremely fit to show his mettle both in the sea and on the alleys.

Jack Brandt, who preceded Dave Troxel to the Convention City, reported a steadily increasing export trade in Troxel saddles. H. T. Roberts, the third of the well-known Troxel trio, did not come East, as he is soon to start in the other direction for the Pacific coast on his annual fall tour.

### PARTS MAKERS TRIM 'EM

Atlantic City, N. J., August 4.—The finals in the water polo contest, played here this afternoon, were won by the Parts Manufacturers. This team first played the Traveling Men, winning by a score of 2 to 0. The game between the Motorcycle Manufacturers and Jobbers was won by the Jobbers, the score being 2 to 0. The finals were won by the Parts Makers after 8½ minutes of play, Strickland scoring the goal. The teams were as follows: Motorcycle Manufacturers, Percy Pierce, W. Schickel, Horace Huffman, Bill Schack, Arthur Davidson. Parts Makers: E. H. Strickland, H. L. Funke, O. A. Jones, Geo. Briggs, Jim Spray. Travelers team: Ledyard J. Brandenburg, Geo. Masten, Tom Hemingway, M. R. Brown. Jobbers team: Howard French, Roy Bowen, J. L. Nicholson, L. N. Southmayd, J. W. Grady.

### IN NEXT WEEK'S NUMBER

**Copies of the Convention addresses delivered by Louis Schwab, of the Stevens Co., New York, and T. W. Henderson, of the Henderson Motorcycle Co., Detroit, were received too late for this issue. They will be published in full in next week's number.**

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**Brake and Tire Men in Force**

True to tradition, the largest delegations came from the coaster brake and tire companies. In fact, these two types of manufacturers were better represented than ever before.

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A most delightful surprise was prepared by the Eclipse Machine Company for the ladies, more than fifty of whom attended the reception Tuesday afternoon. Each one was the recipient of a two-pound box of Booth's choice chocolates, and it was plainly evident that the Eclipse gifts were highly appreciated. Among the men in attendance at the convention, the Eclipse Company distributed leather-covered memorandum books and very nifty pocket combs. The Eclipse delegation was one of the largest at the convention.

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**Diehl Boosts for Earl**

William E. Diehl, of the Corbin Screw Corporation, who had long been associated with Clarence Earl, expressed himself as delighted with the announcement that Mr. Earl had accepted a vice-presidency and partnership with the Willys-Overland company. "I shall miss him when visiting Springfield," said Mr. Diehl, "but there is no one whose success could give me greater pleasure. Clarence has earned it, in every sense of the word."

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H. H. Wetzel, who recently became assistant manager of the Mott Wheel Works, Utica, N. Y., is attending his first cycle trade convention, and appears to be thoroughly enjoying his experience.

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President Henderson announced that there would be a conference of motorcycle manufacturers at Detroit during the convention of the rural mail carriers, with a view to getting some action relative to the recently announced postal order prohibiting the use of cycles by R. F. D. carriers. It is confidently expected that the order will be modified, if not rescinded.

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The effervescent George Briggs, of Wheeler & Schebler, accompanied by Jim Ash, of the Miami Cycle & Mfg. Company, accompanied one another to the convention, arriving Tuesday afternoon.

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**Baker in Form Again**

Fred Baker, almost recovered from the effects of a recent injury to his ankle, drove down from New York with Mrs. Baker, as did also J. I. Brandenburg, with Mrs. Brandenburg.

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At three o'clock Tuesday afternoon Chairman Surre predicted that the attendance would probably reach three hundred. This would break all previous records.

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**After Schack's Title**

Henry Horton, Jim Ash, Percy Pierce, T. R. Palmer and other alley experts looked in excellent trim for giving W. G. Schack a hard tussle for the individual bowling honors.

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T. S. Hemingway, of the Ericeson Mfg. Company, of Buffalo, N. Y., was the first magneto representative to reach the convention town.

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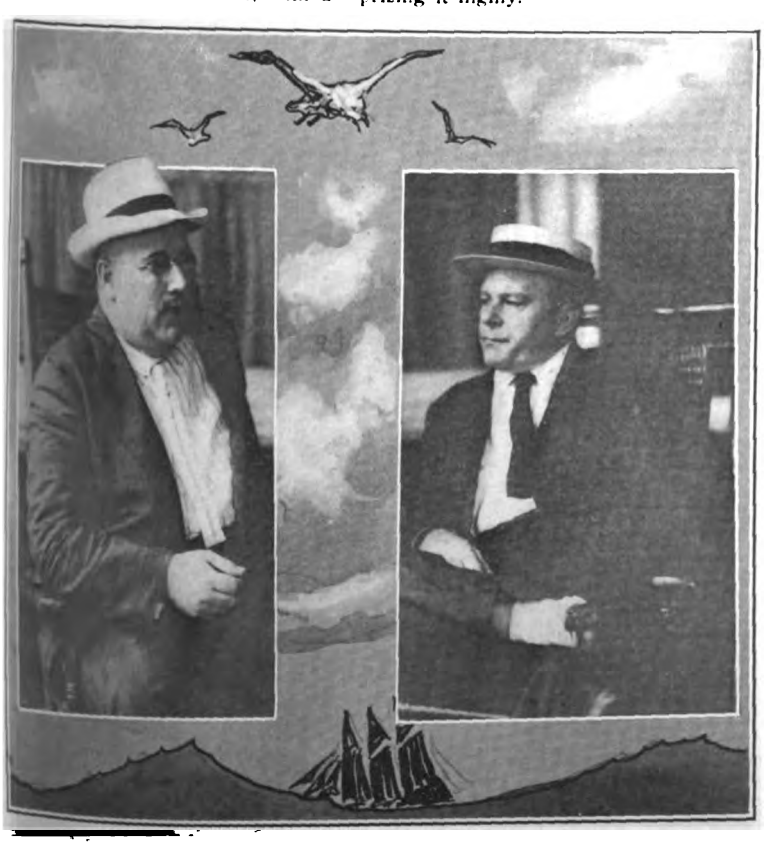
**Canes Were Plentiful**

Handsome canes, appropriately labelled "Stick to United States Tires," made their second annual appearance at 3:30 Tuesday afternoon, and at 3:35 everybody had one, prizing it highly.



At Left, Keyser Fry; at Right, W. H. Grover

**The Ladies' Reception**

A reception for the ladies took place Tuesday afternoon. Nearly fifty were present, being received by Mrs. W. J. Lurre, Mrs. C. E. Morehouse and Mrs. Keyser Fry. Bridge was played, and the favors were dainty handkerchief cases.

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After the reception all the ladies attending the convention received a second box of chocolates, with the compliments of Mr. Lovell, of the K. & C. Mfg. Company.

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Quinlan and Neracher, of Cleveland, were among the first motorcycle manufacturers to put in appearance. They had with them one of their lightweights, demonstrations of which attracted very favorable attention.

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Charlie Weaver, as chipper and debonair as a decade ago, furnished capable representation to the interests of the Kelly Handlebar Company.

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The handsome pencils distributed by Jack Brandt, of the Troxel Mfg. Company, sharing popularity with the aforementioned U. S. canes, and the Eclipse souvenirs were in big demand throughout the week.

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## PLEASING MOSSBERG GIFTS

The Frank Mossberg Company contributed largely to the prevailing gaiety by distributing chains and whistles to the men visitors and friendship bracelets to the ladies. The distribution of both souvenirs was made by Frank Chase, who was naturally besieged by eager delegates and guests for the handsome articles. The whistles were intended to be attached to the watch-chain, but the recipients carried them in a variety of positions and on all sides were heard shrill toots from those who had interviewed Chase. The bracelets were of course the latest thing in that line, consisting of three links mounted on a ribbon, one having the Mossberg emblem, while the other two were left to be engraved and

Frank Chase is responsible for the following inscription which accompanied the Mossberg whistles: "Frank Mossberg Company are sorry you are in such a wicked place as Atlantic City, but as long as you are here—might's well have a good time.

"This chain is really for your watch, but we added the whistle for 'identification' purposes during your sojourn here.

"All Mossberg men are pledged to give all assistance possible when hailed by 3 short blasts (meaning 'Help' in a faint voice).

"Carry the whistle with you while you're here and show your appreciation of speeches, good jokes, pretty girls, etc., by tooting.

"('Altogether now, boys, lets give her a toot.')"

"Finally, take it home for the Missus to call the kiddies to dinner."

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## DEMONSTRATING VAN ZILE DEVICE

G. S. Dalgleish, who has been demonstrating the Van Zile Deflector for motorcycles ever since its introduction, is at the convention with a machine fitted with the attachment, ready to prove its advantages to all comers.

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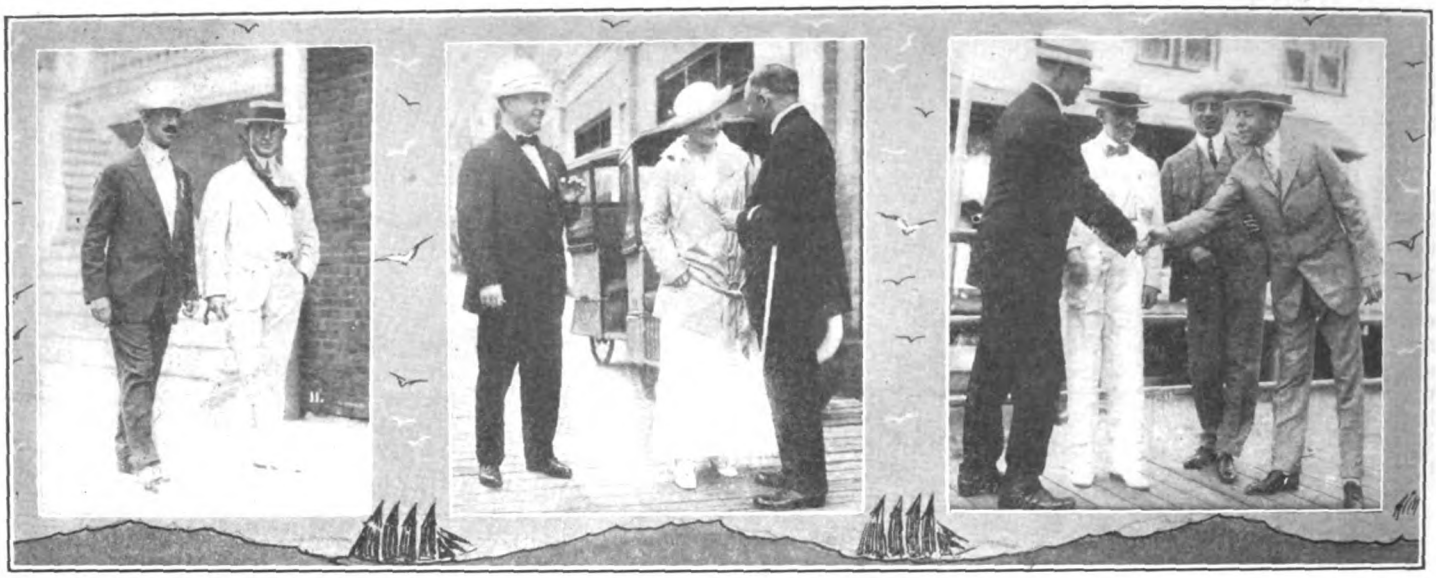

**Out on the Board Walk: Left, W. J. Surre and Jack Brandt; Center, Stanley Wilson, Mrs. C. Rice and John Henry; Right, G. Seiss, C. Weaver, W. Cahn and W. V. C. Jackson**

# Cycle Society at the Convention

## *The St. Charles Registry Reveals a Huge and Representative Crowd Enjoying the Atlantic City Function*

FOLLOWING is a partial list of the visitors to the Atlantic City Cycle Parts Convention:

H. A. Watty, of A. R. Mosler & Co., New York.

W. F. Emerson, of Buffalo Metal Goods Company, Buffalo.

John W. Henry, Vim Cycle & Hardware Co., Buffalo, N. Y.

A. J. Musselman, Cycle Manufacturing & Supply Company, Chicago.

Jack Brandt, Troxel Manufacturing Company, Elyria, O.

E. A. Douglas, Vim Cycle & Hardware Co., Buffalo, N. Y.

Percy P. Pierce, of Pierce Cycle Company, Buffalo, N. Y.

A. H. Harrop, Corbin Screw Corporation, New Britain, Conn.

C. L. Elyea, of Elyea-Austell Company, Atlanta, Ga.

W. J. and Mrs. Surre, and E. H. Strickland, Continental Rubber Works, Erie, Pa.

Fred H. Wood and Mrs. Wood, and Martin J. Cabana, and Mrs. Cabana, of Buffalo Specialty Co., Buffalo, N. Y.

A. C. Rice and Mrs. Rice, T. N. Biddle and Miss A. E. Biddle, of Eclipse Machine Co., Elmira, N. Y.

George J. Wagner and Mrs. Wagner, of Wagner-Dolph Co., Rochester, N. Y.

Frank T. Chase and N. E. Ring, of the Frank Mossberg Co., Attleboro, Mass.

Miss Helen E. Moore and Miss Gladys Smithers, of Vim Cycle & Hardware Co., Buffalo, N. Y.

R. R. Bowen, of Kokomo Rubber Co., Kokomo, Ind.

C. F. Swartz and Mrs. Swartz, of York, Pa.

Mr. and Mrs. C. E. Moorehouse, of the Standard Co., Torrington, Conn.

W. H. and Mrs. Grover, of Norfolk, Va.

J. Leo Sauer and Mrs. Sauer, and Harry G. Jacobs, of **Motor Cycle Illustrated,** New York.

G. C. Smith, of Reading Cycle Manufacturing Co., of Reading, Pa.

Mr. and Mrs. F. M. Germane, of Standard Roller Bearing Co., Philadelphia.

Mr. and Mrs. W. D. Callendar, and T. J. Sullivan, of *Motorcycling,* Chicago.

Wm. A. Owens, of Coggins & Owens, of Baltimore, Md.

Miss Fanny Deckerman, of Baltimore.

W. H. and Mrs. Wolfe, of Altoona, Pa.

De Witt Page and Mrs. Page, M. J. Horton, E. W. Mink, E. P. Weldon and A. E. Griffith, New Departure Manufacturing Company, Bristol, Conn.

Henry Horton and J. S. Creamer, of New Haven, Conn.

Keyser and Mrs. Fry, of Reading, Pa.

Felix Van Cleef, of Van Cleef Brothers, Chicago.

Mr. and Mrs. Louis Goldsmith, of New York.

Mr. and Mrs. Henry Von Berg, New York.

Charles E. Weaver, Kelly Handlebar Co., of Cleveland, O.

J. F. and Mrs. Beck, of Supplee Hardware Company, Philadelphia.

Fred I. Willis, of Indianapolis.

A. B. Coffman and Mrs. Coffman, American Wood Rim Company.

E. W. Scott, of Louis Rastetter & Son, Ft. Wayne, Ind.

Stanley A. Bevin, of Bevin Brothers Manufacturing Co., East Hampton, Conn.

C. A. Sawyer, of Persons Manufacturing Company, Worcester, Mass.

O. A. Jones, of Majestic Manufacturing Co., Worcester, Mass.

Alden and Mrs. Perrin, of *Motorcycling.*

Frank S. Long, of Washington, D. C.

B. W. Snowman, of New York branch of Continental Rubber Works.

Clinton and Mrs. Lovell, of K. & C. Manufacturing Company, Henniker, N. H.

D. L. Sproker, Kokomo Rubber Works, Kokomo, Ind.

Jack L. Straub, Mrs. Straub and the Misses Loretta, Julia and Helen Straub, of the Bearings Company of America, Lancaster, Pa.

L. B. and Mrs. Lyman, of the B. F. Goodrich Co., of Akron, Ohio.

W. S. Quinlan, Mrs. Quinlan and C. A. Neracher, of the Cleveland Motorcycle Company, of Cleveland, O.

H. S. Quine, R. A. D. Preston and E. R. Stillwell, of the Goodyear Tire & Rubber Co., of Akron, O.

H. A. Flagg, Standard Welding Co., Cleveland, O.

Mr. and Mrs. G. W. K. Voigt, of the Rose Manufacturing Company, of Philadelphia.

J. P. Hutchison, of the Fitzgerald Manufacturing Co., of Torrington, Conn.

George J. Leiss, of Leiss Manufacturing Company, of Toledo, O.

J. E. Talty, of the Racine Rubber Company, Racine, Wis.

W. B. Harding, M. C. Stokes and Mrs. Stokes, F. A. Drake, H. A. Colbath, E. H. Johansen, George H. and Mrs. Culp and G. C. Gaillard, of the United States Rubber Company, of New York.

Max M. and Mrs. Sladkin and party, of the Haverford Cycle Company, of Philadelphia, and Washington, D. C.

Stanley Wilson, of the H. P. Snyder Manufacturing Company, of Little Falls, N. Y.

W. V. C. Jackson, Mrs. Jackson, W. H. Cahn and Mrs. R. Knowles, of the A. O. Smith Co., of Milwaukee, Wis.

H. J. McCauley, Forsyth Metal Goods Co., of Buffalo.

Thomas S. Hemingway, of Ericcson Manufacturing Co., Buffalo, N. Y.

W. H. Tuttle, of Frank Mossberg Company, Attleboro, Mass.

Henry Horton, of New Haven.

William Holland, of Henry Keidel & Co., Baltimore, Md.

A. G. Hertzler, Bearings Company of America, Lancaster, Pa.

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T. W. Henderson, Henderson Motorcycle Company, of Detroit, Mich.

D. H. Wetzel, Mott Wheel Works, Utica, N. Y.

J. W. and Mrs. Jones, of W. B. Jarves Company.

Carl and Mrs. Kaufman, of Nonpareil Horn Mfg. Company, New York.

C. S. Kessler and Mrs. Kessler, of Washington, D. C.

H. F. L. Funke and Mrs. Funke, of New York.

William E. Diehl, of the Corbin Screw Corporation, New Britain, Conn.

Louis Schwab, R. R. Rinck and E. C. Huntington, of Stevens & Co., New York.

F. A. and Mrs. Baker and J. F. Pope, of the New York Sporting Goods Company, of New York.

J. L. and Mrs. Brandenburg, of New York.

Harry Perlman, S. W. and Mrs. Frucht, of Nathan Evans, of Perlman Cycle & Auto Supply Company.

George T. Briggs, of Wheeler & Schebler, Indianapolis, Ind.

H. A. Williams, of *Bicycle News*, of New York.

John J. Oliver, Edward T. Ball, of Jos. Adams & Son, Buffalo, N. Y.

Karl Hodge, of Tucker Woodwork Company, of Sidney, Ohio.

William H. Hill, of the Crosby Company, Buffalo, N. Y.

Alfred H. and Mrs. Bartsch, of the New Magneto Company, New York.

J. H. Black, of the Schickel Motor Company, of Stamford, Conn.

Emil and Mrs. Grossman, of the Emil Grossman Mfg. Company, of Brooklyn, N. Y.

James W. Ash, Miami Cycle & Mfg. Company, Middletown, Ohio.

E. E. and Mrs. Hallock, of the Motor-Cycle Manufacturers' Association.

Frederick and Mrs. Greiss, and the Misses E. and M. E. Greiss, of Philadelphia.

Charles E. Speaks, of Firestone Tire & Rubber Company, Akron, O.

H. H. Harris and Mrs. Harris and H. H. Merrill, of B. F. Goodrich Company, Akron, O.

Edward F. Printz, H. E. Printz and M. M. Printz, of Reading Saddle & Mfg. Company, Reading, Pa.

Thomas Wainwright, Diamond Chain & Mfg. Company, of Indianapolis.

E. J. Dunn, J. C. Ferguson, Leonard Fletcher and J. F. Winters, of the Eclipse Machine Company, Elmira, N. Y.

W. Grady, of J. W. Grady & Co., Worcester, Mass.

R. M. Barwise, Diamond Chain & Mfg. Company, Indianapolis.

Milton R. Brown and T. N. Southmayd, of Fisk Rubber Co., Chicopee Falls, Mass.

Mr. and Mrs B. A. Edgar, Pope Mfg. Company, Westfield, Mass.

Mr. and Mrs. L. D. Harden, Miss Ruth Harden and J. P. Fogarty, of Pope Mfg. Company.

H. A. Githens and G. H. Hamilton, of Federal Rubber Mfg. Co., of Milwaukee, Wis.

J. W. Spray, Diamond Chain & Mfg. Company, of Indianapolis, Ind.

C. A. Wigmore, Mrs. Wigmore and H. C. Wigmore, of Mfrs. Supplies Company, of Philadelphia.

J. R. Cantley, of P. A. Frasse & Co., of New York.

Norbert Schickel, of Schickel Motor Co., Stamford, Conn.

Mr. and Mrs. E. A. Robertson, of the Hendee Manufacturing Company, Springfield, Mass.

E. J. MacCaffrey, of the Federal Rubber Manufacturing Company.

William G. Schaeffee, of Reading, Pa.

G. W. Robb, of Philadelphia.

E. R. Schultz, of the Schultz Auto Supply Company, Sioux City, Ia.

Mr. and Mrs. Stanley T. Kellogg, of Bridgeport, Conn.

Alexander Scaison, of Progressive Cycle Company, New York.

Arthur Davidson, of Harley-Davidson Motor Company, Milwaukee.

Bob Brazenor, Harley-Davidson dealer, of Brooklyn, N. Y.

R. L. Leacock, of St. Louis.

B. S. Kiefer, of Chicago Handle Bar Company.

D. P. Harris, of New York.

Howard French and Mrs. French, of Baltimore.

Fred Grubb, of Excelsior General Supplies Company, Chicago, Ill.

J. H. Cooper, Endurance Tire and Rubber Company.

H. M. Huffman, of Davis Sewing Machine Company, Dayton, Ohio.

J. D. Hurley, of Aurora Automatic Machinery Company, Chicago, Ill.

R. W. Seiberling and George R. Hall, of Indiana Rubber and Insulated Wire Company.

Dave Troxel, of Troxel Manufacturing Company, Elyria, Ohio.

C. W. Curtiss, M. W. Bartlett, M. E. Toepel, O. J. Rohde, and Mrs. Bartlett and Mrs. Curtiss, of Splitdorf Electrical Company, Newark, N. J.

S. Berkowitz, of Hub Cycle Company, Boston, Mass.

Frank J. Wesehler and R. Shaw, of the Hendee Manufacturing Company, Springfield, Mass.

C. A. Van Doren and Mrs. Van Doren, of Miami Cycle and Manufacturing Company, Middletown, Ohio.

B. S. Waterman, of Goodyear Tire and Rubber Company, Akron, Ohio.

Mr. and Mrs. Joseph Goodman, of Hartford, Conn.

F. E. Southhard, of Toledo Metal Wheel Company, Toledo, Ohio.

M. S. Purple, of Bevin Brothers Manufacturing Company, East Hampton, Conn.

T. W. Mueller, of Weed Chain Tire and Grip Co., New York.

H. Mesinger, F. Mesinger and Mrs. F. Mesinger, of Mesinger Manufacturing Company, New York.

D. P. Harris, of New York.

A. M. Starr and son, of Starr Bros Bell Company.

W. J. Walker, of Boston branch of the Harley-Davidson Motor Co.

J. E. Maloney, of Hydraulic Pressed Steel Company, Cleveland, Ohio.

E. A. and Mrs. Hawthorne and Horace Hawthorne, of Hawthorne Manufacturing Company, Bridgeport, Conn.

B. W. Yockers, of A. Schrader's Son, New York.

D. R. Walls, of Splitdorf Electrical Company, Newark, N. J.

F. L. Brown, Pierce Cycle Company, Buffalo, N. Y.

Mr. and Mrs. T. R. Palmer and Charles Jarecki, of Continental Rubber Works, Erie, Pa.

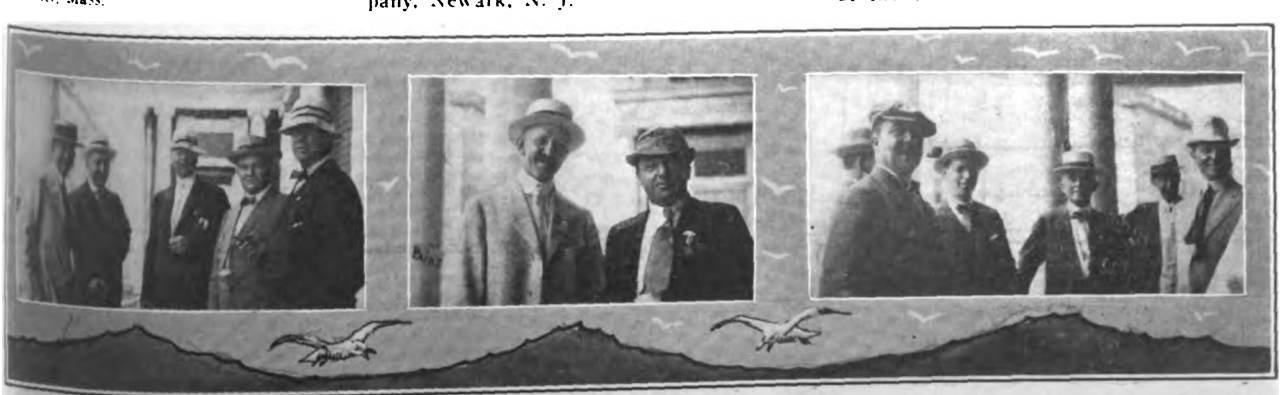
F. P. Choate, of Davis Sewing Machine Company, Dayton, O.

P. W. Dick and Mrs. Dick, of Louis Rastetter & Son, of Ft. Wayne, Ind.

### Claims Peanut Selling Championship

W. H. Grover, of Norfolk, one of the convention's stand-bys, seemed eager to prove that the genius which he displayed in selling peanuts, et cetera, at the baseball game last year was not a flash in the pan, and although this is written in advance of the aforesaid diamond battle, we have a faint suspicion that Grover will repeat with great credit to himself, Thursday morning.

Clinton Lovell, of the K. & C. Mfg. Company, of Hennicker, Mass., shared with Mr. Nock the veteranship honors of the convention.



At the St. Charles Hotel: **Left, J. Brandt, J. Henry, W. Emerson, M. J. Horton and S. Wilson; Center, Messrs. Woody and Cabana; Right, F. Chase, F. Van Cleef, "Watty," and G. Wagner**

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# Nameplate Juggling Hampers Manufacturer

## *President of Great Western Mfg. Co. Expresses Belief That Each Bicycle Should Bear Name and Trademark of the Maker*

FOLLOWING is the text in full of a paper prepared by President E. J. Lonn, of the Great Western Mfg. Co., and read at the Cycle Parts convention. Mr. Lonn was unable to attend the convention, but in forwarding the paper he expressed the hope that "the arguments I have set forth will be of benefit and be the means of accomplishing some good." Mr. Lonn's subject is "The Bicycle." The paper follows:

It is with sincere regret that I must say I am unable to be with you at this meeting, but matters beyond my control made it impossible for me to be with you and enjoy meeting not only your company but the pleasures of the week. Therefore, I must ask you to be kindly satisfied with the reading of my paper on the subject that has been assigned to me—"The Bicycle."

Gentlemen, on this subject, which is of so much vital importance to us all as jobbers and manufacturers, I ask your indulgence and permission to talk plainly.

There is a future for the bicycle business if properly handled, but it necessitates the elimination of all items and actions that are a detriment to the bicycle.

My jobbing friends, we need you to help the distribution of the bicycle for the manufacturers, and also we need your co-operation in doing so.

### Handling the Loss Items

To me it appears as if what we call the loss items in the business are multiplied because of the misunderstandings and the lack of co-operation. All such loss items are constantly watched and eliminated by the manufacturer in the plant and in the production of the goods. The loss items seem to be multiplied in the distribution through the present method of handling them. I want to call particular attention to my theory in that respect.

There is no doubt but what all the manufacturers in the United States today are making good bicycles, and they are making them sufficiently different and plenty cheap enough, so that each of you jobbers in the distribution can find a satisfactory line made by a responsible manufacturer. Therefore, there cannot be any necessity for some of the present methods of selling stripped bicycles—the constant changing of the details often the construction of the bicycles, and constantly on the finish and on the name plates. These are all loss items and you, my dear jobbing friends, are paying these loss items.

### Juggling the Trademarks

It is my contention and belief that in the future in view of the many difficult problems the government has met with in the matter of trademarks, the future will compel by law every manufacturer to put his name and trademark on every article he manufactures. It is right that he should do so, because he does make them. I say to you that in this connection you and the dealers are losing by your present methods one of your best assets.

When you take off the manufacturer's name from the article—the bicycle tire, saddle or whatever it is, you have gained nothing and added nothing in value, but you have added an expense item that becomes a loss item, and it is unnecessary. Then, too, one of the greatest things you are losing, and one of the biggest assets in the bicycle business is lost, namely:—advertising and publicity.

It is impossible for the manufacturer to advertise bicycles except in a very small indifferent way with the present method. Why? If he sells one hundred jobbers and large dealers he has one hundred different name plates on them. Therefore, he cannot advertise anything of any value or moment. Let us eliminate this condition; let us be fair; let us get the benefit of co-operation and the benefit of judicious advertising; then you get and are entitled to the multiplied results—in other words, compound interest on your investment.

### Benefits of Co-operation

Do you want it? Then, it is necessary for you to change your present plans and co-operate with the manufacturer and become the distributer of his product in the territory you desire and cover. Then by such co-operation, the results will be—prompt service, good goods, better bicycles, better friends, more profit, more satisfaction, and a building of a future bicycle business for you and for the dealer, because the manufacturer then can advertise and spend his money to bring before the buying public and general business the virtues, utilities and benefits of the same, because it is backed by his name plate, as the manufacturer.

Also the equipment carries with it the name of the maker. The tire man's name is on the tire and his guarantee goes with it. The same with the pedals, bars, saddles, and coaster brake? What is the result? The advertiser is a benefit to the distributor because the dealer he has established in the town gets the multiplied benefit of that publicity. Therefore, he can push that line of bicycles, the more bicycles he sells the more advertising he gets, and the more advertising the manufacturer will do. In other words, if the bicycles are sold under the manufacturer's name he can afford to spend (for argument), say, 50c. or $1.00 per bicycle for advertising, which benefits the jobber who distributes his goods and the dealer who sells them to the consumer. The consumer has the multiplied benefit of knowing who made the bicycle, tires, saddle and pedals.

Gentlemen, is it not worth while to consider this carefully?

### The Guarantee of Good Faith

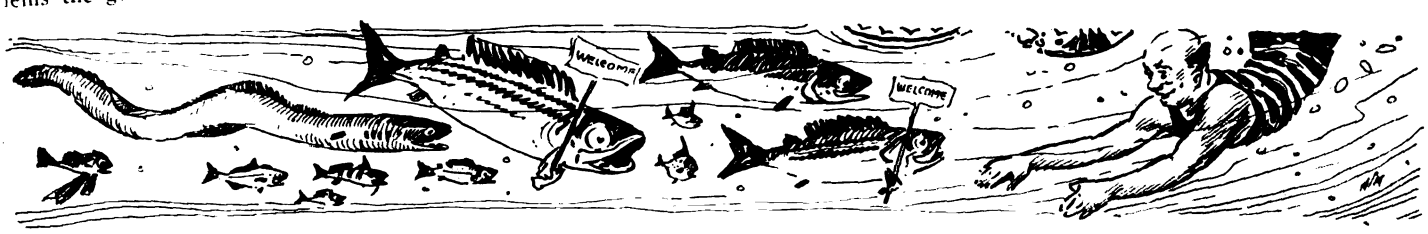
Do you realize that the Government requires on all patented articles the trademark and the patent number? Quite right! The new era of business laws will require that the manufacturer put his name and trademark on every article he makes, whether patented or not. That is the guarantee of good faith to the public that ultimately consumes or accepts the articles. Let me illustrate: Would you ask the New Departure Manufacturing Company to sell you coaster brakes without their name on them? The answer will be, No! It is just as applicable to any completed vehicle.

Would you buy an automobile, from the highest price down to the cheapest, without the marker's name on it? What would you think if you went into a store and wished to buy a Knox hat or Hanan shoe, and when they handed it out to you the name was not on the article? You would refuse to take it. Is it not just as applicable to the bicycle? Is it not a fact that you may possibly have been working on the wrong lines in marketing bicycles? I do not wish to bother you on this subject, but it is of so much vital importance to the trade that I ask you to consider it.

### Why the Jobber's Name Plate

If an article with the maker's name on it is made better for the jobber and dealer, plus the maker's advertising and with the maker's guarantee, why do you persist in selling bicycles and tires with any old name on them, and with your own name plates? Do you hope to go into a town where there are a number of dealers and sell a number of dealers in that town and sell under different names? That is a thing you would not let the manufacturer do to you. Why should you expect to do it?

The tiremaker should never sell a tire without his name on it. If he sold a cheap, not-guaranteed tire, he should sell it to you with the understanding and specific agreement it is not guaranteed. The words "not guaranteed" should be on the tire. He need not be ashamed of it. By the time it has gone through the jobber's hands and his salesman's hands, and into the dealer's store, I anticipate there are some not guaranteed tires sold with a pretty liberal promise. Then, the word "Guarantee" is some-

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what of a misnomer. The legal word as used is "warranty." If you want the warranty, the benefit, the advertising, publicity and co-operation of the manufacturer, then it is your duty to lend your co-operation, and I promise you every manufacturer with whom you take this matter up will do his part seriously.

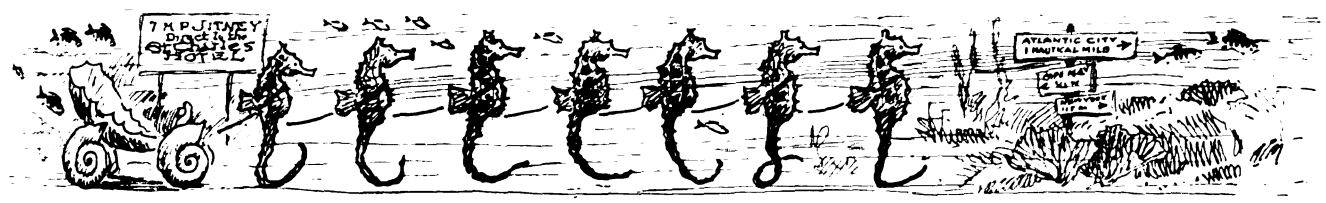
**Make Manufacturer's Publicity Possible**

I beg of you in behalf of the business, if we hope to build a better business, to lend your co-operation; cut out the loss items and make it possible for the manufacturer to give some publicity to the bicycle business, which it is surely entitled to

I repeat, stripping the manufacturer's name plate from the bicycle strips it of its warranty and all its benefits; strips it entirely of its publicity and entirely of the possibility of advertising by the manufacturer. Is it worth while to maintain that condition? The constant losses that are multiplied by the present process when eliminated and put into profits items will more than take care of some publicity and advertising that will increase the bicycle business 50 per cent. Persisting in doing as you are now can only ultimately decrease the bicycle business.

**Results Will Follow**

Add initiative, effort, advertising and publicity to the bicycle business and you will get results, and you will collect the compound interest you have heretofore simply been losing, because you did not thoroughly investigate and understand that in business you can only get out of it in proportion to what you put into it. Back up your business with a reason for profit and you will get the profit; accept the benefits that are yours at the hands of the manufacturer of bicycles, tires, saddles, coaster brakes, etc., by lending the co-operation that the industry and business deserves.




# F. A. M. Needs 20,000 Members, Says Coffman

## *Federation Chief Talks of Work Accomplished and Makes Plea For Generous Support of All Trade Men at Cycle Parts Convention*

PRESIDENT A. B. Coffman, of the F. A. M., in his address at the Cycle Parts Convention in Atlantic City briefly reviewed the work that has been done by the Federation during the last year in behalf of the rider, dealer and manufacturer and made a plea for the generous co-operation of all trade workers in the motorcycle field. He spoke as follows:

The F. A. M. is the national body of motorcycle riders, dealers and manufacturers organized September 7, 1903, for mutual benefit and protection.

Its purposes are to protect the motorcycle rider's interests throughout the country by guarding against and defeating unjust legislation, collecting his just claim in case of accident and defending him when unjustly accused or unfairly treated in court.

Its Legal Action Department appoints lawyers wherever possible, in every section of the country, whose duty is to carry out this purpose; it pays a reward of $25 for recovery of any member's stolen machine and conviction of the thief; it encourages touring, governs all racing and endurance contests, guaranteeing every F. A. M. member and the public at large clean, healthy sport, which is a tremendous boost to the motorcycle industry and promotion of good fellowship.

**Advantages Are Far-Reaching**

As the rider is the ultimate user of the motorcycle, you can readily see that when his interests are safeguarded, the dealers and manufacturers are also benefited, thus the connection is established beyond question.

The F. A. M. has accomplished much. It has defeated unjust registration laws in many states, but I am not going to take up your time to give in detail just what it has done; but I will say, since the first of the year the Legal Action Department of this organization has saved the riders of the United States in the neighborhood of $80,000 by successfully defeating unjust registration laws.

In addition to this, many machines have been recovered, restored to their owners and $25 reward paid. The F. A. M. has furnished reliable touring information and correct maps to many hundred motorcyclists, enabling them to tour in comfort and safety. It controls track racing and endurance contests, assuring racing men prompt delivery of prizes and eliminating every possible chance of accident. Some, however, occur regardless.

**Manufacturers Are Boosting**

These benefits cost the individual member $1.00 per year, which is less than 2 cents per week and less than 9 cents per month. Pretty cheap, I think, for what they get. However, it has been pretty difficult in some sections to convince the dealer that the F. A. M. was beneficial in any way, but the motorcycle manufacturers realize today what the F. A. M. means to the industry and they have given it hearty support, as well as their representatives and have instructed their agents to do everything possible to help build up the organization, which has been my particular job since accepting the presidency on July 18, 1914.

We have many good state organizations, branches of the F. A. M., but we need more. Our membership is nothing to what it should be considering the benefits accruing, and it is up to the motorcycle dealers and riders to build up the membership to no less than 20,000 in the next twelve months. With this membership, the organization can successfully defend the rider's rights all over the country.

I have talked to dealers and riders in every section of the country in an endeavor to get them to join, and in many cases I have been successful. But so many have the idea that—"I am all right, so to hell with the other fellow." This idea must be eliminated. We are living in an age of co-operation and we have got to get together for the great good of all.

**Benefits Outweigh Cost**

The expense of belonging to this organization is so slight that the rider does not miss it and the benefits are equal to those given by the 3-A's, membership in which costs $10 a year.

It has been quite difficult in a great many instances for our Legal Action Chairman to get the dealers and riders in the various town together to select a suitable lawyer to represent the F. A. M. and its members in their particular city. This is easily done when the dealers and riders forget their petty jealousies and stop knocking each other and their machines long enough to select an attorney. Mr. Johnson will attend to the balance.

Now, I could talk about the F. A. M., its purposes and accomplishments all day long, but I am not going to. What I want to say is: The Federation of American Motorcyclists is an organization that protects the rider, which protection benefits the dealer, accessory jobber and the motorcycle manufacturer and boosts motorcycling in general.

**Trade Men Wield Influence**

Nobody in this world, with but few exceptions, cares to do work without some remuneration, and in this particular instance when the dealer, manufacturer and accessory jobber helps the F. A. M., they are helping themselves.

Now we have got to have more members in this organization and it is up to the people most benefited by the up-building of the motorcycle industry to get these new members—to join themselves, if nothing more. I want to see everyone in this meeting join the F. A. M. for the simple fact that by joining, you stamp your approval of our efforts and acknowledge its benefit to the entire industry.

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# Greater Standardization Would Help Industry

## *Bicycle Expert Asks That Manufacturers Agree Upon Types and Sizes and Thus Help Jobbers as Well as Themselves*

ATLANTIC CITY, N. J., Aug. 3—Mr. Keyser Fry, of Reading, Pa., read the following address, entitled "From the Jobber's Viewpoint," at the Tuesday session of the Cycle Parts Convention:

Each year we have our conclave—meet old friends, have a jolly good time, listen with varied interest to the papers that are read, argue a bit about one thing or another, appoint a committee from each association to confer about the next year's meeting place, when Atlantic City is again selected. Then after four strenuous but most pleasant days we start homeward gladdened by the meeting of old friends and by the new acquaintances we have made, enriched by associating with men who have made their impress on the times particularly in the cycle industry. Yet with all this, we have missed our opportunities in that we have failed to dovetail our ideas with one another, as we should have, for the upbuild of an industry that we are all proud to be engaged in.

### Buy American Products

Our first duty, aside from our home ties, should be loyalty to our country, and in assuming that duty we should feel the need of buying home products and encourage the members of the Cycle Parts Association, our genial hosts, to manufacture those articles called for by the trade; and even though the cost may be greater, we should market the articles and help ourselves to better business by helping the other fellow.

Most of you here recall the days in the bicycle industry when conditions prevailed similar to the automobile and motorcycle business today when each year saw new models and every machine made had some special feature. For instance: the threads varied to such an extent that it is necessary even today for a well appointed bicycle repair shop to have on hand 20, 22, 24, 26, 28, and 30 thread front and rear bicycle axles, cones, and nuts; to carry in stock plain and various colored enameled rims drilled with 28, 32, 36, and 40 holes, which also means the carrying of coaster brakes similarly drilled.

### Room for Improvement

The bicycle of today is pretty well standardized as compared with conditions that existed fifteen to twenty years go, yet there is still room for much improvement. That we may all leave here feeling that some real good has been accomplished and that we have benefited someone else as well as ourselves, I propose to point out some improvements that are possible from a jobber's viewpoint.

To get the greatest good out of anything we should size it up from a different angle than our own. The purpose of this paper will be for each of us to learn how the other fellow will be most benefited and how he will be least handicapped under certain conditions. Let us arrive at some understanding; get together on some common ground that the greatest good for the largest number may be accomplished.

Handle bar stems were variously made in ¾, 13/16, and ⅞ inch sizes. There is no reason, however, why a ⅞ inch standard cannot be adopted. This applies quite as well to seat posts which might be made in 13/16 inch size as a standard. There seems to be little variation in the size and threads of pedal axles, as well as bicycle forks, and inasmuch as front and rear hubs are generally being made with 24 threads to the inch, on axles, cones, and nuts, the only change in sight would be the adoption of a uniform drilling of all bicycle rims of 36 holes, which would mean that all hubs as well as coaster brakes would be similarly drilled.

### Considering Tires

It is unfortunate enough to be compelled to carry in stock not only 20, 22, 24, 26, 28 and 30 inch tires, but it seems highly unnecessary to have most of these in 1¼, 1⅜, 1½, 1⅝, and 1¾ inch sectional diameter, when a 20 rim and tire of 1⅜ inch sectional diameter might be adopted for the smallest made. Then have 24 and 26 inch rims and tires with 1½ inch diameter as the accepted juvenile standard for 16 and 18 inch frame bicycles, respectively, while for the regular machine as made today, let 28 inches be the standard wheel with 1½ inch sectional diameter as its standard for rim and tire with rim drilling of 36 holes.

### Eliminating Chain Troubles

Let us ask for this standard in chains: 3/16 inch wide either block or roller with 1 inch pitch, we can do away with the troubles for the chain maker, the sprocket producer, and ourselves as jobbers, by eliminating ⅛ inch and ¼ inch bicycle chains in either ½ or 1 inch pitch and ignoring altogether the ½ inch pitch for the 3/16 inch wide chain.

What I would propose, therefore, in order to bring these matters to the attention of the parties most vitally interested, would be the suggestion that the president of the Cycle Parts Association appoint a committee of three to act in conjunction with a similar committee of three from among the bicycle manufacturers, which he can also appoint, and a committee of three to be appointed by the President of the Jobbers' Association.

Much can be accomplished by co-operation, and if the dating evils and catalog troubles of the jobbers can be at least partly eliminated, then this Atlantic City convention will go into history as one that not only gave us the benefits of social intercourse with the busiest and jolliest set of men in this broad land of ours, but also brought us results of lasting value. Now for a few suggestions:

Each manufacturer has a different time in the year to close his business year and seek new contracts for the new season, and this gives the jobber much concern because starting with July 1 new prices go into effect first with one article and then with another. If, therefore, the jobber has his catalog issued by March 1 he must start revising in the course of a few months and begin work on his **next** year's edition with dim prospects of getting most of the necessary changes in prices before the new year has begun.

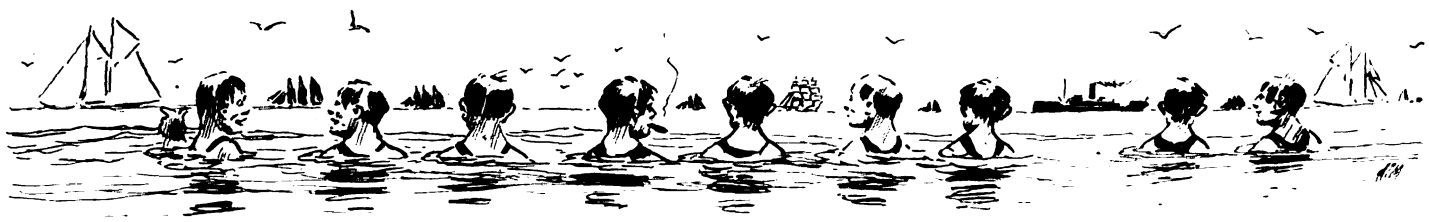
### Getting an Early Start

Now if cycle shows are to be held in the early Fall, why isn't it possible for the manufacturer to get his prices lined up by October 1, or within some period between September 1 and November 1, when business is at its lowest ebb with the jobber? In that way the manufacturer can make it possible for the jobber to get his catalog under way and do his buying so that the factories can make deliveries to the jobbers starting with December 1 on a dating basis, and the jobber in turn can give dating starting with January 1 and limit the period to April 1.

There are some sections of the country where this would not apply but what worthwhile rule is there that does not have its exceptions? Some of the parts makers are generous enough to give the jobbers liberal dating on the goods sold them, while others give no dating whatever and insist on payments being made in ten days to get the benefits of discounts during the period from December 1 to April 1. This means that the jobber carries merchandise on the dealer's shelves on dating while in the other case the manufacturer who grants dating carries the burden. This is manifestly unfair to the manufacturer who is liberal in his terms, and some remedy might be applied by the Cycle Parts Association that will distribute this burden—make it less difficult for the manufacturer to bear and ease conditions for the jobber.

### List of Questions

There will be passed to each of you a list of the principal items touched upon here, and at to-morrow's separate meetings each of you can hand in this list with proper answers and suggestions, which will greatly aid your officers and the committees to be appointed in an endeavor to better conditions in the cycle industry.



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# Hagaman Wins Newark Double-Century

NEWARK, N. J., August 1.—Percy Hagaman and his little old 1913 single-cylinder Indian won the first annual double century run of the New Jersey M. C. today. Incidentally, he gathered in the 1915 Indian twin that was offered as first prize with his high score of 978 points.

In all, 57 Jerseyites, on 30 solo mounts, 12 sidecars and one tandem machine, braved the intense heat during the morning and splashed their way through tropical thunder showers in the afternoon.

The contest was held over a 45-mile course that had to be covered four times by each rider, with a check in Morris Plains and Newark on every lap. After the run the rate of speed per round was determined by drawing a slip from a hat for each separate lap. Eddie Durning, the club's mascot, officiated in this detail. He drew 21 for the first lap, 19 for the second, then 20 and finally 18. Contestants' scores were then compiled by penalizing one point per minute for being early or late at each checking station.

Although the entire course was over macadam or equally good roads, much tire trouble was reported by the riders.

Campbell, Thor, was retired in Bloomfield on the first round by a bad blowout, while Reilay, of the sidecar entrant, suffered a like fate in Maplewood on the second round.

Bill Lawrence, of Red Bank, who used his Hawley-Davidson sidecar outfit as a "jitney" and carried Frank and Charles Hammer as passengers, used seven tubes in a vain effort to keep circles of air around his wheels.

These were the only troubles noted during the first three rounds, but on the last lap practically 30 miles were ridden amidst the vivid flashes of lightning, the sharp crack of thunder and a deluge of rain. Riders, blinded by the rain, splashed and skidded their way along, with Newark as the goal.

Cash, with an Indian sidecar, discovered his magneto on this lap. Peattie, Excelsior, got his belt so wet it stretched beyond the holding point; "Les" Wintsch on an Indian, Johnston on an H-D, and Thompson on an Indian sidecar, concluded they knew enough to go in or out of the rain—and did so.

**Percy Hagaman, the Winner**

Bergfels, H-D, had his sparkplug "short" from water which charged the whole machine, shocked "Bill" and threw him off. Going some, eh, boys?

Keil, Indian, along about this time, must have lost some important part of his mount (up to this he had shed all his minor parts), for he was not reported in at the finish.

Mrs. E. B. Holton, who accompanied her husband via sidehack, says that she now appreciates the name some folks give the sidecar—"bath-tub." She had plenty of water inside the car today.

The four-horse single Indian on which Hagaman won has been ridden 22,000 miles in the service of the National Cash Register Co., for whom Hagaman works as collector.

Beside the motorcycle as first prize there were more than 25 accessory prizes, such as tires, tubes, chains, brakes, tandems and sparkplugs for the finishing riders.

## The Contestants and Their Final Scores

| *Rider.* | *Motorcycle.* | *Points.* |
|---|---|---|
| Percy Hagaman, | 4-hp. Indian | 978 |
| Karl Segelbach, | 7-hp. Indian | 972 |
| Fred W. Cordes, | 7-hp. Indian | 965 |
| Frank Gross | 8-hp. H-D | 963 |
| Walter Goerke, | 7-hp. Indian (sidecar) | 960 |
| Orie Steele, | 7-hp. Indian | 955 |
| Fred Fine, | 7-hp. Indian | 954 |
| Wm. H. Bergfels, | 8-hp. H-D | 954 |
| Alf. Spanner, | 8-hp. H-D | 953 |
| John Steele, | 7-hp. Indian (sidecar) | 952 |
| Jos. B. Werner, | 8-hp. H-D (sidecar) | 950 |
| Stanley Beach, | 7 hp. Indian | 949 |
| Art Herrington, | 8-hp. H-D | 949 |
| C. L. Eckhardt, | 8-hp. H-D | 949 |
| Walter Kerr, | 7-hp. Yale | 949 |
| Chas. Dombach, | 7-hp. Pope (tandem) | 949 |
| Frank Megaty, | 7-hp. Ex | 948 |
| Chas. Busch, | 8-hp. H-D (sidecar) | 946 |
| Wm. Lawrence, | 8-hp. H-D (sidecar) | 946 |
| Link Holland, Jr., | 7-hp. Indian | 945 |
| H. E. Hill, | 7-hp. Indian | 945 |
| Wm. N. James, | 4-hp. Indian | 944 |
| Chas. Fleissner, | 8-hp. H-D | 940 |
| C. F. Arnold, | 7-hp. Indian (sidecar) | 940 |
| E. B. Holton, | 8-hp. H-D (sidecar) | 938 |
| Wm. Williams, | 7-hp. Yale | 934 |
| Robt. Butts, | 7-hp. Indian | 928 |
| F. C. D. Bonnor, | 7-hp. Yale (sidecar) | 928 |
| C. L. Ehlers, | 8-hp. H-D | 920 |
| Frank Doyle, | 8-hp. H-D | 912 |
| J. R. Neis, | 7-hp. Indian | 908 |
| A. F. Wintsch, | 7hp. Indian | 907 |
| Percy Drummond, | 5-hp. Indian | 905 |
| Frank Romano, | 7-hp. Indian | 857 |
| Wilbur Walden, | H-D (sidecar) | 857 |

### FIRST "MYSTERY RUN"

Indianapolis, Ind., Aug. 2.—The Consolidated Motorcycle Club of Indianapolis held its first "Mystery Run" of the 1915 season with about fifty riders making the ride. The country home of Harry Dipple, Harley Davidson dealer of this city, was the objective point of the run, although but few of the riders knew the run was headed when the president, Harvey Davis, led the riders away from the club house at 918 Massachusetts avenue, Sunday, July 25.

When the farm was reached the riders and their fair passengers enjoyed a full day's round of pleasures, possible only in the country. White river nearby afforded the motorcyclists a great deal of pleasure, and some spent the entire day in Mr. Dipple's motor boat while others fished.

The next event on the club's calendar will be the Indiana F. A. M. endurance run on August 7 and 8, the local end of which the club has in charge. The club will enter a team to compete for the Indiana Clubs' championship.

### READING OUTING A MAGNET

Reading, Pa., August 2.—The Reading Motorcycle Club held its annual outing at Berkeley, near the city water supply station, seven miles north of this city last week. One hundred and thirty took part.

### EXCELSIOR FILES PROTEST, CLAIMING HESS WON BOSCH TROPHY

Claiming that Hess, who mounted an Excelsior motorcycle at the F. A. M. races in Sacramento, Cal., is entitled to the Bosch amateur trophy and the championship title, the Excelsior Motor Mfg. and Supply Co. has filed a protest with the Competition Committee against the awarding of the trophy to Liggett, an Indian rider.

According to the original returns from Sacramento, Liggett was credited with 35 points and Hess with 33. It is now claimed that Liggett was credited with four more points that he should have received and that his score under the Bosch point system was really 31.

A wire to a representative of **Motor Cycle Illustrated** in Sacramento on Monday afternoon, August 2, requesting Chairman Donovan's final decision brought the following reply:

"Donovan's decision gave Liggett Bosch trophy by two points. His total was 35."

Advertising Manager A. H. Bartsch, of the Bosch Magneto Co., made strenuous efforts to get at the bottom of the situation before leaving for Atlantic City to attend the Cycle Parts convention, but was obliged to take the problem with him to the coast resort.

### NEW READING TRACK

Reading, Pa., August 3.—Because of the unsafe condition of the old Reading fair grounds track District Attorney Harvey F. Heinly opposes motorcycle racing there. The new fair grounds track, two miles north of the city, will be built for motor vehicle racing and is to be finished early in September. If ready by Labor Day, there may be races on the track by the two motorcycle clubs, the Berks and the Reading.

### REGISTERED REPAIR SHOPS

Secretary Gibson, of the F. A. M., reports the following new registered repair shops: Muell Cycle Company, 1802 North avenue, Milwaukee, Wis.; John M. Raedel, 1507 Bushwick avenue, Brooklyn, N. Y.; Power City Repair Shop, 130 North Main avenue, Sioux Falls, S. D.

### DALLAS M. C. ORGANIZED

Dallas, Tex., August 2.—At a meeting of the motorcycle enthusiasts of Dallas county at Dallas, July 21, the Dallas Motorcycle Club was organized and John B. McCraw was elected chairman pro tem. McCraw is chiefly responsible for getting the riders together to form a club. He is the organizer of the Dallas Automobile Club.

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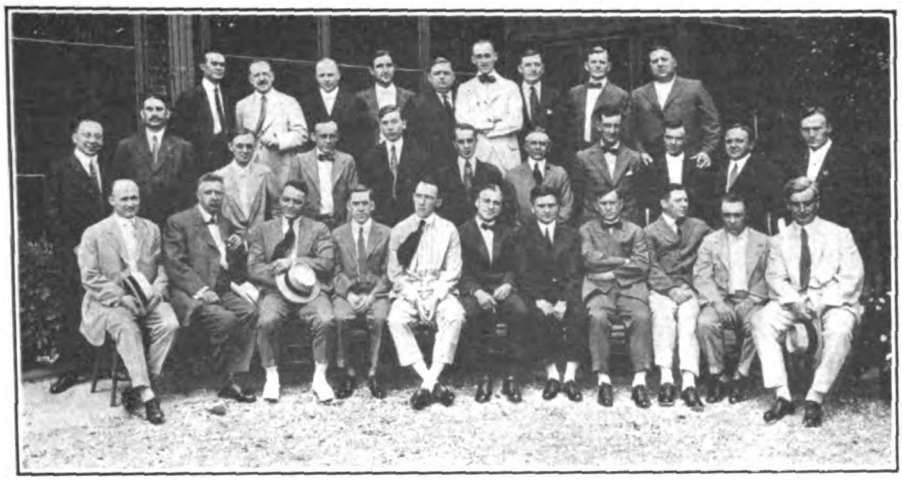
# U. S. Tire Salesmen in Big Conference



INDIANAPOLIS, Ind.—The largest and most enthusiastic conference of motorcycle and bicycle tire salesmen ever held by the United States Tire Company took place in this city on July 14, 15 and 16. The big plant of the G. & J. Tire Company was the scene of the conference. Representatives from all over the country attended and the result was that much valuable information and many useful ideas and suggestions were obtained by all.

The G. & J. plant is specializing in the production of motorcycle and bicycle tires and is the largest factory in the world devoted to the manufacture of these lines. Samples of the 1916 U. S. tire products were displayed in the building, and there was emphatic approval on all sides at the various lines offered. The U. S. Tire officials are confident that if the company's future business can be measured by the amount of interest and enthusiasm displayed by all the men, the coming season's sales will be the largest in the history of United States tires.

In speaking of the meeting, M. C. Stokes, manager of the bicycle and motorcycle tire department said: "This was the most enthusiastic and effective conference I ever attended. The men were eager to get down to business and voluntarily assembled each day at 9 a. m. sharp. This earnestness was kept up for two days and one half. At the dinner given the men, each one present had something of interest to say to the assemblage."

Those who attended the conference were: M. C. Stokes, manager of the Bicycle & Motorcycle tire department, at New York; J. J. Hanse, assistant manager of bicycle and motorcycle tire department; C. E. Stoutenburg, W. B. Harding, T. A. Jordan and J. H. Stombaugh, of the Indianapolis factory; J. W. Volz, of Atlanta; W. C. Price, of Cincinnati; H. H. Hubbard and G. W. Manchester, of St. Louis; E. W. Bailey, of Cincinnati; G. W. Culp, of Kansas City; E. L. Dolan, of Pittsburgh; Fred C. Haist, of Denver; N. C Kreischer, of Syracuse; J. J. Alexander, of Chicago; J. A. Visconte, of Boston; E. C. Madden, of Rochester; G. H. McLin, of Chicago; E. D. Hensley, of Dayton; F. J. Ratterman, of Omaha; J. M. Ward, of Indianapolis; R. T. Davis, of Indianapolis; P. H. Goodall, of Cleveland; W. C. Standish, of Detroit; E. H. Johansen, of Washington; G. C. Gaillard, of New York; J. B. Tower, of Export Department, and H. H. Colbath and F. A. Drake, of Philadelphia.

### TO MAKE ACETYLENE GENERATOR

Knoxville, Tenn.—Application for papers of incorporation for the Knoxville Acetylene Company, with a capital stock of $15,000 has been filed in the office of the county clerk. Those who seek incorporation for the new lighting company are Charles W. Holm, E. C. Camp, Alex P. Watson, Mrs. J. C. Fritz, and N. B. White. The new concern is to manufacture and sell an acetylene generator for individual use.

### FIRE AT FISK PLANT

Chicopee Falls, Mass.—A fire following a gasoline explosion recently caused the loss of $15,000 worth of building materials and four freight cars at the plant of the Fisk Rubber Company, in this city. The origin of the explosion is not known.

### BERNARD TO TAKE PARTNER

Louisville, Ky.—Harvey Bernard, Kentucky representative for the Hendee Manufacturing Company, was in Louisville for several days last week, leaving on July 28 for Grand Rapids, Mich., to take part in the endurance run. From Grand Rapids he will return to Wheeling, W. Va., where on August 16 he will be married to Miss Mignon Lenkard, of Wheeling. The young couple will spend a short time in Pennsylvania, and at Mr. Bernard's home in Chicago, after which they will go to Benton Harbor, Mich., to spent the greater part of September in a summer cottage belonging to Mr. Bernard's parents. Mr. Bernard originally met Miss Lenkard while calling on Westley T. House, the Indian agent at Wheeling, and later he performed in various motorcycle endurance runs, races, etc., which were staged at Wheeling. Mr. Bernard has just completed a trip through Kentucky and visited the company's various agencies.

### SIDE-SEAT ENTHUSIASTS

**C. W. and Mrs. De Puy, of Brooklyn, N. Y. —Note Specially-Padded Backs and Skirt Guard on Attachment**

### LOCAL F. A. M. COMMISSIONERS

New local commissioners of the F. A. M. have been appointed by State commissioners as follows: Bruce B. Keller, 120 Penn street, Scranton, Pa.; W. O. Rhoads, 224 Spruce street, Shamokin, Pa.; James Mayo, 222 Penn street, Reading, Pa.; E. B. Wagner, 23 Hazel street, Wilkes-Barre, Pa.

### A BALANCING STUNT

S. F. Houseknecht, of the firm of Miner & Houseknecht, motorcycle and bicycle dealers in Batavia, N. Y., is the driver of the sidecar combination which

is performing stunts in the accompanying photograph. The combination was traveling at the speed of 35 miles an hour when the picture was taken.

### NEW PLAN FOR TOLEDO RACE

Toledo, O., August 2.—To be conducted on a new plan that not only interests by its novelty, but insures speed never made before on a half-mile track for such a long grind, the 100-mile relay race to be run here next Sunday is arousing wide interest.

In many respects the system is similar to the ordinary relay race, but has the advantage of keeping the very best riders and machines in action most of the time, rather than having half of them retired while the other members of the two-man relays are riding.

The rules of this race call for only one entry from each contestant. However, each man who starts must be provided with a relief rider, with whom he can make any arrangement he chooses. The point is that no rider can be on the track for more than 45 consecutive miles.

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# M. M. A. TO COMBAT BURLESON ORDER

## Right of R. F. D. Men to Use Cycles Will Be Considered at Special Detroit Meeting

SECRETARY E. F. HALLOCK, of the Motorcycle Manufacturers' Association announces that a special meeting of the M. M. A. has been called for the morning of August 10, at the Hotel Pontchartrain, Detroit, for the purpose of considering the recent order of Postmaster General Burleson prohibiting R. F. D. carriers from using motorcycles or bicycles on their routes. It is the intention of the M. M. A. to launch a movement, if possible, which will result in reconsideration of the matter by the Postmaster General, and perhaps to bring legal pressure to bear in behalf of the carriers affected.

It is pointed out that a great many R. F. D. carriers have been using motorcycles and bicycles with uniformly good results on their routes, and that the new order involves a hardship on the carriers as well as upon the cycle agents who are deprived of this promising field for their wares. A question has been raised, in other than M. M. A. circles, as to the scope of the Postmaster General's authority relative to the vehicles used by the carriers, it being asserted that as Uncle Sam neither provides the R. F. D. motorcycles nor helps defray their upkeep he can hardly expect to issue orders concerning them.

The Postmaster General's objectionable order is taken very seriously by the Motorcycle Manufacturers' Association, and it is the aim of that body to make a vigorous stand against the official ruling on the ground that it is not justifiable from the standpoint of economy or fair from the viewpoint of the R. F. D. carriers.

The Detroit meeting of the M. M. A. will be held just prior to the opening of the annual convention of R. F. D. men, which is to be held in Detroit, and an effort will be made to get at the bottom of the matter. The Postmaster General's order is to go into effect January 1 next.

An appeal is made to all concerned in the motorcycle and bicycle fields to bring whatever pressure is possible to bear upon the Postmaster General's office in order that the prohibitive order may be revoked or at least modified in some way. Dealers or jobbers who wish further details, or who have a suggestion to offer, are invited to get in touch with Secretary Hallock of the M. M. A., at 1482 Broadway, New York City.

### CLAIMS ON WHICH POSTMASTER GENERAL BASES HIS ORDER AGAINST MOTORCYCLES

Washington, D. C.—Postmaster General Burleson's order prohibiting the use of motorcycles and bicycles in R. F. D. service is based on these claims: "That it is difficult to protect the mail in bad weather, that poor roads in stormy weather offer greater drawbacks proportionately to the motorcycle than to the automobile or horse and wagon and that the use of the motorcycle tends to discourage parcel post shipments, presumably because it is believed that the packages would not be fully protected."

However unreasonable these claims may be, they afford the basis of the order. It is not stated that complaints have ever been filed by users of the mails—parcel post or otherwise—against the motorcycle, and those who have given the matter much thought begin to believe that the automobile men have more than a passing interest in the Postmaster General's edict.

# PARKHURST WINS AT MILWAUKEE

## Carroll Protests His Victory In 100-Mile Feature Event—Verrill Gets Five Mile

MILWAUKEE, Wis., Aug. 1.—Red Parkhurst, riding a Harley-Davidson, is credited by the official timers with having won the 100-mile feature event of the race meet held here this afternoon, under the auspices of the Milwaukee Motorcycle Club. His time was 1:31:30⅕.

Immediately after the race Teddy Carroll protested Parkhurst's victory, claiming that he was a lap in the lead when he spilled in the ninety-eighth lap and Parkhurst passed him. At a meeting held in the evening in the effort to straighten the thing out, it was decided to put the whole affair up to Chairman Donovan of the competition committee. The five-mile event went to Verrill on an Indian and Carroll on the same make of red speeder captured first in the 10-mile.

The results:

Five-Mile.—First, Verrill, Indian; second, Carroll, Indian; third, Janke, Harley-Davidson, and fourth, Stokes, Excelsior. Time, 4:21⅘.

Ten-Mile.—First, Carroll, Indian; second, Janke, Harley-Davidson; third, Davis, Indian; fourth, Parkhurst, Harley-Davidson. Time, 8:44⅗.

100-Mile.—First, Parkhurst, Harley-Davidson; second, Stokes, Excelsior; third, Carroll, Indian; fourth, Montgomery, Excelsior; fifth, Janke, Harley-Davidson. Time, 1:31:30⅕. (First place protested by Teddy Carroll, Indian, the protest to be settled by Chairman Donovan.)

### R. F. D. MEN OBJECTING

Louisville, Ky.—Motorcycle dealers and rural free delivery carriers are considerably upset over the recent order of Postmaster General Burleson who states that bicycles and motorcycles cannot be used for rural delivery after January 1, 1916. There are a number of motors now in such service throughout Kentucky, and the prospect was for an increase in this line of the trade. It is contended that the Government hardly has a right to give orders on what kind of delivery vehicle shall be used, so long as the Government does not pay for the vehicle, or contribute anything towards its upkeep. It has been proven in Kentucky that the rural motorcycle delivery men have managed to deliver all parcel post packages and first class mail on time even during the worst weather. When traffic has been and the delivery men report that the system is far superior to the old wagon or buggy formerly used.

# EARL TO LEAVE HENDEE MFG. CO.

## Vice-President and General Manager of Indian Wigwam to Join Willys-Overland Co.

ATLANTIC CITY, Aug. 3.—The most interesting, in fact, startling piece of news circulated at Atlantic City this week was the announcement that Clarence A. Earl, general manager of the Hendee Manufacturing Company, had accepted the vice-presidency and a directorship of the Willys-Overland Company. It was stated that Mr. Earl would join the big Toledo automobile manufacturing concern some time next October.

The offer came from the Willys-Overland Company to Mr. Earl entirely unsolicited by him and is regarded by his many friends as a fine testimonial to his abilities as a manufacturing executive and organizer. Mr. Earl's work in Springfield has won for him a wide recognition among big manufacturer in allied lines, although the announcement of this prospective change comes as a tremendous surprise to folks in the cycle trades.

Mr. Earl's rise to a position of nation-wide prominence in the motor industries has been nothing short of phenomenal.

Clarence A. Earl

Having established an enviable record for himself during his association with the Corbin Screw Corporation, about a year or so ago, Mr. Earl became identified with the Hendee Manufacturing Company, at first as assistant manager to Mr. Hendee. Shortly afterward, upon Mr. Hendee relinquishing some of his former duties in the active management of the Springfield plant, Mr. Earl succeeded him as general manager. Mr. Hendee retaining the presidency and continuing to act in an advisory capacity in the conduct of the important business of the company. This is the present situation and the impression was general that it would remain so indefinitely.

No announcement as to who will succeed Mr. Earl has been made by the Hendee Manufacturing Company.

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## DREADNAUGHT TIRE ENJOINED

Wilmington, Del.—Judge Edward G. Bradford, of the United States District Court for the District of Delaware, has decided in favor of the Pennsylvania Rubber Company, of Jeanette, Pa., in a suit brought by the latter against the Dreadnaught Tire & Rubber Company, of New York. The suit was brought to restrain the Dreadnaught firm from selling its "second" tires with the words "Vacuum Tread" thereon and from stating that the Dreadnaught "second" tires were "seconds" of the Vacuum Cup tires of the complainant company.

The reading of the decision, made on July 24 by Judge Bradford is as follows: "The complainant is entitled to a degree enjoining and restraining the defendant from selling or furnishing for sale, or permitting to be sold, its 'seconds' of the Dreadnaught Vacuum Tread tires without the words 'Made by the Dreadnaught Tire & Rubber Co.' in raised letters on the side of such tires, unless the words 'Vacuum Tread' be first removed and obliterated, or from directly or indirectly stating or holding that its 'seconds' are the 'seconds' of the Vacuum Cup Tires of the complainant."

## GOODRICH SUES NORWALK TIRE

Hartford, Conn.—Suit has been brought by the B. F. Goodrich Company, of Akron, O., against the Norwalk Tire & Rubber Company, of Norwalk, Conn., in the United States District Court for the District of Connecticut. The litigation has arisen over a form of tire made by the Norwalk firm that resembles in appearance the Goodrich Company's cord tire to a degree that in the view of the complainant company constitutes "unfair competition."

The Goodrich cord tire has a black tread and white side walls, the tread being ribbed in a characteristic manner. The complaint alleges that the Norwalk firm is making tires so like the Goodrich cord as to infringe the Goodrich trade rights. The usual injunctions and damages are asked.

## SUIT AGAINST SUN-LITE CO.

Louisville, Ky.—An injunction suit has been filed in this city by the Prest-O-Lite Company, of New York, against the Sun-Lite Company, of Louisville, and the officers of the latter company, namely, Thomas K. Hackett, the president; C. A. Tucker, vice-president; J. J. Moran, manager, and M. Moran. The suit refers in part to refilling the Prest-O-Lite tanks by the Sun-Lite firm, and both temporary and permanent injunctions are asked, together with an accounting of profits and damages.

The complainant firm alleges that the Sun-Lite people sell tanks filled with acetylene gas from a large number of stations established throughout the country, and exchange the exhausted tanks for refilled ones. It is further charged that the Sun-Lite stations have refilled exhausted Prest-O-Lite tanks, afterward selling them with the old trade-mark covered over. The preliminary hearing will be held on August 3.

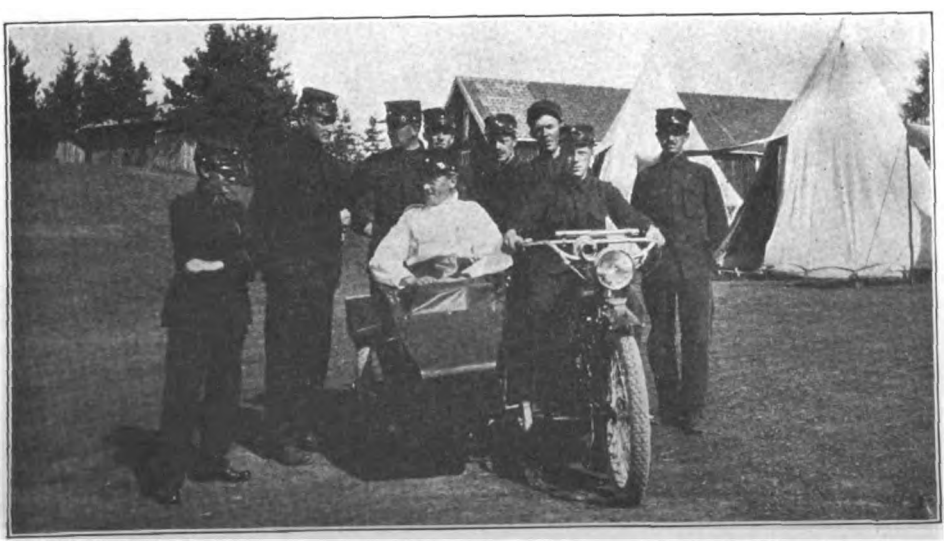
President Hackett stated that he could not see that the Prest-O-Lite firm had any grounds for a suit. That company, he said, sold their tanks outright to the purchasers and he held that in selling them, without any refilling contract, any acetylene company had a right to refill or exchange them for others of its own make. Regarding the refilling of the complainant's tanks, Mr. Hackett said that his company did so with no intent to deceive the purchaser. He held, further, that the owner of a gas tank had a right to have it refilled wherever he chose, as he would an oil can, lard bucket or other container.

The Sun-Lite firm sells its tanks and charges for refills at a slightly lower figure than does the Prest-O-Lite company.

## NORTHWEST RAMBLERS CROSSING SISKIYOU RANGE

**Above, Sidecars in Upper Pine Belt; Below, Beginning of the Ascent. The Ramblers Crossed This Range on Way from Portland, Ore., to San Francisco**

## ON ACTIVE SERVICE IN THE LAND OF THE MIDNIGHT SUN



**Indian Sidecar Combination Used by State Troops in Norwegian Army During Annual Manoeuvres. Photo from Christiania Wigwam Representative**

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# Schwinn Discusses Outlook in Cycle Industries

SAN FRANCISCO, July 27.—A very interesting and enlightening talk on the past, present and future of the motorcycle and bicycle industry was indulged in today by Mr. Schwinn, president of the Excelsior Motor Manufacturing and Supply Company, of Chicago, and the local representative of Motor Cycle Illustrated.

### Schwinn Very Busy

President Schwinn, who came to the Pacific Coast to attend the F. A. M. meet at Sacramento, is sojourning for a few days at the World's Fair city. While he is a very busy man these days, combining, as he is, considerable business with as much pleasure as he can consistently sandwich in, he very courteously replied to a few leading questions concerning matters that are of great interest not only to builders of motorcycles and bicycles, but also to the dealers of these machines and users.

President Schwinn agrees with President Davidson, of the Harley-Davidson Company, who was quoted in these columns a few weeks ago in reply to the assertion of Henry Ford that when a lightweight motorcycle is produced at an attractive price more of them will be sold than Ford cars. Mr. Schwinn coincides with the opinion of Mr. Davidson that the three-speed machine has come to stay and that its price cannot be lowered without sacrificing quality of materials and workmanship. He maintains, as Mr. Davidson, that all the talk that is heard about the big demand for a lightweight machine to take the place of the present three-speed does not really exist; that in reality what is meant is that there is a demand for a lower price on the three-speed, which it is impossible to grant and at the same time maintain the present standard of quality and workmanship.

### Favors Juvenile Lightweight

President Schwinn forsees, however, the necessity of bringing out an entirely new type of lightweight motorcycle for boys and young men who have not yet reached their full physical development and for whom the present three-speed is altogether too heavy and a positive danger. The demand for this type of machine is so urgent, he believes, that it will have to be met; and while he did not say it in so many words, the inference seemed plain that he has in mind the turning out of this particular specimen of machine.

As to the standardization of motorcycles, Mr. Schwinn expressed the belief that the present three-speed Excelsior is as near standard as it is likely or possible to become, except for electrical appliances. In that respect he admitted that there is room for improvement not only in his own product, but in that of all motorcycle manufacturers. The difficulty of providing electrical equipment of satisfactory quality, in the small sizes necessary for motorcycle building, has been the great drawback and is responsible for this feature not keeping pace with the development of the other parts of motorcycle manufacture. He believes that this difficulty will be overcome, however, and when it is, the day of standardized motorcycles will have arrived.

Mr. Schwinn does not fear the bugaboo of the low-priced automobile, for he insists that the motorcycle has a field all to itself which the automobile can never hope to fill. Anybody who has ridden a motorcycle will bear him out in his opinion, he says. There is an indescribable fascination about motorcycle riding, he asserted, that cannot be satisfied by any other means of locomotion. This consideration, coupled with the speed and economy of operation of the motorcycle as compared with the motor car, makes it altogether improbable that the automobile will ever supersede the two-wheeler in its field.

Mr. Schwinn is most decidedly not in favor of motorcycle racing—at least not as at present conducted. He believes that it does the industry more harm than good. He says there is altogether too much racing and he favors holding only two or three race meets a year in the various sections of the country. He would eliminate the short distance events and would replace them with long distance races, increasing the three century races to five hundred miles. His reason for the suggested change is that only in the long grinds is the true worth of the motorcycle demonstrated. Most any sort of a thrown-together machine can withstand the strain of a short race, but it requires a staunchly built machine, from engine to the smallest parts, to withstand the terrific strain of several hundred miles at top speed. He would place more safeguards around motorcycle racing, as there are far too many accidents as now conducted, to the detriment of the industry.

The recent announcement that the postoffice department had decided to place an embargo on the use of motorcycles and bicycles in the delivery of mail did not disturb Mr. Schwinn at all. He declared that the constant broadening out of the field for the motorcycle would overcome the loss of the postoffice business and that there was no occasion for worry over such a small matter.

### Bicycle Outlook Good

Most optimistic, indeed, is President Schwinn's opinion of the outlook for the bicycle industry. He declared it to be his firm conviction that the bicycle was to come into its own again and be in as high favor with all classes as it was in the good old days of the so-called "bicycle craze," when the man of wealth rode side by side with the workingman. His reason for this belief is based on the necessity of the people obtaining more out-of-door exercise. People of the cities are beginning, he said, to realize that they do not get sufficient exercise and are turning to the bicycle as the most pleasant and beneficial means of obtaining it. Even the automobile owner and the motorcyclist are in need of more exercise, for they do not get it riding about in ease and comfort on their machines. They, too, will take up bicycling and swell the bicycle brigade until it resembles in point of numbers the "good old days." Already he perceives an inclination on the part of the general public to take up bicycling and points to the increased sales of bicycles by his company this year as justifying his opinion.

**Ignaz Schwinn, with His Family, Taken at the Sacramento Convention**

## PARDINGTON PASSES ON

Detroit, Mich.—Arthur R. Pardington, vice-president and secretary of the Lincoln Highway Association died at the Parker Hospital in this city on July 28. He had been ill for a long time with cancer of the stomach, but nothing serious was indicated until about two weeks ago. Mr. Pardington was well known for his active interest in motor racing events for the past ten years and was one of the founders of the Motor Parkway, Long Island, New York.

## McGOOKIN'S CHANGE

Earl McGookin, long associated with the Stewart-Warner Speedometer Corporation as factory representative in Michigan, retires on August 1 to start his own business. Mr. McGookin is well known to the accessory trade in both the motorcycle and automobile fields.

## ENTHUSIASTIC SIDECARIST AT 87

Columbus, Ohio, August 2.—Mrs. Nora Thompson, of Columbus, who is a well preserved woman 78 years of age, has become quite an enthusiastic sidecarist. Recently she took a trip in a sidecar, driven by her son, from Columbus to Cleveland, a distance of 150 miles. The party left at 6 a. m. and arrived at Cleveland at 2 p. m. Resting the remainder of that day and the whole of the next she returned on the third day.

## MUST HAVE TAIL LIGHTS

Louisville, Ky.—A number of the small magistrates in the vicinity of Louisville, who collect most of their revenue from enforcement of "piddling" rules, have started a campaign against the motorcycle owners of Louisville who fail to carry tail lights. Several owners have been arrested and fined, and the magistrates are having a nice time collecting the fines. This is the first time that any attempt has been made to enforce the law.

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# Tells of Riding Conditions in Panama

## Motorcyclists Are Quite Plentiful There Despite Stringent Regulations

W. M. TAUL, of Birmingham, Ala., who is on his vacation from the Electrical Division of the Panama Canal Commission at Balboa, Canal Zone, and who has been an Indian rider for nearly a year on the Isthmus, says that conditions in some respects are favorable and in others make it hard to enjoy motorcycling.

"The climate makes carburetion perfect and starting the engine easy," said Taul, in an interview at Springfield, Mass., a short time ago, "but there are only 50 miles of ridable roads on the whole Isthmus and these are so narrow that if an automobile and a motorcycle want to pass, one has to go into the jungle and let the other by. There are about 75 Indian riders in the Canal Zone, notwithstanding.

"The motorcycle cops are strict on speeding, but the limit is so low, eight miles an hour, that it is hardly fair to the riders. The minimum fine for speeding is $25. I was out riding one day and a motorcycle cop who had been laying for me, instead of getting out and chasing me like a good sport, headed for a cut-off at a loop in the road and waited for me to come around the loop, taking my time, 35 miles an hour, as evidence. The limit seemed so low that I took the chief out one day and rode with him at 20 miles an hour, showing him just how slowly we were moving at that gait and as a result I understand that the motor cops got instructions to allow the boys a little more leeway.

### Uncle Sam Willing to Help

"Employees in the government service have a fine chance to save money in getting a motorcycle on the Isthmus, as anything in the way of personal property of a government employee, up to 500 pounds, can be shipped from the States for a charge of one dollar. Gasoline costs 22 cents a gallon and the best oil we can get is Monogram marine oil.

"The license fee would surprise riders from the States accustomed to a small State tax, as we have to pay $11 in the Canal Zone and $2 to the Government of Panama, making a yearly charge of $13 for the privilege of riding. We go back and forth quite freely between the Canal Zone and the adjoining Republic of Panama. In the City of Panama they have bullfights on Sundays and are altogether more free and easy than in the Canal Zone, which is under strict military authority.

"I left the Isthmus June 17, coming home by way of Cuba, where we spent a week in riding about the Island. Cuba has such fine roads and there are so many advantages to the motorcyclist in climate and so on that there should be more riders. There is no speed limit and the police of Havana and other places treat the riders well. You wonder what kind of a motorcycling paradise you've got into when you see them holding up cars and street traffic for you to go by. The people of Cuba everywhere treat the Americans fine, showing quite a difference in this respect from the Panamanians.

"A rider going to the island with his machine should be prepared to get a consular invoice, as otherwise he will have to do a lot of chasing around to get matters straightened out, as I did in an automobile for two or three hours. The customs and brokerage fees cost me $21, and I also had to deposit a bond of $200 while I was there. The young lady who is now my wife came back to this country at the same time I did, our marriage taking place at New Orleans, and the people in Cuba ran to their doors in surprise when she went by, driving my machine. She learned to ride while we were in Panama. When we were in Cuba we made one trip from Matanzas to Havana, 72 miles, in two and a half hours.

"Up to the time I got to Atlanta I had ridden 8,600 miles in Panama, Cuba and this country without taking the motor down or touching the Duckworth chains."

**W. M. Taul with Mrs. Taul as Tandem Passenger on His Two-Speed Indian Twin in One of Balboa's Principal Streets; Both Are Touring Enthusiasts**

Mr. Taul started from the Hendee Branch in Atlanta Friday, July 16, at 12.30 noon, and rode to Hartwell, Ga., that afternoon, 158 miles. The next day's route was Hartwell to Salisbury, N. C., through three States, 303 miles. On the third day from Salisbury to Roanoke, Va., Taul rode 225 miles. On the fourth day, July 19, he rode out of Roanoke through the Blue Ridge Mountains to Williamsport, Md., 220 miles. The next long jump was from Williamsport, Md., to New Rochelle, N. Y., 315 miles over somewhat better roads, and the final lap from New Rochelle to Springfield was covered on the morning of the 21st, 150 miles. Mr. Taul, after a short visit in the North, expects to return to Balboa.

### RODE 11 LAPS, SAYS CREVVY

EDITOR.—In the ten-mile National Professional Championship, 61 cubic inches, at Sacramento last Sunday, it was reported that I won the race in 9 minutes and 8 seconds. As a matter of fact, I rode eleven laps of the track instead of ten, and made the eleven laps in nine minutes and eight seconds. This can be verified from Charles Fuller Gates, who was checking all the riders at the race.

My only reason for writing this letter is to set the records correctly before my motorcycle friends. RAY CREVISTON.

### EDUCATING THE RIDERS

Sheboygan, Wis., July 28.—An educational motorcycle run is a new stunt which is being tried out in this city with great success. Alfred Goedke, proprietor of the North Side shop, is the originator. The object of the educational run is to show riders participating correct driving hints. Each rider is given a number and is supposed to hold the same position in the run which takes in all of the principal streets in the down town district, followed by a little jaunt into the country and lunch afterward.

### SIGNS UP RACERS

Cincinnati, Ohio.—Manager M. E. Trimble, who had charge of the racing at the Lagoon motordrome, went to New York shortly after it was determined to rebuild the track, and has returned to take charge of it, with some speedy riders, including the popular "Pickles" Witherspoon, Eddie Gordon, of South Chicago, and several others. Nine riders have already been engage to furnish the contests, of which there will be six or seven each evening. Several bad spots in the track as it originally stood have been eliminated.

### FAIR TO HAVE MOTORCYCLE DAY

Streator, Ill.—The directors of the Northern Illinois District Fair, which will be held here during the latter part of August, have set August 30 as motorcycle day. They are putting up $400 in cash prizes for the racing on the afternoon of that date. The various events will be conducted by the Streator M. C.

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# Sunset Ramblers Nearing Home

*SANTA MARIA, Cal., August 1.—After four days of sightseeing in San Francisco those who were left of the Sunset Ramble party started homeward by motorcycle over the famous Pacific Coast Highway at 11 o'clock Friday morning, July 30. A vote was taken to decide whether the tourists would travel southward by steamer or ride their machines, and the motorcycle won out. As Charles Fuller Gates is going to remain in San Francisco for several weeks, it became necessary for Paul Derkum to abandon his motorcycle and sidecar and drive the U. S. Tire relief car. Mrs. Derkum is riding with him.*

The others in the party are Mr. and Mrs. Hugh Fargo, Harry Crandall, of Phoenix; Ed Peterson, of Los Angeles, and Mr. and Mrs. Christianson, who joined with their Indian and sidecar at San Jose.

The riders on leaving San Francisco went over the beautiful Peninsular Boulevard, passing through Burlingame, San Mateo, Redwood City and Palo Alto, the latter being the picturesque seat of Leland-Stanford University. The first leg, to San Jose, meant a ride of 51 miles. There the tourists had lunch.

Getting under way again at 2:30 the riders proceeded to Saratoga and then over the long heavy climb, through the Santa Cruz mountains into the famous California Redwood Park.

The Ramblers got into Santa Cruz at 7:30 and arranged to spend the night there, having covered about one hundred and ten miles of mountain passes. They got away at 10:30 the following morning. Paul Derkum had worked way into the night on the truck motor, "The Rock Crusher," to repair a broken pump bearing. The tourists rode 24 miles over hills and came in view of the beautiful Pacific. They then went to Watsonville, inland 20 miles to Salinas, whence it was concluded to make a side trip to famous Monterey, 20 miles southwest to the ocean.

After taking the world-renowned 17-mile drive to Carmal Mission and Pebble Beach, the Ramblers drove through the Presidio, one of the great homes for Uncle Sam's soldiers, and an inspection of the famous old Spanish landmark concluded the visit. They arrived back at Salinas at 7 o'clock, and on Sunday, August 1, they made a much earlier start, for they were compelled to cover 108 miles to Santa Maria. Leaving at 8 a. m. the tourists traveled a rough sandy road to King City, 50 miles south, in the fertile Salinas valley, then over the steep treacherous Jolon Pass. At Jolon they were surprised to find Duck, of motorcycle fame in the early days, running a general store. Duck built and marketed "The Duck," a two-stroke, in Oakland, in 1907. He also has several motorcycle patents in use to his credit at present. The Ramblers encountered very rough roads, but beautiful scenery clear through to San Miguel, where they had lunch, a few miles north of Santa Maria. They experienced the first mechanical trouble on the homeward journey when Edwards landed in one of the innumerable deep treacherous chuck holes and broke a fork. Peterson did the same thing and broke a bracket. Both got into San Miguel, O. K., and by some quick branch service Edwards had a new fork meet him on Sunday from San Miguel to Santa Maria. Derkum and his reliable old "Rock Crusher" saved a great loss of time in carrying both machines and riders.

Leaving San Miguel at 3:40, the Sunset Ramblers continued over bad roads into Paso Robles and Templeton, cutting through Atascadero Colony, a colonizing venture attracting nation-wide attention. Then they went over the famous Santa Marguerite pass into San Luis Obispo. They had ridden from Templeton to the crest of the pass of the new-paved highway. It is impossible to give a true conception of what wonders this coast highway holds in store; this pass, with its 15 per cent. grade and its numberless horseshoes and many railroad tunnels, is beyond description in its beauty, elevation and magnitude. From the performance of the Ramblers' motorcycles and sidecars on these very steep and very long grades, motorcyclists need no longer fear any elevation. The Ramblers visited both San Miguel and San Luis Obispo missions, and were en route then up to Pismo Beach, after 15 miles of very rough going. They entered Santa Maria last Sunday evening and spent the night there.

### TAKES SPRINGFIELD CENTURY

Springfield, Ohio, August 1.—C. F. Pineau, of Middletown, riding a Flying Merkel, won the one hundred-mile motorcycle race at the Clark county fairgrounds half-mile track on Saturday afternoon, July 31, going the distance in 2 hours, 10 minutes and 19 seconds.

Leonard Coffey, of Los Angeles, Cal., on a Harley Davidson machine, finished second in the derby, nearly seven miles behind Pineau. Johnny Ellis, of Indianapolis, on an Indian, came in third, being about six miles back of Coffey. The three riders, out of a field of eight starters, were the only ones to finish the 100 miles, the last two finishing after the crowd had gone home.

Among the local riders to take part in the event were: George Heine, riding a Pope; "Rube" Forbes, on an Excelsior, and Paul Wilkins, on a Harley-Davidson. On account of engine trouble, Heine was out of the race on the fourth lap. Forbes dropped out after going about 55 miles, while Wilkins continued 75 miles before he quit the game. Among the other riders were: "Bo" Amos, of Canal Dover, on a Merkel, and Fritz Myers, of McGrawville, Ind., on an Indian. Amos dropped out after going about eight miles, while Myers raced 25 miles before retiring.

Left, Charles F. Gates in U. S. Tire Car Near Santa Cruz; Top Center, Fixing the Fork on Paul Derkum's Sidecar Rig; Lower Center, The Ramblers Lined Up in Fresno; Right, Paul Derkum Showing How to Fix a Wire Control

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# Grand Prize

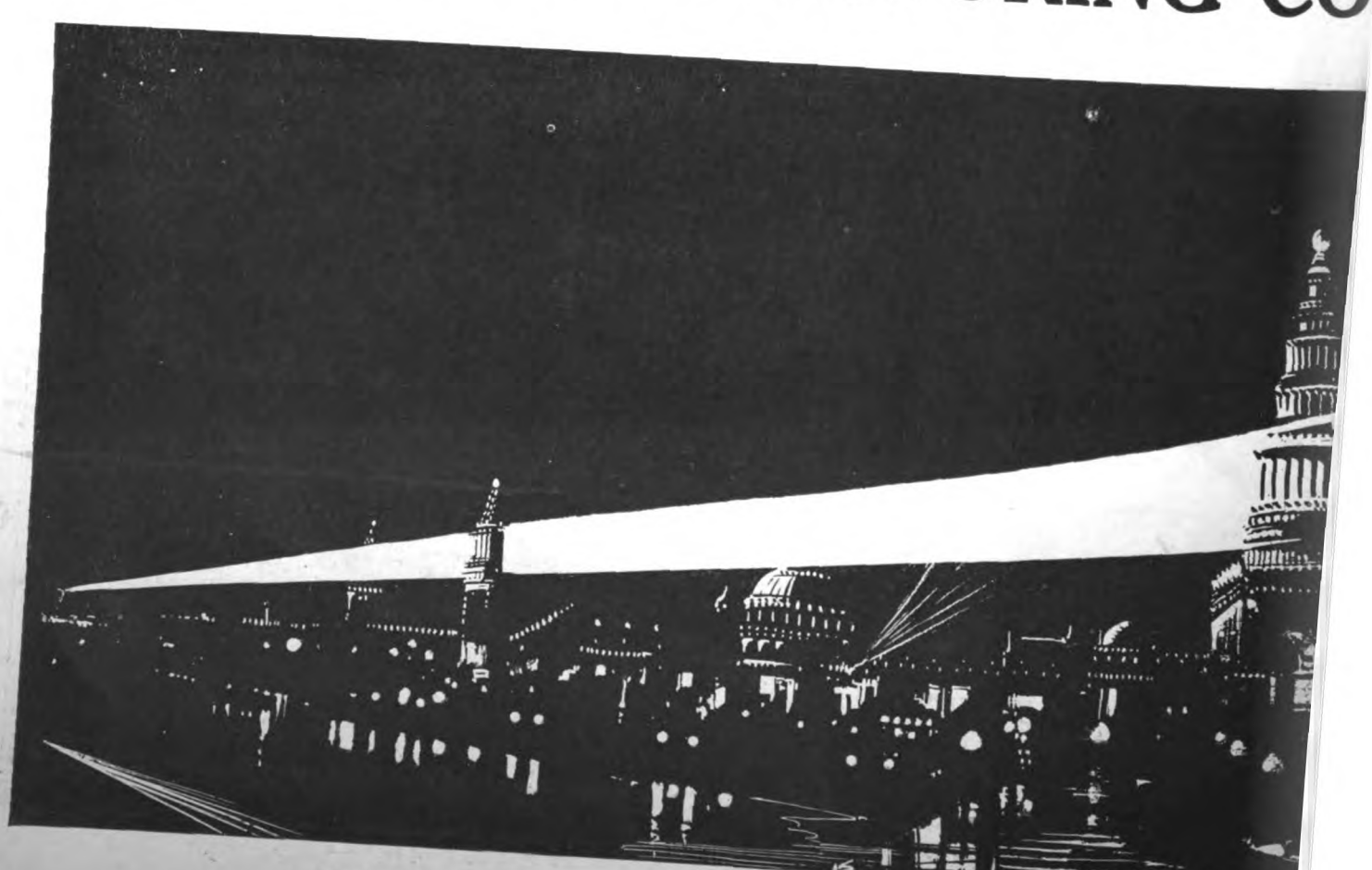
## Receives Highest Award Poss

A little over a month ago Indian announced that it ha been given a Medal of Honor at the Exposition and state that this was the highest honor earned by any motorcycle *This was a true statement.*

Yet other motorcycles claimed either directly or by inference to have attained equal or higher rank than Indian.

*Now Indian by winning the GRAND PRIZE sweeps aside all doubt and confusion thus created.*

## HENDEE MANUFACTURING CO





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# For Indian!

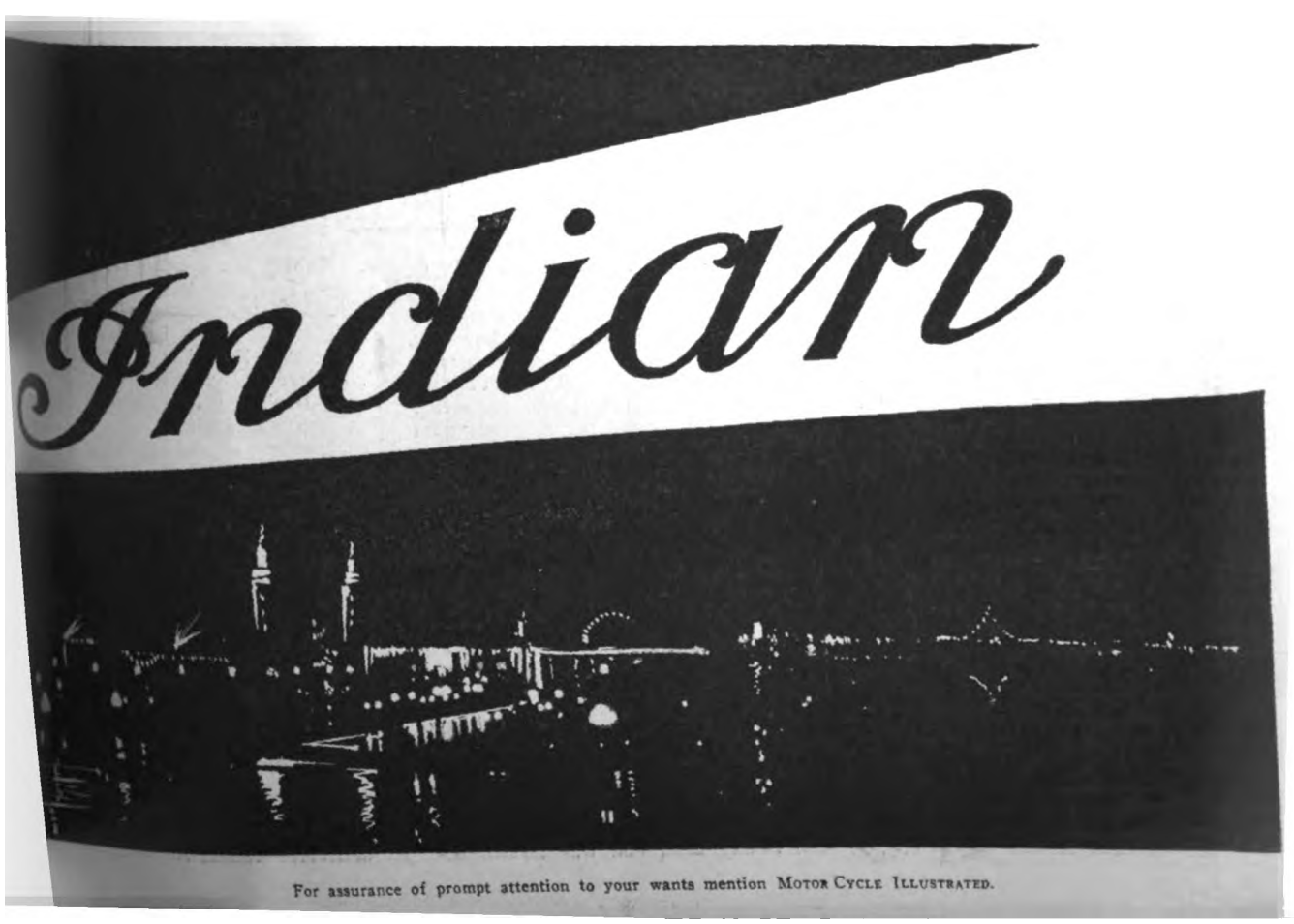
## At Panama-Pacific Exposition

**By reason of a re-classification wherein motorcycles are now grouped by themselves—and not with automobiles as heretofore—the Indian is awarded by the superior jurors the highest possible honor within their power to bestow.**

***There is but one Grand Prize. There is but one Indian. What more natural than that they should go together?***

**NOT ONLY DOES THE GRAND PRIZE SUBSTANTIATE THE INDIAN CLAIM OF A MONTH AGO THAT IT HAD WON HIGHEST EXPOSITION HONORS, BUT IN DOING SO IT LIKEWISE SUPPLIES AN EXAMPLE OF THE CAREFULNESS OF INDIAN ADVERTISING STATEMENTS.**

**'ANY** (Largest Motorcycle Manufacturers in the World) **Springfield, Mass.**



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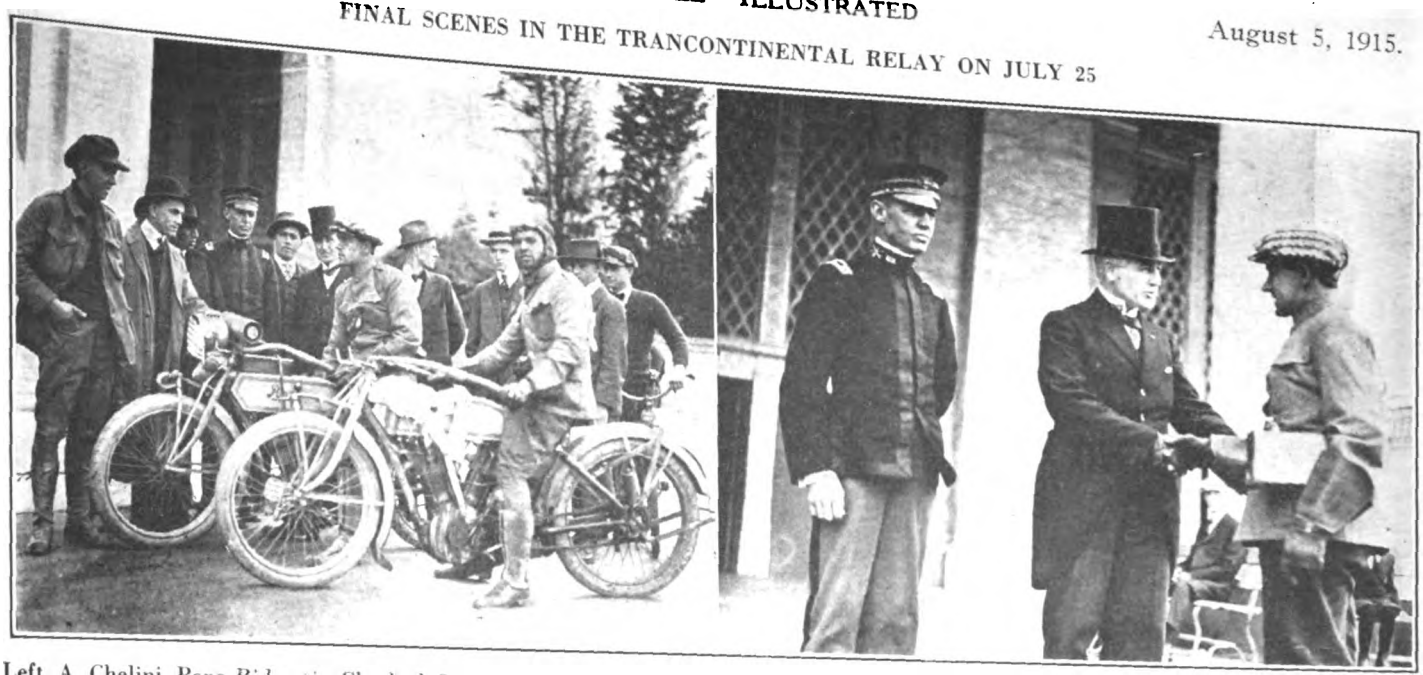
FINAL SCENES IN THE TRANCONTINENTAL RELAY ON JULY 25



Left, A. Chelini, Pope Rider (in Checked Cap) Who Carried Message to Its Destination, with His Alternate, Budd, in San Francisco; Right, Chelini Being Greeted by B. H. Hendersen, Chief of Transportation Building, at San Francisco Exposition

# Stiff Going in Grand Rapids Run

GRAND RAPIDS, Mich., Aug 1.—The second annual two-day endurance run of the Grand Rapids Motorcycle Club came to a close on Sunday night, August 1, when eighteen dust-covered and exhausted riders pulled up in front of the Livingston Hotel in this city. The run was the most gruelling that had ever been staged in the State of Michigan.

### Hard Knocks on Tap

The committee in charge of the run picked out the worst roads imaginable. Hardly had the contestants left the city and approached the first control when they struck some very hard going. Everything that could possibly make an endurance run difficult was on tap, including rain, sand, hills and cuts through "jungles."

Twenty-one riders started from the Herald office at 4:01 on Saturday morning, leaving the city at intervals of one minute. The first control was at Howard City, at which point all the riders arrived seven minutes before the schedule. The real trials began after Howard City was left behind. Most every man had a spill between that city and the second control which was twenty-four miles distant.

### Following Frontier Trails

Charley Blakey on an Excelsior had a freak spill between Reed City and Tustin, when he was stalled in the middle of the road with both wheels high in the air. Joe Rex, astride a Henderson, also experienced some engine trouble in the early part of the run. While approaching Marion the contestants had to follow a frontier trail which abounded in tree stumps, with the result that there were several more spills. Cranberry Creek, right out from Marion, proved to be the stumbling block of more than one rider.

State F. A. M. Commissioner Scherer had some very bad luck at the creek and was forced to retire because of a broken frame. Scherer knew the course perfectly, having been over it several times. Coming into Leota, Foster Good, on an Indian, met with a bad mishap which caused him considerable injury. Harrison was the noon control and all the riders who were still in the running sat down to a hearty meal.

### Sweet Dispositions Lost

Three riders were missing at the dinner stop, they being Scherer, Bernard and Blakey. It was interesting to hear the contestants swap experiences, for all of them vowed that they had never gone through such a harrowing ride. Hats, coats, sweaters, mudguards and sweet dispositions had been lost by the roadside. The next control was at Gladwin and it was made without any serious accident. F. Martin, an Indian rider, had lost his saddle and finished out the first day's schedule minus a comfortable seat.

The stretch from Panconning to Bay City, the night control, consisted of twenty miles of fairly good road and was comparatively easy riding. On checking in at Bay City, the riders were welcomed by members of the local club. It was found that all but the three contestants who dropped out earlier in the day had entered the city and as far as it was possible to learn there were six perfect scores up to the time Bay City was reached.

### Second Day Easier

The second day's schedule provided much better going. Almost all the roads were in the boulevard class, with the exception of about twenty-five miles. Early on Sunday morning the Bay City club fellows saw the endurance riders out of their city and headed for Saginaw. Warren Vellman, on a Henderson, got confused at Saginaw and was unable to find the checking station, with the result that he was put out of the running.

Rolf Storts, Excelsior, took the worst spill of the run on the second day when he struck a clay bank and was thrown beneath his machine. Vandenberg, who was feeling his way through, came to the rescue. Later in the day the rescuer himself got into trouble when he skidded and bent his forks. From Kalamazoo into Grand Rapids the boys made record time and arrived one hour ahead of the schedule, all of them ready to drop from exhaustion.

### Hard Course Demanded

The reason given for picking out the hard roads was that a majority of the Grand Rapids Club members had complained that the courses followed on previous runs were entirely too easy and that every entrant could finish in good shape. That the course followed by the run which ended last Sunday was one which tested the courage and the endurance of the riders was evidenced by the fact that a number of the factory men said that they would never have entered had they known how gruelling the grind was going to be.

Those who participated in the affair were as follows: H. D. Immel, Henderson; Chas. Blakey, Excelsior; T. Martin, Indian; E. F. Seydelle, Excelsior; N. Vanderberg, Harley-Davidson; Ray Chipmer, Harley-Davidson; Rolf Storts, Excelsior; Joe Rex, Henderson; John Foster, Harley-Davidson; H. Bernard, Indian; Ransom Heth, Excelsior; M. Hull, Harley-Davidson; M. J. Clark, Excelsior; E. C. Starr, Excelsior; Jim Long, Indian; Chas. Drude, Henderson; Foster Good, Indian; J. A. Jacobs, Indian; Wm. Dovery, Henderson; Commissioner Scherer, Harley-Davidson; Warren Vellman, Henderson.

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### FIRST SPEEDWAY RACES

Tacoma, Wash.—The first motorcycle events on the new Tacoma Speedway will be held on August 15, according to latest advices. The track was thoroughly tested out on July 4 by the automobile events and is now in first-class condition. Practically all dealers in Tacoma are supporting it.

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# Fast Time Between Showers at Toledo

TOLEDO, Ohio.—After spoiling the program a week ago, and causing the race meet of the Interstate Racing Association to be postponed, the weather man threatened to repeat yesterday afternoon, and it was only by snatching an interval when he wasn't looking that the events were held.

Rain the night before had left the track very wet, and it was necessary to drag the surface considerably before it could be ridden. However, when the riders did get on, it was fine, as the moisture served to pack the dirt beautifully. And as a result, the fastest time that has been made on any half-mile track in the country since 1913 was reeled off in the five-mile final heat, when Shorty Matthews turned the five laps in 5:34⅘.

Verrill scored his only win of the day in the first heat. Jumping away from the pace with Jones, Merkel close behind, he gained a safe lead on the rest of the bunch in the first lap. Jones pushed him hard all the way, trying to crowd past the leader, but while that margin was small it proved sufficient, and the two shot over the finish line still in the same relative positions. Wilkins was third man in, on his Harley-Davidson.

Fritz Meyers, Indian, stepped to the front right away in the second heat, with Coffey, Indian, second, and Goudy third, with the cyclone on the first lap. Goudy let out a few links and slipped past Fox into second position in the next lap. But Shorty Matthews, who had been back in the ruck at the start, was coming up fast now. He rounded past Fox in the third mile, taking third place, and rolled on and nipped Goudy in the next lap.

Then he hitched his wagon to a star and set sail for Meyers, who had pried off a good lead. Shorty was riding dike a monoplane in the war zone, seeming to risk his liberty and pursuit of happiness at every turn. Slowly he pulled up on Meyers, but the distance remaining was too short, and the checkered flag signaled the finish with Meyers still a dozen feet ahead. Coffey on a Harley-Davidson finished third.

The five-mile final heat was a battle royal. Meyers and Jones jumped to the front at the start, with Matthews coming up from behind in a hurry. On the second lap Matthews streaked past Jones, and tried to collect Meyers' scalp, but the Ft. Wayne pilot held him off and refused to be passed. Then there was a regular race. Some at wide-open speed, they ripped off the laps side by side, neither giving an inch. The deciding point came when Meyers struck a damp spot on the upper turn, skidded clear across the track into the grass, and had to slow down to keep out of the fence. By the time he got straightened out again, Matthews had slid past on the pole and gained a lead of fifteen feet, which was quite enough to win the race. But the pace had been so fast and the skirmish so hard-fought that at the time the watches showed 5:34⅘ for the five miles, which is "some" time.

In the 25-mile free-for-all sweepstakes, Matthews again took up the pace-maker job at the sendoff, with Meyers and Amos close behind, and Coffey rolling fourth. But Shorty's motor expired in the fourth mile, putting him out of the race. Whereupon Meyers grabbed first place, and Coffey, making a strong bid, moved up and grabbed second place away from Amos. So it was as Meyers, Coffey and Amos at five miles.

Amos pranced forward again in the seventh mile, and went past Coffey, but Coffey couldn't get the idea, and moved up into second place again on the back stretch of the same lap. Then started the real race between these two, with second place as the object. Hanging close together, they argued the matter out with great earnestness, neither giving anything away.

At ten miles it was still Meyers, Coffey, Amos, but Amos was coming up now, and in the second lap of that mile he squeezed past Coffey for second position. In the eleventh, Amos began increasing his advantage, slowly drawing away from his rival. At 15 miles the story read Meyers, Amos, Coffey, and with all three reeling off the laps steady as clockwork, they raced on past the 20-mile mark.

Then the rain, which had been threatening all afternoon, began to get action, and the first warning drops dribbled down. With 21½ miles covered Referee McConnell stopped the race, the time for that distance being 24:07⅖. Summaries:

First heat, five miles—Won by Verrill, Indian; Jones, Merkel; Wilkins, Harley-Davidson. Time, 5:51.

Second heat, five miles—Meyers, Indian; Matthews, Indian; Coffey, Harley-Davidson. Time, 5:38.

Final heat, five miles—Matthews, Indian; Meyers, Indian; Coffey, Harley-Davidson. Time, 5:34⅘.

Consolation race, five miles—Amos, Merkel; Stohan, Yale; Temple, Indian. Time, 5:56.

Match race, two miles—Matthews, Indian, Meyers, Indian. Time, 3:23.

Twenty-five miles, free-for-all, sweepstakes—Meyers, Indian; Amos, Merkel; Coffey, Harley-Davidson. Race stopped on account of rain at 21½ miles. Time, 24:07⅖.

## AFTER OPEN-MUFFLER FIENDS

Covington, Ky.—With the coming of the dog-days the usual medley of needless noises has got on the nerves of Chief of Police Schuler, especially in view of certain ordinance requirements, and he is hot on the trail of owners of motorcycles and automobiles who ignore that part of the traffic ordinance which provides that open cut-offs are illegal.

## ONE-HOUR RACE FOR NARRAGANSETT PARK ON SEPTEMBER 18

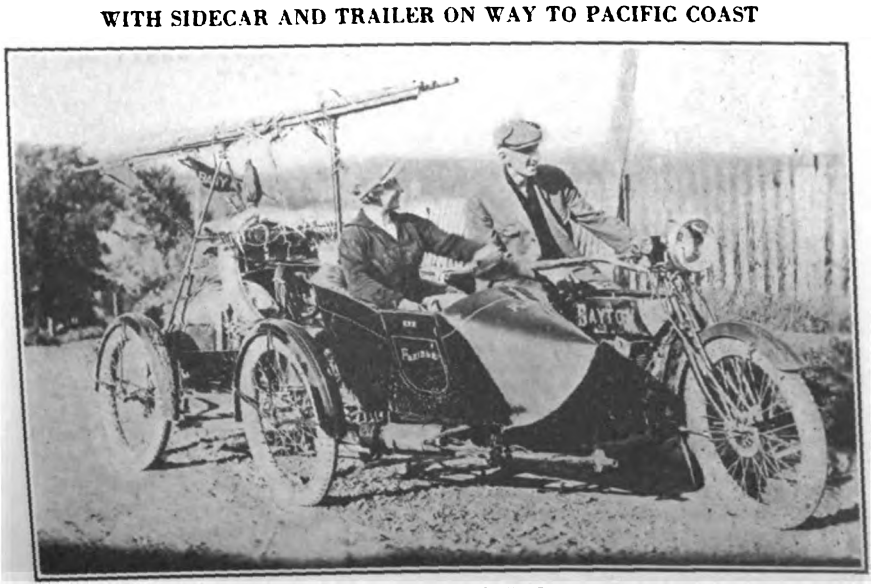
Providence, R. I.—The Narragansett Park Speedway, Inc., announces that a one-hour professional race will be held on the new Narragansett Park Speedway on September 18. The race, which is for machines having a capacity of 61 cubic inches or less, will be limited to 20 starters. There will be six cash prizes offered, totaling $1,000. The winner will get $500, the second man $250 and the third man $100. Fourth, fifth and sixth prizes are respectively $75, $50 and $25. The entry fee is $10, the closing date being September 8. Post entries, at double fee, will be received up to noon on September 18. Those interested should address the promoters, care of P. O. Box 1494, Providence.

The Narragansett Park Speedway is a mile track with sheet asphalt surfaces and concrete foundation. The turns are equal in length to the straights. The home stretch is 75 feet wide, while the turns are 70 feet wide with a 17-foot emergency apron. The track is banked for speed and great care has been taken to ensure the safety of both riders and spectators.

## POPULARITY OF SIDECARS

Newark, N. J., August 2.—Figures that show the wonderful popularity of the sidecar outfit were revealed when an actual count of the number owned by New Jersey M. C. members was shown to be 32 out of a total membership of 98 riding members. Rarely a club run is held that sidecars do not constitute one-half of the total number, and all this has happened during 1915.

## WITH SIDECAR AND TRAILER ON WAY TO PACIFIC COAST




**Outfit of Mr. and Mrs. Wengatz, of Albany, N. Y., Leaving Loudonville, O., After Attaching Flxible Car and Trailing Carriage; Motorcycle Used Is a Dayton**

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# CREVISTON IS 2-MILE CHAMP.

## Indian Star Wins National Pro. Event at San Jose Meet—Johns Takes Two

SAN JOSE, Cal.—Ray Creviston and Don Johns each took two out of the four pro. events at the San Jose Driving Park yesterday, the occasion being the meet held jointly by the San Jose M. C. and the San Francisco M. C. Johns, who joined the Indian racing crew before the meet, took the five-mile free-for-all and the ten-mile pro. events. Creviston however, captured the two-mile F. A. M. Pro. Championship race, and a five-mile event with ease. Liggett, the National Amateur Champ., carried off both amateur races, and Zattle, Excelsior, took the five-mile novice event.

The opening race was the five-mile pro., with Creviston, Johns, O'Berg and Tores, all on Indians, as starters. It was Creviston first, Johns, second and O'Berg third in this event. A five-mile amateur race, with four entries, showed the amateur champ. Liggett to be the best sprinter, with Winkler, Cyclone, second and Swale, Excelsior, third. Ward, Indian, finished fourth. The time was 4:51⅕.

### Championship Hotly Contested

The two-mile F. A. M. Championship was hotly contested for by Creviston, Johns, O'Berg and Gibson, the latter on a Cyclone. Creviston and Johns came in one-two with Gibson a close third. The time was 1:38⅗. A second five-mile amateur event was won by Liggett, Indian, with Zettle, Excelsior, second and Swale, Excelsior, third, in 4:42⅕. The next race, a five-mile novice, went to Zettle, with Warner, Indian, second and Swale third. The time was 5:03⅕.

In the ten-mile pro. stripped stock, all entrants rode Indians. Creviston led up to the seventh mile, but lost a push-rod and dropped out. Johns won, with Torres next and O'Berg third. The time was 8:21. The next event, a ten-mile free-for-all, was cut to five miles after Creviston struck a rock in the seventh lap and came off. Johns came in first, with Creviston, second and Gibson, Cyclone, third. Time, 4:10⅗. The track was in good condition and a fair crowd saw the races. Among the trade men present were Stewart Slosson, of the Firestone forces; C. H. Minto and W. G. Collins, of the U. S. Tire Company; F. L. Ryan, of Goodrich sales staff; B. L. Anderson, E. G. Baker, Happy Alzina, Doc. Carlson, Mose Leavitt of the Hendee Company.

A hard fight for position made it very interesting.

WHERE THE LADY RIDERS ARE NOT OVERLOOKED

**Members of the Dixie M. C., of Roanoke, Va., with Their Wives and Sweethearts on a Recent Jaunt. Photo Forwarded by G. A. Martin**

CONTROLLING COMPETITION AT GALESBURG, ILL.

**Captain Yates (in White Suit), Veteran Illinois State Commissioner, Waiting for Start of Pro. Race at Meet on July 5, at Which He Refereed**

### SPERL WINS BRIGHTON DERBY

Brighton Beach, N. Y., July 31.—George Sperl, riding a Harley-Davidson, won the 30-mile Brighton Derby at the initial meet at the Motordrome last night. Sperl's time was 24:11⅕. George Hamilton was second and Stephano Quaccinelli, third. Hamilton won two heats out of three in a two mile match against Sam Henderson, his times being 1:37 and 1:39⅕. Arthur Chapple, the veteran, was matched against Sperl in a three-mile event and won in 2:14, using an eight-valve machine.

The Brighton Derby had six starters, Chapple, Sperl, Henderson, Quaccinelli, Bill Brown and George Hamilton. From the start it looked like Chapple's race, as he rapidly lapped the field up to the ninth mile. He then stopped for oil, losing his lead of two laps thereby. Hamilton then led with Sperl second. Brown went out at the twelfth mile. Chapple was entering his twelfth mile and had one lap to the good when he experienced a front tire blowout. In spite of his skill, he came off, but escaped with a few abrasions only. Quaccinelli went out for oil in the twelfth mile and did not resume for some time. Sperl and Hamilton fought it out for first place until the last two laps, the former finally winning by a wheel length. Quaccinelli was third with 24 miles to his credit.

The Motordrome is now being run by the A. H. Patterson Amusement Company, with Edward Harvey as manager. This was the first meet under the new management, and the crowd of 2,500 who attended augured well for the successful future events.

### MEMBERSHIP CAMPAIGN WINNERS

Buffalo, N. Y., Aug. 2.—During the recent membership campaign of the Buffalo M. C., Fred Schutt and A. D. Cook won the prizes for bringing in the largest number of new members. Goodyear tires were given as prizes.

### BUFFALO RIDERS CELEBRATE

Buffalo, N. Y., Aug. 2.—The members of the Buffalo M. C. and their friends had a "blow out" at their club rooms recently to celebrate the success of the last race meet. This affair netted them over $150.00.

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# Convention Visitors at Capital City M. C.

SACRAMENTO, Cal.—Following is a list of the visitors who registered at the headquarters of the Capital City M. C. during the F. A. M. convention week:

Dr. G. B. Gibson, Westboro, Mass.
W. G. Collins, San Francisco.
R. R. Rathbone, San Francisco.
R. P. Weichert, San Jose.
Bert Farewell, Sacramento.
Carl Goudy, Fairburg, Ill.
Robert Perry, Joliet, Ill.
William Leuders, Chicago, Ill.
Glen Stokes, Los Angeles.
John L. Donovan, Chicago, Ill.
A. W. Parry, representing **Motor Cycle Illustrated**, New York, N. Y.
Joe Esler, Quincy, Ill.
M. J. Graves, Los Angeles.
"Happy" Alzina, San Francisco.
George W. Sherman, Springfield, Mass.
B. Neustatt, San Francisco.
Chas. H. Johnson, San Francisco.
T. J. Sullivan, Chicago, Ill.
Wm. N. Johnson, Chicago, Ill.
Frank B. Rodger, Milwaukee, Wis.
L. J. Berger, Los Angeles.
Claude F. Franson, Cheyenne, Wyo.
H. W. Dangerfield, San Jose.
G. B. Slater, Bakersfield.
Herman J. Meyer, Vallejo.
L. H. Thompson, San Francisco.
E. L. Retlig, San Francisco.
J. Howard Rodda, San Francisco.
J. D. Gorman, Portland, Ore.
Miss Gladys Johnson, Chicago, Ill.
H. B. Bolt, Marysville.
C. C. Stine, Santa Paula.
Ed Tice, Bakersfield.
M. Tice, Bakersfield.
Leo Hess, Bakersfield.
Harry Rogers, Bakersfield.
Stewart Slosson, representing Firestone tire interests, Akron, Ohio.
H. M. Mathers, San Francisco.
T. E. Thompson, San Francisco.
Bud Baker, Washington, D. C.
Dick O'Brien, Washington, D. C.
M. E. Still, Bakersfield.
Charles Fuller Gates, Los Angeles.
Wm. Hodecker, Portland, Ore.
George P. Faulkner, San Francisco.
Mrs. G. T. Faulkner, San Francisco.
C. Bowman, Vancouver, B. C.
Mrs. C. Bowman, Vancouver, B. C.
W. Ed. Edwards, Los Angeles.
A. Brown, Los Angeles.
Harold Frank, Los Angeles.
A. B. Coffman, Toledo, Ohio.
Paul Derkum, Los Angeles.
Frank L. Wood, Milwaukee, Wis.
Mrs. Wm. N. Johnson, Chicago, Ill.
Robert Crandall, Dodge City, Kan.
J. J. Donovan, Vallejo.
S. S. Sprecher, Los Angeles.
C. L. Smith and wife, Los Angeles.
E. E. Freese, Los Angeles.
F. L. Sweeney, Los Angeles.
F. George Aten, Los Angeles.
Jennings Heffering, Los Angeles.
L. H. Weilheimer, Fresno.
Mrs. G. F. Rettig, San Francisco.
F. E. Rettig, San Francisco.
C. E. Oberg, San Francisco.
J. H. Baumgardner, San Francisco.
A. D. King, San Francisco.
Mr. and Mrs. F. H. Bente, San Francisco.
Floyd Corliss, San Francisco.
L. Lansing, San Francisco.
Mr. and Mrs. Picard, Marysville.
R. Hare, Marysville.
Miss E. Schmutzler, Marysville.
Chas. Rosalli, San Jose.
W. C. White, San Jose.
M. Slaght, San Jose.
J. H. Wilson, San Jose.
P. O. Weichart, San Jose.
Howard Manchester, San Jose.
Earl Ballantyne, San Jose.
Mr. and Mrs. H. Hawkins, Oakland.
E. F. Rose, Oakland.
S. D. Herzog, Oakland.
E. F. Zim, Oakland.
Walter P. Siedenlopf, Oakland.
A. L. Lesebat, Oakland.
A. Freed, San Francisco.
F. L. Ryan, San Francisco.
Mr. and Mrs. F. F. Donovan, Vallejo.
G. C. Guard, Turlock.
A. W. Swanson, Turlock.
E. A. Oldridge, Modesto.
Robert L. Doty, Lodi.
W. H. Depew, Lodi.
W. S. Coughlin, San Francisco.
Ralph Joseph, Concord.
G. H. Marchand, Berkeley.
A. E. Medgeley, Menlo Park.
H. A. Shupp, Stockton.
J. E. Miller, Stockton.
L. F. Kidd, Stockton.
F. G. Joseph, Oakland.
O. J. Preston, Berkeley.
O. J. Preston, Jr., Berkeley.
Mrs. Preston, Berkeley.
Mrs. Rose Kerns, Berkeley.
Frank Margadant, Pasadena.
C. P. Bulger, president Alameda M. C., of Oakland.
A. E. Willard, Oakland.
Frank Mulerhill, Redlands.
Deane Shrimpton, North Yakima, Wash.
Roy Lemmon, North Yakima, Wash.
Fred Werner, Chicago, Ill.
E. W. Smith, Marion, Ohio.
John R. Ginn, Ashgrove.
W. B. Dunn, I. C. S., Yolo, Cal.
Clyde Farrar, Klamath Falls, Ore.
Ralph Kenney, Fresno.
John Chick, Fresno.
E. H. Baldwin, Fresno.
H. Larson, Fresno.
G. H. Glanschit, Fresno.
Harry Kroeken, Reedly, Cal.
Otto Hertwig, Reedly, Cal.
F. J. Edler, K. U. Co., Sacramento.
W. N. Langsdon, K. Co., Sacramento.
Chas. W. Mack, Reno, Nev.

## WITH HIS TWO RECORD-BREAKERS

**Erwin G. Baker Between His Indian and Stutz Machines, on Both of Which He Crossed the Continent**

## YES, GOING SOME!

Wilmington, Ohio.—Thurman Miller, the local paragraph writer, is looking forward eagerly to his vacation, which is to be spent very largely on his motorcycle, touring hither and yon. Mr. Miller, who is familiarly known as "Dusty," has for some time nursed an ambition to cross the country to the Exposition on his two-wheeler, but there are grave doubts cast on his ability to make the trip, although he does not appear to consider it very difficult. His belief in the speed and powers of his machine appears from the following remark on his proposed trip, as he recently set it forth in the paper: "It is our plan to leave early some Sunday morning, while the rest of the folks are at Sunday school, and if nothing should go wrong we ought to be back in time to get our share of the cold fried chicken and apple pie for supper." Which would certainly be going some, even for Miller!

## TROUSERS AS TOW-LINE

Freeport, N. Y.—That the ingenious man can overcome what may apparently be insurmountable difficulties is proved in the recent case of an automobilist and a motorcyclist who met on the Merrick Road in the late afternoon. The automobilist found that he could not get his machine to run, so appealed to the passing motorcyclist for aid. The latter finally decided to tow the four-wheeler into this town, but the necessary rope was unobtainable.

Night coming on, the car driver finally supplied a tow-line in the shape of a pair of trousers, which he slipped off for the purpose. The motorcyclist whose name was Verbeck, then towed the four-wheeler to its owner's home over back streets. The trousers used as a tow-line survived the operation.

## USING MOUNTS FOR DESPATCH WORK

Mason City, Iowa.—Quite a number of Mason City riders who are members of the Iowa National Guard are now using their mounts for despatch work during the manoeuvres at Camp Mahoney. The staff officers find the machines very valuable in transmitting messages both in the field and when in camp.

## LOCAL PENNA. COMMISSIONERS

Local commissioners for the F. A. M. in the State of Pennsylvania have been recently appointed by Commissioner E. A. Robertson, five having recently assumed their duties. They are: Bruce B. Keller, Scranton; James Mayo, Reading; H. E. Sechrist, Harrisburg; W. O. Rhoads, Shamokin, and E. B. Wagner, Wilkesbarre.

## KELLOGG HANDLING RACES

The Danbury Fair Association, of Danbury, Conn., is arranging a program of motorcycle events to be held on Monday, October 4, on the track at the fair grounds. The program is in the hands of Stanley T. Kellogg, of State street, Bridgeport, Excelsior distributor, and will be announced shortly. There will be cash prizes to the amount of $365, and merchandise for the amateur winners.

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# BRONX ASS'N TO HAVE BIG RALLY

## Many Clubs Have Been Invited to Participate in Program at Savin Rock on Aug. 22

BRONX, N. Y.—On Sunday, August 22, the Bronx Motorcyclists' Association will hold a social run to Savin Rock, Conn., and there stage a general rally for the motorcyclists of New York and vicinity. Invitations have been extended to all the clubs within a radius of a hundred miles of the Rock, and from present indications every organization in the district will be represented. Under favorable weather conditions it is expected that about 800 riders will be on hand.

Tours are being arranged from the various districts, and will probably be captained by the following clubs:

Northern Section—Providence M. C. Leave Providence, R. I., at 6 a. m., passing through Narragansett Pier, New London, Westbrook and New Haven. Distance, 128 miles.

Middle Section—Worcester M. C. Leave Worcester, Mass., at 7 a. m., passing through Springfield, Hartford, Meriden and New Haven. Distance, 114 miles.

Western Section—Poughkeepsie M. C. Leave Poughkeepsie, N. Y., at 8 a. m., passing through Stormville, Pawling, Danbury and Bridgeport. Distance, 80 miles.

Main Section—Bronx Motorcyclists' Association, consisting of clubs from New York City, Brooklyn and other Long Island points, Staten Island and New Jersey. Leave Columbus Circle, New York City, at 8 a. m., passing through New Rochelle, Stamford and Bridgeport. Distance, 75 miles.

Savin Rock is three miles south of New Haven and can be easily located owing to the fact that the roads are well posted.

It is the aim to have all the clubs gather at Savin Rock at noon and have lunch, which can be obtained at very reasonable rates, and then pose for a photograph. The rest of the time prior to the start on the homeward runs will be devoted to getting acquainted and to such games as the riders may wish to indulge in.

Clubs on or near the route of any tour are invited to join the party from that district at the nearest convenient point. As the average running time will be 20 miles an hour, no one need fear that the outing will become an endurance contest. It is a purely social undertaking.

Further details may be obtained by communicating with Wallace Stuart, secretary-treasurer of the Bronx Motorcyclists' Association, at 1010 Washington avenue, Bronx, New York.

### MARYLAND M. C. EXCURSION

Baltimore, Md.—The annual excursion of the Maryland M. C. to Atlantic City left for the noted New Jersey resort on July 24, with over 20 members and guests in the ranks. The cortege soon left the city limits and were well out on the Belair road, speeding on their way to Wilmington, at which city they arrived in due season. From the Delaware capital they went over via Penns Grove and finally established their headquarters at the Hotel Whittle, New York avenue, in Atlantic City.

The Belair road has been completed and so the tourists reduced the time to Wilmington, Del., considerably as compared with the time in the 1914 annual excursion. Among the party were Mr. and Mrs. William Snyder, Gus Heinz, Mr. and Mrs. Edward McDonnell, H. E. Snyder, Mr. and Mrs. W. S. Standiford, Mr. and Mrs. F. O. Boyd, C. Hubert, C. Frank and Ferd Lautenbach, Jr.

FEATURE IN BELGIAN FLAG DAY PARADE AT MELBOURNE

**Indian Stretcher Sidecar Belonging to Australian Red Cross Which Attracted Great Attention in Recent Benefit Parade; Representative "Teddy" Hastings Is in the Saddle**

# CHICAGO INDIANS ENJOY POTLATCH

## Seventy Members of the Chicago Indian M. C. Dine at the New Club House

CHICAGO, July 26.—The Chicago Indian M. C., located at 1150 Jackson Boulevard, gave a banquet to its members last Saturday evening, July 24, in its new club house. More than seventy members in good standing enjoyed the good eats, music and talks.

Plans were made at the banquet for the next club run to be given August 15, when all members will again strive for a perfect score. Much interest is being shown in these monthly runs, as Mr. Schiller has offered a $60 gun for the rider who comes through the six months with the best score.

This club is managed somewhat on different lines from other local clubs and is one of the livest in the Windy City. The club rooms, which are the largest in the city, are all well furnished. The first floor is used for storing machines while the second floor is devoted to sleeping apartments where any motorcycle club rider from out of town may spend the night, if he can show proper credentials. Top floor is given over to a gymnasium.

### FINAL INDIANAPOLIS SCORES

Indianapolis, Ind., August 3.—Final returns on the 18-hour endurance run of the Indianapolis Motorcycle Club last week show that the six finishers in the run completed with perfect scores. Geo. Von Staden of the Indian team has the highest score, as he checked best at the secret control near Gosport. The Indian team won the trophy for team entries. The members of the Indian team were Nels Hodgin, Geo. Von Staden and Al Appel. The individual riders finishing with a perfect score were Jack Carr, Indian; Johnny Merz, Excelsior, and Don Gilchrist, Excelsior. Glen McCleay on a Pope, riding as a member of the Indianapolis team, got within fifty miles of the finish with a perfect score and was forced out of the run with motor trouble. McCleay was the only rider of a single speed motor who was able to ride up the "Knobs," Indiana's steepest hill. The riders started from the Indianapolis club house at one minute after midnight on July 25. Thirteen starters left the club.

### SWIFT RUSH FOR "BACON"

Rochester, N. Y., July 31.—In order to win a wager of seventy-five dollars, H. C. Kretz, of this city, recently rode from Rochester to Buffalo, a distance of seventy-six miles, in one hour and forty-two minutes on his Thor machine. Kretz left Rochester at 7 a. m. and arrived in the Bison City 8:42 a. m., having made two detours and two stops for road information. Upon his departure from Rochester, Kretz received a sealed letter bearing the time of his leaving and when he arrived in Buffalo this note was handed to E. C. Carpenter, who then announced the time in which the journey was made.

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# With the Manufacturers

### ON A 1,000-MILE TOUR

Among the recent visitors to the Pope factory at Westfield, Mass., was Frank Lockwood, of New Bedford, Mass., who was completing a two weeks' trip of 1,100 miles covering the territory from New Bedford through Maine, New Hampshire, Vermont, Massachusetts and back to his home. Mr. Lockwood is an enthusiastic motorcyclist, and says a motorcycle tour is the finest way to see the country, and that in seeing the country tourists should not forget New England. Mr. Lockwood has ridden 15,000 miles during the two seasons he has had his Pope machine, and in this riding has required less than $2 worth of repairs, aside from tires, which have cost, as he expresses it, "as well as could be expected."

### JULY ISSUE OF THE "DEALER"

Much of the first part of the July issue of the *Harley-Davidson Dealer*, the house organ devoted to the interests of the Silent Gray Fellow, is given over to photographs and descriptions of the victory at Dodge City, Kan., on July 5. The race at La Grande, Ore., is also treated at length and is as well illustrated as the classic in Kansas. Unique uses of sidecars and vans are shown, and there is an excellent article on the care of the storage battery, such as is used in the 11-J models. A short chapter on the county fair as a publicity means closes the book.

### SEEK AMERICAN PRODUCTS

The Albert Harman Company, manufacturers of cycle and motor materials, tools and hardware sundries, at 26 Hamilton Road, Ealing, London, Eng., announces that it has taken on the agency of representing American manufacturers of cycle and motor accessories. Those who are interested in extending their export trade are invited to take the matter up with the Harman Company, addressing Mr. Harman, manager.

### "SEE AMERICA FIRST" GUIDE

Of interest to all who tour is the publication issued by the B. F. Goodrich Company of Akron, O., entitled "See America First." This book is descriptive of the main scenic features from the Atlantic to the Pacific Coast and each route and important place is well illustrated. Accompanying these are short talks on road conditions, etc.

Goodrich not only through the tires and accessories, but also through its touring bureau and guide posting service, has done much to popularize the "America First" movement. The book can be had by sending a two-cent stamp to the company at the Akron address or by personal application at one of the many Goodrich branches.

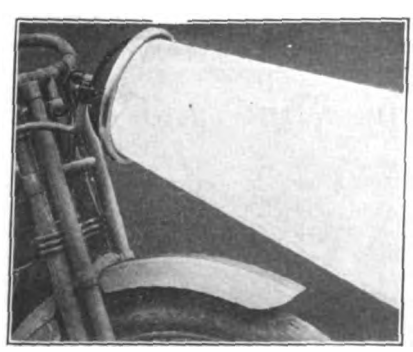
The latest addition to the many individual tour books issued by Goodrich is the Michigan route book, dealing chiefly with Chicago to Cleveland and reverse. This can also be had by application to any of the Goodrich branches or by writing to the Akron office, care of Touring Bureau.

### SCHWINN ENTERTAINS AT DINNER

Sacramento, Cal., Saturday, July 24.—Ignatz Schwinn, president of the Excelsior Motor Manufacturing & Supply Co., gave a dinner at the Sacramento Hotel tonight at which the following guests were present: Mr. and Mrs. Edward Merry, Bert Quayle, Tom Girton, the Misses Helen and Marguerite Schwinn, Mr. and Mrs. J. L. Donovan, Mr. and Mrs. Bob Perry, William Leuders, Carl Goudy, Glen Stokes, A. B. Coffman, Bill Ash and Mr. and Mrs. Schwinn. Bill Ash acted as toastmaster and made a good job of it.

### NEW ELECTRIC HEADLIGHT

The Pittsburgh motorcycle headlight, illustrated herewith, will be of interest to motorcyclists whose machines are not equipped with an electric lighting system,



**Pittsburgh Headlight**

for the reason that its low current consumption (1 ampere) makes the ordinary dry-cell battery a satisfactory and economical source of current supply, thus giving the advantage of an electric headlight without any outlay for a lighting system beyond the small expense for batteries.

The lamp is designed to use as a searchlight for automobiles, as well as a headlight for motorcycles and affords ample light for either machine by the use of powerful focusing lens in connection with an 8-inch parabolic reflector, which gives a strong beam of light with extended thrust. The bulb is a 6-volt Mazda, and the lamp can therefore be used with a 6-volt lighting system as well as with dry cell batteries. It is manufactured by the Pittsburgh Electric Specialties Company of Pittsburgh, Pa.

### WALKER HEADS POPE SYNDICATE

Westfield, Mass., August 3.—Latest developments in the sale of the Pope plant reveal the fact that Wilbur A. Walker, for twenty-five years connected with the Pope company, is at the head of the New York capitalists who have recently purchased the plant and general business of the Pope Mfg. Co. A complete announcement will be made when the transfer of the property takes place.

It is stated that probably one or two well-known New England manufacturers will be on the board of directors. These men are said to have a wide experience in the bicycle industry. Mr. Walker has for ten years managed the selling end of the Pope company and he is widely known to all Pope dealers throughout the country.

### GOODYEAR'S TIRE POLICY

Akron, Ohio, July 31.—Mr. E. R. Stilwell, manager of the bicycle tire department of the Goodyear Tire & Rubber Company, in recently calling attention to the fact that his company was the pioneer in attempting the standardization of a 1¾ inch single tube bicycle tire, spoke of the larger production and corresponding reduction in price which was made possible in thus standardizing bicycle tires.

"We, some time ago," he said, "launched the policy of making only one type of bicycle tire. It has been realized by bicycle tire makers that too many sizes have been manufactured to insure economical production. It is obvious that if all men could wear the same size of clothes, a standard size could be produced in large quantities and the cost of production could be materially reduced. The standardization of one size in the bicycle tire has enabled us to use all our equipment at one time. The idea is in conformity with the standardization of the bicycle wheel size by bicycle manufacturers. The benefits of our policy to the dealer are apparent. There is no overstocking, and tires can be ordered in small lots and secured quickly."

### A. S. BOWSER IN ALBANY

A. S. Bowser, formerly secretary of the S. F. Bowser Company, makers of fuel storage systems, at South Bend, Ind., is now assistant manager of the Albany, N. Y. branch of the company.

### HANSE TO RETURN MONDAY

J. J. Hanse, of the motorcycle and bicycle tire department of the U. S. Tire Company, of 1790 Broadway, New York, will return to his office Monday next. He has been on a two weeks' vacation, resting up from a hard season.

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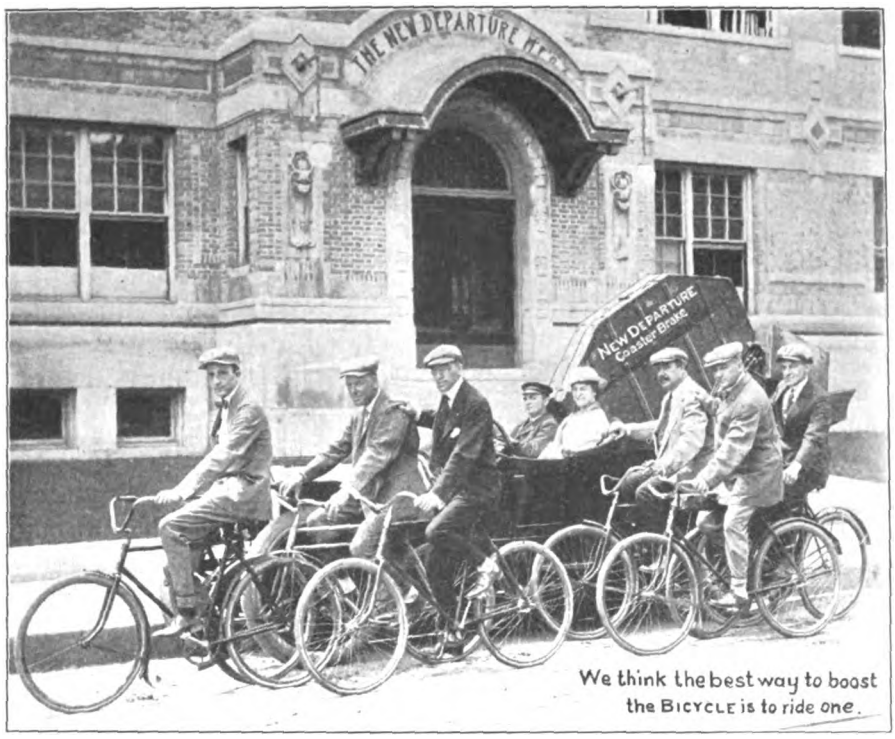
## New Departure Boosters Off for Atlantic City



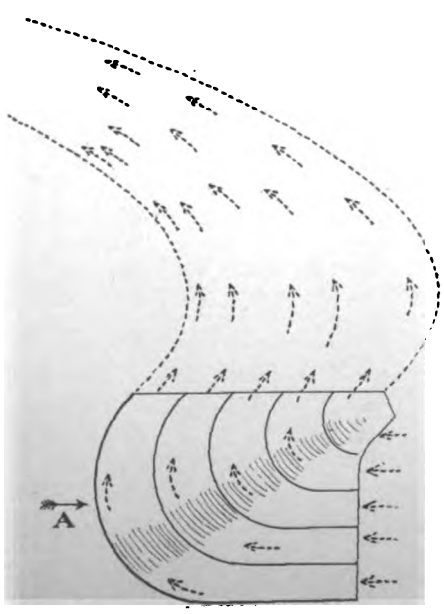

BRISTOL, Conn.—The New Departure Manufacturing Company, of this city, has been sending out an attractive postcard to the jobbing and manufacturing trade, advertising the start of its representatives for the Atlantic City convention of the Cycle Trades Association. The postcard is a reproduction of a photograph taken in front of the firm's offices and shows General Manager Dewitt Page with five of the sales staff, all being on New Departure-fitted bicycles. Accompanying the cyclists is Mrs. Page in a motor car.

At Atlantic City, the special "Red Book" bicycle boosting campaign, which has been conducted for the past year by the New Departure folks, will be strongly emphasized at the New Departure headquarters. This campaign has been devoted to bringing out all the talking points for the bicycle and illustrating these in printed folders, booklets, signs and the like which are furnished to dealers in large quantities.

In the photograph, seen above, reading from left to right, the riders are: Lester G. Sigourney, A. E. Griffith and Edward Mink, salesmen; General Manager Page; Milo J. Horton and C. P. Weldon, salesmen. Mrs. Page is in the automobile at the right. A cycle trunk is carried in the car.

## Keeps Riders Free From Wind and Dust

IN order to give the motorcyclist the maximum of protection against dust and wind with a minimum of resistance to travel, the Van Zile Ventilating Corporation, of 39-41 Cortlandt street, New York, has brought out the Van Zile air deflector, a number of views which are here shown. This deflector is designed to fit on a special bracket above the handlebars, and by reason of its construction deflects all air passing through or above it so as to clear the rider's head, leaving him in practically still air at all times.




The Van Zile apparatus has been the outcome of much scientific calculation, coupled with exhaustive experimenting in order that the maximum effects could be secured. Its action can be seen from the drawing herewith. The curved solid lines represent metal pieces or vanes, which are arranged in side plates to form the deflector. These vanes are parabolas, each having an angle of 135 degrees. When the deflector is moved in the direction of the arrow A, the air passes through the front of the deflector as shown by the darts, is deflected over the surfaces of the vanes and leaves them at the upper edges of an angle of 45 degrees.

Air coming along above the deflector strikes the currents of air emerging from the apparatus and both currents mingle, taking an inclined course as shown. As the deflector is mounted above the handlebars, the mingled currents of air pass over the rider's head, leaving him in still air. The speed of the air leaving the apparatus is equal to the speed of the air coming over it, no matter what the speed at which the machine and deflector are traveling, so that the rider is protected at all times.

What has been said about air applies also to dust coming toward the rider at or above the lower edge of the deflector. Consequently, the rider needs no goggles when this apparatus is used.

The deflector is particularly valuable for winter riding by reason of its action. The rider being in still air, of a temperature equal to that of the air surrounding the machine, he can stand more exposure than would be the case where he is subjected to cold winds at high speed. This means that the season of comfortable riding will be longer in the case of a machine fitted with the Van Zile apparatus.

**Van Zile Deflector in Use**

The deflector is mounted on a strap metal bracket, whose lower sections attach to the handlebars. It is positioned as to be about 12 inches below the rider's chin, and so placed will not interfere with the view at all. The bracket clips to the crossbar as well as to the handlebars, so as to give greater rigidity. In cases where a sidecar is used, the deflector can be fitted to a bracket on the sidecar body, or a second deflector can be permanently fitted to the sidecar. The apparatus is of such size as to make it adaptable for use in either vehicle.

Riders who have used this deflector state that at first they could not tell how fast they were travelling by reason of the fact that the wind was not striking their faces. They could light their pipes or cigars while travelling at quite high speeds without difficulty. Both of these statements are good demonstrations of the effectiveness of the Van Zile deflector.

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# May Export Business Favorable

THE export figures for the month of May, 1915, show a gain in some of the shipments, which is offset by a loss in others, but the month's business can be looked upon favorably. Of the three American possessions, Hawaii makes the best showing, the figures for this year being in excess of 1914, although less than for the month of April, 1915. Both Porto Rico and the Phillipine Islands show a loss when compared with last year and April of this year.

### Gain in Motorcycle Shipments

Shipments of motorcycles to foreign countries, however, show a gain over both last year and April of this year, with the one exception that while less machines were shipped in May, 1915, than were shipped in April, 1915, the valuation for May is greater. Shipments of bicycles are most encouraging, the month of May showing a decided gain over the months of May, 1914, and April, 1915. Imports of motorcycles and bicycles show a slight gain over April, 1915, but the figures are considerably below those for May, 1914. The eleven months period ending in May shows 1915 to lead in the number of motorcycles shipped, but the valuation is slightly less than for the period ending in May, 1914, although considerably in excess of the period ending in 1913. Bicycles for the eleven month period show 1915 to be below both 1914 and 1913.

### 1,392 Machines Exported

During May, 1915, there was shipped a total of 1,392 motorcycles valued at $256,334 to foreign countries. In April of this year a total of 1,455 machines was shipped, but the valuation was only $244,485, thus placing May to the lead when computing on a valuation basis. May, 1914, shows 1,079 machines shipped, valued at $203,235. For the eleven month period, ending May 31, 1915, a total of 6,033 machines was shipped with a valuation of $1,104,212. The same period ending in 1914 shows 5,814 machines shipped, valued at $1,114,767, while the period ending in 1913 is far behind with but 3,446 machines shipped, valued at $640,606.

### Bicycle Exports Jump

Shipments of bicycles took a decided jump in May, 1915, when shipments reached a valuation of $57,299, as compared with $33,025 for the month of April, 1915. The month of May, 1914, had a valuation of $47,673. During the eleven month period, however, 1913 shows the greatest valuation, the figures being $657,753, as compared with $567,934 for 1914, and $391,331 for 1915.

Imports for the month of May, 1915, show a gain over April, 1915, the figures being $5,077 for May, and $3,311 for April. The month of May, 1914, is considerably in excess of both April and May of this year, the figures for that month showing a valuation of $24,990. The eleven month period shows 1914 to be leading with a valuation of $240,597, as compared with $172,095 for 1914, and $77,340 for 1915.

### No Foreign Machines Exported

There remained in the warehouses as of May 31, 1915, motorcycles and bicycles valued at $610. These figures are in excess of both May, 1914, when the valuation was $498, and April, 1915, showing a valuation of $343. There were no motorcycles and bicycles of foreign make exported from this country during May, 1915. During May, 1914, the valuation was $448, and for April, 1915, it was $30. For the eleven months ending in May, 1914, the valuation shows $1,076, as compared with $713 for the same period ending May, 1915.

Shipments of motorcycles and bicycles to the Hawaiian Islands show a gain when compared with May, 1914, but a loss when the figures are compared with those for the month of April, 1915. During May, 1915, a total valuation of $5,234 covered the shipments, as compared with $3,659 for May, 1914, and a valuation of $7,216 for April, 1915. Both 1913 and 1914 are in excess of 1915 in the eleven month period, the former showing a valuation of $99,602, with 1914 following with $75,222, and the figures for 1915 being last with $51,719 valuation.

### Loss in Philippine Business

The shipments of motorcycles and bicycles to the Philippine Islands show a loss in every way. May, 1914, had a valuation of $2,202. April, 1915, showed $3,314, while May, 1915, had a valuation of but $767. This is also reflected in the eleven month periods, 1913 leading with $79,056, followed by 1914 with $76,902, and 1915 with but $26,445.

Porto Rico also shows a loss, the month of May, 1915, being behind the months of May, 1914, and April, 1915, and the eleven month periods showing 1915 behind 1913 and 1914. May, 1914, shows a valuation of $3,900, as compared with $2,023 for April, 1915, and $1,868 for May, 1915. The eleven months period ending May 31, 1913, shows a valuation of $48,226. That of 1914 shows $41,361, while the period ending in May, 1915, shows $24,555.

## CRUDE RUBBER IMPORTS STEADY

Crude rubber imports for the months of May, 1914, and May, 1915, are practically the same, although both months are below the figures set during April, 1915. During May, 1914, a total of 16,271,140 pounds was imported, as compared with 16,350,431 for the month of May, 1915, and 20,425,334 for the month of April, 1915. The largest portion of the shipments during May, 1915, came from the United Kingdom, which shipped 8,693,294 pounds, as against 5,498,237 pounds during May, 1914. An increase is also noted from the East Indies, the figures being 3,101,339 for May, 1915, and 2,645,142 pounds for May, 1914. During the eleven months ending May 31, 1915, imports of crude rubber reached a total of 153,282,616 pounds, being in excess of the same periods in 1913 and 1914, the former showing 104,466,431 pounds imported, and the latter 122,567,042 pounds.

## GASOLINE SHIPMENTS FALL OFF

While the total shipments of gasoline for the month of May, 1915, are below the figures for the month of April, 1915, the loss in shipments to France and the United Kingdoms is astounding. The total number of gallons shipped reached 9,022,425 during the month, as compared with 10,071,792 for April, 1915, and 18,923,126 for May, 1914. France, which received 5,163,297 gallons during May, 1914, and 4,104,367 gallons during April, 1915, only received 60,000 gallons during May, 1915. While no gasoline was shipped to the United Kingdom during April, 1915, there was a total of 4,571,099 gallons shipped in May, 1914, and 2,177,257 gallons shipped during May, 1915. The shipments to Canada were steady, being 3,110,790 gallons for May, 1914, and 3,939,352 gallons for May, 1915.

## FEWER BEARINGS IMPORTED

A loss of imports of anti-friction balls and bearings during the month of May, 1915, is noted, when comparing the month of May, 1914, and April, 1915. During May of this year the valuation was $59,618; during May of 1914, it was $180,910, and for April, 1915, the valuation is shown as $109,486. The eleven-month period ending May 31 shows the year 1913 to lead with a valuation of $2,163,707, as compared with $1,742,397 for 1914, and $1,419,526 for 1915. There remained in the warehouses as of May 31, 1915, balls and bearings to the value of $387,474, as compared with $476,040 for May, 1914.

## Ralph Smith, Veteran Salesman, Passes Onward

DORCHESTER, Mass.—Ralph Smith, traveling representative for the Fisk Tire Company, of Chicopee Falls, Mass., died in this city on July 13, of pneumonia, contracted while on an automobile trip through Maine. The funeral services were held at the Smith home in this city and interment took place in Maine.

Ralph Smith first became connected with the motorcycle and bicycle industries in October 1907, when he joined the forces of the Pope Manufacturing Company as a bicycle salesman. During his first season he traveled in the firm's interests through Ohio and Michigan and later covered New Jersey and New York. In January, 1914, he severed his connection with the Pope company and entered the employ of the Miami Cycle & Manufacturing Company, at Middletown, Ohio, later affiliating himself with the Fisk Rubber Company, with which firm he was associated at the time of his death. It was during the return trip from Maine last month that he caught cold and developed ptomaine poisoning, this turning into pneumonia, from which he did not rally. His death is widely regretted by the trade.

From the office of the F. A. M. Competition Committee comes the announcement that seventeen sanctions for competitive motorcycle events were issued from July 7 to July 29, inclusive.

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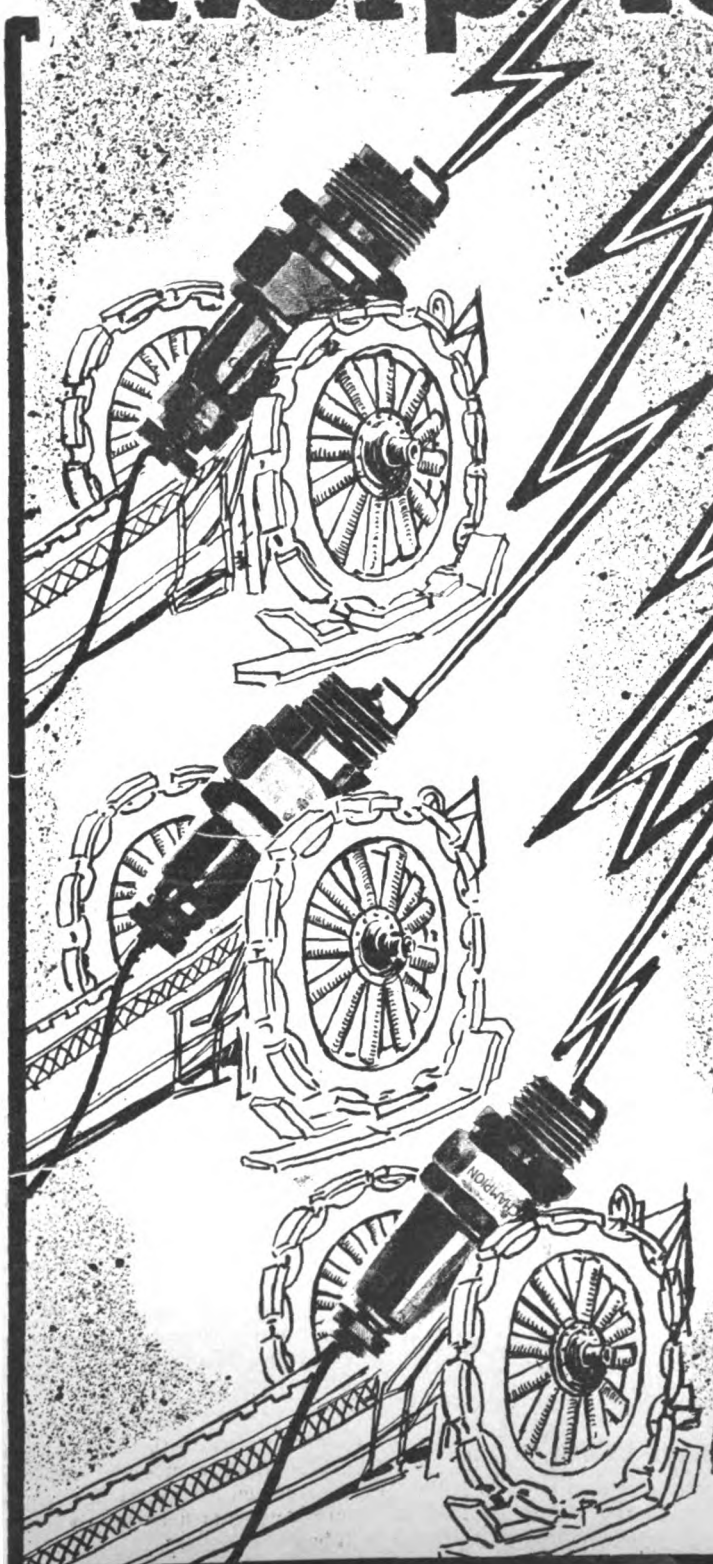
# Champion Help You Win



Champions win road battles for thousands of motorcyclists every day.

They enable you to "shoot" over the roughest country roads with never a worry about a "dead" engine.

They "stand the gaff" under all conditions. They give you entire freedom from petty spark plug troubles.

**CHAMPION SPARK**

You get quick results from advertisers when you mention MOTOR CYCLE ILLUSTRATED.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# Spark Plugs the Road Battle.

We have developed Champion Reliability by putting these plugs through the most gruelling tests we can give them in the motorcycle motors they are intended to serve.

We have applied every speed—every brake load—every conceivable trial.

This testing has resulted in the utmost reliability, dependability, endurance.

We **know** Champion Motorcycle Spark Plugs are right, long before we offer them to you. We **know** that they will give more power, more speed to your motorcycle engine than you can get without them.

You don't know the real capabilities of your motorcycle until you have tried it out with Champion Spark Plugs.

The remarkable success of Champion Plugs has brought many imitators. But imitations always fall short of the real, genuine article.

Don't let exterior appearances deceive you. Look for the name "Champion" on your Spark Plug porcelains. We have put it there to guide you.

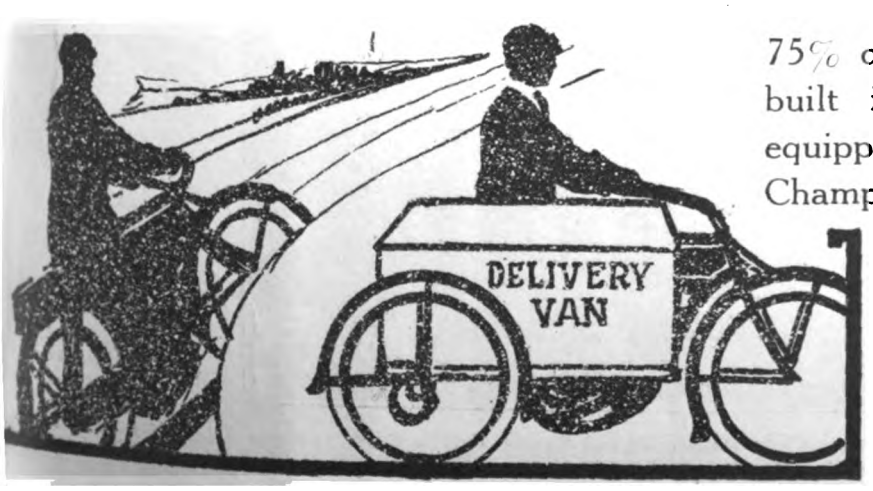
Keep your motorcycle engine equipped with Champions. Your dealer has them.

Demand the best—Champion Spark Plugs.

**THE CHAMPION GUARANTEE**

Complete satisfaction to the user—free repair, replacement or money back.

## PLUG COMPANY, 2309 Upton Ave., TOLEDO, OHIO




75% of all gasoline motors built in this country are equipped at the factory with Champion Spark Plugs. To accept a substitute is to disregard this most definite expression of scientifically determined expert opinion.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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# Our Canadian Letter

## Cyclists Strike at Toronto Saucer

TORONTO, Ont.—Owing to a strike of all but one bicycle rider who have been competing on the local board saucer before the regular racemeet held on Saturday night, July 31, only five of the fourteen scheduled events were run off and considerable of the interest in the program was removed. Exactly twenty-six cyclists refused to go to the post and the only man who appeared on the track was Fred. McCarthy, a reinstated amateur, formerly of Stratford, Ont. He covered one lap of the saucer and was awarded the National quarter-mile championship title of Canada, which was the feature of the evening. The riders walked out when Manager Hughes announced to them, it is declared, that a cut had been made in the value of their prizes. This was the second reduction this season, the riders claim.

In connection with this strike, the announcement was made by a responsible citizen that the Toronto Railway Company had entered upon plans for the erection of a six-lap velodrome at their park, Scarboro Beach. The bicyclists declare that they will go to this track in preference to riding at the reconstructed motordrome. They claim that they cannot be suspended or disciplined for their walkout, because none of them signed any sort of an entry blank for the night's races. With only one or two exceptions, the officers of the Canadian Wheelmen's Association are stockholders in the board track company.

The immediate result of the strike was that the program was limited to five motorcycle events, two of which were matched contests between J. A. McNeil, of Omaha, on an Excelsior, and Larry Fleckenstein, of Denver, Col., riding the fast Cyclone. Fleckenstein was the easy winner in both clashes, although McNeil's machine was rolling fast enough to make the two flights exciting and spectacular. Fleckenstein's best time for five miles was 3:12 4-5.

The ten-mile motorcycle handicap was spoiled through one puncture. After cutting down the 3½ lap lead which had been given to a number of the starters in this drive, Fleckenstein was dashing ahead in spirited fashion when his rear tire blew. McNeil's machine also went wrong, so that Brigham Young, of Salt Lake City, on an Indian, was able to win out in 6.38. Burtschaell, of Atlanta, finished a close second and Doherty, of Detroit, rode a good third. Brigham Young also annexed the six-mile Sportsmen's Sweepstakes by covering the distance in 4.18 4-5.

### NATIONAL CYCLE EXHIBIT

Toronto, Ont.—Manufacturers of Motorcycles, bicycles or accessories who seek an ideal avenue of introduction to the whole Canadian trade would do well to make use of the splendid facilities afforded at the annual Canadian National Exhibition, which will be held this year during the two weeks following August 28. Last year's attendance, which was drawn from all parts of the Dominion, reached the magnificent total of 850,000. This was the number of paid admissions. Motorcycle and bicycle dealers from all provinces yearly attend this great fair for the purpose of seeing the latest in wheeldom. The motorcycle and bicycle exhibits are concentrated in a section of the Transportation Building, which is one of the largest permanent structures on the grounds.

Already the Canada Cycle & Motor Company, Limited, have taken considerable space for a comprehensive display of bicycles and accessories, and other Canadian firms will be represented, including the tire manufacturers.

### RACES AT WINDSOR FAIR

Windsor, Ont.—Motorcycle racing each day will be one of the added features at the Windsor fair this year, which will be held on the three days, September 1, 2 and 3, The events will be open to Canadian and Michigan riders and it is expected that a number of fast men from Detroit will compete. Secretary Winter has arranged a program consisting of two events each day, one for two miles and the other a five-mile race. The sum of $150 has been appropriated for the six motorcycle contests which will be staged on the local half-mile dirt track.

Transportation Building Where Motorcycles and Bicycles Will Be Shown at Forthcoming Canadian National Exhibition in Toronto

### RAIN CAUGHT TOURISTS

Saskatoon, Sask.—To be caught in the same rains and floods which bothered the riders in the Transcontinental relay was the experience of Bob Franks and George Morley, the pair of Saskatoon boys who left this city early in June with the intention of riding the 2,500 miles to New York city. Before they arrived in Minneapolis on July 8 they were delayed eighteen days by floods and then they struck more water and gumbo when they reached Iowa, Illinois and Indiana. Their Harley-Davidson and sidecar are standing up well under the ordeal, however, and they had only one puncture in the first 1,200 miles.

### CYCLIST HEADED COASTWARD

Hamilton, Ont.—The last report heard from Bruce Cornell, the Hamilton bicycle rider, was from Lincoln, Neb., where he was going strong after a good 1,200 miles' pedalling. Cornell is headed for the Panama-Pacific Exposition.

### DUNLOP ADDITION

Toronto, Ont.—That the Dunlop Tire & Rubber Goods Company, Limited, are not feeling the burden of war depression is evidenced by the fact that they have taken out a permit for the erection of a $30,000 addition to their large factory here. Less than a year ago they added another story to a portion of their works.

For the purpose of doing their bit for Canada in the great European war, the Dunlop people have donated a machine gun which cost $950, and twenty members of the factory staff enlisted in order to make up the section to man the gun.

These men are being trained by a regular drill-sergeant.

The staff of the Canada Cycle & Motor Company have contributed the sum of $2,300 for the purchase of a Red Cross Motor Ambulance.

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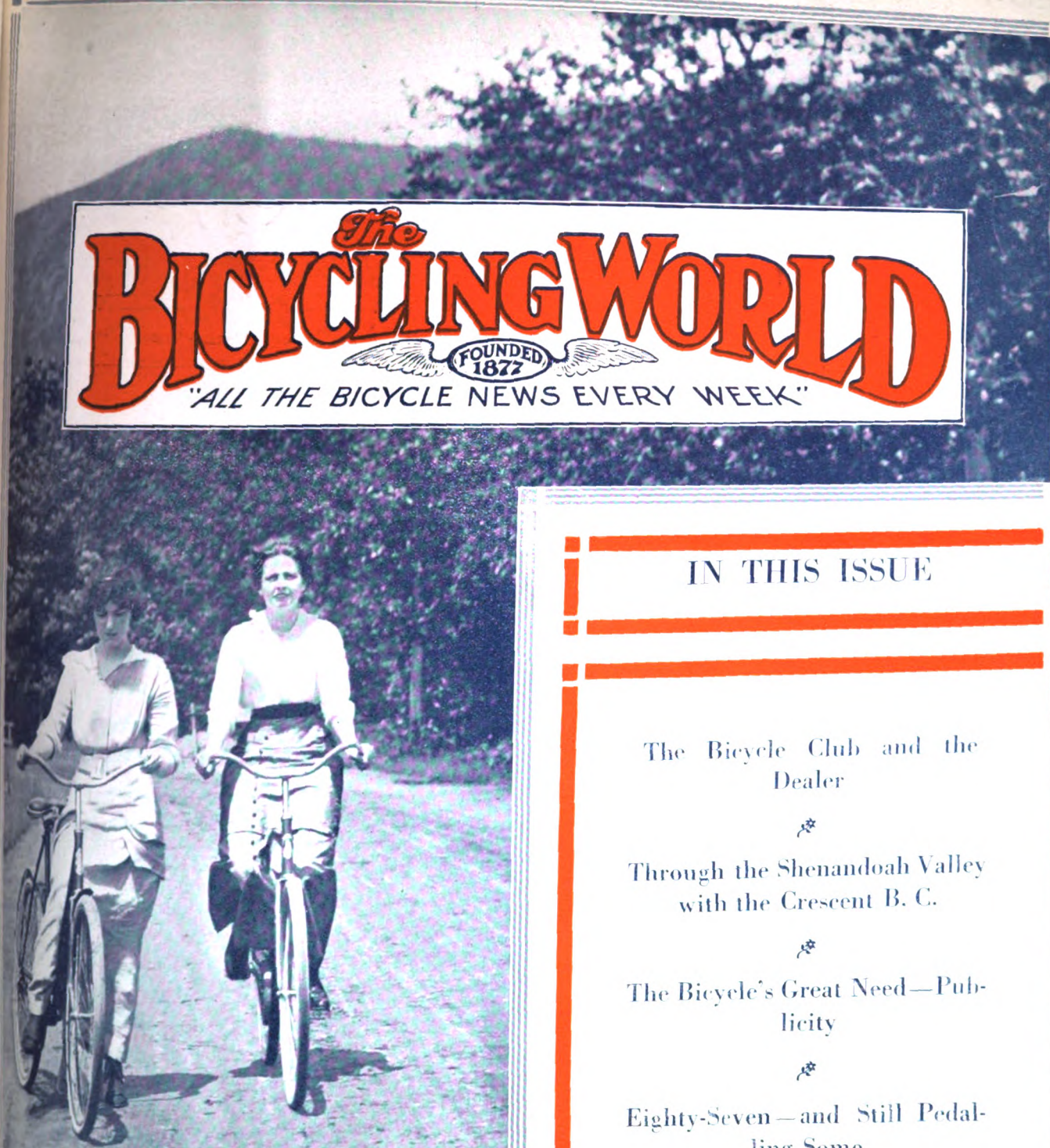
The BICYCLING WORLD
FOUNDED 1877
"ALL THE BICYCLE NEWS EVERY WEEK"



*Vacation Wheeling Through the Beautiful Berkshires*

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Eighty-Seven—and Still Pedalling Some

The Strong Appeal of the Bicycle

And Six Pages of Up-to-the-Minute News of Sport and Trade

*Supplement to*
*MOTOR CYCLE ILLUSTRATED*
*August 5, 1915*

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# You are Judged by Your Stock

## You Are Judged By Your Stock

"Good-will" is an intangible thing, yet a necessary asset if you would do business. It is a practical evidence of the faith people have in your goods when they buy of you.

The very presence of the PIERCE Bicycle in your show window is evidence of the fact that you carry the best in the bicycle line. You can readily see how this causes the buying public to have the same faith in your other stock as they have in the PIERCE.

For it is an acknowledged fact that PIERCE BICYCLES are supreme. We have never been able to satisfy the demand for PIERCE bicycles, despite the fact that we have steadily increased our production insofar as was possible without deviating the slightest hair-breadth from the rigid standard of quality we set many years ago.

Dealers—you should link the PIERCE reputation to your line—write us for full literature.

## PIERCE CYCLE COMPANY
BUFFALO — — NEW YORK

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.


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# The Bicycle Club and the Dealer

## *Jack Brady, Veteran Traveler, Hands Out Some Pointers on the Value of a Live-Wire Club*

"HOWD'YE, howd'ye, ole top?" Jack Brady saluted John Mort, the Burlington bicycle dealer, as he deposited his valise on the floor of the latter's establishment and wrung Mort out of his snooze by a vise-like grip.

"Oh, fair to middlin', I guess," yawned Mort, pulling his pipe out of his mouth. "Business ain't what it might be though. The fellows in this town don't seem to be riding bicycles as much as they used to."

"Hum," murmered the ripened old traveler, "That's funny. I just saw Jones up in Hagersville and he told me that business is coming around splendidly. Sold more machines this year than last—and they were all first-class bicycles."

"Not that way in this section," said Mort, leaning against the showcase and crossing his legs slowly. "I wonder how Jones does it?"

"He told me all about it," began Brady, settling down into a chair and lighting a cigar after handing one to Mort. "You see, I have been tipping Jones off to what some of the successful dealers have done and he decided to do a little experimenting. He merely formed a bicycle club and that's why he's doing a bigger business this year."

"BICYCLE club? Huh!" grunted Mort, while the traveler smiled. "That's the old line of gab. I don't see that a bicycle club in connection with my store is going to do me any good. It may turn out to be a big expense."

"Well, Jones has made a success of it," replied Brady, "and there's no reason in the world why you can't do the same thing. Just let's thresh this club business out and see where it'll lead you. Stop to consider what a group of husky bicyclists in a club of yours could do. They would meet in your establishment often and give it the wide-awake atmosphere it ought to have.

"Ever pass the store that always looks deserted and dead? Did you feel like buying anything there? Jones has the boys meet in his place to talk of the trips and runs they are planning. He turned over a certain section of his store to them, and stipulated that they were not to gather in front of the salesroom—that's the selling sanction and they readily understood why he doesn't want them in there. Jones' place is now attracting attention—it's alive."

"Is that the only advantage of a bicycle club?" asked Mort, rubbing some of the dust off the showcase with his hand.

"NO—not by a long shot!" howitzered Brady. "There were lots of boys in Hagersville who had quit riding their bicycles. When they saw the crowd at Jones' it gave 'em sort of homesick feeling for the trusty bike and they hauled their dusty mounts out of the cellar. They found that their bicycles were in need of new tires, lamps, etc.; and when they joined Jones' club they naturally bought their supplies from him.

"I've never seen a better lot of bicycles boosters than the fellows in that club," continued Brady, noticing with a grin that Mort's cigar had gone out. "I happened into Hagersville one Sunday and decided to spend the day there. After tucking a nice little breakfast under my belt, I sauntered up Main street, when lo and behold! Jones' club—over forty strong—was starting out on a run. Gosh that sure was some sight—every one of the fellows was neatly dressed in cycling costumes and their machines were trim and shining. I wasn't the only one who stood still and watched. Everybody on the street looked as though he were impressed."

"WHAT if they were impressed?" asked Mort, chasing a fly off his nose.

"What if they were?" repeated Brady, welcoming the chance to make his argument clear. "Here's what impressing them meant to Jones. He found that interest in cycling was being stirred up among boys and girls who had never dreamt of riding a bicycle. There was more than one home in which the subject of Jones' club was eagerly talked over. And business men in Hagersville started to take an interest in bicycles. They had noticed some of Jones' club fellows using their bicycles on errands and noted the facility with which they carried the parcels home.

"Now what was the net result of the bicycle club to Jones' business?" Brady continued. "He not only had people interested in bicycles but also in his store. The old riders who were won back bought their supplies from Jones', the novice who had just fallen in love with the idea of cycling got a machine from Jones, and the live merchants who marked the merits of the bicycle for deliveries purchased commercial outfits. So you see, when Jones woke up at the beginning of this season he also woke up the town of Hagersville. The bike club did it."

"I guess there's something in that," admitted Mort.

"Don't 'guess' it!" shot back Brady. "It's absolutely so. And for good measure Jones is having a corking fine time going on Sunday and holiday runs with the club."

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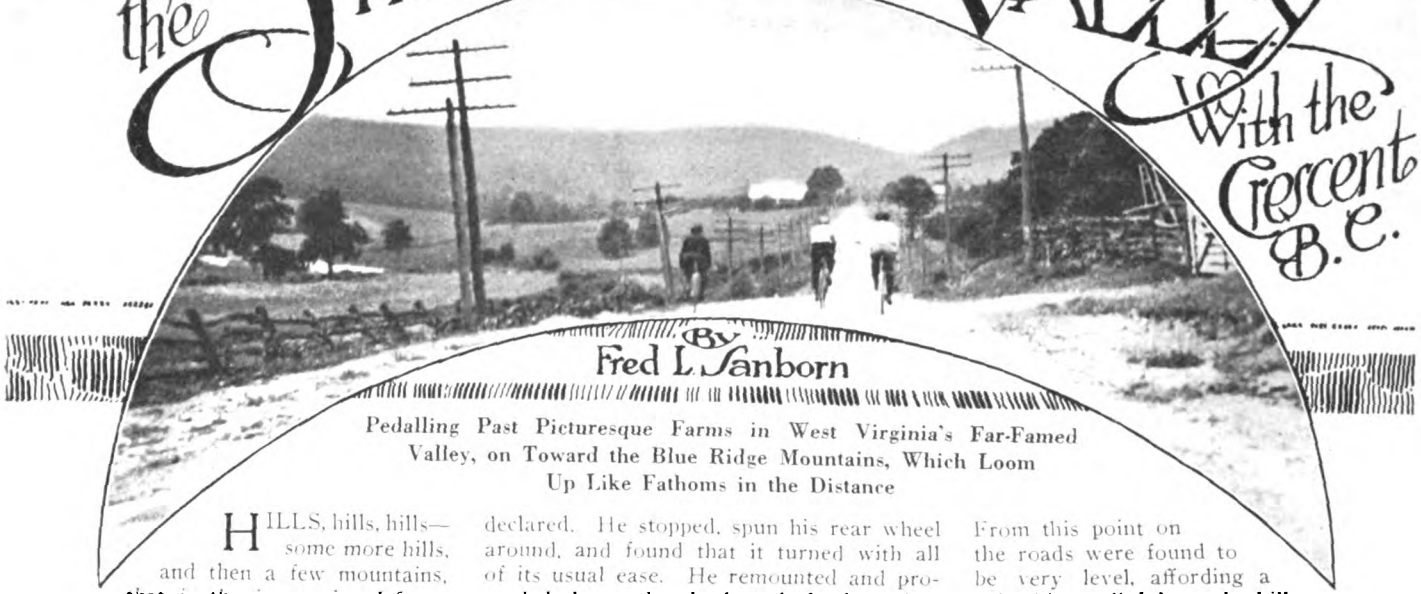
# Through the Shenandoah Valley With the Crescent B. C.



By Fred L. Sanborn

Pedalling Past Picturesque Farms in West Virginia's Far-Famed Valley, on Toward the Blue Ridge Mountains, Which Loom Up Like Fathoms in the Distance

HILLS, hills, hills—some more hills, and then a few mountains, that is the impression left on the mind of a cyclist after he has pedalled his way from Baltimore to the beautiful Shenandoah Valley in Virginia. But despite the realization that there would be all these steep hills to conquer, fifteen sturdy members of the Crescent Bicycle Club were enthusiastic and in high spirits as they merrily wheeled themselves out of the city of Baltimore early on the morning of the glorious Fourth when the sun had just crept above the horizon.

### Responding to Artillery

Armed with several pistols and boxes of "blanks," they celebrated the holiday with great gusto in passing through each little village on the route. A stop was made at Mayfield to quench the thirst of the cyclists, and while there a discharge of artillery brought forth an immediate response. A window went up and a masculine voice demanded to know if the celebraters were aware that there were people asleep in the village. Evidently they were not, for when all thirsts were slacked, the cyclists wheeled off with a parting salute, amid an outburst of profanity from Mayfield.

A few more miles along the route the merry wheelmen encountered two motorists fast asleep in an auto by the roadside. One of them roused himself as the crowd approached, but the other was evidently sleeping the sleep of the just, for a dozen shots failed to bring him to life. A few more miles of uneventful riding and the puncture fiend started to get in his deadly work. After a few punctures sustained by various members of the party, Frederick was reached at 10 A. M. Here the hungry riders sat down to their second breakfast, and thus fortified started over the twenty-seven miles of mountain road to Hagerstown.

### This Made 'Em Laugh

Then ensued one of the most amusing incidents of the trip. The party had hardly started up the winding grades leading to Braddock Heights, when one of the riders declared that there was something wrong with his wheel. "It didn't run right," he declared. He stopped, spun his rear wheel around, and found that it turned with all of its usual ease. He remounted and proceeded about a hundred yards further when he found an examination again necessary; but, as before, this Crescent could find nothing wrong.

By this time, those "in the know" were in a gale of laughter. Though the puzzled rider is a veteran cyclist and a mileage rider of note, he had never before encountered any "real" mountains. The long, unvarying grades of the state road over the South and Catoctin Mountains are very deceptive in their grades to the inexperienced eye. The grades don't look hard, but they certainly are difficult. However, everything comes to an end at last, and the summit of the Catoctins was reached, and as the leaders started to make the descent the

At Fairfax Hotel, Winchester, W. Va.

deceived veteran whirled past at a forty mile an hour clip, announcing that "something had loosened up" on his machine at last and he had returned to his usual form.

### The Populace Wondered

After fifteen more miles of mountain roads had been crossed, the tourists wheeled into Hagerstown amid the wondering gaze of a populace that seldom has the opportunity to feast its eyes upon the sight of a bunch of "regular cyclists." Dinner number two was next in order and the riders, who were now in the Shenandoah Vailey, continued on their way to Williamsport, where the Potomac River was crossed. Here a short halt was made to enjoy the view and allow the camera man of the party to get a couple of pictures. From this point on the roads were found to be very level, affording a refreshing relief from the hilly and mountainous roads previously traversed, although the West Virginia style of repairing roads, by dumping down a load of crushed stone wherever needed, did not make a hit. Martinsburg, W. Va., one hundred miles from home, was reached at 5:30 p. m., and after a short stop for refreshments was made, the journey was continued on to Winchester, which was reached at eight o'clock in the evening.

### Supper at Winchester

Then came supper at the Fairfax Hotel. How those boys did eat—they surely did keep the waiters on the move. At the conclusion of the meal the table looked as if swept by a cyclone. Darkness had already fallen by this time and sightseeing was deferred till the morrow, the pilgrims contenting themselves with the purchase of a few souvenir post cards. Five o'clock was the hour set for breakfast next morning, and the breakfast hour found the rain pouring down. It eased up a little after breakfast and a little sightseeing was enjoyed, as there are many historic sports in and about Winchester, reminiscent of the early campaigns conducted by Washington against the Indians and of several hard fought battles of the Civil War.

### Starting the Return Trip

Despite the lowering weather the cyclists finally decided to attempt the trip back to Baltimore awheel, and after repairing some of the ravages of the loose stones encountered the day previous, the start was made at 10 A. M. The return route was over an entirely different course than the outward bound journey, the roads being found very good as far as Berryville, Va., but getting into West Virginia, much loose stone was again met with, necessitating many stops for repairs. No one was rendered hors de combat, however, and the travelers continued happily on their way till Harper's Ferry was sighted, thirty-five miles from Winchester. At this point the Potomac River cuts its way through the solid rock wall of the mountains, and it is indeed a beautiful sight at a distance of five miles or so.

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The Potomac was safely crossed, but on reaching the Maryland side one cyclist's admiration for a fair damsel, passing in an auto, put an end to his joyful trip awheel, for a while at least. He turned his head to follow the course of the machine and collided with a large, sharp stone, putting a nasty gash in his tire seemingly impossible of repair. The official "tire doctor" of the club fortunately happened to be nearby, and a little of his professional assistance put the punctured tire in good condition again, and then all of the tourists were again able to resume their journey together.

**Singing and Jesting at Night**

The climb over the mountain on the Maryland side of the ferry was followed by eighteen more hilly miles to Frederick. Here the hungry tourists indulged in one of the square meals for which the Maryland countryside is justly celebrated, and then resumed their journey homeward. Numerous punctures, the aftermath of riding the stony West Virginia roads, made their progress slow and compelled them to ride in the dark. But they refused to worry and continued to be happy, enlivening the night with song and jest, and now and then a few pistol shots in honor of the day. Baltimore was finally reached at 11 P. M., and despite all trials and tribulations all declared it the "best yet" in the touring line, and expressed their intention of again making it when the next "Glorious Fourth" rolls round.

This trip through the Shenandoah Valley is one of the Crescent classics which is enjoyed by the Baltimoreans every year. In addition to the Shenandoah tour, they participate in numerous other bicycle journeys to points of interest about their home town, staying away at times for more than a week. The individual members of the Crescent Bicycle Club often go out alone on their silent two-wheelers to take long vacation trips, covering hundreds of miles, into neighboring states. One of the wheelmen is at this writing happily pushing the pedals on a ten-day vacation trip. He takes but a light outfit with him and tramps about in the spirit of abandon that makes him the envy of his less fortunate fellow Crescents. When he completes his trip he will have an interesting story to tell, which will appear exclusively in these columns in the near future, together with snappy illustrations of the scenes he encountered along the route followed.

## ON ANNUAL "BATH" RUN

Quite a number of cyclists followed Captain Steppello, of the New York Division of the Century Road Club Association, on the Annual "Bath" run held on Sunday, August 1. This run is an annual fixture and it consists of a short bicycle ride, generally less than twenty-five miles, a baseball game, some bicycle races, and, after dinner, a bath in the surf.

Sunday's ride started at nine o'clock a. m., and proceeded to St. George, Staten Island. A scenic ride brought the cyclists to Woodland Beach, and, because of the intense heat, the baseball game and bicycle races were called off for the day, and swimming was in order. After dinner swimming was again enjoyed until five p. m., when a tour around the beach was tried, but was unfortunately soon broken off by sudden rain.

The bicycles were then taken under shelter, the piano at the shelter was immediately "a-going," while singing, dancing, and eating quickly whiled away the time, until at 10 p. m. the party broke up, some of the riders riding home on their wheels, braving the rain, while the rest took the trip on trolley cars. Among those on the run were: Captain George Steppello, Louis Sattler, A. R. Jacobson, Ernest Kuno, Peter Wollenschlager, Sylvain Segal, Lucien Wetzel, Ray Caldwell, Joseph Caldwell, Charles Piana, Miss E. McKaig, Miss B. Cole, Edward Fanning, Joseph Costa, Alexander Whytock, Charles Martin, Joseph Naphtal, Harry Glotzer, Harry Naphtal, Max Naphtal and Mrs. Joseph Naphtal.

## L. A. W. WILL CELEBRATE

Boston, Mass., August 2.—The members of the League of American Wheelmen are preparing for their annual banquet which will be held in this city on September 9. The banquet takes place at six o'clock in the evening at the Dreyfus restaurant, and there will be a business meeting at eight o'clock. On Friday, September 10, the famous wheel about the hub will start on its two day run. The official announcement states that members who attend on bicycles are just as welcome as the old veterans who ride in autos. Following is the "reminder" that has been issued by President Hale:

Just a word to remind delegates and members of the annual good time in September. The annual meeting and dinner should appeal to those who are eligible to act in the Assembly meeting and to those who are members with a live interest in our affairs. The dinner is open to both.

Delegates and league members should bear in mind that these coupled annual events are the great L. A. W. features of each succeeding year. There are three excellent reasons why delegates and members should make every effort to be present this year.

First.—We will meet and greet the friends of old, the friends of our active wheeling days, the friends who grow dearer to us as their numbers grow less.

Second.—We will have an old-time wheelmen's dinner, minus fuss, feathers and formality, and plus sociability, song and story.

Third.—We will participate in the "Wheel About the Hub," than which there is nothing nearer to a veteran wheelman's heart.

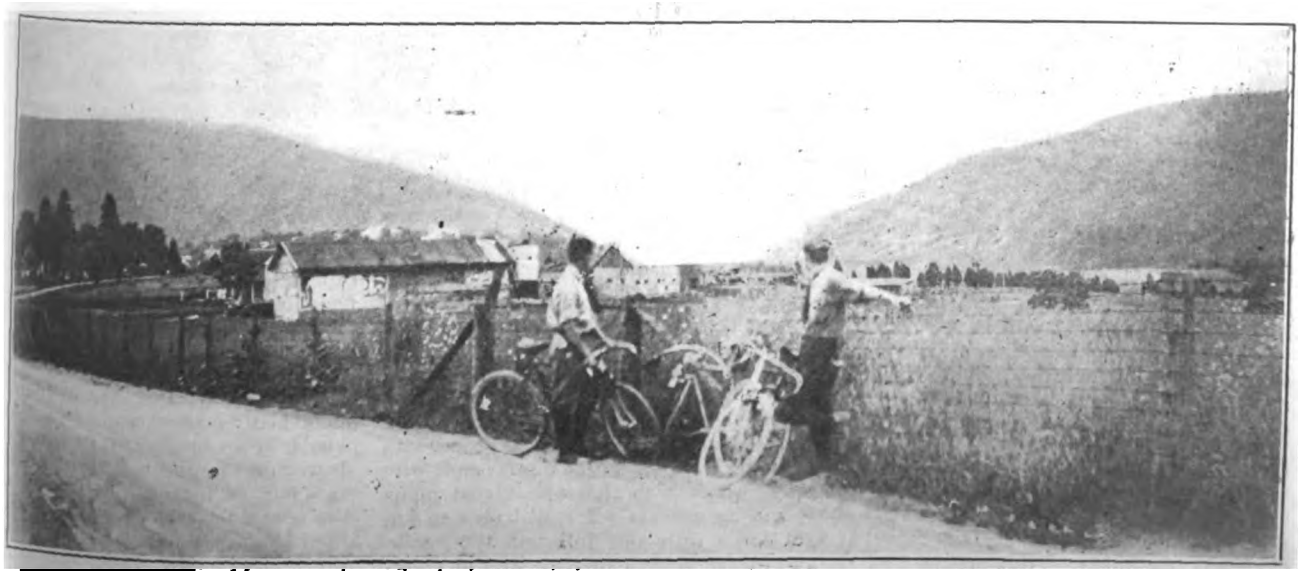
Write down the dates on your calendar, your engagement book, or the tablets of your memory, and let nothing interfere with your being in Boston on September 9, 10 and 11, 1915.

W. H. Hale, President.

## SAN ANGELO BICYCLE CLUB

San Angelo, Tex., August 2.—The San Angelo Bicycle Club has just been organized with officers elected as follows: Fred Roth, president; Joe Gresham, vice-president; Herbert Taylor, press correspondent and C. C. Cole, secretary and treasurer.

While the club is still an infant it is a live wire. Members are already planning a road race to which merchants of the city have offered to contribute liberally. Details will be announced within the next thirty days regarding the length of the race, entry fee, prizes, etc.



**Looking North Toward Harper's Ferry, Where the Potomac River Cuts Its Way Through the Blue Ridge Mountains**

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# The Bicycle's Great Need—Publicity

## What a Well Organized Central Bureau Could Do

By F. W. STARR

Publicity Manager, The Pope Mfg. Co.

THERE are thousands of bicycle prospects in the United States today who are not being properly cultivated by the manufacturer. It is largely because so much is taken for granted and no real effort is made to push the bicycle that a larger number of the silent steeds are not seen on the streets.

### Interesting Traffic Census

Recently a very interesting traffic census taken in England showed that out of a total of 10,118 vehicles, which daily passed a certain place, 7,779 were pedal driven, that is, bicycles. Take and compare these figures with those which might be obtained from ninety-nine out of a hundred cities in this country and you will find the proportion of bicycles far below the ratio given above.

If the bicycle is used extensively in England, it ought also to find favor in America where people earn more money and usually have more leisure on their hands.

Unfortunately many high-priced luxuries are being flaunted in their faces—luxuries which in themselves are not really worth while, but which make an appeal largely because people have been educated through the medium of forceful advertising to resort to them.

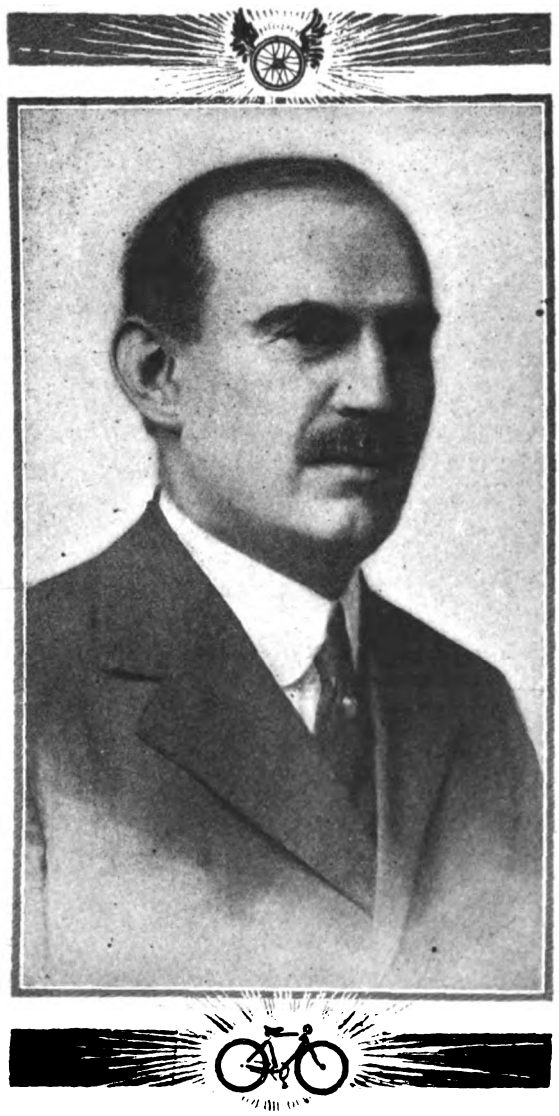
### The Bicycle's Substantial Value

No one who has studied the situation carefully will doubt for a moment the intrinsic value of the bicycle. It fulfills economically a utilitarian and pleasure purpose. The merchant who wishes to make quick deliveries inexpensively; the workman who desires to go to and from his place of employment in quick time; the children who must travel over some distance to get to the school house, and the many people who seek a healthful exercise that will take them to quiet and beautiful places, all find in the bicycle a vehicle that adequately suits their purposes.

The bicycle is to a certain extent now, and can be made even more so, a big factor in helping to keep down the high cost of living. A well-constructed bicycle, it has been shown in the past, can last as long as twenty-five years if it is properly taken care of. The cost of a real good bicycle today is ridiculously low as compared with its cost a few years ago, and the present-day cost of other types of vehicles. In view of these facts and also the varied and substantial uses that can be made of the silent two-wheeler, it is not putting it too strongly to say that each individual bicycle owner is actually saving money.

### A Big Field to Cultivate

At the beginning of this article I said that there were thousands of bicycle prospects who are not now being reached. There are thousands of merchants and workers who have not yet given the bicycle any serious thought; there are thousands of people, now lacking a means of recreation at a small outlay, who see only a few bicycles and therefore overlook them in casting about for ways of spending leisure time to good advantage.



F. W. Starr

How shall the manufacturer and the jobber get at and convince these people? My answer is: Through increased advertising and live-wire publicity.

The manufacturer and the jobber will have to spend more money in advertising bicycles than they have in the past, unless they are willing to jog along with a moderate bicycle business and with prices slashed to the lowest cost point. It will be necessary for all hands to forget for a time the dollar in the pocket and invest it for a thriving and increased future business.

As a rule it is a pretty slow growing plant that is not cultivated. Cultivation is necessary to bring a plant to a high stage of development worthy of a prize. And what applies in the field of botany holds true with even greater force in the sphere of industry. Judicious, consistent and continued advertising and publicity work are paramount to making the bicycle industry what it can and ought to be.

Let the manufacturers, jobbers and the dealers form a central bureau for educational advertising. Each member of such a bureau might make a voluntary contribution of a certain per cent. of his gross business. This general fund should be used to defray the expenses of employing capable writers who have the faculty of scratching that part of the human brain which causes people to determine, "I will buy." News matter, stories and plenty of good illustrations should be gotten up and sent to the principal papers throughout the country.

### Individual Advertising

This will not interfere at all with the individual advertising of the manufacturer, jobber and dealer. All of them will still continue, under this plan, to show their individuality and reap the proper reward for it.

Just stop to consider what publicity work from a central bureau will do. It will bring to the attention of thousands of people who are not bicycle users now the possibilities in business efficiency, economy and pleasure which the silent single tracker has in store. Once you get them to realize that bicycles are an investment and not an expense, you have put them in the right frame of mind for becoming actual bicycle users.

### The Value of Co-operation

The expense attached to a central bureau would be considerably less than if each manufacturer acted independent of the other. It would be more effective, for the suggestions of all the manufacturers and jobbers could be submitted to this bureau, co-related and forcefully played up. There are many strong points which should be called to the attention of the public and undoubtedly each manufacturer, jobber and dealer would have many original ideas to furnish the publicity bureau.

A well organized, central bureau, as well as the increased advertising of the individual manufacturer and jobber would, in my opinion, put the bicycle industry on as stable and steady a footing as some of the foremost industries of the country today. It would show that the bicycle is a big necessity in lowering the cost of living; and industries which produce necessities are stable.

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# 87—And Still Pedalling Some

## Father Time Gets Winded Trying to Catch This Veteran

By FRED W. TUERK

IF you were to visit the city of Peoria, Ill., you might see slowly wheeling along the streets an old man on a side-by-side bicycle, accompanied by a younger man who supplies most of the energy. This veteran is Thomas W. Davis, eighty-seven years old, who is possibly the oldest and in some respects the most prominent cyclist in America. He has to his credit more than 142,000 miles, which is equivalent to traveling nearly six times around the earth.

The veteran graduated from the regular bicycle in 1912, when he took to the tricycle. Of late, because of his advancing years, he has found it necessary to ride the double wheel. But Father Time still finds it a mighty hard job to overtake the octogenarian and Mr. Davis expects to give the old scoundrel a hard race for some time to come.

### Has Kept Mileage Records

A complete record of his mileage has been kept by Mr. Davis and it is his boast that he has traveled more miles by his own exertion than any other man, living or dead. That he is not yet entirely satisfied with his record and intends to roll up some more centuries before he finally quits the game is evidenced by the fact that he is still traveling some.

On many occasions in the past he has covered a hundred miles and more a day and thought little of it; and during the month of August, 1896, he made sixty miles per day for every day in the month. Some of the younger cyclists may think little of this performance, but it certainly is remarkable in view of the fact that the Peorian did not begin riding a wheel until he was well past three score years.

### Many Prizes to His Credit

Mr. Davis joined the Century Road Club of America while it was still in its infancy and has won a large number of century bars both in England and America. He has also several medals to his credit. When he was sixty-one years old, he took his first ride and managed to cover twenty-three miles on an ordinary. Mr. Davis has a splendid mileage showing in the records of the C. R. C. of A., which were kept from 1894 until 1908. From 1889 to 1893 he kept his own record faithfully and did the likewise since 1908, when the C. R. C. of A. ceased to keep mileage standings. His showing according to the C. R. C. of A. books is as follows:

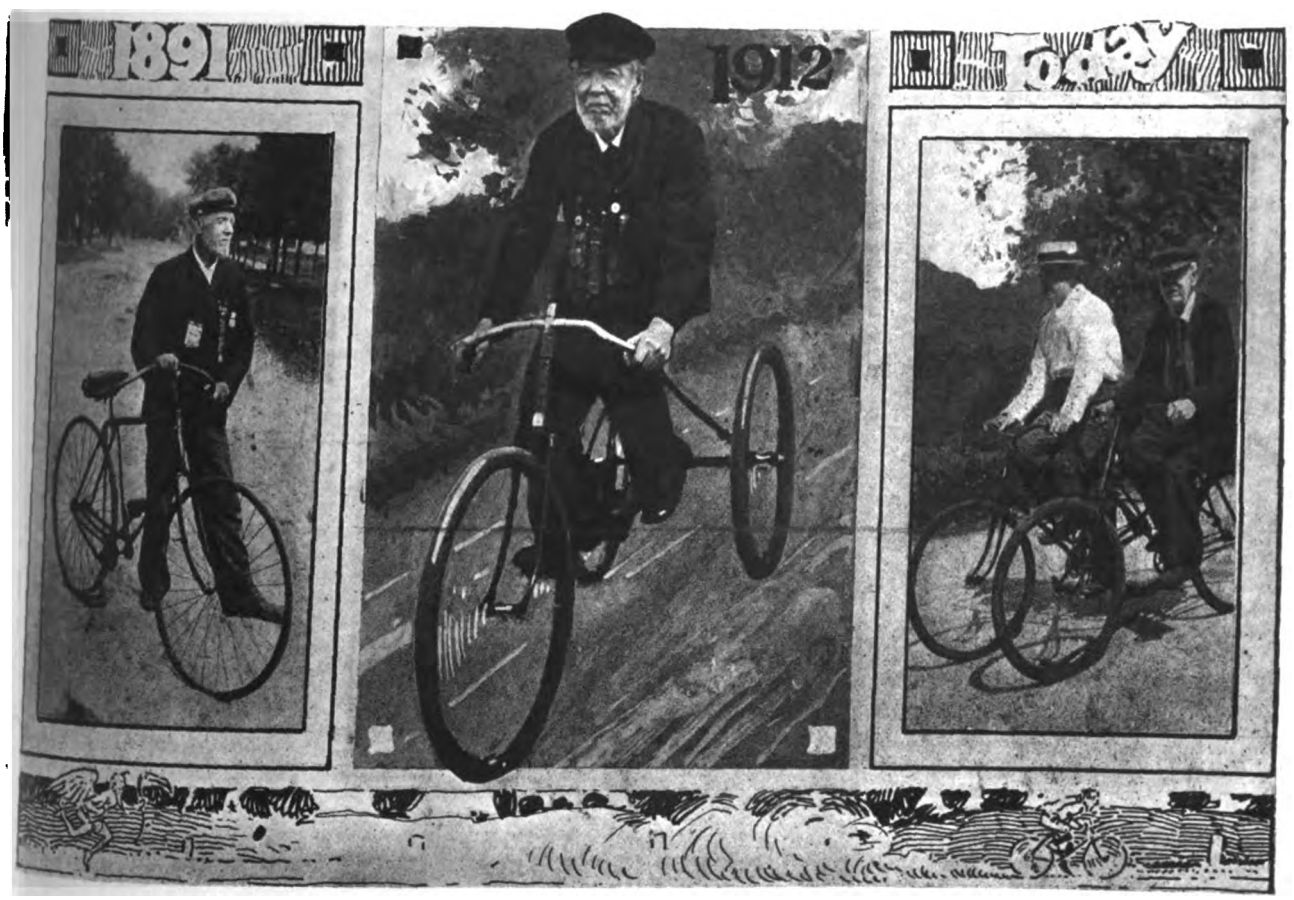
| | |
|---|---|
| 1894 | 6,509 miles |
| 1895 | 10,615 miles |
| 1896 | 12,465 miles |
| 1897 | 10,518 miles |
| 1898 | 12,016 miles |
| 1899 | 11,024 miles |
| 1900 | 7,501 miles |
| 1901 | 6,821 miles |
| 1902 | 8,030 miles |
| 1903 | 6,219 miles |
| 1904 | 8,242 miles |
| 1905 | 6,802 miles |
| 1906 | 5,503 miles |
| 1907 | 5,405 miles |
| 1908 | 5,133 miles |
| Total | 122,803 miles |

His trips previous to the organization of the cycling body and since it have ceased compiling mileage figures brings out the fact that during those periods he has pedalled 20,000 miles, which when added to the above gives a total of more than 142,000 miles.

Mr. Davis glories in the many victories he has won. The first century he rode was at Chicago in 1891. It was more like a race than a century ride, he says. There were over one hundred and sixty starters and he finished the thirty-ninth. In 1901, Mr. Davis again went to the Windy City to join a century ride. He was then seventy-three years old, and while some of the younger of the eighty starters dropped out, the veteran was well up among the first finishers. He has received a long string of Dyer bars which can be seen pinned to his coat in the accompanying illustrations. These bars are given for every thousand miles ridden in the course of a year.

It is interesting to note the sturdiness of the various bicycles which the old Peorian has ridden. On one bicycle he rode 34,441 miles and in the course of that

(Continued on page 70.)

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# The Strong Appeal of the Bicycle

## Why the Two-Wheeler Has a Permanent Place Among Vehicles

By WILLIAM SCHACK

President, The Emblem Mfg. Co.

A BICYCLE MANUFACTURER has good reason to take a great deal of pride in his industry. It has served and still serves substantial purposes. As one of the old stagers in the game, I can look back to the time when all sorts of oddly shaped two-wheelers were to be seen on the roads; and I have watched and taken part in the progress of the wheel and seen it gradually assume the graceful lines that predominate in the modern machine. And I still see the bicycle taking its place among vehicles as a producer of health, strength and pleasure and as the most economical means of locomotion.

### What They Owe to the Bicycle

It is a rather regretable fact that not more of the young people in this country are taking advantage of the many fine things which the bicycle has to offer them. There are many among my friends who owe much to the two-wheeler for the good health which they are enjoying today, and there still are hundreds of thousands of people who find their chief source of recreation in the bicycle.

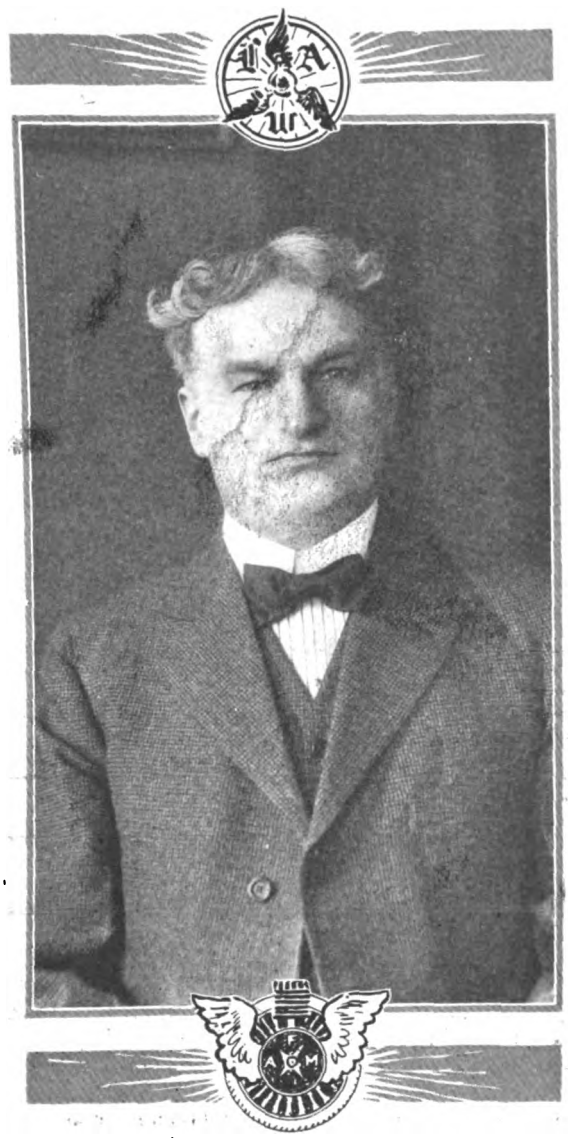
To me it is inspiring to look back over the history of cycling. When the ordinary made its first appearance in the late seventies there were very few riders, but the sport grew in popularity until thousands of the high wheels were in use during the period between 1880 and 1890. Each city, town and village boasted a bicycle club, and riders were to be seen in hordes on the various roads leading into the country. Whole families appeared pedalling on the roads with various sized wheels, ranging in height from the little bicycle for the youngsters to the tall wheel for the grown-ups. There seemed to be a sort of fascination about the old high wheel.

### Popularity on the Increase

About 1890 marked the introduction of the low wheel or the safety bicycle. The bicycles of the first five years of this period varied considerably in the style of the frame construction and all were quite heavy, weighing upwards of eighty pounds. The riding of the safety bicycle soon became very popular and sales rapidly increased. The roads saw more and more safeties until the high wheel was but a happy memory.

During the four years commencing with 1894 there were approximately a million bicycles manufactured in the United States every year. Some of the factories of that time averaged over one hundred thousand single trackers annually, while the manufacturing of bicycles was generally considered one of the greatest industries.

The cyclists then took a keen delight in riding fifty to two hundred miles in one day. They considered bicycling the best way of exercising. It brought them out in the fresh air, developed them physically and gave them no end of pleasure. Bicycling laid the foundation for thousands of strong physiques. Often when the old-time riders meet today they live again in the happy pleasure of the good old days and get reminiscent.



President William Schack

### Value Generally Recognized

Generally considered, the bicycle is now just as valuable as it ever was—in fact, it is even more valuable. For the great number of improvements and refinements, made in the average machines since the old days, have created a more comfortable vehicle. There are still the same benefits to be derived from cycling. Every man, woman and child is missing much, when they do not take advantage of the good things the bicycle has to offer.

In business the bicycle is now recognized as an important factor in making quick deliveries. Back in the old days the two-wheelers were used almost exclusively for pleasure purposes, but now we see hundreds of hard-headed merchants making use of this inexpensive means of covering ground.

The city business man who lives at any distance away from his store finds a ready means of travel by leisurely wheeling to his establishment on a bicycle. Almost all of the more progressive firms are giving bicycles to their collectors, salesmen and other outside men, so that they can increase their value as business getters. They recognize that in the case of the bicycle not only is the initial outlay small but the cost of maintenance is extremely low. The outside men can cut down their expenses by not using trolleys and save a great deal of time in being able to move from one place to another without the annoyance and delay of waiting for cars.

### More Machines Now Used

That an increased number of the younger generation is getting wise and again using the bicycle is evidenced by the fact that more young cyclists are to be seen in the streets now than at any time in the last decade. Go through almost any city and you will see that the silent two-wheeler is again getting into the favor of the younger people.

Even in the sporting end of the bicycle game there is to be seen a renewed activity. There are more bicycle velodromes today than there were at any time before. And in most instances, where the weather man has not been unkind, these velodromes are doing a good business. All of which goes to show that people are taking a greater interest in the sport of bicycling. It is not too much to say that in seeing the riders on the tracks the younger people are aroused to a pitch of enthusiasm that makes them splendid bicycle prospects.

The outlook for the bicycle is a good one. It is now founded on a substantial footing and its appeal to the public is based on recognized advantages.

To a bicycle maker of many years of experience these facts are certainly gratifying, for the reason that every manufacturer knows that the bicycle has admirably established its right to take a prominent place among vehicles.

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### HALL CO. TO BUILD TRACK

Waco, Tex.—The Hall Cycle & Plating Company, local Smith Motor Wheel representative, is contemplating the erection of a ten-lap board cycle bowl. On this track will be conducted motor wheel as well as bicycle contests.

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### NOVEL PIERCE STRIPER

After making considerable effort to obtain a mechanical striper for rims, and meeting with no success, the Pierce Cycle Company, of Buffalo, N. Y., were forced to use a device of home construction, but

one which proved itself to be a great success. It was necessary to have some sure and rapid device for so treating rims, if the finishing department was to keep pace with orders.

Superintendent Kaelin, who has been responsible for more than one of the ingenious devices used in the Pierce factory designed a piece of apparatus to fill the bill in a short time. It consists of three adjustable arms attached to a central disc, the latter revolving on roller bearings. The disc and arms are carried by a standard screwed to the floor and arranged at the proper working height.

The three arms are hollow and screw into the central disc. At their outer ends they have claws to embrace the outside of the rim in the groove. The two upper arms are fitted with set screws to hold the rim in place, while the third or lower arm is in two parts. The claw is stationary, but the two pieces are connected by an internal spring and the tension is regulated by a set-screw. The purpose of this arrangement is to make the rim fit snugly in the claw, yet not so as to cause an undue strain to warp or deform it. With the rim set in the claw it is spun around by hand as the striping brush is held to give a color in the desired position.

### BICYCLE DEMAND GROWING

Niagara Falls, N. Y., July 26.—B. L. Moone, the Harley-Davidson and Globe bicycle agent, reports that he has been selling a large number of bicycles since the Fourth of July.

### TIRE COMPANY INCORPORATES

Cincinnati, Ohio.—The Burgamy Tire Company has been incorporated by J. R. Burgamy and others, with a capital stock of $15,000, to handle automobile and motorcycle tires.

### CITY TAKES LEIGHTWEIGHTS

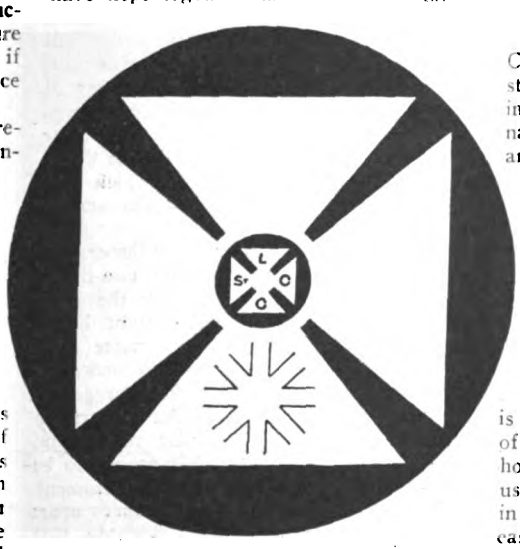
James L. Bickerstaff & Sons, of Richmond, Va., agents for the Miami Power Bicycle in that city, report that they have sold three of the lightweights to the City Water Department of Richmond.

### USEFUL "DIRECTION STICKERS"

For the purpose of keeping all the riders on a tour going in the right direction, the St. Louis Cycling Club makes use of a sticker, which is shown in the next column. A close examination of this illustration reveals a figure under the emblem of the club, the lines of which indicate every possible fork, crossing or turn of a road.

On long tours, particularly those in unfamiliar territories, these stickers are posted in conspicuous places at intersections along the route by a member of each division. He marks an arrow between any of the two parallel lines in the figure which correspond to the direction of the road about to be followed. In the other white spaces can be written the time the intersection was passed and the names of the members in the various "bunches."

Sometimes a half dozen stickers can be seen at one point, each bearing the same date, thus showing that six divisions have passed. It is, therefore, very easy for the men in the rear to tell whether the cyclists have kept together and for a straggler,




starting out from the city alone, to follow the right road and tell just what riders preceded him.

In wheeling over sections many miles from St. Louis, the country is "wild" and the system of roads becomes more and more intricate. The St. Louis Club has found these stickers very useful, and would be glad to see any bicycle organization make use of the idea it has originated.

### VALENTINE SUCCEEDS REFEREE ROSS

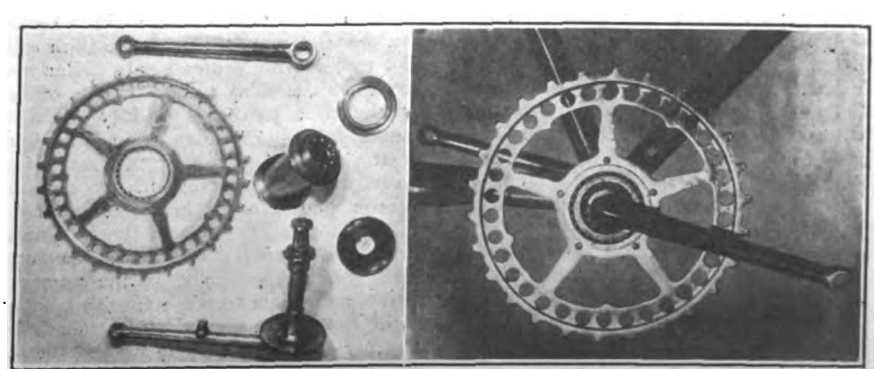
Newark, N. J., July 31.—Arthur Ross, the referee at the Newark Velodrome, resigned last Saturday and John Valentine, of New York, was immediately named as his successor. Valentine officiated in his first meet on Sunday and had a pretty hard time of it due to the mix-up in the running of the Criterion race. Ross, in handing in his resignation, stated that he was pleased to be relieved of the thankless task of trying to stop teaming and hoped that his successor would be more successful than he had been. Ross is a good friend of Frank Mihlon, president of the Cycle Racing Association; Inglis M. Uppercu and also Johnny Chapman, the local manager. All say Ross was "too good a fellow for the job."

Valentine has refereed bicycle races for many years and is said to be one of the most fearless fellows who ever held the job. Valentine officiated as referee at the local track four years ago and last season was the high mogul at the Brighton Beach Velodrome.

### DUPLEX HANGER BEARING

Announcement is made by the Girard Cycle Company, of 140 North Fourteenth street, Lincoln, Neb., of its Duplex bearing for bicycle crank-hangers. As the name implies, there are two ball-bearings, arranged concentrically on the sprocket side of the hanger, the outer one carrying the sprocket independent of the bearings for the crank itself. The object of this construction is to eliminate side draft and side pull on all bearings, thus effecting easier running of the transmission and the cycle itself.

The sprocket carrier has a race which carries the outer row of balls of the Duplex set. The inner race of this bearing is a ring which fits over the projecting end of the hanger shell. The crank bearing is housed inside the shell projection as is the usual practice. With the bearings arranged in this manner, mounting or dismounting is easily performed. To change sprockets it is merely necessary to remove five screws, releasing the sprocket from the carrier, and afterward substituting the new sprocket without affecting the set of the ball-bearings. Since the rows of balls remain in the carrier and in the hanger-shell extension respectively, there is no fear of losing the balls, or of getting them dirty through handling. The bearing is patented, the number being 921,100.



Left, Parts of Duplex Hanger Bearing; Right, Bearing in Place, Showing Double Race

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# DROBACH SPEEDY IN CHICAGO RACE

## Meet Run at Riverview After Three Postponements due to Bad Weather.

CHICAGO, August 1.—After being postponed three times the race meet originally scheduled for Sunday, July 25, was finally run on Saturday night, July 31. With a lapse of ten days in between the last meet run put the riders on edge and the races were hard fought and a bit rough.

The feature of the night would be hard to pick. Peter Drobach, the South Boston German, won his handicap motor-paced race from Norman Anderson, the Dane. Drobach gave Anderson two laps handicap in each of the three heats. In the first heat Anderson drew Whittler for a pacemaker and while Drobach gained back almost one of the laps, the Dane was a bit too fast for him. In the second and third heats Drobach drew Whittler and won each heat and in doing so shattered the record for the track, made by Eddie Root, in each heat. The old mark stood at 6:44 and Drobach rode the second heat in 6:43 and the third in 6:42⅘.

Iver Lawson won the three-mile open for the professionals in a hard ride. John Bedell trailed home second and Lloyd Thomas ran third. Big Frank Cavanagh just managed to get fourth, while Charles Piercey finished a few inches back of Cavanagh. Lap money made the race a fast one all the way and the going was pretty rough. In the weekly running of the Brassard race, which was added to the card, Eddie Madden, the Newarker who holds the meal-ticket armlet, successfully defended the same against Lloyd Thomas, the little Californian. The finish was one of the best seen here this season and Madden won by a scant six inches.

### Diefenbacher Wins

Most of the money in the half-mile handicap for the professionals fell to the lot of the long markers. Bob Diefenbacher won from the 65-yard mark and second place went to Lloyd Thomas, a 25-yard man. Floyd Krebs, from the 55-yard mark, ran third and Eddie Madden, a 30-yard starter, finished fourth.

The long-mark men copped most of the prizes in the third-mile repechage handicap for the amateurs, the back men being unplaced. C. DeCesare and Q. Chiostri, two members of the Italo-American Cycling Club, ran first and second from the 85-yard mark. Ernest Kockler and Charles Minnetti, two members of the Riverview Cycling Club, ran one-two in the "miss and out" race for the "simon pures." Willie Kell, a Chicago Cycling Club boy, ran third, and George Klasen, the Dane, fourth. Louis Kuehl won the lap prize. Summary:

One-Third-Mile Repechage Handicap (Amateur)—Won by C. De Cesare, Italo-American C. C. (85 yards); second, Q. Chiostri, Italo-American C. C. (85 yards); third, Howard Bigelow, Riverview C. C. (75 yards); fourth, Olaf Lodal, Danish-American A. C. (55 yards). Time, 37 seconds.

Miss-and-Out (Amateur)—Won by Ernest Kockler, Riverview C. C.; second, Charles Minnetti, Riverview C. C.; third, Willie Kell, Chicago C. C.; fourth, George Klasen, Danish-American A. C. Time, 5:55. Distance, 2¾ miles.

One-Mile Brassard Race (Professional)—Won by Eddie Madden, Newark; second, Lloyd Thomas, San Francisco. Time, 4:52.

One-Half-Mile Handicap (Professional)—Won by Bob Diefenbacher, San Jose (65 yards); second, Lloyd Thomas, San Francisco (25 yards); third, Floyd Krebs, Newark (55 yards); fourth, Eddie Madden, Newark (30 yards). Time, 54 seconds.

Three-Mile Open (Professional)—Won by Iver Lawson, Chicago; second, John Bedell, Long Island; third, Lloyd Thomas, San Francisco; fourth, Frank Cavanagh, Newark. Time, 5:59.

Five-Mile Handicap Motor-Paced Race—First heat won by Norman Anderson, Denmark (2 laps); second, Peter Drobach, South Boston (scratch). Time, 7:01. Second heat won by Drobach. Time, 6.43. Third heat won by Drobach. Time, 6:42⅘.

### Sunday Night Races

Chicago, Aug. 2.—Ernest Kockler, the Riverview Cycling Club star; Ned Young, the Newarker; Iver Lawson, the local Swede, and Peter Drobach, the South Boston German, were the bright stars at the Riverview Velodrome on Sunday night, August 1.

Kockler won the first event of a series of four to decide the amateur championship of Chicago, the event being at one-third mile. The race was divided into four heats, three semi-finals and a final, with four men in the final, the successful four being Kockler, E. Davini, George Klasen and Bert Nelson, and they finished in that order. The other events of the series will be a half mile, a one mile and a five mile, the rider scoring the greatest number of points in the series to be declared Chicago champion for 1915. Kockler also came home in front of a large field in the three-mile open for the amateurs in which Olaf Lodal took a spectacular but not serious spill.

Iver Lawson met Charles Piercey, the Australian, in a match race at two-thirds mile and the local Swede took the Australian into camp in two straight heats. This was Piercey's first appearance in a sprint match race and he performed in a creditable manner, making Lawson go all the way to defeat him. An Australian pursuit race was put on for the second class men at the track and it proved to be the real hit of the evening's entertainment. Nine men started at equal distances apart and to the surprise of everybody Gus Wohlrab, the Jersey City rider, who was the favorite, was put out first by Albert Crebs. The race was a hard one and in turn Floyd Krebs, Rudi-Ruase, Steve Senhouse, Albert Crebs, Bobby McLean and Bob Diefenbacher were put out until Joe Kopsky and Ned Young were left. Young passed Kopsky after riding four and two-third miles and received a great hand for his hard ride.

Eddie Madden, the slender Newarker, was the real surprise of the night, when he came home a winner in the two-third mile point race for the professionals. Nine men started in the final and Iver Lawson led for the first two laps with Madden in second place. Madden won the third sprint and Gordon Walker the last. Madden scored seven points to six each for Lawson and Walker and four each for Lloyd Thomas and Martin Ryan. Charlie Piercey, Eddie Root and Frank Cavanagh were lost in the shuffle in the numerous sprints and failed to score enough points to count for any money. Peter Drobach had a rather easy time of it in his motor-paced match against John Bedell, taking the event in straight heats.

# CENTURY RIDERS CAPTURE RELAY

## San Francisco Team Wins Annual C. A. C. Event After 54 Miles, Capturing Trophy

SAN FRANCISCO, July 31.—The New Century Wheelmen of this city won the annual relay pursuit race of the California Associated Cyclists on Sunday, July 25, at the Park Stadium. The race went fifty-four miles before the New Century team overtook the Garden City team, which finished second. The Acme Club, of Oakland, was third.

The time made by the winning team was one hour and thirty-three minutes. Walter Hammitt, Harry De Brie, Harry Spence, Pop Rhodes, Leslie Nelson and Albert Sangalli were the New Century riders.

After a steady grind of eight miles, Leslie Nelson, of the New Centurys, sprinted down the backstretch and caught Doc Prior, of the Acme team, which put the Oaklanders out of the going. Then the fight was on between the Garden City team and the New Century team.

Walter Hammitt, of the winning team, rode a splendid race. Every lap he sprinted down the backstretch and closed up a gap. When the fifty-fourth mile was reached Sangalli, of the New Century team, sprinted for a half a lap and caught H. Humburg, the last Garden City rider.

The Garden City team included: Nick Eisentrout, Ike Moon, L. Semondi, H. Humburg, H. Plummer and A. Ashman. The Acme Club riders were Walter Jones, Ray Girard, Doc Prior, M. Wiesman, E. Carroll and E. Anderson. The distance is a local record for a six-man relay pursuit race. The winners were awarded the Granat Brothers trophy which is a beautiful silver cup.

There were six men to a team, and each made two laps at top speed until picked up at the tape by his team mate. Each man had a twenty-minute rest between the heats, which made the race fast throughout. A large crowd saw the race and enjoyed it immensely.

### READING CYCLE INCREASES CAPITAL

Reading, Pa., August 3.—The Reading Cycle Company, recently incorporated by Keyser Fry and associates to manufacture bicycles and motorcycles, has given notice of an increase of capital stock from $5,000 to $50,000. Mr. Fry and those associated with him bought out the interests of William F. Remppis and C. W. Leinbach in the taking over of the original Reading Cycle Company. They have acquired some valuable patents and will do business on a considerable scale.

### THE HARPOON IS HARPOONED

Chicago, Aug. 1.—The *Harpoon*, the little weekly published by the Riverview Velodrome, has been discontinued by the management. The reason for the discontinuation of the weekly cycling magazine is economy. The *Harpoon* was well received by the local fans.

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# Goullet Nails the "Criterion Revenge"

NEWARK, N. J., August 1.—Frank Kramer, the national champion, was beaten decisively here today in the "Criterion Revenge" by Alfred Goullet, the speedy Australian cyclist. Goullet has never before beaten the champion as decisively as he did today. Kramer was the winner of the first heat, but "Goullie" came back and took the next two. In the second heat he defeated Kramer by coming through with a driving finish in the home stretch, while in the final heat which gave him the race he rode around "Big Steve" on the back stretch and outpedaled the American right to the tape.

The defeat of Kramer stirs up the discussion once more as to who will be the American champion. There were thousands of fans who watched the races here today who thought that Kramer had about reached the end of his rope and Goullet would now go out and win the championship. Kramer, however, is not worried in the least at his performance. He takes it that the trip to Boston on Saturday and the return home on Sunday morning in a hot sleeper had its effect. Every year Kramer has slumped for a week or so, but has always braced up again and ridden as good as ever. The wise fans are expecting him to do the same thing this year.

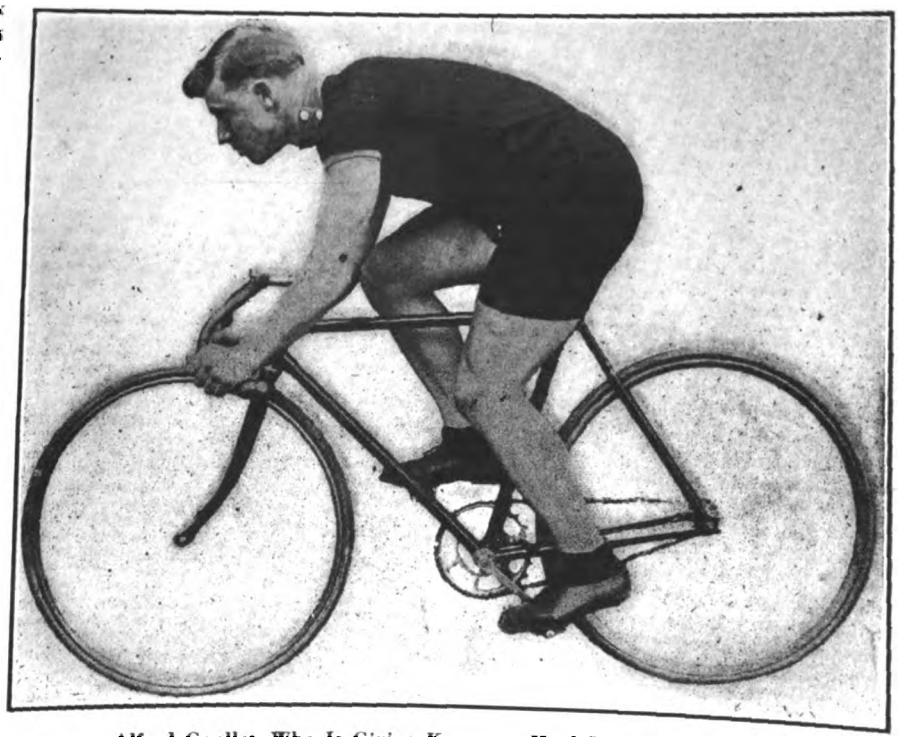
Goullet's victory was a popular one and he received a great outburst of applause from the fans as he rode around the track with the bouquet of flowers presented to him. He then went up to a box in the grandstand and gave away some of the flowers, and there was more applause.

Reggie McNamara, of Australia, won the Australian pursuit race from Alfred Grenda and Oscar Egg. Egg was eliminated at one mile by Grenda, while McNamara went by Grenda after three miles, one and one-quarters laps had been covered. This race was ridden while the rain was falling, and once or twice it looked as if the riders would slip to the track. The dope did not carry true in this race, as Grenda or Egg were looked upon as the likely winner.

Alfred Grenda won the Brassard title by defeating Cesar Moretti in a one mile match race. Moretti had just captured the title a week ago by leading Reggie McNamara over the tape. The finish of this race was a dandy, for Moretti did not seem to have a show until he came down the home stretch when he let out with a great burst of speed, almost nipping Grenda at the tape. To many it appeared as if the race was a dead heat, but the automatic judge awarded the race to Grenda.

Norman Hansen, of Denmark, won the two mile invitation affair for the professionals by nipping Donald McDougall at the tape. It looked like McDougall's race until the last five yards, when Hansen in his final kick shot by the Newark rider. Hansen had a handicap of 60 yards, while McDougall's allowance was 80 yards.

Arthur Spencer, of Toronto, Canada, came home first in the only amateur race run off. He copped the half-mile handicap race from the fifty-five yard mark. August Lang, of Irvington, with 25 yards finished second. Rain called off the three mile open for the amateurs, as well as the ten mile race for the professionals. The summaries:



**Alfred Goullet, Who Is Giving Kramer a Hard Battle for the Title**

Half Mile Novice (Amateur)—Won by Frank Scadutto, Newark; William Beck, Newark, second. Time, 1m. 10⅕s.

Half Mile Handicap (Professional)—Won by Harry Kaiser, New York (35 yards); Reginald McNamara, Australia (scratch), second; Marcel Dupuy, France (10 yards), third; Norman Hanson, Denmark (50 yards), fourth; William Hanley, San Francisco (20 yards), fifth. Time, 53⅕s.

The Criterion Revenge—Won by Alfred Goullet, Australia; Frank L. Kramer, East Orange, second; Cesar Moretti, Italy, third. First heat won by Kramer; Goullet, second; Moretti, third. Time, 2m. 46s. Last eighth mile, 12⅕s. Second heat won by Goullet; Kramer, second; Moretti, third. Time, 2m. 53⅕s. Last eighth mile, 11⅘s. Third heat won by Goullet; Kramer, second; Moretti, third. Time, 2m. 53⅕s. Last eighth mile, 11⅘s.

Half Mile Handicap (Amateur)—Won by Arthur Spencer, Toronto (55 yards); August Lang, Irvington (25 yards), second; Fred Taylor, Newark (scratch), third; Edward Kane, Newark (15 yards), fourth. Time, 56⅕s.

The Brassard Race at One Mile (Professional)—Cesar Moretti, Italy, vs. Alfred Grenda, Australia. Won by Grenda. Time, 2m. 44s. Last eighth mile, 12⅕s.

Two Mile Invitation Handicap (Professional)—Won by Norman Hansen, Denmark (60 yards); Donald McDougall, Newark (80 yards), second; William Hanley, San Francisco (scratch), third; Thomas Smith, Irvington (90 yards), fourth; Ernest Jokus, Newark (70 yards), fifth. Time, 3m. 45⅗s.

Australian Pursuit Race (Professional)—Won by Reginald McNamara, Australia; Alfred Grenda, Australia, second; Oscar Egg, Switzerland, third. Time, 6m. 50s. Distance, 3 miles 1⅕ laps.

## KRAMER BEATS MORETTI

Boston, Mass., August 1.—Weather interfered with the scheduled motor-paced events at Revere Cycle track, both last Saturday and Wednesday, July 28. The 25-mile on Saturday between Jimmie Moran, Bobby Walthour, Pinkie Turville and Harold Rollins was called off after a few laps. Moran blew out a tire, and it was decided that the going was too risky.

There was a sizzling special sprint match to rouse the fans, however, on Saturday between Frank Kramer, of East Orange, and Caesar Moretti, of Italy. Kramer won in straight heats, his game being the foxy one of forcing the Italian to take the lead until the last lap, at which time Kramer had the strength to jump his wheel and speed enough to win out.

Both the one and three-quarter mile professional handicap and the professional miss-and-out race were won by Willie Turville, of Revere, who was in great form. The five-mile open amateur event was a hummer, Fred Herbert, of Fall River, just out-jumping L. C. Rollins at the tape. Saturday's summary:

One-Half Mile Amateur Handicap Race—Won by Fred McKenzie, Revere (50 yards); William Cupit, Roxbury (105 yards), second; Michael Barber, Roxbury (110 yards), third; Patsy Antonucci, Boston (115 yards), fourth. Time, 57⅘s.

One and Three-Quarter-Mile Professional Handicap Race—Won by Willie Turville, Revere (45 yards); Hugh MacPartland, Boston (75 yards), second; Pat Logan, South Boston (15 yards), third; Saxon Williams, Buffalo (105 yards), fourth. Time, 3m. 34⅕s.

Special Sprint Match (Frank Kramer, of East Orange, N. J., American champion, vs. Caesar Moretti, Florence, Italy, Italian champion)—First heat (¾ mile), won by Kramer. Time, 2m. 6⅘s. Second heat (¼mile), won by Kramer. Time, 2m.

Professional Miss-and-Out Race—Won by Willie Turville, Revere; Alvin Loftus, Providence, second; Dennis Connolly, Everett, third; Warren Holbrook, South Boston, fourth. Distance, 1 mile 3 laps. Time, 2m. 39⅗s.

Five-Mile Amateur Open Race—Won by Fred Herbert, Fall River; L. C. Rollins, Everett, second; Tom Connolly, Everett, third; Ned Chandler, Boston, fourth. Time, 11m. 34⅘s. John Fardig, Orient Heights, winner of most laps.

Two-mile exhibition motor-paced by Leon Didier. 3m. 1⅕s.

## PIERCE IN NEW YORK

Percy Pierce, president of the Pierce Cycle Company, of Buffalo, N. Y., arrived in New York early this week to visit the local trade. He intends to make a short stay in the city before completing a short tour through the State.

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# Bello Wins Two Amateur Races

SHEEPSHEAD BAY, N. Y., August 1.—Tom Bello won two races at the Sheepshead Bay Velodrome on Saturday night. His first success was in the three-fourth mile handicap. He made good use of his 50 yard allowance and held up with the distance men to the stretch. Here he opened up a sprint and came under the wire first by a half length. A. Desimone, of the Century Road Club Association, with 45 yards, was second, and Jerry Nunziata, third.

Bello won his second victory when he took the two-mile open amateur from a field of close to thirty riders. Fred Waisin, of the Acme Wheelmen, leading from the start until the bell lap, looked a sure winner, but on the last lap Bello showed his sprinting ability and won by a half length. His time for the distance was 4:22⅗.

Too much jockeying on the part of the stars robbed the alternance race of its interest. Three men contested in each of the four heats at a distance of one mile, but the heats were practically decided in one lap sprints. Alfred Goullett, of Australia, was the ultimate winner, scoring 15 points for his three starts; Harry Kaiser, of The Bronx, was second with a tally of 11, and Francisco Verri and Fred Hill were third and fourth with 7 and 3 points, respectively.

George Wiley, of Syracuse, won the one hour motor paced race from a field of four starters, covering a distance of 41 miles 6¼ laps. George Seres, of France, finished second, with 40 miles 3 laps, and Vstor Linar, of Belgium, third, with 39 miles 2 laps. Clarence Carmen dropped out at 39 miles owing to a sudden attack of illness.

### WILEY WINS AT REVERE

Boston, Mass, July 26.—Rain prevented the finish of the 50-mile motor-paced race for the American middle-distance championship at the Revere cycle track on Wednesday night, July 25, but George Wiley, of Syracuse, N. Y., who was in the lead at the twenty-fifth mile was awarded the diamond studded championship medal. When the riders were called from the track Wiley was leading Elmer Collins, of Lynn, by a quarter of a lap and Bobby Walthour was a poor third. Clarence Carman, of Jamaica, L. I., who defeated Wiley a year ago, was thrown from his wheel in the early stages of the grind and was rendered unconscious. A punctured tire caused the accident. Despite the downpour, all the other events on the program were completed. The summary:

Half-Mile Amateur Handicap—Final won by J. Barry, Cambridge (65 yds.); Fred McKenzie, Revere (35 yds.), second; J. B. Rollins, Everett (40 yds.), third; John Tardig, East Boston (55 yds), fourth. Time, 59⅕s.

One and One-Half Mile Professional Handicap—Won by Saxon Williams, Buffalo (150 yds.); Frank Drobach, South Boston (60 yds.), second; Dennis Connolly, Everett (90 yds.), third; Percy Cutter, Wakefield (120 yds.), fourth. Time, 3m. 32⅕s.

One Mile Invitation Amateur.—Won by F. Keenan, Revere; F. McKenna, South Boston, second; Kenneth Plumber, Revere, third. Time, 2m 14⅘s.

Three Mile Open Professional—Won by Pat Logan, South Boston; Frank Drobach, South Boston, second; Dennis Connolly, Revere, third; Hugh McPartland, South Boston, fourth. Time, 7m. 14⅘s.

Miss and Out Race, Amateur—Won by L. C. Rollins, Everett; Tom Connolly, Everett, second; Willie Turville, Revere, third; John Barry, Cambridge, fourth. Distance, 1 mile and 1 lap. Time, 2m. 46⅕s.

American Championship 50-Mile Motor-Pace Race—Won by George Wiley; Elmer Collins, second; Bobby Walthour, third. Distance, 23 miles and 6 laps. Time, 38m. 23s.

George Wiley

### MULTICYCLE FOR THE BLIND

This multicycle is in use at the Royal Normal College for the Blind, at Upper Norwood, England. It will carry a team of twelve cyclists. It is composed of six two-wheeled members, each adapted for two persons, coupled together, there being a connecting bar between each successive pair of wheels to form the complete train. The machine is constructed to carry either sex, and is 28 feet in length. Obviously the machine must be guided by a person with sight. This person is in the second seat. The slightest deviation of the front wheels to either side is transmitted through the coupling bar to the second pair of wheels, the driver of which can act in concert, thereby conveying the same intimation to the third unit, and so on to the end. The sharpest curves can easily be rounded. Often long excursions are taken into the country. On one occasion a round trip was taken to Brighton, 100 miles distant. This trip was made in 10¾ hours.

### LAWRENCE POINT BREEZE VICTOR

Philadelphia, Pa., August 1.—Percy Lawrence, the lanky Californian, showed the enthusiasts on Saturday night that he retains his speed by winning from Menus Bedell, of New York, and Norman Hansen, the Danish rider, in a 30-mile motor-paced race before 12,000 persons at Point Breeze Park velodrome. Hansen, the Danish rider, who was giving Lawrence a battle, met with hard luck in the ninth mile, when he got a puncture in his front tire and again in the fifteenth mile he had another mishap. These mishaps knocked him out of the running, so Lawrence came home an easy winner, with Bedell second.

The fans were treated to some thrills in the motorcycle events. In the three-mile professional event, Henri St. Yves, the little Frenchman, nosed out both Armstrong and Vanderberry in the fast time of 2 minutes and 9 seconds. He also won the five-mile event. In the two-mile event Armstrong won by a wheel's length. As he was about to start in the race for unknown distance Armstrong's machine caught fire, but he quickly dismounted and was slightly burned. The summaries:

Three-Mile Professional Motorcycle Race—Won by Henri St. Yves; second, Billy Armstrong; third, W. H. Vanderberry. Time, 2 minutes, 9 seconds.

Two-Mile Professional Motorcycle Match Race—Won by Billy Armstrong; second, Herman Veditz. Time, 1 minute, 27⅗ seconds.

Thirty-Mile Professional Motor-Paced Race, in One Heat.—Won by Percy Lawrence, San Francisco; second, Menus Bedell, Long Island; third, Norman Hansen. Time, 39 minutes, 16⅕ seconds.

Unknown Distance Professional Motorcycle Race, Distance One Mile.—Won by Herman Veditz; second, W. H. Vanderberry. Time, 44⅖ seconds.

Five-Mile Professional Motorcycle Race.—Won by Henri St. Yves; second, Herman Veditz; third, W. H. Vanderberry. Time, 3 minutes, 36 seconds.

### SHIRLEY HAS GOOD SEASON

Amos Shirley, the veteran New York cycle dealer, reports an excellent demand for bicycles during 1915. He is handling the Pope line, having sold that make for fifteen years.

Multicycle Being Used by Blind at Upper Norwood, England

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SCENES AT A RECENT BICYCLE RACE MARKING THE REVIVAL OF CYCLE RACING IN KANSAS CITY, MO.

At the Left, Start of 10-Mile Handicap; In Center, Three Place Winners; At the Right, Those Who Took Prizes

### WILEY LOWERS A RECORD

Philadelphia, Pa., July 29.—George Wiley, of Syracuse, N. Y., gave a wonderful exhibition of motor-paced bicycle riding at the Point Breeze Motordrome on Thursday, July 29, winning the event in 1 hour, 2 minutes, 40 seconds, and lowering the former world's record made by Clarence Carman by fifty-five seconds. Bobby Walthour was second, George Seres, of France, third, and Vincent Madonna, of Italy, fourth.

Ten thousand spectators gathered at the track to see the races and they were given all the thrills they could desire. Wiley started off as though he was going to make a runaway race of it, but on the sixth mile he sustained a punctured tire and while he was changing his wheel his rivals secured a lead of nearly three laps on him. Nothing daunted, the plucky American went right after his field and was cheered to the echo as he gradually brought the other riders back to him. Soon after reeling off his twenty-eighth mile Wiley regained the lead and he held it then until the end, winning by a comfortable margin. But for the accident early in the race Wiley probably would have cut a much bigger slice off the record.

### LAWSON HAS COVERED 18,214 MILES

Los Angeles, Cal., August 1.—Bob Lawson is now working the towns around Los Angeles in the interests of the Atherton coaster brake, Goodrich tires and Iver Johnson bicycles. Lawson reports that during the year ending July 1, 1915, he has covered 18,214 miles on a bicycle equipped with the same Atherton brake.

### WILL STICK TO BIKE

Oakland, Cal.—James Aunie, who has been selling motorcycles at 1924 San Pablo avenue, Oakland, has decided to quit the motorcycle game, and will devote his entire time hereafter to selling bicycles. He will put in a complete line of Great Western wheels and will sell them for cash and on the installment basis.

### RECORD MOTOR WHEEL TRIP

Sacramento, Cal.—Robert Orpinella on a Smith Motor Wheel equipped bicycle, accompanied by Frank and Miss Gladys Chance on a motorcycle, made the round trip to Placerville, the total distance, including side trips, being about 115 miles. The trip was completed in a trifle over three hours, which is automobile time over the same roads. Only one gallon of gasoline was used on the trip, an economy scarcely believable to the automobile or motorcycle driver. Bad roads and mean hills were encountered, included in the latter being Sacramento Hill, a long grade of about 12 per cent and extremely difficult to negotiate on account of a thick coating of loose crushed rock. The motor wheel made this and all the other hills without a whimper.

Robert Orpinella

### C. R. C. A. MILEAGE STANDING

The Mileage and Century Standing compiled by the Century Road Club Association, shows that up to July 15 Fred M. Sanborn, of Baltimore, Md., is still in the lead, followed by William Winquist, of Brooklyn, N. Y., while Sylvain Segal, of New York, N. Y., is third. The new list shows that many changes have been made in the last 15 days, the most notable of these being the advance of Andrew N. Segal, of New York, N. Y., from 23rd place to 10th. The complete standing of the contestants up to July 15 is as follows:

1—Fred M. Sanborn, Baltimore, Md.
2—William Winquist, Brooklyn, N. Y.
3—Sylvain Segal, New York, N. Y.
4—George Steppello, Astoria, N. Y.
5—Joseph Caldwell, Brooklyn, N. Y.
6—Charles E. Hansen, Jersey City, N. J.
7—Duane W. Moore, Bayonne, N. J.
8—Ray Caldwell, Brooklyn, N. Y.
9—Adolph R. Jacobson, New York, N. Y.
10—Andrew N. Segal, New York, N. Y.
11—George H. Segal, New York, N. Y.
12—Adolph Weiner, New York, N. Y.
13—Carl Bonhardt, New York, N. Y.
14—Louis Zemo, Elberon, N. J.
15—Howard V. Carroll, New York, N. Y.
16—Robert Wolfson, New York, N. Y.
17—Ralph W. Zarr, New York, N. Y.
18—George Harvey, Brooklyn, N. Y.
19—Alfred Knipling, New York, N. Y.
20—John M. Mitchell, Greenwich, Conn.
21—William F. Thompson, New York, N. Y.
22—Alex Thomson, New York, N. Y.
23—Harry A. Whiteman, New York, N. Y.
24—Amiello Piantedosi, New York, N. Y.

### ACME CLUB ELECTS

Oakland, Cal.—The Acme Bicycle Club, of Oakland, has elected the following officers: President, E. Armberger; secretary, R. Girard; treasurer, E. J. Carroll, and road captain, O. B. Clark. Carroll is the star cyclist of the club and is considered one of the classiest riders in northern California.

### WHERE BICYCLES ARE PLENTIFUL

Hamilton, Ohio.—The speed and convenience of the bicycle as a vehicle upon which to ride to work led a bunch of local men into trouble last week, as they were caught transgressing upon the sidewalks, which is against local ordinance requirements. No less than eleven were haled to the municipal court on this charge, and they all pleaded guilty. They were let off with a warning to use the sidewalks for walking only. Hundreds of workmen in Hamilton, employed in the various manufacturing plants around the city, use bicycles in going to and from work, and there are undoubtedly more bicycles in use in the city now than ever before.

### ON BICYCLE VACATION TOUR

Racine, Wis., July 28.—Fifteen members of the Eagle Athletic Club left for a two weeks' bicycle vacation to Iron Mountain, Mich., and return, a round trip journey of 700 miles. The Eagles have a camp in the Michigan city. Orville Hanks and Edgar Johnson left several days ahead of the main party to get the camp in readiness. They had no difficulty in negotiating the sandy roads along the lake shore.

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FAIR POPE EMPLOYEES IN PLEASANT SURROUNDINGS

**Quartette of Office Force on a Recent Week-End Cycle Run. Cycling by Pope Staff Members Is General All Through the Westfield Plant**

### 87—AND STILL PEDALLING SOME

(Continued from page 63.)

riding he used up sixteen tires, eleven on the rear and five on the front wheel. He used one saddle for more than 75,000 miles, and a pair of rubber pedals, without toe clips, for 25,202 miles. Since he began to ride, Mr. Davis has employed two ordinaries and eight safety bicycles all of which lasted long.

There are very few men living who at the age of eighty-seven still have enough vitality and strength to attempt riding through the streets on a silent single tracker. Mr. Davis frankly confesses that his tenacious hold on life is due almost entirely to the strong physique that he developed through his many years of constant cycling.

### BUILDING COMMITTEE BUSY

Dayton, Ohio.—The building committee of the Dayton Bicycle Club, which has the weighty duty of settling the numerous important details connected with the construction of the club's new home, is considering a number of propositions, including the offer of several handsome old residences in the down-town section which would be suitable for the purpose. The matter will not be settled at once, however, as the lease on the present quarters of the club does not expire until the first of October.

### INCORPORATE PNEUMATIC TIRE CO.

Cleveland, Ohio.—The National Pneumatic Tire Company, of this city, has been incorporated with a capital stock of $25,000 to manufacture and deal in automobile and motorcycle tires. The incorporators are: Peter Kelley, Wesley J. House, William Sylvia, George McLeod, Arthur G. Elliott and A. E. Swanson.

### MOTOR WHEEL A PREMIUM

Oakland, Cal.—The Meyer Bicycle Co., of 1908 San Pablo, Oakland, has taken a sub-agency for the Smith Motor Wheel, under Freel of San Francisco, and in order to bring the machine quickly before the riders of his territory will give one away as a premium. He has used premium plans extensively in his business, giving different premiums for various amounts purchased at his store.

### CLARKSON ON BUSINESS TRIP HERE

Wellington, N. Z.—Mr. J. B. Clarkson, managing director of Messrs. J. B. Clarkson & Co., Ltd., wholesale cycle, motorcycle and general merchants of Wellington and Christchurch, New Zealand, is now on another visit to the United States. After spending a few days at the Panama-Pacific Exposition and Los Angeles, he will arrive in Chicago on Tuesday, August 10. He will be located in the Blackstone Hotel. While in the United States it is authoritatively reported that Clarkson will make considerable purchases, being particularly interested in motorcycle, bicycle and automobile accessories.

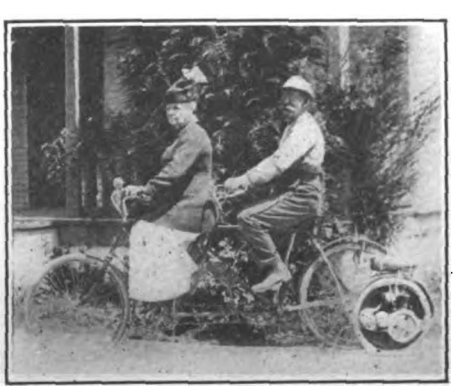
### NO SHEEPSHEAD RACES

Sheepshead, N. Y., Aug. 3.—Owing to the rainy weather there were no bicycle races held at the Sheepshead Bay Velodrome on Tuesday night, August 2. The same card will be run on Saturday.

### ST. LOUISANS ON RUN

St. Louis, Mo., Aug. 1.—Members of the St. Louis Bicycle Club held their weekly run on Sunday from Tower Grove Park to Bulltown. The Saturday run took them to De Soto.

### MOTOR WHEEL TANDEMITES



**L. R. and Mrs. Eldred, of Azuza, Cal., Who Use Smith Attachment for General Touring**

## LATE MOTORCYCLE NOTES

### SIXSMITH DOUBLES CAPACITY

T. J. Sixsmith, one of New York's pioneer motorcycle and bicycle agents, has completed the enlargement of his store at 203 West 100th street. He has now a 44-foot frontage, with a seven-foot entrance door at the center, amply wide enough for any sidecar outfit. Mr. Sixsmith has retained the annex which he opened about two years ago and which was the only place in which he could store sidecar combinations. His capacity for solo and tandem machines has been doubled by the enlargement and he has accommodation for at least eight additional sidecars, although a week's time may see the vacant places filled up, so great is the metropolitan demand for sidecar storage space.

### PARDON NEEDS MORE ROOM

Owensboro, Ky.—Henry F. Pardon, Indian agent for Daviess and surrounding territory, is making arrangements to move his place of business to a new storeroom which is only a half a block off the public square. The present location is about five squares from the busy center, and is slightly unhandy to reach. Mr. Pardon has already sold as many machines as he did during the whole of last year, and he states that the outlook for fall business is excellent. He recently added a line of bicycles and a complete line of accessories for the silent two-wheeler.

### IN HEALTH DEPARTMENT

Newark, N. J., July 30.—Walter Goerke has placed a single-speed 1915 Indian twin in the local Health Department. Charles F. Conrad, a special inspector of the department, is greatly enthused over the economical and prompt service obtained from a motorcycle. He finds that travel that constituted from half to three-quarters of his time formally has been reduced greatly and has been enabled to make 50 per cent. more inspections daily.

### NEW OHIO LICENSE SOON EFFECTIVE

Columbus, Ohio.—The new law passed by the Ohio legislature at the last session, reducing the fees for the registration of motorcycle dealers and manufacturers in the state from $10 to $5 becomes effective August 25. From that date on, all dealers will be permitted an unlimited number of tags by the payment of $5 fee and a smaller fee for each set of number plates taken out by them.

### NEW INNER TUBE COMPANY

Toledo, Ohio, August 3.—The Dreadnaught Inner Tube Armor Company, of this city, has been incorporated with a capital stock of $25,000 to deal in inner tubes for automobile and motorcycle tires. The incorporators are: H. C. Adams, John H. O'Leary, Fred A. Biehm, John A. Gaver and Blanche O'Brien.

### THREE CLUBS AFFILIATED

Three new clubs are on the F. A. M. affiliated list, as follows: Fremont M. C., Fremont, Neb., 12 members; Baltimore M. C., Baltimore, Md., 16 members; Corona M. C., Groton, N. Y., 18 members.

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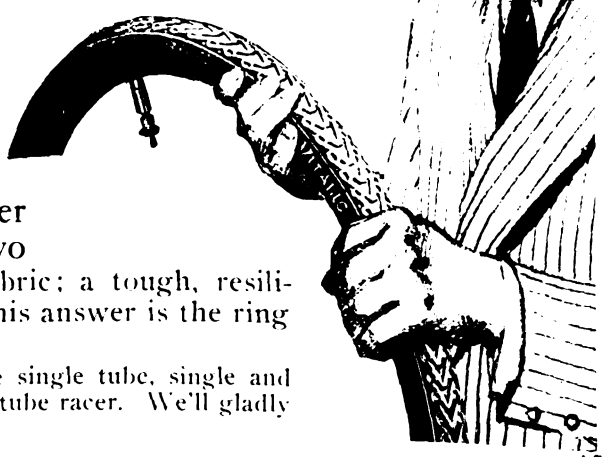
# Focusing His Attention

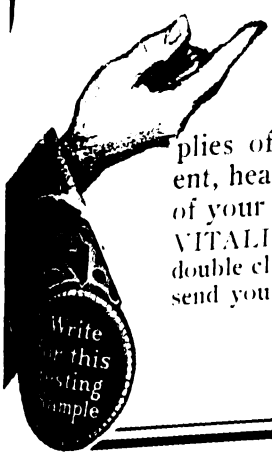
WHEN you hand your customer a VITALIC Tire, you immediately interest him, for he recognizes it has the touch of a better tire, the look of a better tire—in fact, that it is a better tire. Very likely he will ask you how it's made. The testing section tells the story—it proves that in

VITALIC TUBES
TRADE MARK
REG. U. S. PAT. OFF.



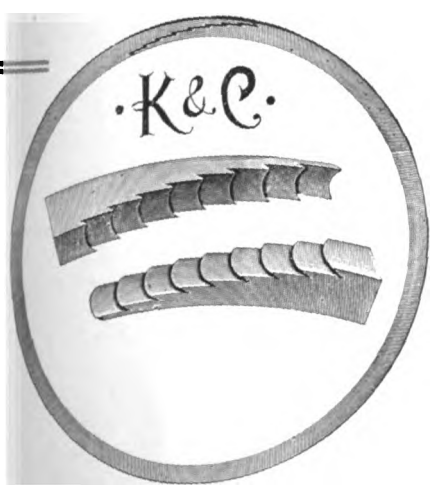
there is really an inner tube of pure rubber; two plies of unbreakable motorcycle fabric; a tough, resilient, heavy tread. He's convinced—his answer is the ring of your cash drawer.

VITALIC Bicycle Tires are made in the single tube, single and double clinch casings, and a special single tube racer. We'll gladly send you a sample section of either.




**Continental Rubber Works**
1817 Plum St., Erie, Pa.

# K. & C.




## Lock-Joint Wood Rims

FOR

## Bicycles and Vehicles

**Manufactured by**

# K. & C. Manufacturing Co.

**HENNIKER, NEW HAMPSHIRE**

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# Announcing
# 3rd Price Reduction
## On Goodyear-Akron Bicycle Tires
### A 33⅓% Drop in 18 Months

GOODYEAR AKRON

## Bicycle Tires

**Now Equipment on the Following Bicycles:**

***Cleveland***
***Tribune***
***Dayton***
***Crescent***
***Yale***
***Imperial***
***Excelsior***
***Monarch***
***National***
***De Luxe***
***Iver-Johnson***
***Reading-Standard***

## Grasp the import of this price reduction—saving users one-third former prices.

Both the Goodyear-Akron 26-inch Non-Skid Tire and the 28-inch Smooth Tread now retail for *$4.50 per pair*. The 28-inch Non-Skid retails for *$5.00 per pair*.

These new prices are due to our output, to our efficiency and to our modest profit.

Goodyear-Akron Bicycle Tire sales increased *119 per cent* the last 12 months.

This cut manufacturing costs tremendously. And we are sharing this decreased cost with tire users, without ever skimping a tire.

All this means much to manufacturers and dealers. It means that thousands more will demand these Goodyear-Akrons.

It means quicker sales and larger volume for you. And it means satisfied tire users.

The bicycles listed here are now factory equipped with Goodyear-Akrons. The quality mark of the best bicycles must now bear a quality tire mark too. And that mark, as chosen by manufacturers, must be the Goodyear-Akron Tire.

This new price, this verdict of manufacturers, this utmost in tire quality, we are making known to every bicycle rider in America.

The largest advertising campaign ever run on bicycle tires is telling riders of Goodyear-Akron quality and price.

We seek your tire business. Your wants, we believe, we can best supply. Thousands have proved this already and you are bound to find it out.

Write us today for Manufacturers' or Dealers' Proposition. Address Dept. 227.

**THE GOODYEAR TIRE & RUBBER CO., AKRON, O.**
**Makers of Goodyear Fortified Automobile Tires**
(2574)



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Poretty John Hess on his Bosch-Equipt Excelsior

# Prominent Stars of the Motorcycle World Use the Bosch Magneto of Course

| | | | |
|---|---|---|---|
| Joe Wolter | Bob Perry | Otto Walker | Carl Goudy |
| Don Johns | Red Parkhurst | Bill Brier | Ray Crandall |
| Alva Stratton | Glen Stokes | John Hess | Fred Ludlow |

**And a score more of worthy contenders on the track.**

THERE is no difference of opinion among these close students of the motorcycle. They use Bosch Magneto Ignition without question, not only because Bosch is more speedy, not only because Bosch is more capable, but mainly because Bosch Magneto Ignition is

## ABSOLUTELY RELIABLE

A broad statement, but proved by facts; for not a single Bosch rider in the big contests at Venice, Dodge City, Oklahoma City, etc., etc., experienced a moment's trouble with his magneto during the terrific pace set by the Bosch-Equipt winners.

If you want ignition as fast and as reliable as these boys use, just specify Bosch —and— Be Satisfied

BOSCH MAGNETO COMPANY

206 West 46th Street, New York

If you are interested in the popularity of Bosch, write for a copy of "How Bosch Stands in Your Field."




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# Race Follower Offers Suggestions

EDITOR: For quite a number of years I have been following the automobile racing game, but of late have come to give more of my attention to motorcycle competition. There are a few points that have always puzzled me and in my appeals to the riders of various makes I receive only partisan replies.

My object in writing this is to stir up if possible a discussion of the two cases set forth herein.

The first thing is the practice which is becoming more frequent every day of one contestant using more than one complete machine in the same race. There is, of course, nothing in the F. A. M. Competition Rules which prohibits this, so it is being done. At a race meet the other day I saw this loophole strategically used and with telling effect. Why is this so? There has never been such a condition in the automobile game, and I cannot see a single good reason why such a condition should exist in motorcycle competition.

A race is a test of the endurance of a machine, and if, as in the case of automobiles, a contestant was forced to complete the race on the same machine on which he started, more durable and dependable machines and fewer freaks would be the outcome. Pitt Service would become decidedly more interesting. Accessibility would likewise be given a much needed and stronger impetus.

I do not see why the rule governing this condition in endurance runs could not very well be incorporated in the track competition rules also.

Another thing is the "stripped stock" machine. It seems that this rule should also be looked over. As it stands, there is nothing to prevent any factory from making up a sufficient number of freak racing motors to qualify that motor as a stock motor.

In a recent race meet I noticed three of the well-known makes competing in a stripped stock event. One of these makes (and the eventual winner) was to all outward appearances the same machine as the average rider uses. Valve construction (note I do not say action) was identical with the marketed product. To my knowledge no other changes outside of lightening of reciprocating parts had been made in this motor.

Another make employed a machine which was apparently the same as the marketed product, but close inspection showed that the cylinders had been cast with larger valve pockets to allow the use of abnormal exhaust valves.

The third make had practically nothing in common with its stock brother at all. The entire valve mechanism had been changed, even to the extent of using additional valves.

As the race proceeded the freaks had their troubles, but thanks to the previously mentioned condition the contestant was able to keep in the going by stopping at the pits for a new machine. The winner, riding a machine that was more nearly stock than any of his competitors, finished on the same machine he started out on.

If speed is the only thing desired, the above mentioned creations are very original and commendable, but they belong in a class by themselves and they should be kept there.

To my mind, from an advertising standpoint, the stripped stock machine should show the average rider what his machine will do. From the engineering side of the question it should show the designer the weaknesses of his salable product. From the sport standpoint the correction of both of these conditions gives the rider with some mechanical ingenuity more of a chance in competition with factory machines.

It seems to me that the "stripped stock" events represent a garden with great possibilities. Why not revise the rules so that the "weeds" may be removed from this garden? RACE FAN.

## LETTER FROM BROOKLYNITE

EDITOR, **Motor Cycle Illustrated.**—I cannot understand how the so-called National Convention at Sacramento, with only two or three delegates present from the New England district, and according to report with only about 50 delegates all told, can legally or according to the F. A. M. Constitution nullify the election of a district director, made at Saratoga, N. Y., with 106 members voting, all members coming from the New England district.

To put it in other words, why can members in California nullify the election of a New England director made by members of that district?

The excuse that not enough notice was given is not within the facts. I understand that on instructions from President Coffman, Secretary Gibson sent out 3,000 printed notices of the convention to members in New England and North Atlantic districts. Further than this, the convention and election were extensively advertised for several weeks, in the columns of the **Motor Cycle Illustrated.** Several thousand printed programs were sent out, as well as 25,000 postcards. No motorcycle convention has been as extensively advertised in the writer's opinion. Both Mr. Coffman and Secretary Gibson knew of these notices at Sacramento, and I cannot understand why they did not contradict the statement of insufficient notice.

I believe that the F. A. M. members in New York and the North Atlantic district will resent this action and will stand back of Mr. Hall. J. O. E. DIETRICH.

706 Halsey street, Brooklyn, N. Y.

## SMALL TURNOUT IN READING RUN

Reading, Pa., July 26.—Only a few of the local motorcyclists made the run on Sunday, July 25, to York, Pa., the distance one way being fully 78 miles. Those who made the trip were hospitably received by the York Club and taken on side trips to points of interest there.

## Well-Known Italian Racing Men in Motorcycle Corps

ITALIAN military authorities are now fully awake to the value of the motorcycle in war service and are providing hundreds of machines for use along the front, says The Motor Cycle, of Coventry, Eng. A great many of the better known Italian motorcycle speedmen have joined the various motor corps, among them being Baj Badino, a popular Douglas rider, Cerizza, Guzzi, Scotti and Monti. These men are now seeing active service behind the firing line with their motorcycles.

Since Italy entered the war the government has bought up all the motorcycles over 3 h.p. considered suitable for military service. Among the machines most frequently seen in the corps are the British-made Triumph, Rudge, Sunbeam and Lea-Francis models. Among the sidecars which are frequently used to transport officers are found the Motosacoche and the F. N. types.

Recent purchases of motorcycles by the government include many privately-owned mounts and the sale price in each case was fixed by a commission of motorcycle experts and officers.

## REPRESENTING THE INDIAN AT BOAS FESTAS, BRAZIL

**Senor Oscar Monteiro Lazaro, Local Agent, with His Happy Family, Ready for a Sidecar Run in the Vicinity of His Native City**

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# Looking Down the Stretch

August 7-8, Indianapolis, Ind.—Indiana State F. A. M. endurance run.

August 8, Pittsburgh, Pa.—Second annual dealers' and riders' picnic, near Wexford.

August 8-9, Wheeling, W. Va.—Endurance run to Bedford, Pa., and return of Wheeling M. C.

August 8, Fresno, Cal.—Race meet.

August 8, Toledo, O.—Meet of Interstate Racing Association.

August 10, Elwood, Ind.—Meet of the Elwood Racing Association.

August 15, Tacoma, Wash.—Motorcycle race on Speedway, under the auspices of the Speedway Association.

August 21, Indianapolis, Ind.—Race meet of Indiana Racing Association.

August 22, Toledo, O.—Meet of Interstate Racing Association.

August 23-24, Wheeling, W. Va.—Tri-state reunion and race meet, with Ohio, West Virginia and Pennsylvania participating.

August 25, Aberdeen, Wash.—Annual beach race of Aberdeen M. C. at Cohasset Beach.

August 30, Streator, Ill.—Races at Northern Illinois District Fair, under the auspices of the Streator M. C.

September 4, 5, 6, Rockford, Ill.—Three-day good fellowship tour of Rockford M. C.

September 6, Trenton, N. J.—Motorcycle race meet under the auspices of the Mercer County Labor Union.

September 6, Pittsburgh, Pa.—abor Day races at Schenley Oval.

September 8, Sheridan, Wyo.—Races at Three Day "Stampedes" of Sheridan.

September 12, Toledo, O.—Meet of Interstate Racing Association.

September 12, Elwood, Ind.—Meet of the Elwood Racing Association.

September 13, Milwaukee, Wis.—Races under the auspices of the Milwaukee M. C. on opening day of State Fair.

September 18, Wheeling, W. Va.—Race meet of the Wheeling M. C.

September 18, Buffalo, N. Y.—Race meet of the Buffalo M. C. at Lancaster, N. Y.

September 18, Providence, R. I.—Race meet under the auspices of the Narragansett Park Speedway, Inc.

September 20-25, Chicago, Ill.—National motorcycle and bicycle show at Coliseum.

October 2, Wheeling, W. Va.—Race meet under the auspices of the Wheeling M. C.

October 11-16, New York, N. Y.—National motorcycle and bicycle show at the Madison Square Garden under the auspices of the Motorcycle Manufacturers' Association.

## WILL NOT SELL TO NEGROES

Louisville, Ky., July 26.—Negro riders have been making themselves rather objectionable in Louisville lately by grabbing jobs held by white men in the motorcycle delivery game. The consequence has been that the dealers are backing the white riders, and one dealer recently announced that he would not sell a machine of the make which he handled to a negro under any conditions. He stated that he did not figure it to be a good advertisement to have a negro riding one of his machines, whether it was new or second hand and that full cash purchase price would have no influence where has was concerned.

## LIGHTING LAW IS ENFORCED

Milwaukee, Wis., July 31.—The latest addition to the ranks of riders who have been at odds with the local police on account of lighting regulations are two Motor Wheelists of this city. A short time ago, the pair were overtaken by nightfall without having their bicycle lamps along. On getting ready to go homeward they discovered their predicament and so started off for a seven-mile walk, pushing their mounts along. They had hardly gone a mile before a policeman stopped them and inquired where they were going and why they had no lights.

On being told that their destination was six miles away, the officer said that the distance was too long to walk, and after an interchange of remarks, he took their license numbers and let them proceed. The result was a summons for each young man, and next morning the judge, after stating that the officer was stretching the statute referring to lighting rather too far, imposed a fine of $1 on each rider.

## MOTORCYCLIST IS ACQUITTED

Little Falls, N. Y.—Raymond S. Spears, a newspaper man and author not unknown to **Motor Cycle Illustrated's** readers, was arrested on the charge of cruelty to animals on complaint of Guy Patrick, local manager of the W. W. Woolworth ten-cent store. The charge was that Spears rode by Patrick's house on his motorcycle and shot a bull terrier owned by Patrick.

Spears was tried before Recorder Collins and a jury of six men. The evidence showed that Patrick, his wife and his neighbors had seen the brute chasing motorcyclists up and down the street on many occasions. Patrick and his own witnesses testified to this fact, and Mrs. Patrick admitted that Spears had warned her by legal oral notice that she must tie the dog up under penalty of having the animal killed.

It was shown that Spears went up Church street on his motorcycle on July 1, and that the dog chased him for upwards of a hundred yards, and tore the heel of his shoe. Spears went on home and returned a few minutes later with a pistol. He shot the brute as it stood on the curb, and the dog's interest in motorcycles ceased for the time being.

An attempt was made to show that Spears went after his gun and came back to shoot the dog, but Spears easily showed that he had taken his wife to another part of the city, and that because of rain he went after her, and that he got her, but that on the way to get her he shot the animal which was blockading the street.

Spears' attorney, W. S. Rhodes, brought out that the City Charter specifically states that "any person" may kill a dog that barks at, bites at, bites or otherwise attacks any person in a public place. This fact the dog owners of the town seemed not to have learned until the time of the trial. Many motorcyclers did not know it. It came apparently as a surprise to the prosecution.

The evidence was put in in about five hours, and the jury rendered a verdict for the defendant in less than one minute.

There are now in the State of Washington 1,998 privately owned motorcycles, while the dealers' demonstration machines total 33. Motorcycles exempt from paying the license fee are owned by the State and cities and number six.

**READY FOR START OF LONG ELIMINATION RUN, NEW BRUNSWICK, N. J.**

**Contestants in Indian M. C. Contest Lined Up in Front of Clubhouse on Morning of June 26; Winner Rode Forty Hours Before His Only Competitor Was Eliminated**

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# "8198-8199"

## The Symbols of Perfect Power Transmission

These are the modern chains. Modern in that they were specially designed for the high-powered machines that are so popular today.

# RENOLD

### *"The Chains of Proven Reliability"*

Think of the incomparable reputation earned by RENOLD CHAINS. Winners of innumerable international events here and abroad—then go to your dealer and say "Give me the chains of PROVEN Reliability." They are the lightest weight chains on the market for the exceptionally high-breaking strength.

Renold originated recessed rivets 15 years ago.

Write for our booklet, "Hints on Chain Drives for Motorcyclists." It's valuable, interesting and free for the asking.

**Peter A. Frasse & Co., Inc.**

**Canal and Sullivan Sts. New York**

# *Mr. Dealer*, Every rider in your town is a Prospect

**That's putting it mildly. Every rider who sees the WEED FOLDING SPRING BACKREST will—want—it. It's so obviously just what they need to make them ABSOLUTELY comfortable—always. Its back is roomy and soft. It measures 11 inches x 4¼ inches, with 1¼-inch thick, waterproofed leather upholstery.**

When you sell the WEED FOLDING SPRING BACKREST you're perfectly safe in giving a money-back guarantee with it. Once the rider sits on his saddle and feels the luxurious comfort of the heavily-leathered support just where he needs it most—he'll cling to the WEED! And, what's more, he'll sing its praises to his friends. This word-of-mouth boosting by riders is what makes the WEED the fastest selling fitment on the market.

Strongly built throughout. Flat spring supporting arms of the backrest take up all surplus jars not absorbed by the saddle and motorcycle springs and make the backrest easy and comfortable even on the roughest roads.

And, finally, the folding feature makes a big hit with the rider. A simple movement of a lever at the rear of saddle turns back, flat to saddle-level and permits rider to mount and dismount without interference.

*Guaranteed Satisfactory or Money Refunded*

YOU *MUST* STOCK THE WEED. It has become the standard in price, workmanship and popularity

**Weed Folding Backrest Co., Stamford, Conn.**




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# GOING

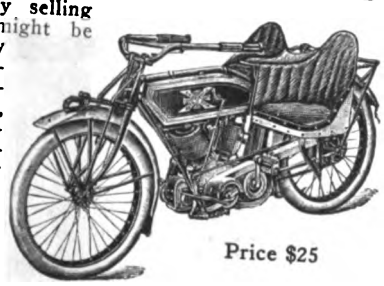
Many Bicycle Dealers are taking advantage of this extraordinary bargain in tires and buying them as an investment. Either to resell at a good profit or used for replacements, these tires will make money for you. They're going—so is your opportunity—ACT NOW.

By reason of our purchasing a huge quantity of Diamond-Goodrich Bicycle tires direct from the factory we were able to buy them at extremely low prices and so can afford to sell them at prices that you will probably never be able to duplicate. There are 14 different brands, all strictly first quality. You can re-sell them or use them for replacement and make a nice snug profit either way.

If you are a live dealer you will write us on your letter head, immediately, for our Tire Special. When you get it and see the prices, we will leave it to your own good judgment about ordering. Get Busy.

# The MILLER TRIPLEX SIDE SEAT

opens up so many selling schemes that it might be called an auxiliary salesman. You cannot beat it for demonstrating purposes, for it puts the prospect in the right position for hearing every argument and seeing every demonstration. It has a high-class appearance and attracts and holds the interest of prospective buyers. It is something entirely different and it is this "something different" that attracts every motorcycle rider and makes of the Triplex such an exceptional seller.

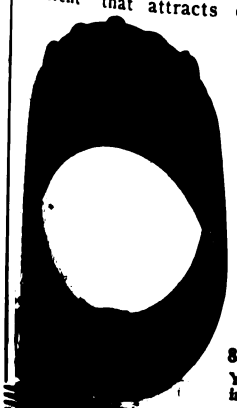


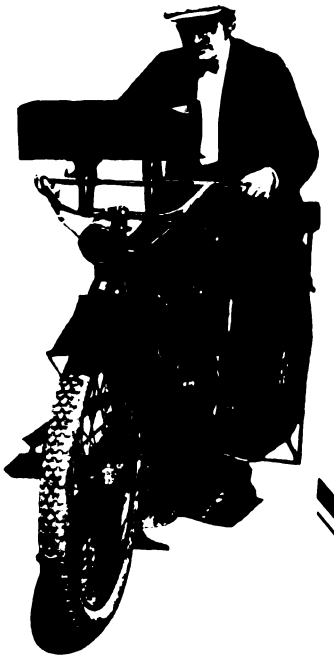
Price $25

If you have any doubts about the wonderful possibilities offered by the TRIPLEX you are not thoroughly acquainted with it, and so ought, at least, to find out about it just to convince yourself.

**Why not drop us a line today asking for Illustrated Booklet and New Proposition.**
**OUR BARGAIN BULLETIN IS READY—send for it.**

**HAVERFORD CYCLE CO.**
**827-829 Arch St., Philadelphia, Pa.**
**You'll find all that's worth while in our 1915 Catalog and Trade Price List**





# PROTECTION

The most absolute protection against wind and dust is afforded by the

## Van Zile Air Deflector

*PATENTED*

The deflector is attached to the handle bars of a motorcycle or the front of a sidecar. The forward motion of the motorcycle creates a strong current of air which enters the passages at the front of the deflector and is discharged forwardly and upwardly from the top. This current acts as a shield, protecting the user from the air which would ordinarily strike his chest or head.

### The Advantages Obtained From Use of Deflector

1. A clear uninterrupted vision of the road at all times.
2. Absolute freedom from irritating wind and dust, in the eyes, nose, and on the chest and shoulders.
3. Elimination of goggles or windshield when riding.
4. Ability to light a cigar, pipe or cigarette while going at any speed.
5. Relief of strain on muscles, used ordinarily to brace against the wind.
6. Ability to ride in much colder weather than usual, as the face is not robbed of its natural heat by fast traveling.

### Construction and Attachment

This deflector is made of steel and is supported by brackets having a vertical adjustment of three inches. It is easily attached or removed. It is japanned to suit the color of the motorcycle. It can be used on a sidecar if additional brackets for same are purchased. Finished weight nine pounds. (See further account in editorial columns.)

***Write for circular.*** Will be glad to correspond with jobbers and dealers.

**Van Zile Ventilating Corporation**
**39 Cortlandt St. : New York City**

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# Positive Grip

due to the generous design and construction—we think it is the best and strongest rat-trap pedal you ever put your foot on.

## The No. 4 Standard

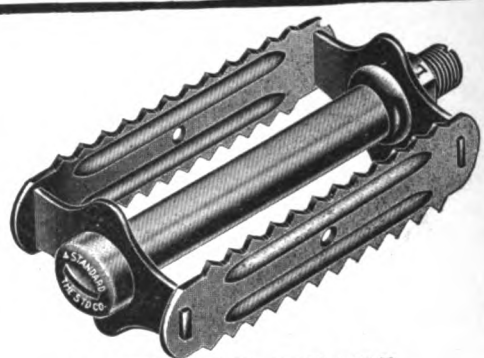
is a big, substantial, motorcycle-type pedal. It stands for the utmost mechanical value.

With a pair of these pedals on your wheel you are equipped with correct, up-to-date foot-holds, fairly representative of our business in the cycle industry.

Our products comprise:

Diamond E Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

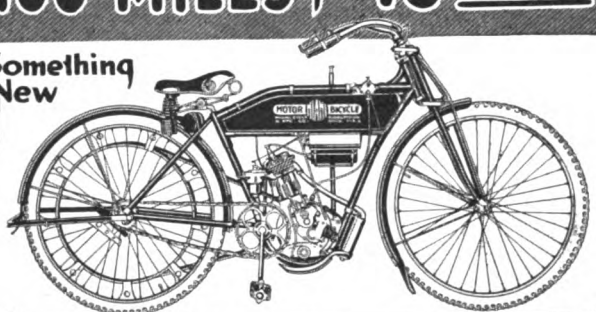
THE STANDARD COMPANY
TORRINGTON, CONN.



No. 4 STANDARD RAT TRAP PEDAL

"100 MILES for 10 cents"

Something New



THE MIAMI MOTOR BICYCLE
SAFE - SILENT - CLEAN
WEIGHS 110 Lbs. COSTS $125.00

*DEALERS*

Here's quick profits for you. Something you can sell for cash to an unlimited market.

*WRITE FOR TERMS*

The Miami Cycle & Mfg. Company
"America's Greatest Cycle Makers"
100 Mobile Avenue, Middletown, Ohio, U.S.A.

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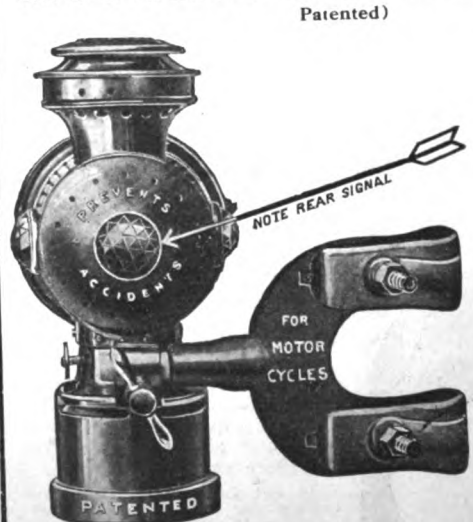
MOTORCYCLE OIL LAMP

Patented)




Burns 10 hours on one filling with kerosene

Guarantee to stay lit or money bac

Riveted and clinched

No matter what Motorcycle Lamp you have used, y will ultimately get a Neverout.

FOR SALE BY LEADING DEALERS

*Write to us for complete description*

ROSE MANUFACTURING COMPAN
933 ARCH STREET PHILADELPHIA, U. S.

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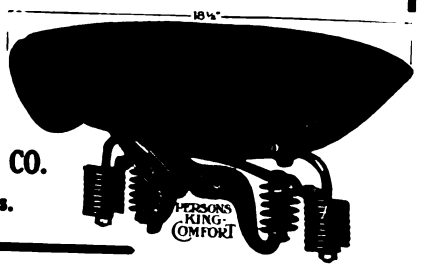
# Says Old Man Comfort :

"Just sit down on this Motor Seat
And you'll say: For *Comfort* it can't be beat.
And by and by after riding awhile
You'll be like me with your 10-inch smile."

## Persons King Comfort Motor Seat

By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

Write for full "dope" on the greatest saddle of them all.




**PERSONS MFG. CO.**
**Worcester, Mass.**

Pullman
THE HARRY SVENSGAARD SALES CORP. DETROIT.

## The SIDE CAR That Jumped to the Front in a Single Season

We began delivering PULLMAN Side Cars early in 1915 and are already the leaders in side car production with facilities to produce fifty PULLMAN Side Cars daily.

NOW is the time that if you want a side car you want it quick and our great facilities enable us to fill orders the day they are received.

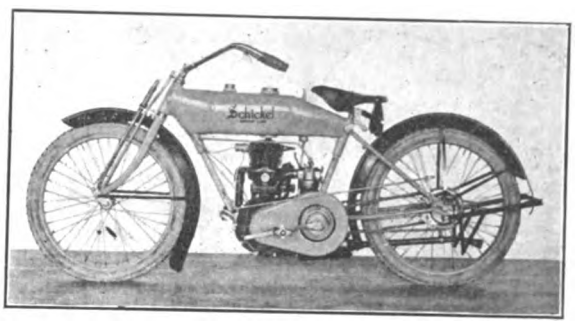
PULLMAN Coach Built Construction is unsurpassed and backed up by our ability to make shipments makes the PULLMAN the best side car line the dealer can handle or the user can buy.

Live dealers who want to make satisfactory profits from the side car business write us for details and discounts.

Buyers who want a side car NOW to get the benefit of the real riding season see the dealer or if he is not a live one write us direct.

**The Harry Svensgaard Sales Corporation**
**471-73 Woodward Ave., Detroit, Mich.**

# A motorcycle that pulls a prairie schooner



THE power of the Schickel Big Six is proved by the fact that it is now pulling a prairie schooner containing the family of M. E. Gale, from the Atlantic to the Pacific. This is a load of a ton.

## *The* Schickel Big Six

is built for power and efficiency. It is a hill-climbing marvel—yet it is so simple that anyone can understand it. It is the smoothest running, most efficient motorcycle ever constructed. Two stroke, valveless, which means fewer parts, it is easier to control, easier to ride, easier to take care of.

Write now for information concerning this king of all motorcycles.

**THE SCHICKEL MOTOR COMPANY**
**59 GARDEN STREET**
**STAMFORD, CONN.**

Makers also of the Schickel Lightweight — the efficient $100 motorcycle.

**Exclusive Features of the Big Six**

**Two stroke motor**
**Unit tank and frame construction**
**Tension rod spring fork**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# The SCHEBLER CARBURETOR

America's Standard Supreme through Merit

THE HEART OF THE MOTORCYCLE

WE EQUIP

THOR
POPE
YALE
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DE LUXE
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BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES



# MOTOR CYCLE ILLUSTRATED

With which is incorporated THE BICYCLING WORLD

Published Weekly by the
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# THE MART

## 3 Cents a Word

**Dealers—Write us for rates for advertising in our Dealers' Directory. Learn about our new plan.**

# After Long, Hard Service

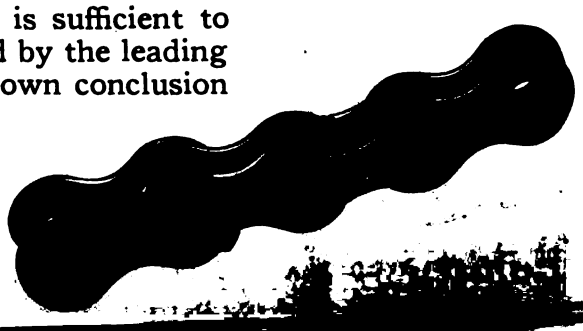
After long, hard, continuous service for a year or more, it will be found by actual comparison and analysis that the chains showing the least signs of wear and whose efficiency is nearest maximum are

## DUCKWORTH CHAINS

There is a most excellent reason why "Duckworth" Chains are noted for their long wearing and service giving qualities: "Service" first, last and all the time is the supreme requirement of their manufacture. None of their great wearing quality is sacrificed for great tensile strength. They're strong enough; not too strong.

## PROVE THEIR MERIT

We need not recite all the winnings and records of endurance in which Duckworth Chains materially assisted. It is sufficient to just point to the fact of their being universally used by the leading motorcycle manufacturers and let you draw your own conclusion as to their merit.



**DUCKWORTH CHAIN & MFG. CO.**

**SPRINGFIELD, MASS.**

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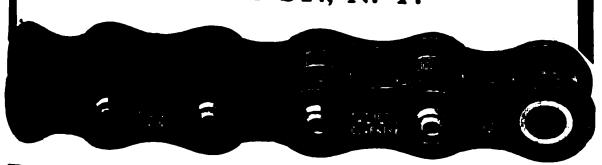
# Try "The Coventry" Mr. Dealer!

Send for a testing sample of "The Coventry" Chain and test it in any way you may choose. We lose if you don't pronounce it to be

**THE STRONGEST, LIGHTEST, FASTEST CHAIN MADE**

Why not take the time to drop us a line asking for proof of our claims? It's to your advantage to stock the chain that means satisfied customers. Write us today.

**Herbert F. L. Funke Co., Inc.**
**112 BROAD ST., N. Y.**



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**—the only correct principle**
**—the strongest construction**
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**—the fairest guarantee**
are to be found on the

**CORBIN-BROWN SPEEDOMETER**

*"The Speedometer of Absolute Accuracy"*

Investigate these things today!
They are features that are facts!
Visit your dealer now—take along a Corbin-Brown this summer and keep an accurate check on your tire, oil and gas accounts. Increase the pleasure and decrease the cost of touring. Investigate today.

Each mile counts on a Corbin-Brown Speedometer. Catalog on request.

**THE CORBIN SCREW CORPORATION**
THE AMERICAN HARDWARE CORPORATION, Successors
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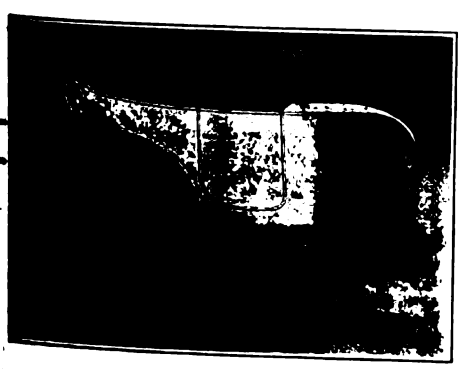
Makers of Corbin Brakes and Automatic Screw Machine Parts

# $55.00/100 SOME PRICE!



**...gher Than Ever in QUALITY**
**...WINDSPLITTER $65.00**
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...offer you these radical price reductions ...75.00 models, but offer you our light ...9. 4 CHASSIS which we have had ... road tests since October, 1914.

**...Models at $35 and $39.75**

...for Catalogue

**...Co. Worcester, Mass.**

**STEVENS & CO., 375 Broadway, New York**




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*"There's But To Reason Why"*

**LEONARD'S PRESTO - BRACKET**

**Has Made Such a Big Hit Already**

1. Places your Presto Tank in front, where it belongs.
2. Takes away danger of striking tank, if thrown.
3. No long tubes to break or clog.
4. Betters appearance of your machine 100%.
5. Betters light by its direct connection.
6. Permits gas adjustment while lighting.
7. Makes riding easier, because of added weight over front wheel.
8. Tank is removed easier and quicker.
9. Removes all interference with filling gasoline tank and operating machine.
10. Because of its reasonable cost.
11. Because it is the best Presto-Lite Bracket you can buy.

Buy this Bracket. Try it on your machine. If not satisfied it is the best tank bracket made, return it and we will refund your money.

JOBBERS AND DEALERS, PROPOSITION ON REQUEST.

**G. A. LEONARD MFG. CO., Burlington, Vt.**

# DIMMER GOGGLE

RETAIL AT 75c. EACH

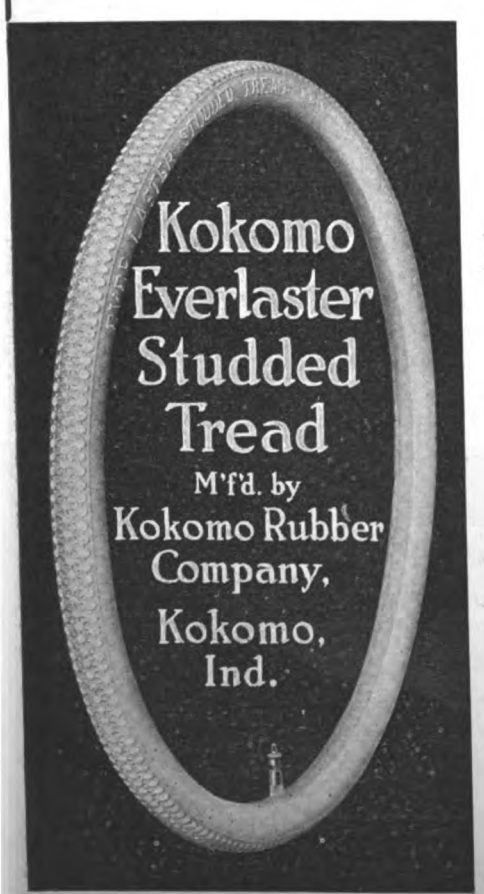
Constructed entirely of Parisian Ivory. Durable, unbreakable, washable, sanitary. Bound in solid rubber, which gives that cool touch to the face. Self-adjusting head band.

Mr. Dealer:

Ask your Jobber to include in your next order a dozen Chicago Dimmer Goggles, No. 1 style, they are Non-Breakable, made in clear, amber, or orange color, with green, or orange Dimmers.

Manufactured by

**CHICAGO EYE SHIELD CO., 128 So. Clinton St., CHICAGO, ILL.**

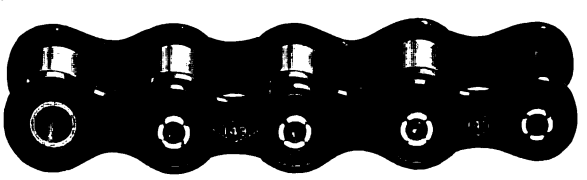



**The Original Motorcycle Fabric Bicycle Tire.**

**ALL WHITE ALL GOOD**

# "149"

**With Rollers that DO NOT BREAK**



Order the "149" Diamond—now furnished with recessed rivets—when buying your next chain.

You will be pleased with it, just as thousands of other riders have been pleased.

Your dealer or jobber has the "149" in stock.

*Free Short Sample on Request*

Look For This

TRADE ◇ MARK

On Every Link

**Diamond Chain & Mfg. Co.**

**Indianapolis, Indiana**

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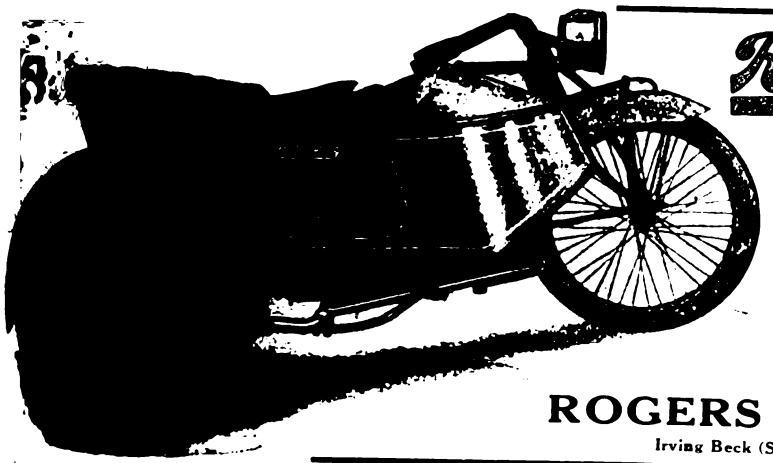

**Rogers** **The ALL STEEL SIDE CAR**

Chassis is Seamless Steel tubing with Welded Joints that make the entire frame an integral unit of one metal with no fastened joints to loosen or break.

The body is Heavy Sheet Steel with Welded Seams and attains its great Strength and Stability from the stiffness and contour of the metal without wooden frames or other independable construction.

No other sidecar ever built will bear critical comparison with the ROGERS and we invite intelligent and discriminating inspection.

To the dealer ROGERS Construction means satisfied customers and fixed profits not reduced by gratuitous repairs.

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Get a ROGERS now and get 100% enjoyment from your vacation and week-end trip.

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To your customers that Neverleak Tire Fluid is the one RELIABLE TIME-TESTED puncture-healing preparation, the best for them to use. Tell them that

**NEVERLEAK**

has been giving absolute satisfaction for 20 years.

It's so good that thousands of riders put it in their NEW tires to PREVENT leaks. Suggest that idea to your tire customers.

**BUFFALO SPECIALTY COMPANY**

Buffalo, N. Y., U. S. A. Bridgeburg, Ont., Canada

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Motor Cycle Electric Vibrator

**$2.50** With Cord and Push Button

Standard Equipment on "Harley-Davidson"

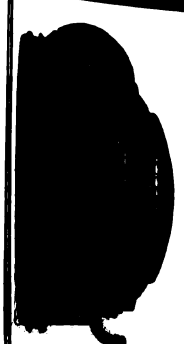
**Low Amperage** **Easy on Your Batteries**

*See your dealer or write us direct*

**Adams-Bagnall Electric Co.**

CLEVELAND

New York Pittsburgh Detroit Chicago St. Louis



Son 156—Gas

**Two Stars of the Lighting Constellation**

Wherever lamps are used, there will be found predominating the head-lights of the

**SOLAR System**

"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed.

All Nickel or Black and Nickel, Each $6.00.

E M 2 S—Electric is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances.

Nickel, Each $5.50

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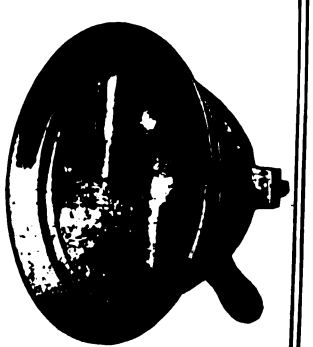

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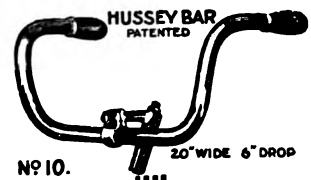
Riders naturally prefer bicycles fitted with Hussey Bars because the wide range of riding positions insures comfort and effectiveness for all conditions—and the grips are always the same distance apart, a big advantage.

## Lead in Popularity

*Any bicycle sells more readily if equipped with Hussey Bars. Wise dealers insist on this when stocking up.*




THE
**CONSOLIDATED MFG. CO.**
1730 Fernwood Ave., Toledo, Ohio

**The Easiest Way**

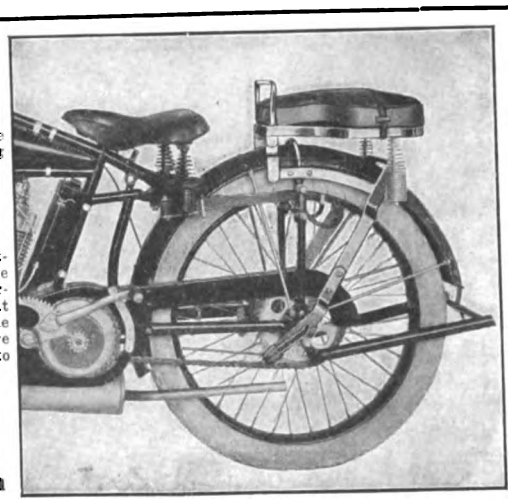
for dealers to get more business is by pushing

## F-N Tandems

This combination attachment increases the value of the motorcycle so greatly that every rider wants one if its advantages are properly explained to him.

*Write for dealers' prices*

**Fentress-Newton Mfg. Co.**
**DETROIT**



*F-N Combination Attachment for Spring-Frame Indian. Allows free spring action. Gives low riding position and ease of control. Price, complete, $10.*

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You Get Perfect Results When You Use DUTCH BRAND Rubber Cements and Cycle Specialties

The Ideal Package for the Motorcyclist
A Non-Mashable Tube—Convenient—Quick
DUTCH BRAND RUBBER CEMENTS STICK AND STAY STUCK
We make many other successful cycle specialties
LOOK FOR THE DUTCH GIRL LABEL
**VAN CLEEF BROS., *Manufacturers*, Chicago**

THE F. A. M. Legal Action Offices are open at all times to members having grievances of one kind or another.

Legal advice and assistance will be given at any time absolutely without charge.

This department, remember, IS YOURS, AND IS NOT OPERATED FOR PROFIT.

Call, phone or write.

**W. M. JOHNSON, Chairman**
**Legal Action Committee**
**CHICAGO**
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124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

## 25 Cents a Copy

All About Motorcycles—Trouble Chart—Complete Dictionary—Trade Directory, Etc., Published by

**Motorcycle Illustrated**
**13 Park Row** **New York**




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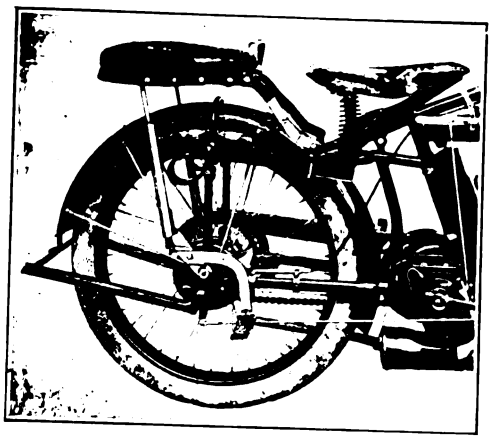
The ideal horn for Motorcyclists. Meets every requirement of the rider. Write for circular and price list.

There is still some good territory open for jobbers.

**SCHWARZE ELECTRIC COMPANY**
Adrian, Mich., U. S. A.



Stoll Combination Tandem No. 2. Price complete, $10. For all makes of motorcycles.

PATENTED

**Don't Overlook That Vital Feature—"Comfort"**

It is one of the most important points to consider in a tandem, for on COMFORT depends your passenger's health and the pleasure of riding.

STOLL TANDEMS are favorably known in every State for their wonderfully *smooth riding*—their *Comfort* and *safety*.

You get the best by insisting upon a STOLL Tandem. See your dealer.

**The Stoll Mfg. Co.**
Denver, Colo.

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*For riding by night, there's no light equal to a 20th Century Lamp*

Its clear, bright rays penetrate the darkness, making the pathway light as day. Bicyclists and motorcyclists everywhere are loud in their praise of their superiority. So will you be once you use one.

20th Century Mfg. Co.
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Protect your trade marks by Patent Office registration.

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PATENT ATTORNEY
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THESE PRICES INCLUDE DELIVERY

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| 26x2¼ | Casing, Each | $2.25 | 28x2½ | Casing, Each | $4.50 |
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The Only Practical Light for Motorcycles

The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

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The World's Largest Makers of Dissolved Acetylene
*Prest-O-Lite Exchange Agencies Everywhere*

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**Remy Electric Co.,** Anderson, Ind.

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SERVICE

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**A VICTORY**

Our mechanics have succeeded in making a new machine with which we are now able to do this work at reduced prices.

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H. RAOUL
**Indian Agency**
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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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VICTOR PELIZARRE, Mgr.

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M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3986 Chelsea.

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Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**HARLEY-DAVIDSON SALES CO.**
Of New York, 583 W. 110th St. (near B'way). New York, and 15 S. Lexington Ave., White Plains, N. Y. Distributers for Harley-Davidson Motorcycles and Sidecars, and Accessories. Complete stock of Motorcycles and Parts.

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Deliveries from stock for cash or time payments. Exchanges arranged. Full stock of parts and factory service. Bargains in used machines. Open evenings.

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Send For Our Catalogue and Dealers' Price List.
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**Flying Merkel Motorcycles, Miami Power Bicycles**
We specialize in parts for all machines, particularly obsolete makes. Try us for satisfaction.
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**Bronx Co. Headquarters**
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BOB BRAZENOR, Proprietor.

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All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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Easy payments. All makes taken in trade.
Full stock of parts. Expert repairs.
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Motorcycle repairing of all descriptions. All work guaranteed.
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**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
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Real Values in used machines

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Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

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**EXCELSIORS**
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Nearly ½ of all motorcycles in Buffalo are Indians. Easy Payments. F. A. M. Shop.
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INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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IT IS ALWAYS NICE to know where one can procure parts for his machine promptly. WE SPECIALIZE IN PARTS. Our stock represents thousands of dollars; much of it for parts of machines now obsolete. Curtiss, F-N, M-M, R-S, N. S. U., Thor, Indian, Merkel and Pierce. We have also at all times 25 or more used machines, $25 and up. Expert repairing. The Miami-Merkel Sales Co., 1777 Broadway, New York, Room 450, Phone Columbus, 549. Try us for satisfaction.

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BUSINESS FOR SALE—All or part interest in an established motorcycle business selling the best motorcycle in the world. Territory covers nine counties, as well as two or more large cities; gross population of two, 600,000. Our output exceeds all others combined in this territory. Good reason for selling. If interested writer SHANER, care of Motor Cycle Illustrated.

WANTED—PARTNER: sober young man who can repair motorcycles, bicycles, and vulcanize; take charge of shop. M., Route 4, Box 150, Edgemont, East St. Louis, Ill.

WANTED AT ONCE—Fifty second-hand motorcycles, any make (Indians preferred), in trade for new Indians. I carry all models in stock and can make immediate delivery. Bring in your old machine and ride home that new Indian. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

AGENTS—Salary or commission. Greatest seller yet. Every user pen and ink buys on sight. 200 to 500 per cent. profit. One agent's sales $620 in six days; another $32 in two hours. Monroe Mfg. Co., X 47, La Crosse, Wis.

HELP WANTED—Wanted, two repair men, thoroughly experienced on motorcycles of all makes. Adddess W. E. W., care of Motor Cycle Illustrated.

THE ALBERT HARMAN CO., 26 Hamilton Road, Highbury, London (England) wish to represent on a selling agency basis manufacturers of cycle accessories, motor specialties and accessories, workshop and cycle tools, such as wrenches, pliers and similar articles.

For assurance of prompt attention to your wants mention Motor Cycle Illustrated.

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# FEDERAL MOTORCYCLE TIRES

"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

# Jones Valve Wings

are to take the place of the ordinary hexagonal nut furnished on the valve stem of motorcycle tires. The two wings make it easy for the rider to lock the valve stem firmly in place with his fingers, instead of using a monkey wrench or pliers. Should the nut become rounded the tools are practically useless.

## Time Savers

They aid in pulling or pushing the valve through the rim. A convenience that will not be overlooked by the veteran motorcyclist. Riders are always losing valve nuts. Are you prepared to furnish them with a real convenience, "The Jones Valve Wing"? They are fastened on cards (24 wings to the card) which are specially made for counter display.

*Order from your Jobber or write to*

**JONES & NOYES,** 227-29-31. W. Austin Ave. CHICAGO.

FREE

You can't be up-to-date without it.

*Write today to*

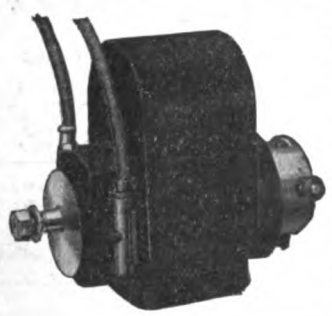
MECO

Hammondsport, New York

3664 S. Main LOS ANGELES, CAL.

The Oldest Supply House in America

# Berling The "Big Little" Magneto



You can be sure of the utmost power and speed if you insist that your motorcycle be equipped with a

**Berling Magneto**

FULL SPARK ON RETARD.

*Write for free illustrated Booklet*

Ericsson Manufacturing Co.
1115 Military Road Buffalo, N. Y.

# FREE

One TANDEM like this to every Dealer. Dealers write us today for the offer and get an $8.00 Tandem—FREE.

**Wald Manufacturing Co.**
Dept. F. Sheboygan, Wis.

# Cyclone

JOERNS MOTOR MFG. CO. ST. PAUL, MINN.

*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*

*Cyclone Deliveries Being Made Daily*

**JOERNS MOTOR MFG. CO.**

2235 Hampden Avenue Saint Paul, Minn., U. S. A.

# TRAVEL ON AIR

INSIST ON COMFORT AND EASE, BY USING THE PNEUMATIC AIR CUSHION.

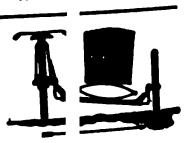
Is inflated without use of pump and located and carried in pocket or tool kit. Radically different and far superior to any article used for this purpose. FITS ALL LUGGAGE CARRIERS and can also be used for any other purpose, such as camping, fishing or any other place where you want comfort.

**PRICE $3.50**

Write for literature today.

MOTORISTS' ACCESSORIES CO.
Ashland, Ohio

# The New Model of the FLXIBLE Sidecar



has leaped into instant favor by reason of its remarkable abundance of new and better features. Do you know about all these details? If not, write for the new folder that tells the whole story.

WRITE TODAY.

**The FLXIBLE SIDECAR CO.,** 336 SPRING ST., LOUISVILLE, OHIO

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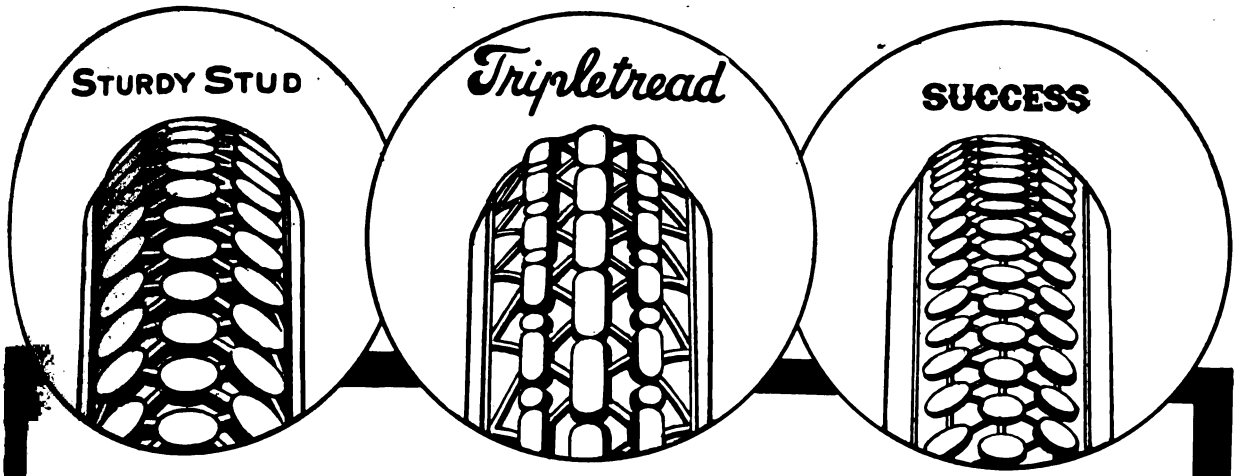



# They're Pennsylvania Products

That's the thrice-told tale of uttermost satisfaction to user and dealer alike in

## ★THREE★STAR★
*LINE OF*
## BICYCLE TIRES

Since their introduction, these tires have dominated the market in popular approval.

To the user they offer ideal service value at whichever of the three prices he elects to pay, whether he buys the *Sturdy Stud* the *Tripletread* or the *Success.*

To the dealer they offer an ever-increasing prestige and patronage and open a market rich in turnovers.

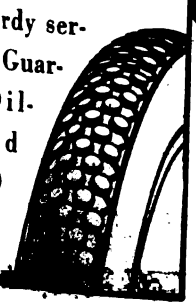
All that the name implies—a Star proposition from every angle.

PENNSYLVANIA RUBBER CO. JEANNETTE, PA.

*Direct factory branches and service agencies throughout the United States and Canada*

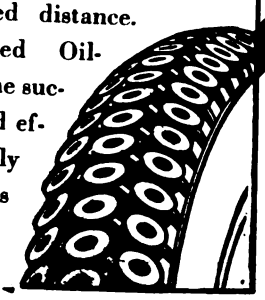
### STURDY STUD Oilproof MOTORCYCLE TIRES

Something extra at a reasonable figure, made possible by being sold direct to dealers. Three rows of sturdy service studs. Guaranteed Oilproof and for 4,000 miles.



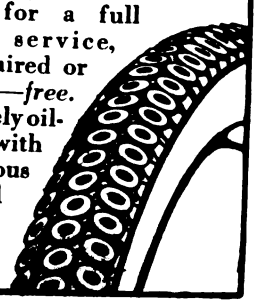
### VACUUM CUP Oilproof MOTORCYCLE TIRES

Long ago assumed leadership in quality, value, and excess mileage service. Embody actual V. C. auto tire construction. Always averaging double the 5,000 miles guaranteed distance. Guaranteed Oilproof. The suction tread effectively prevents skidding.



### VACUUM CUP *Red* Oilproof *Tread* BICYCLE TIRES

The fabric used in most Ford size casings is no stronger than the special 15½ oz. fabric which *puncture-proofs* these highest quality bicycle tires. Guaranteed for a full season's service, else repaired or replaced—*free.* Absolutely oilproof, with the famous anti-skid suction tread.





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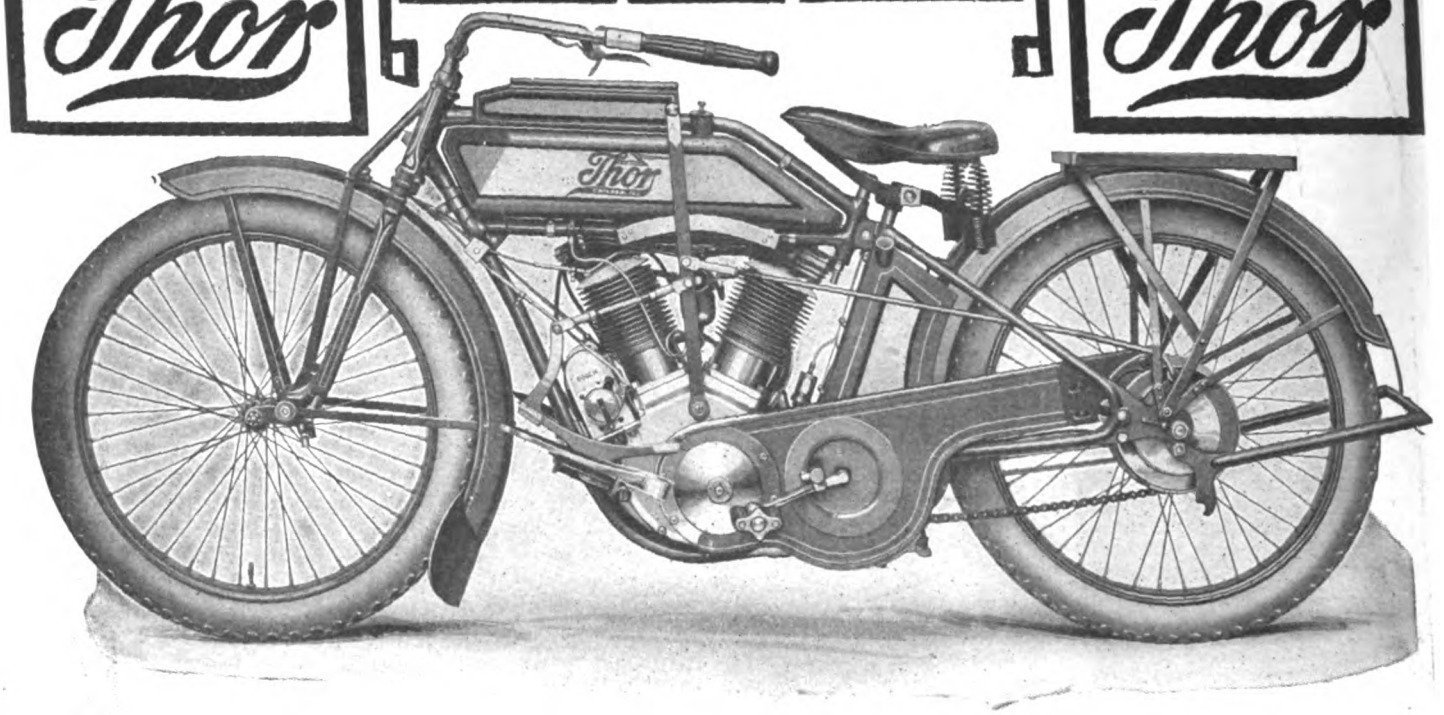
Thor THE QUALITY MOTORCYCLE Thor




RELIABILITY

CONSISTENCY

# Dealers

**PUT your shoulders to the wheel and help rescind the Postmaster General's order prohibiting the use of motorcycles on the rural routes in the mail service.**

The order, if allowed to stand, will materially cut into the dealer's business, and, judging from the excellent showing of the motorcycle in the rural field, is unfair.

Round up every resident in the rural districts and get their O. K. in the motorcycle mail service—and show our worthy Postmaster General that he is laboring under a misconception.

Your co-operation is needed—quick action is necessary.

Thor dealers have enjoyed big business in the rural mail service field as well as the commercial field because

## Thor Power
## Thor Reliability and Thor Consistency Bring Home the Bacon

## Aurora Automatic Machinery Company

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

SPEED POWER

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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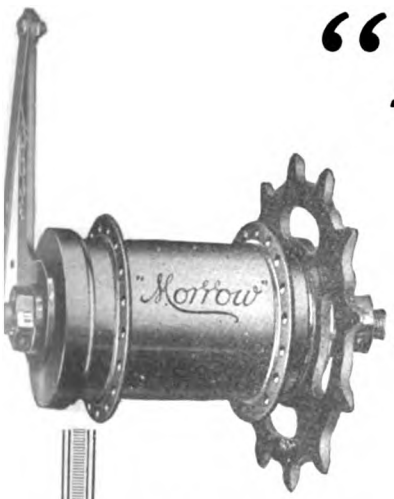
# "Danger Ahead! Back-Pedal!"




Suppose one of your customers came to grief through a bicycle brake that did not act promptly in an emergency? Your reputation for reliable merchandising would suffer. You would lose business.

Guard against this. Fit the Morrow Coaster Brake—the standard of a decade—on your machines. Then you and your customers are *safe.*

Morrow

**clipse Machine Company**
**Elmira, N. Y.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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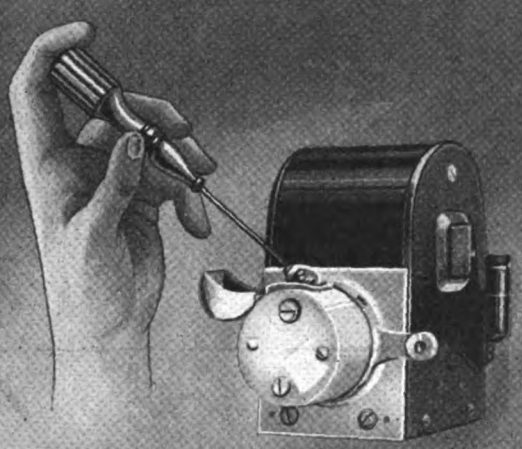
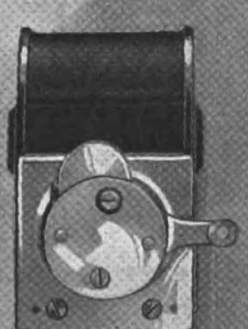
# DIXIE MAGNETO



A distinctly new magneto feature—the platinum points external to the main breaker-box. With this it is possible to observe and adjust the breaker points, if necessary, while the DIXIE magneto is running.



Oil, being essential to the wearing of the breaker itself, is far away from the platinum points in DIXIE construction.

Note the clean cut external finish and appearance of the DIXIE—the dust-, oil- and water-protecting encasement.

## RAY CREVISTON

cleaned up in the professional national championships at Sacramento—the one truly national racing meet of the year.

"Crevy" showed his heels to the crack speed masters of the country with his

## DIXIE equipped *Indian*

The DIXIE can always be depended upon to give the right firing spark at lowest as well as top engine speed—with all the "pep" of pick-up and get-a-way that goes with it.

**Splitdorf Electrical Co.**
**NEWARK N. J.**

*All SPLITDORF features are fully covered by patent or patents pending*

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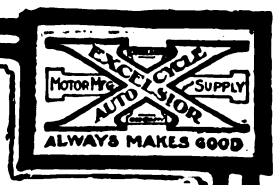


# Another "X" Clean Up

## AT MADISON WISCONSIN, AUGUST 8

against eight valves, overheads and other special constructions.

First Event, 10 mile Professional, Local Riders

Won by Pat Neu EXCELSIOR

Second Event, 15 mile Professional
Won by Montgomery EXCELSIOR

Third Event, 100 mile Professional
Won by Perry EXCELSIOR

Had there been more races there would have been more

# EXCELSIOR VICTORIES

## THE NEW MODEL 16-S. C.

SHORT COUPLED STOCK

is proving itself the fastest stock motorcycle ever built by defeating everything in sight regardless of number, size or location of valves or other special construction. Now ready for delivery.

PRICE $250 F. O. B. CHICAGO

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory: 3703 Cortland Street, Chicago**




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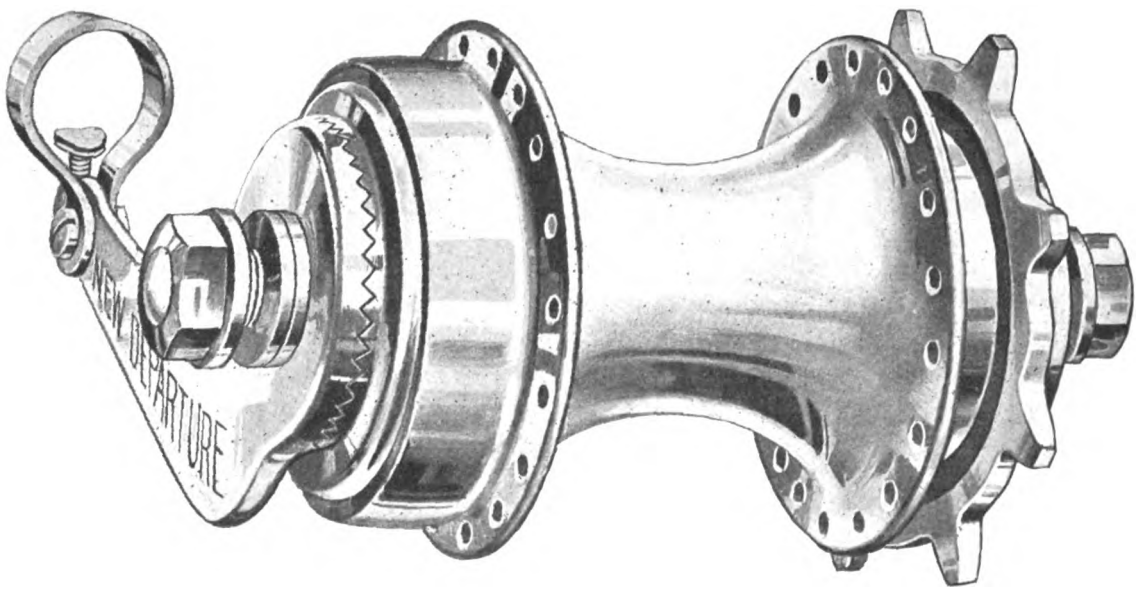


# We are bound to beat the biggest boost

The dealer who specified and stocked New Departure with us and let us work with him—increased his sales—i a bigger business next season.

To be exact, 9,200 dealers used the *New Departure Sales Helps* to their advantage–

Were YOU one of them? If not, get into line for the 1915-16 season, for we are

"The only thing that is improved by being broken is a record." We are out for imp —The New Departure line will be particularly attractive—And our New Sales Hel and brains can gather for YOU.

If you sell bicycles and bicycle accessories, we want you to know about our plans.

***Write Us Today***

## :: The New Departure Manufacturing C



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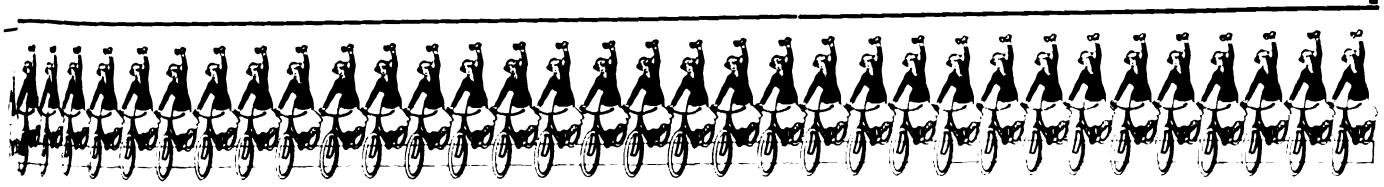
# The New Departure::

## *"The Brake that Brought the Bike Back"*



## bicycle business ever had

(r Brakes last season — who worked
his profits—and paved the way for

it ourselves in our work for you as a dealer.

n product and in pushing bicycle prosperity
biggest bicycle business booster that money

Our New Catalog Ready Shortly. Send For It.

', Bristol, Conn., U. S. A. ::



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COLUMBIA ROADSTER, MODEL 512.....$45.00

# Since 1878 the standard of the world in bicycle construction, finish, service

The Genius of many minds, the varied tests of the greatest laboratories, and the experience of 37 years, unite in the Columbia,

## THE MASTER BICYCLE

The best Bicycle investment you can make is to buy a Columbia. Many have been in continuous service from 15 to 20 years—and during all this time have been giving their owners that fine service which only comes from the highest class of goods. They are better today than ever before.

Dealers find them an important part of their stock.

*Write for Catalog and Terms*

## THE POPE MANUFACTURING COMPANY

11 CYCLE ST., WESTFIELD, MASS., U. S. A.

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# Smith Motor Wheel Craze Hits Montreal

50 Smith Motor Wheels in 19 days. That's the sales record of A. E. Bregent, Montreal, Canada. That's "some" record for Montreal, where people are ultra conservative and where the whole town is up hill and down dale, but, bless you, the motor wheel doesn't mind hills—it just eats 'em up. Mr. Bregent's success is just one more indication that the

**Smith Motor Wheel**

*Detachable*

**"The Bicycle Booster"**

will sell anywhere. Selling a motor wheel is the simplest thing in the world. Your customer pays you the money and takes the wheel. Three times out of five he buys a bicycle with it. No "trade-ins." No mechanical troubles after the sale—just a simple, profitable transaction and motor wheeling is gaining in popularity every day. The demand will be big until snow flies. Get started now, make a few sales right away and let the Smith Motor Wheel boost your business.

**What Other Dealers Are Doing**

*A. E. Bregent, Montreal, Canada, still leads in that province with 35 Motor Wheels sold in 11 days.*

*Browning King & Company, Kansas City, Mo., are using a Smith Motor Wheel for delivery service.*

*In the last 5 days Paupi Motor & Supply Co., San Francisco, California, ordered 40 Smith Motor Wheels.*

**LIST PRICE, $60.00**
**F. O. B. MILWAUKEE**

Responsible and well established dealers in open territory are invited to write for our proposition. Please mention makes of bicycles and motorcycles handled, etc.

The Smith Motor Wheel is fully protected by U. S. and Foreign patents.

**Motor Wheel Division "114"**

**The Smith Motor Wheel is**

*a detachable bicycle motor that attaches to any bicycle in 5 minutes, speeds up to 25 miles an hour—runs 100 to 125 miles on a gallon of gasoline and is fully controlled by one small thumb lever attached to the handle bars of the bicycle. High tension magneto—float feed carburetor—non-skid double tube Clincher tire—simple, safe and everlastingly useful.*

## A. O. SMITH COMPANY - Milwaukee, Wis.

*Largest manufacturers of automobile parts in the world*



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TRADE <E> MARK

# DIAMOND "E" SPOKES AND NIPPLES

We have been making spokes and nipples for the cycle trades for many years. Wherever and whenever spokes and nipples are needed DIAMOND "E" are always first specified. Every spoke and nipple bears the trade mark "Diamond E" and is guaranteed for exact fit, measurement, quality and finish.

## THE STANDARD COMPANY, TORRINGTON, CONN.

MANUFACTURERS OF

Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

# Schrader
## Universal Tire Pressure Gauge

Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

The use of a

**SCHRADER UNIVERSAL**
**TIRE PRESSURE GAUGE**

will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**
*For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or*

**A. SCHRADER'S SON, Inc.**
783-791 Atlantic Ave. Brooklyn, N. Y

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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Sample of Frame Tubing—Flattened, Bent and Crushed, without Split or Break.

# The leading makes of American-made Bicycles and Motorcycles are built of Stanweld Cold Drawn Seamless Steel Tubing, Rims, and Mud-Guards.

It should be a source of pride to everyone who sells or rides a two-wheeled vehicle to know that his machine is built of the finest material that can be procured by the manufacturer.

Stanweld Steel Tubing is the lightest, strongest, and best finished steel tubing made. Stanweld Steel Rims are standard equipment on a majority of every type of motor-driven vehicle, from the lightest motorcycle to the heaviest motor truck.

The Success of Stanweld products is due to the known qualities of safety, strength, perfect material, and master workmanship which are built into every part and piece that leaves the factory. Make sure your machine is built of Stanweld Frame-Parts.

# STANWELD

STEEL TUBING
SEAT POSTS
HANDLE BARS
FORK SIDES
REAR STAYS
STEEL RIMS
MUD-GUARDS
EXHAUST PIPES

**The Standard Welding Company**

*World's Largest Producers of Bicycle and Motorcycle Frame-Parts.*

**Main Office & Factory, CLEVELAND**

*Offices in*

**New York Chicago Indianapolis Detroit**



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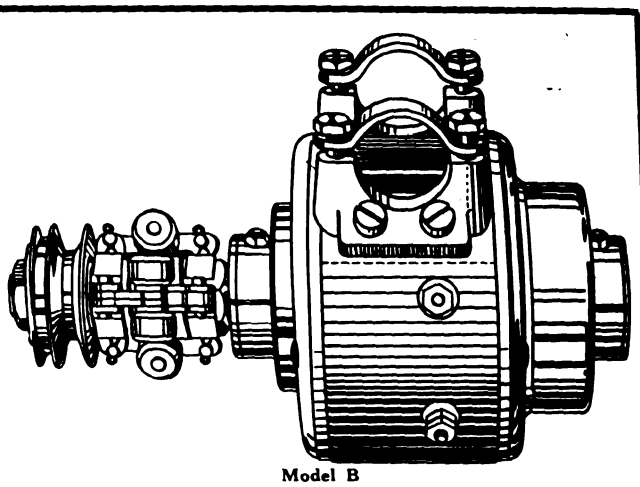
# Electric Lighting Generators
## FOR MOTOR CYCLES

MANUFACTURED BY

## The A. B. C. Generator Co.
LOS ANGELES, CAL.



Model B

**Model P** (Non Battery) Instrument. Operates at 6 volts, capacity from 2½ to 4½ amps., 25 c. p. Constant voltage maintained by a centrifugal governor of improved design. Gearing 1800 minimum R. P. M. Gives full voltage at 10 M. P. H. Weight 7½ lbs. Price, complete (less lamps)..... **$22.50**

**Model C.** (Battery) Instrument. Same as Model B, with the addition of our new "Automatic Mechanical Cut-in Switch" which is incorporated in and controlled by the rotation of the armature shaft. This switch automatically disconnects the charging current at the desired minimum R. P. M. easily adjusted. The speed of the armature is controlled by the governor. The current therefore maintained constant and uniform while the switch is in contact. Price, complete (less lamps and battery)..... **$27.50**

We prefer to deliver the A. B. C. complete with the Celebrated S. & M. 7½-inch Head Lamp, and our own tail lamp (the very best in lamps, value $10.00 and $2.00) for $10.00 additional, for much depends upon the lamps.

THE CONTROL of the A. B. C. Generators is entirely MECHANICAL. None of the usual delicate adjustments required as when controlled electrically.

MODEL C can be used as Model B if desired.

MODEL B cannot be used as Model C unless returned to the factory.

CHARGE for change of Model B to Model C. Difference in price, $5.00, labor, $2.00;—$7.00.

Please do not confuse the A. B. C. with other generators, for while it is necessarily similar in some respects, it is, generally speaking, very different indeed.

It is not, as you may suppose, a new instrument, for during the past year and a half hundreds of them have been put in use in Southern California. The city police of Los Angeles and many other cities and towns using them exclusively.

We know that we have either eliminated or corrected every troublesome generator or control feature, and that we can now claim that the A. B. C. is the only instrument on the market that is thoroughly practicable in connection with the fluctuating speeds of a motorcycle.

TERMS 10% with order. Balance, C. O. D., unless otherwise arranged.



# If You Bought This Copy of
# Motor Cycle Illustrated
## from a News-Dealer

If you are not a regular subscriber and prefer to buy your copies from a news-stand, then **place your order** with your regular news-dealer, so that you will get your copy each week as issued.

Your news-dealer will be glad to order **Motor Cycle Illustrated** for you, provided you promise to take your copy each week.

Just fill in the coupon below, tear it off, and mail or deliver it to your news-agent. As **Motor Cycle Illustrated** is non-returnable, news-dealers will not order it unless they are assured of having no "left-overs."

## USE THE COUPON TODAY

Date.....

Mr..... (Name of News-Dealer)

Address.....

Dear Sir:

Order one copy of **Motor Cycle Illustrated** for me each week until further notice. I will pay you 10c. upon receipt of each copy, and notify you when I want the paper to be discontinued.

Name .....Address .....

Note to News-Dealer: **Motor Cycle Illustrated** is handled by the American News Company.

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GOODYEAR AKRON

# Bicycle Tires

**Now Equipment on the Following Bicycles:**

*Cleveland*
*Tribune*
*Dayton*
*Crescent*
*Yale*
*Imperial*
*Excelsior*
*Monarch*
*National*
*De Luxe*
*Iver-Johnson*
*Reading-Standard*

## 18,470,806 Tire Appeals

**Circulation of Goodyear-Akron Bicycle Ads Now Running**

| | |
|---|---|
| Mediums of General Circulation | 3,449,363 |
| Juvenile Publications | 832,147 |
| Family Publications | 8,092,442 |
| Illustrated Supplements to Metropolitan Dailies | 3,500,000 |
| Village Weeklies | 2,562,376 |
| Bicycle Trade Papers | 34,478 |
| Total per insertion | 18,470,806 |

# Demand for Goodyear-Akron Bicycle Tires Doubled

Dealers—these facts are simply astonishing.

In the year just closed Goodyear-Akron Bicycle Tire sales increased 119 per cent. That's over twice our former yearly output.

Yet we thought last year we had about reached our limit.

But Goodyear-Akron quality, low price and dealer co-operation have made possible this unheard of gain.

Goodyear Fortified Automobile Tires and Goodyear Blue Streak Motorcycle Tires each predominate in their fields.

And now comes this Goodyear-Akron Bicycle Tire to smash all previous Bicycle Tire Records.

## The Dealer Behind the Tire

This tremendous tire sale is due largely to you dealers. You saw the force behind the tire, and you seized the opening offered.

No bicycle tire has ever had such a stupendous advertising campaign back of it. The trade stands amazed at its size and scope.

In the past year Goodyear-Akron Bicycle Tires established themselves all over the country. They have proved their extra value with thousands of riders and dealers.

Now, with this continued Goodyear advertising back of them, these matchless tires must sweep the country in sales.

Get your share of this new business. It's *quicker* business, too, than selling tires of unknown name and worth.

A postal from you brings our complete Dealers' Proposition. Write today before you forget.

Address Dept. 227.

**THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO**
**Makers of Goodyear Fortified Automobile Tires**



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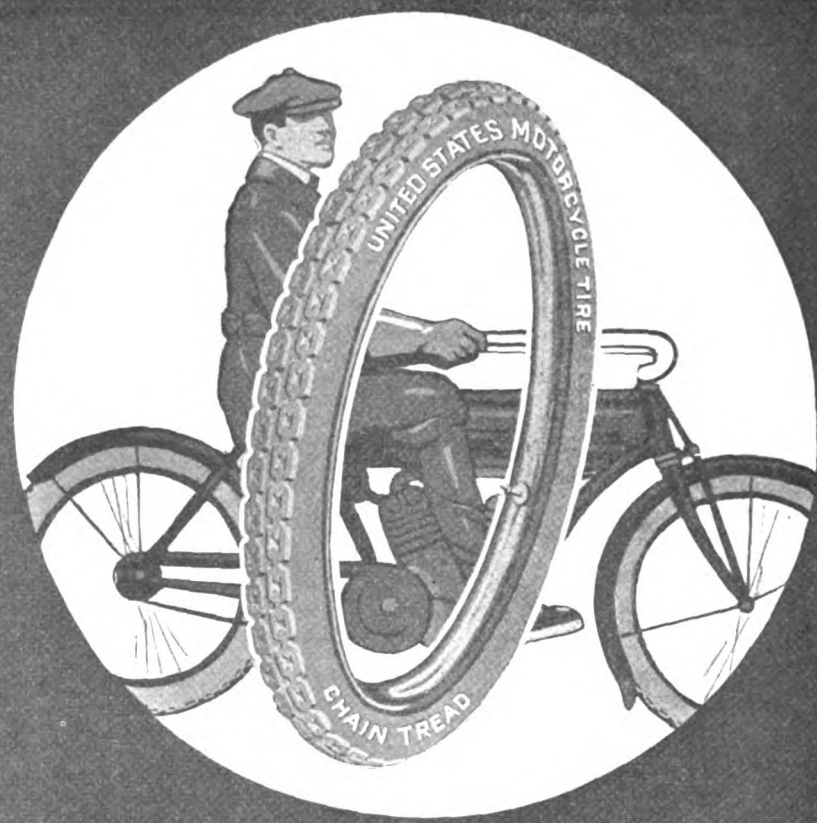


# "Chain Tread" Tires for Motorcycles

THE "Chain Tread" Tire is today the sensation of the Automobile World.

The "Chain Tread" Tire for motorcycles has the same heavy automobile construction,—the same strong fabric,—the same road-resisting rubber,—and the same practical, anti-skid tread as the "Chain Tread" automobile tire.

Following the example of the leading automobile manufacturers, motorcycle manufacturers are rapidly adopting the "Chain Tread" Tire as standard equipment.

You can buy "Chain Tread" Tires from good dealers everywhere.

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES

## United States Tires

Made by the Largest Rubber Company in the World

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED

The Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, August 12, 1915 No. 32

# Baker to Try for Three-Flag Record

SAN FRANCISCO, Cal., August 8.—Erwin G. Baker and his Indian are after another motorcycle record, this time international in scope. Late this month (the date has not been formally decided upon at this writing), Baker will start from Vancouver, B. C., and ride southward along the Pacific Coast to Tia Juana, Mexico, in an endeavor to lower the time for the trip. Baker figures the mileage to be something over 1,800, and the best record for the journey is about eight and a half days.

The trial will be made under the title of the International Three-Flag Record, and it is safe to say that no development in motorcycle circles on the coast of late will attract any more attention. Comparatively little has been said concerning the trial as yet, Baker having held up his formal announcement of the proposed attempt pending the approval of the Hendee Mfg. Co. The company has now given its O. K. and Baker is rushing his plans to completion.

Beginning at Vancouver, Baker will make the dash southward as follows: Through Blaine, Bellingham, Burlington, Mt. Vernon, Stanwood, Everett, Seattle, Kent, Auburn, Tacoma, Centralia, Chehalis, Castle Rock, Kelso and Vancouver, all these places being in Washington. He will then cross into Oregon and go through Portland, Oregon City, Woodburn, Salem, Albany, Harrisburg, Eugene, Oakland, Roseburg, Glendale, to Siskiyou.

His next jump will be across the line into California, and the remainder of his route will be as follows: Montague, Weed, Shasta Springs, Sisson, Dunsmuir, Castle Crags, Redding, Red Bluff, Tehama, Los Molinos, Chico, Gridley, Marysville, Lincoln, Roseville, Sacramento, Stockton, Modesto, Merced, Madera, Fresno, Selma, Goshen, Tulare, Pixley, Delano, Famosa, Bakersfield, Lebeck, Saugus, Fernando, San Fernando, Santa Ana, Capistrano, Oceanside and San Diego. From San Diego it will be a short run across the Mexican line to Tia Juana.

# M. M. A. Show Details Are Announced

CHICAGO, Ill., August 10.—Manager A. B. Coffman has just sent out the first announcements of the Chicago and the New York motorcycle, bicycle and accessory shows, to be held respectively September 4-25 in this city and October 11-16 in New York. The Coliseum will be the scene of the Chicago show, while the Madison Square Garden will house the New York exhibition.

In the concise and well-worded circular that relates to both exhibitions, Manager Coffman makes himself clear that both the Chicago and New York shows will be business shows, and that the hurrah of the automobile exhibitions will be conspicuous by its absence. The advantages of exhibiting or being represented at the National Exhibitions are pointed out, as well as the details which relate to the exhibits themselves. Thus, it is stated that the space rental will be 75 cents per square foot—a low figure—and that spaces run 12 feet square, as a rule, with some 12 by 10 feet. The facility with which an exhibitor can set up his stand on Monday, show for the full week and then dismantle and leave the building without waiting for a long line of exhibitors in different lines wishing to do the same thing, is clearly stated.

With regard to the Coliseum show, arrangements have been made to load all exhibits going to the New York show in special cars which will be rushed through fast freight. This will eliminate excessive express charges and place every exhibit in the Madison Square Garden ready to unpack and set up for the opening of the show on the evening of October 10. Each exhibitor will pay the management the cost of hauling his exhibit from freight depot to the Garden unless attended to personally.

In both the Chicago and the New York shows, the space will be allotted by the Motorcycle Manufacturers' Association Show Committee, consisting of Arthur Davidson, of the Harley-Davidson Motor Company; T. W. Henderson, of the Henderson Motorcycle Company; F. J. Weschler, of the Hendee Manufacturing Company, and Manager A. B. Coffman. Mr. Coffman's address is 414 Ohio Building, Toledo, O.

With regard to the New York show, this will be the first effort to stage an independent motorcycle and bicycle show in the Eastern metropolis. The show in the Garden will be conducted along similar lines to that of the Coliseum exhibition, the same dimensions in spacing and the same rental of 75 cents per square foot being allotted. Manager Coffman and the Show Committee, as well as the majority of motorcycle and bicycle makers and parts men have felt that the industry in the East has needed an independent exhibition, and that is it was high time that the three allied industries should no longer cease to be a secondary consideration to an automobile exhibition. The patronization at previous shows in New York under such circumstances was good, and it is thought that the week of October 11-16 will demonstrate to the full that the show independent of other industries will result in increased business all around.

## APPOINTED GENERAL SALES MANAGER

Harry C. Miller, Pacific Coast manager for the B. F. Goodrich Company during the last five years, has been appointed general manager of sales of the pneumatic tire division of the firm, with headquarters at Akron, O. C. E. Cook, who has been acting as joint manager of the Pacific division at the San Francisco headquarters, will take entire charge of the territory hereafter. Both Miller and Cook will assume their new duties about September 1.

## ANDERSON RETURNS

San Francisco, Cal.—B. Anderson, manager of the San Francisco branch of the Hendee Mfg. Company, has just returned from a two-weeks' trip to the big factory at Springfield, Mass.

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# PERRY CAPTURES 100-MILE DASH

## Excelsiorite Makes Feature Event at Madison, Wis.; Stratton Second; Kenney, Third

MADISON, Wis., Aug. 8.—Bob Perry and his Excelsior repeated here today in the 100-mile feature event of the program staged on the Dane County fairgrounds track under the auspices of the Madison Motorcycle Racing Association. Bob was the victor in the time of 98:32. Stratton, riding an Indian, was second; Dave Kenney, Cyclone, third, and "Curly" Frederick, Harley-Davidson, fourth.

The chances of the Harley-Davidson team went aglimmering when Irving Janke took a spill on the east turn and broke his left arm. This puts three of the Harley-Davidson speed men on the shelf, Brier and Wolter having been rendered hors de combat in the last 100-mile event at Indianapolis.

### Montgomery Needed a Periscope

In the fifth lap of the long grind Montgomery went into the lead with his Excelsior and was rapidly eating up the pace between him and the rest of the field when in the forty-third lap he skidded on the west turn. The Madison track is devoid of fences on the turns, making it an ideal F. A. M. oval. The fences are replaced by big broad ditches filled with waterways devoted to cultivation of various species of water horticulture.

When Monty skidded he lost track of things and says that when he came to he looked up into the sky with about a foot of water between him and the air. They are still dragging for Monty's machine.

### Jinx Got Goudy

Montgomery's spill put Perry in the lead which position he retained in spite of a stop for oil and gas in the eightieth.

Carl Goudy inherited some of Perry's famous jinxes. In the second lap Carl blew the rear tire just after he passed the tape and rode almost a mile on the rim. A broken piston put Goudy out for good in the seventeenth.

The ditch digging operations started early on the program. Henry Brockman's Thor evinced an unquenchable thirst in the 10-mile local professional event which headed the program and put Hank out of the running in the second lap. Frank "Pat" Neu on an Excelsior was first and Herbert Grubb, Indian, second.

### "Monty" Copped 15-Mile Open

The 15-mile open saw Stratton and Carroll for the Indian, and Montgomery, Stokes and Perry, Excelsior, lined up for the start. Monty started out with a vengeance and was never headed.

H. E. Baldwin, Milwaukee, Wisconsin F. A. M. referee, officiated as starter. Arthur L. Johnson, Rockford, did the announcing.

### Summaries

10-Mile, Madison Club riders only.—First, Frank Neu, Excelsior; second, Herbert Grubb, Indian; third, Hubert Stevens, Harley-Davidson. Time, 9:55

15-Mile, Open.—First, Montgomery, Excelsior; second, Carroll, Indian; third, Stratton, Indian. Time, 13:14.

100-Mile, Non-Ports.—First, Perry, Excelsior; second, Stratton, Indian; third, Kenney, Cyclone; fourth, Frederick, Harley-Davidson; fifth, D. Heick, Excelsior. Time, 98:32.

### MATHEWS STARS AT RAVENNA

Ravenna, O.—Shorty Mathews, of Chicago, on an Indian, took the majority of the money in the meet of the Ravenna M. C. on July 31, at the local track. He won the five-mile open, the ten-mile open and the 25-mile race, and came first in the time trial. Arthur Rochow, Excelsior, captured the three-mile sidecar event and Roscoe Hawn, Indian, was victor in the three-mile match race. Following are the summaries:

Five-mile open—Shorty Mathews, Indian, first; T. O. Coffey, Indian, second; Rolly Blume, Excelsior, third. Time, 5:53¾.

Three-mile sidecar race—Arthur Rochow, Excelsior, first; E. Eckert, Indian, second. Time, 4:29½.

Ten-mile open—Mathews, Indian, first; Coffey, Indian, second; Blume, Excelsior, third. Time, 11:49.

Three-mile match—Roscoe Hawn, Indian, first; Blume, second; J. Naylor, Indian, third. Time, 3:46¼.

Time trial, one mile—Mathews, 1:09; Coffey, 1:10½; Hawn, 1:11½; Blume, 1:13¼.

Twenty-five-mile open—Mathews, first; Coffey, second; Blume, third. Time, 29:00⅕.

### ON INDIAN ADV. STAFF

John A. Priest, ("Jack" preferred, if you please) sat down to the new desk in the advertising department of the Hendee Mfg. Co. this week. He came from the advertising staff of the Worcester (Mass.) *Gazette*. His enrolment in the Indian camp is an advance move to build up an even stronger organization for the execution of the aggressive Indian advertising campaign which will be launched for 1916.

John A. Priest

Mr. Priest brings to his new field an all around training in the printing and advertising professions which render him unusually well fitted for his present work. His future activities will embrace all phases of Indian advertising work.

# FAT PURSE FOR TACOMA CONTEST

## Winner of 300-Mile Event Will Receive $500; Stellar List Assured for Long Grind

TACOMA, Wash.—Tacoma is due to land on the motorcycle map on August 15 when the 300 mile race is staged on the Tacoma Speedway. Prizes total $1,000. The promoters: T. W. Dunn, secretary and manager; George D. Dunn, treasurer; G. C. Marks, referee. Address all communications to T. W. Dunn, 224 Perkins building, Tacoma.

The course is a circuit of approximately two miles. Two days of automobile racing has taken all the rough spots out of the track and with such men as Creviston, Don Johns and Otto Walker already on the entry list, excellent sport is expected.

The rider covering the 300-miles in the shortest elapsed time will receive $500; second prize, $250; third, $150; fourth, $75; fifth, $25. The impressive purse for the winner assures the entry of all the top-notchers in this corner of the map. The course is now open for practice and some of the local speed merchants are hard at work.

The regular entry fee is $10, and post entries will be accepted at $20.

### INDIAN AWARDED GRAND PRIZE

San Francisco, Cal.—As a result of the motor vehicle reclassification, the Hendee Mfg. Co. has been awarded the Grand Prize for motorcycles at the Panama-Pacific International Exposition.

About a month ago, the Indian exhibit was awarded a Medal of Honor from the Jury of Awards of the Exposition, for superior mechanical excellence. In the original classification of motor vehicles, automobiles and motorcycles were grouped under one head and the Grand Prize went to an automobile concern. The incorrectness of this grouping was brought to the notice of the Jury and a reclassification was asked for, considering the motorcycles as distinct vehicles. This being adopted, the Indian was awarded the Grand Prize in the motorcycle class and thus entered the Grand Prize division at the Exposition.

### BRONX RALLY PLANS COMPLETED

Bronx, N. Y., August 11.—Final plans have been perfected for the Social Rally of the Bronx Motorcyclists' Association at Savin Rock, near New Haven, Conn., on August 22. The first stop will be at Bridgeport, where the participants will be the guests of the Excelsior M. C. at 266 State street. At Savin Rock, the riders will register at Moegling's Beach House, where parking accommodations will be provided for the machines.

A shore dinner will be served at the rock, tickets for the same being obtainable from the committee. At 2 o'clock the riders will assemble for a panorama photograph and then break up and spend the afternoon as they will. Return home will be made in the evening.

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# Jones and Pineau Win 100-Mile Relay

TOLEDO, O., August 8.—Cutting loose at the crack of the starting gun and never easing up a notch from start to finish, the Flying Merkel team of Jones and Pineau won the 100-mile relay race conducted on the half-mile fair grounds track this afternoon by the Interstate Racing Association.

Second place was won by the team of L. S. Taylor and Fred Meyers, on Indians, two laps behind the leaders, and Amos and Carver, riding Merkels, took third money.

The Jones-Pineau combination not only grabbed off the big money at the finish, but made a clean sweep of all the intermediate-distance prizes for leading at 25, 50 and 75 miles. And they set a new world's record for the distance on half-mile tracks while they were at it, for they reeled off the 200 laps in 114:13⅗, or an average of about 34 seconds per lap.

The teams lined up to face the starter were: Taylor and Meyers, Indian; Jones and Pineau, Merkel; Temple and Burman, Excelsior; Wilkins and Mungen, Harley-Davidson; Bailey and Fox, Yale; Amos and Carver, Merkel; Verrill and Goudy, Indian.

Jones led in the 20th mile with no symptoms of a let-down, with Taylor and Wilkins next in order. Meyers relieved Taylor in the 22nd, but Jones didn't let that stop him and continued to slowly widen the gap. Amos had been advancing from the rear ranks and squeezed into third position here, but a stop for oil soon afterward let Wilkins back into that place.

Pineau took up the job from Jones in the 24th mile, and kept 'er rolling just the same. Goudy broke a valve in the 25th mile and dropped out, leaving the fortunes of his team all up to Verrill. And Verrill had motor trouble a few miles later, so that the team was done for.

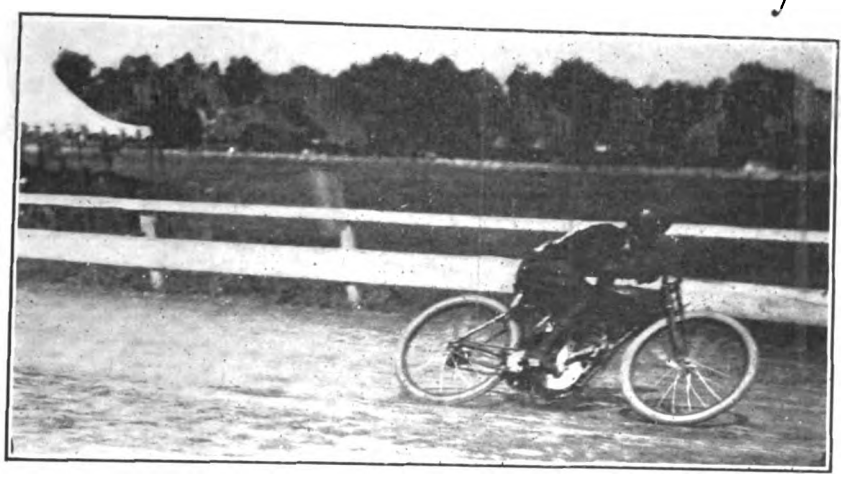
At the 50-mile station Jones led by a lap and a half, having covered the distance in 57:25. Taylor was second and Wilkins third. Amos moved up to third in the 52d mile, when Wilkins stopped for oil.

And these three teams, holding the pace so hot that it sizzled and allowing nothing to hold them back, carried the battle on over the miles in this order. Pineau relieved Jones in the 58th mile and gave the pace-maker responsibility back to him again in the 82d, from which point Jones pranced straight through to the finish. Jones' time for 75 miles was 85:50.

Meyers relieved Taylor in the 56th, and toward the finish they switched quickly several times, apparently striving to make up lost distance by alternate sprints, but Jones met them at the sprint game and refused to give back even a little of his big lead.

So Jones purred on across the final tape with victory clutched in both hands in the remarkable time of 114:13⅗, the fastest time ever made for the distance on a two-lap dirt track.

Before the start of the big race there were two preliminary heats and a final, as sort of an introductory for the real stuff. "Krazy Horse" Verrill took the first three-mile heat, in 3:20, with Pineau second and Amos third.



**Carl Goudy Making Lap of Toledo Track in 32 Seconds, a New Record**

The second heat, three miles, went to Taylor, with Jones second and Stohan third. Time, 3:22.

Then Verrill stormed away with the final heat, five miles, reeling it off in 5:33½.

Bill Goudy rode a time trial against the track record with his Cyclone, and that same record was irretrievably ruined thereby. Goudy tore off a lap in 32 seconds flat, lowering the record set by Ray Seymour last year.

# CREVISTON AND JOHNS CLEAN UP

## They Take Chief Honors at Fresno with Fabian Hot on Trail; Woods Scores

FRESNO, Cal., August 8.—Before a crowd of 5,000 Don Johns and Ray Creviston chipped seconds off several speed marks here in today's racemeet. George Woods, a Fresno dealer, climbed into the stellar division by winning the chief event of the day, the 25-mile free-for-all. Track was in good condition, but this did not keep Johns and several of the others from taking spills. No one was seriously hurt. The summaries:

Five miles, professional, stripped stock, 61 cu. ins.: Johns, Indian, first; Creviston, Indian, second; Fabian, Excelsior, third. Time, 4:18⅘.

Ten miles, free-for-all, 61 cu. ins.: Fabian, Cyclone, first; Creviston, Indian, second; Johns, Indian, third. Time, 8:44⅘. Crevvy had plug trouble, Johns changed machines in sixth lap because of stoppage in gas pipe and changed again in next lap because of plug trouble. Finished race on 1912 Indian belonging to Werner, pit helper from Chicago.

One-mile bicycle race: Peterson, first; Donlevy, second. Time, 2:35.

Five miles, motorcycle free-for-all, 61 cu. ins.: Johns, Indian, first; Fabian, Cyclone, second; Creviston, Indian, third. Time, 4:12. Creviston had more plug trouble.

Ten miles, professional stripped stock, 61 cu. ins.: Creviston, Indian, first; Johns, Indian, second; Werner, Indian, third. Time, 9:18⅘. Fabian, Cyclone, went out in eighth lap with broken exhaust spring.

Creviston was barred by the referee from competing in the 25-mile free-for-all under a charge of teaming with Johns in the third event against Fabian.

### 25-Mile Free-for-All

The 25-mile free-for-all was open to riders who had competed in either the second or third event, and the first prize was $100. Woods, a post entry, went in with Creviston's eight-valve Indian and cleaned up. Johns was second and Werner third. Time, 23:20⅕. Johns spilled in the twenty-third lap but escaped with bruises. He ran across the infield, grabbed another eight-valve from the Indian pits and finished second. Fabian's inside pedal struck the ground on one of the turns and he took a nasty spill; caved in his rear wheel. Mahling struck the fence, but also escaped serious injury.

Fifteen miles, professional, stripped stock, 61 cu. ins., for riders in California, residing north of and including Kern, was cut to ten miles by consent of the riders: Creviston, Indian, first; Johns, Indian, second; Fabian, Cyclone, third. Time, 9:36⅗.

### Fresno County Feature.

Ten miles, professional, stripped stock, 61 cu. ins., for Fresno County riders only, was cut to five miles: Woods, Indian, first; Gilmore, Indian, second; Bramblett, Thor, third. Time, 5:01. In addition to the first prize of $15 the winner received the cup donated by Fresno Motorcycle Dealers Association.

The time trial for riders breaking the one-mile Fresno track record of 51⅗ was won by Creviston in 49 seconds. Johns was second, in 49⅘ and Fabian was third in 50 seconds.

The races were promoted by L. H. Weilheimer, Indian dealer in Fresno. F. M. Woodson acted as referee; Walter Collins, starter; Gordon Slater, clerk of course; J. A. Rodda, assistant; J. F. Wise, B. N. Anderson and Burt Fuller, judges; J. A. Brogan, R. O. Leas and J. E. Carlson, scorers; E. B. Waterman, Ted Sheton and E. W. Johnson, timers.

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## MAY REOPEN IVES PLANT, BUT NOT TO MANUFACTURE MOTORCYCLES

Owego, N. Y., August 9.—Negotiations are well under way for the reopening of the plant held by the Ives Motorcycle Corporation in this city by a new company which plans to operate under the title of Lackawanna Tube and Mfg. Co. It is stated that W. H. Ives, head of the old Ives Motorcycle Corporation, will be a heavy stockholder in the new concern. The output of the factory under the proposed plan will include screw machinery, metal stampings, drawn steel tubes, and similar products. No motorcycle articles will be manufactured.

## HENDEE CO. REDUCES HOURS

Springfield, Mass., August 7.—Notices are posted today in the plants of the Hendee Manufacturing Company, makers of motorcycles, employing 1,800 men, announcing that, commencing Monday, nine hours will constitute a working day, with a half day on Saturday. The weekly working schedule is correspondingly reduced to fifty hours. This schedule will be operative the year around and is adopted voluntarily by the company. The operating schedule heretofore has been ten hours per day and a fifty-four-hour week. Under the new working schedule the hourly rate is increased approximately ten per cent. Overtime will be paid for at time and a half.

## EMPLOYEES ENJOY BIG OUTING

Akron, O.—Over 15,000 employees of the Firestone Tire & Rubber Company, with their families, enjoyed the annual Firestone Outing at Silver Lake Park on July 31. There was an exceedingly interesting program run off, including a baseball game in the morning between the Factory and General office teams, a speed exhibition by Barney Oldfield on his 100 horsepower F. I. A. T. racer and novelty flights by De Loyd Thompson, an aviator. The noon dinner was enjoyed by all, and following this, came water sports, dancing, bowling and another baseball game, this time between the Rim Plant and Tire Plant teams. The Firestone officials distributed tickets to every woman and child who entered the grounds, these tickets entitling the bearer to an ice cream cone and rides on the figure-of-eight, miniature railroad and merry-go-round. The firm also furnished free transportation to and from the park and served lemonade and coffee to the picnickers.

## INDIAN QUARTETTE IN KENTUCKY METROPOLIS

**Left to Right, Secretary Frank Marshall, of Century Cycle Co., Local Agent; Harvey Bernard, Hendee Traveler; A. A. Ainsback and M. J. Murphy**

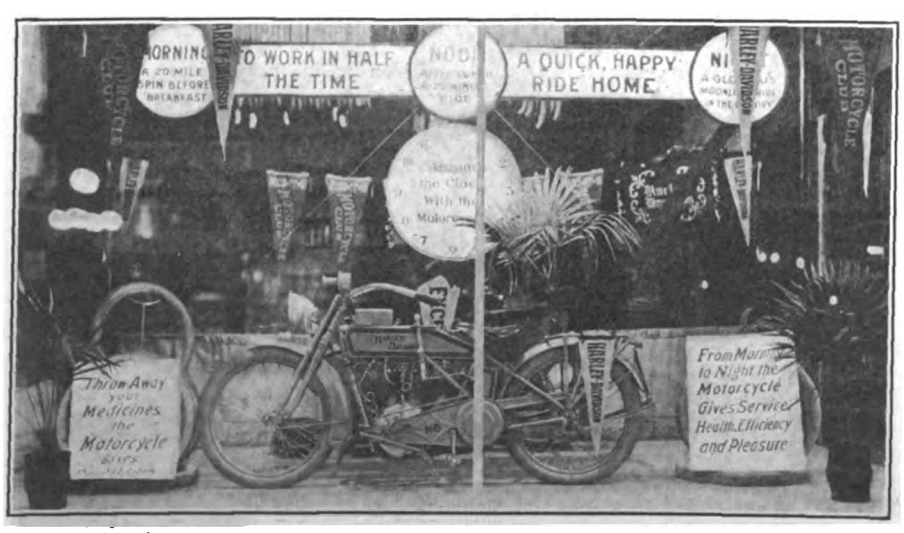
## CONTINENTAL SALES CONFERENCE

Erie, Pa., July 31.—The salesmen's conference at the Continental Rubber Works, in this city, came to an end today, after having lasted since July 27. The final celebration consisted in a picnic this afternoon, and tonight those attending the affair leave for home.

Sales Manager W. J. Surre, was of course in charge of the conference. The assembled salesmen, under his direction, made a tour of the plant on Tuesday, and had luncheon at the Erie Club. This was followed by a bicycle tire conference in the afternoon and dinner at the Country Club. On Wednesday, F. W. Fee, Chicago branch manager, held individual conferences, with a general conference on casings and tubes after a luncheon at the Hotel Lawrence. Manager Surre gave a stag supper in the evening.

Thursday was given over to conferences, with a chicken dinner to top off. Friday, other branch managers and representatives held individual meetings and a banquet at the Kahkwa Club was enjoyed by all in the evening. Those who attended were W. S. Tullis, San Francisco branch manager; E. H. Strickland, Central West representative; C. J. Zeffer, Southern representative; F. W. Fee, Chicago branch manager; B. W. Snowman, New York branch manager. Factory executives present were W. J. Surre, sales manager; T. R. Palmer, president and general manager; A. E. Caldwell, assistant sales manager; R. E. Sisson, of adjustment department, and J. C. Kemp, of the service department.

## THIS DISPLAY BROUGHT DEALER AURICH MANY SALES




**After Decorating His Window in This Manner the Harley-Davidson Representative in Billings, Mont., Was Kept Busy Giving Demonstrations and Booking Orders**

## DIVIDEND ON PREFERRED STOCK

Akron, O.—The B. F. Goodrich Company has declared a quarterly dividend of 1¾ per cent. on the $30,000,000 of preferred stock, payable to stockholders of record, September 20. No action has been taken in regard to a dividend on the common stock as yet.

## VICTOR RUBBER BUILDS

Springfield, Ohio.—The Victor Rubber Company, of Springfield, Ohio, will erect another building to be two stories and 30 x 108 feet. It will be erected on the ground between the two wings of the main factory building. The addition will be much like the one which was completed a smonth ago.

## IN BELGIAN DESPATCH SERVICE

From Le Havre, France, the present seat of the Belgian Government, has come a letter to the Hendee Mfg. Company, from Julien Vosch, a motorcycle volunteer in the Belgian Army. Vosch says that he has been using his Indian twin in headquarters despatch service since the beginning of the war, mostly covering the roads between Le Havre and the firing line, a distance of 200 miles. He makes the run in five hours as a rule.

## KLEIMENHAGEN ON HONEYMOON

Milwaukee, Wis.—Walter Kleimenhagen, Western sales correspondent at the Harley-Davidson Motor Company, is on a honeymoon vacation. Mrs. K. was a Miss Laura Giffert from Reedsburg, Wis., Walter's home town.

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# WASHINGTONIANS AT HILL-CLIMB

## Capital City M. C. Entertains Speed Fans With Series of Spectacular Contests

WASHINGTON, August 9.—A hill-climb promoted by the National Capital Motorcycle Club attracted several hundred motor enthusiasts to Naylor's Hill, Anacostia, a suburb of Washington, last Saturday afternoon. This hill, which measures seven-tenths of a mile in length, has been the scene of numerous contests in the past, both automobile and motorcycle, and while not much of a hill as hills are known in mountainous parts of the country, it provides the steepest ascent to be found in the vicinity of Washington. For about 200 yards after crossing the starting line the grade is nearly 30 per cent., after which there is a gradual rise of 15 to 20 per cent. to the finish. Three rather sharp turns add to the difficulty of the riders in covering the course at speed, and a very soft, sandy stretch just before crossing the starting line helped to provide thrills for the spectators.

Raymond Lanigan, Excelsior, and E. W. Bliss, Harley-Davidson, furnished the only accidents of the afternoon. Lanigan attempted a turn at high speed during practice and in the spill which followed wrecked his machine, the rider receiving minor injuries. Bliss lost control of his machine in competing in the amateur class and fell just before crossing the starting line, the spill providing excitement for the crowd, but resulting only in a broken pedal.

The spectacular riding of August Zimmerman, Harley-Davidson, fairly took the spectators off their feet. Approaching the starting line at high speed, "Zimmy" cleared a small hummock in the road and machine and rider hurtled through the air a distance of 27 feet by actual measurement. William Denham, Excelsior, and Tommy Dedge, Indian, local riders of considerable reputation, helped to entertain the spectators by thrilling dashes through the sand and over the line. Consistent riding by A. O. Durham, Indian, in each of the three professional events earned him a place in the list of local riders known as "speed kings."

A tourist from Pittsburgh, riding a 76-inch Thor to which was attached a Flxible sidecar, furnished a competing attraction that was almost as interesting as the hill-climb itself. This being the first opportunity Washington riders have had of seeing the Flxible in action, they were interested spectators while the Pittsburgh tourist performed the ocean roll, fox trot, Gaby glide and various other steps that opened the eyes of the experienced sidecar operators.

A preliminary that provided a lot of amusement for the spectators was a contest between four riders mounted on bicycles equipped with Smith Motor Wheels. The contest incidentally showed that the little jiggers have a lot more "kick" in them than is usually supposed. The riders were permitted to pedal and otherwise assist the little motors in their strenuous task, and the fact that the distance was made in about three minutes speaks well for the "bicycle booster."

Entries were as follows: Zimmerman, Schenuit and Bliss, Harley-Davidson; Dedge, Seabrook, Mears, Durham, Lowenstein, McPherson and Ross, Indian; Denham, Dessez, Lanigan and May, Excelsior; Robison, and Gootch, Dayton; Caltrider, Cyclone. T. O. Wansleben, F. A. M. referee, took charge of the timekeepers' reports and has not rendered final decision as to the winners.

### FIGURES SHOWED INCREASED BRITISH DEMAND

That the demand for American-made motorcycles and parts in Great Britain has been one of steady increase is proved by the British Board of Trade Returns for the year 1914. Starting to import American motorcycles in 1910, British purchasers took 208 machines in that year, valued at $38,125, and 455 machines, valued at $72,960. In 1912 there were 670 motorcycles, valued at $110,360 imported, while 1913 closed with 1,131 machines figured at $195,435, imported. The 1914 figures give 2,188 machines imported, with a valuation of $392,575.

In 1913, motorcycle parts to the value of $31,260 were brought into the British Isles, while in 1914 the American parts imported were valued at $50,845.

### READVILLE "CHAMP" RACE

Readville, Mass., August 10.—The Readville Motor Park will stage another race-meet of the 1915 season on Labor Day, September 6, in which crack motorcycle riders have been invited to compete. The events for the professionals will be of the "open" variety and any motor of 61-inch displacement will be eligible, while a twenty-five-mile race will be staged for the 30:50 class.

A ten-mile amateur and a ten-mile professional race will be ridden for trophies in addition to the regular prizes. The fifty-mile event on the program will decide the Readville championship at that distance for the 1915 season; and championship medals will be awarded in addition to cash prizes. The entries, costing one dollar, for each event, will close on Wednesday, September 1, at 5 p. m.; they should be mailed to C. B. Johnson, Readville Park, Boston, Mass.

### ONE-DAY BERKSHIRE TOUR

Belmont, Mass.—Touring the Berkshires in a single day with an Indian sidecar combination has not been attempted as yet by anyone but W. C. Schulz, of this city, as far as is known here. Schulz took a passenger in his sidecar and made an oblong swing through four counties in Massachusetts between 7 a. m. and 9 p. m. on August 5, covering 235 miles in all.

Leaving Springfield, Schulz drove due north up the Connecticut Valley to Greenfield, then went over the Mohawk Trail into Western Massachusetts, fording swollen brooks and passing through washouts. The pair arrived in North Adams at noon and after lunch went on through Williamstown and into the Green Mountains of Vermont at Pownal and on to Hoosack Falls. They then returned to North Adams, going homeward via the Berkshires and over Jacob's Ladder to Springfield and Belmont.

### SPEEDWAY WORK HALTED

Detroit, Mich.—Financial difficulties have so entangled the Detroit Motor Speedway that the proposition has been indefinitely halted. The promoters have washed their hands of the enterprise and it is not likely that the speedway will be completed this year.

### WHEN BRAVES AND SQUAWS FEASTED AT CHESAK'S FARM

**Upper Picture Shows Party of Indians Assembled at Farm on Arrival; Lower Picture, Just Before "Eats" Were Served. Picnic Was Given by Milwaukee Tepee**

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# C. P. A. Five Captures Bowling Team Trophy and Jobbers Wallop Manufacturers on the Diamond

ATLANTIC CITY.—Under the management of G. H. Hamilton, of the Federal Rubber Manufacturing Company, of Milwaukee, the bowling tournament in connection with the Cycle Parts program was conducted in clockwork fashion, most of the eliminations taking place Wednesday afternoon, so that there was no delay in bowling off at night.

There were four teams, representing the Cycle Parts Association, the Jobbers, the Bicycle and Motorcycle Manufacturers and the Traveling Men, respectively. The scores ran somewhat lower than usual, the Cycle Parts Association Five, with 758, capturing the team trophy. The Jobbers were second with 714. The highest score was made by William G. Schack, of the Emblem Manufacturing Company, who had 208 and who, with 168 in the roll-off, won the individual trophy. In so doing Mr. Schack lived up to the prediction made in last week's issue of **Motor Cycle Illustrated.** The scores.

Cycle Parts Association—Stokes 145; Cabana 145; Hamilton 150; Morehouse 193; Palmer 125. Total, 758.

Jobbers—Horton 123; Oliver 156; Willis 134; Wagner 162; Ball 130. Total, 714.

Bicycle and Motorcycle Manufacturers—Harden 129; Schack 208; Jackson 121; Cahn 85; Pierce 113. Total, 656.

Travelers—Sauer 134; Brown 104; Gaillard 104; Biddle 157; Wood 144. Total, 643.

Upward of thirty ladies competed for individual honors, first prize being won by Mrs. Kaufman, of New York, with 110; Mrs. Morehouse, of Torrington, Conn., was second with 101.

## Jobbers Win Ball Game From Manufacturers

FIFTEEN to Nine, with the Jobbers victorious, was the score of Thursday morning's baseball game, between the nine representing the Jobbers' Association and another representing the Manufacturers. The Jobbers took the lead in the first inning, and were never overtaken by their opponents.

The Manufacturers in the first inning chalked up three runs, but the Jobbers came back with four and added two in the second and five in the third, while Wigmore, pitching for the Jobbers, held the Manufacturers scoreless in the second, third and fourth.

Within a few minutes after play was started Horace Huffman, who was playing centerfield for the Jobbers, caught a line drive on one of the fingers of his right hand and sustained a compound fracture. The injury, though painful, did not have serious results, and Huffman was about as usual after the bones of the injured member had been set. Kellogg took his place and finished the game.

In the fifth inning, with the Jobbers leading by a score of 11-7, the Manufacturers sent Griffith, Southmayd, Briggs and Schwab across the plate, whereupon the Jobbers came back with three more. The Manufacturers tallied two in the seventh, which was the last inning, and the Jobbers one, making the score 15 to 9 in favor of the former.

**Jobbers**

Oliver, 1b., 2 runs; Grady ss., 3 runs; Kellogg, cf., 1 run; Cramer, rf.; Wagner, c., 2 runs; Ball, 3b., 1 run; Van Zante, 2b., 2 runs; Wigmore, p., 2 runs; Ash, lf., 1 run. Total 15.

**Manufacturers**

Griffith, 1b., 2 runs; Pierce, 2b.; Southmayd, c., 2 runs; Briggs, lf., 2 runs; Schwab, 3b., 3 runs; Brown, ss.; Jones, cf.; Lyman, rf.; Schack, p. Total 9.

Strickland took Jones' place, and Jones went into the box for Schack in the six inning. Score by innings:

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Jobbers | 4 | 2 | 5 | 0 | 3 | 0 | 1 | —15 |
| Manufacturers | 3 | 0 | 0 | 0 | 4 | 2 | 2 | — 9 |

## Parts Manufacturers Win at Water Polo

NO part of the program furnished keener delight to the spectators than did the water polo contests Wednesday afternoon. As announced in the last issue of **Motor Cycle Illustrated,** the finals were captured by the Parts Manufacturers' Five, Strickland scoring the winning goal after 8½ minutes of play.

The winning team consisted of E. H. Strickland, of the Continental Rubber Works; H. F. L. Funke, of the H. F. L. Funke Co., of New York; O. A. Jones, of the Majestic Manufacturing Company; Geo. Briggs, of Wheeler & Schebler; J. W. Spray, of the Diamond Chain & Manufacturing Co.

The first game was between the Parts Manufacturers and the Traveling men, the former winning. The Traveling Five was made up of J. G. Ledyard, J. I. Brandenberg, Geo. Maslen, Tom Hemingway, and M. R. Brown. Then the Motorcycle

(Continued on page 22)

A Part of the Convention Crowd at Atlantic City Last Week

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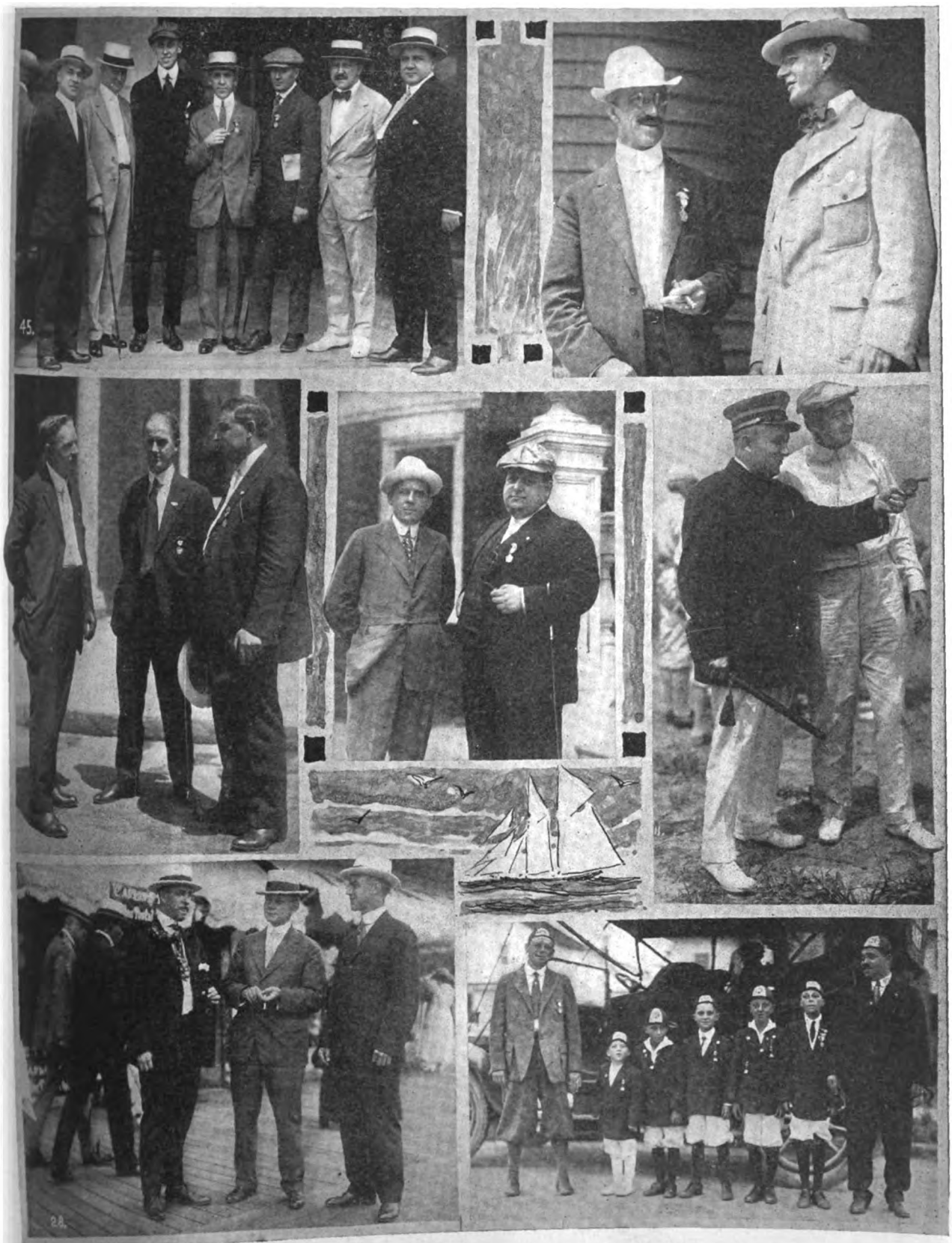
# A Group of Snap-Shots Taken By Our Photographer In Atlantic City Last Week



Top Left, United States Tire Delegation; Top Right, Surre and Morehouse; Middle Left, Toepel, Bartlett and Curtis (Splitdorf); Center, Speaks (Firestone) and Wetzel (Mott); Middle Right, Henry and Hamilton; Bottom Left, The Goodyear Trio; Bottom Right, Max Sladkin (at the Right) and His Five Boys; Griffith at the Left

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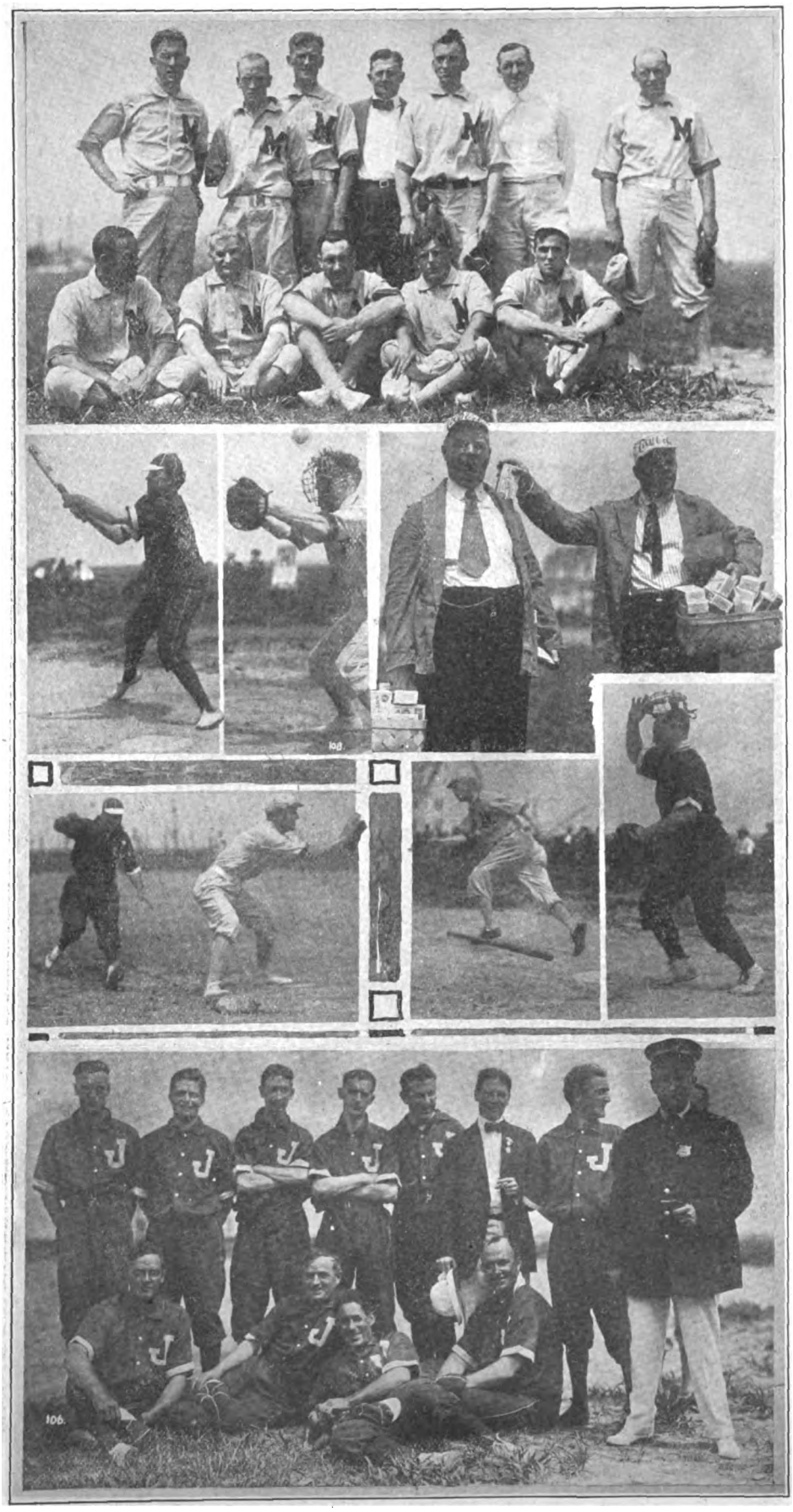
# The Contending Basebll Teams, and Some of the Players in Action



Top, Manufacturers' Ball Team; Second Row, Left to Right, Ash, Southmayd, Qwen and Grover; Third Row, Oliver, Schwab, Pierce and Wagner; Bottom, Jobbers' Team

Manufacturers played the Jobbers, the Jobbers winning. The Jobbers' team included Howard French, Roy Bowen, J. L. Nicholson, L. N. Southmayd and J. W. Grady. The Motorcycle Manufacturers' team consisted of Percy Pierce, Norbert Schikel, Horace Huffman, W. J. Schack and Arthur Davidson.

## Big Program Has Snappy Finish

THURSDAY night witnessed the climax of the week's program with a theatre party at the Apollo, and dancing and entertainment at the Islesworth. The dramatic attraction was a play entitled "Common Play," featuring John Mason and Jane Cowl, by far the strongest and most interesting offering ever furnished by the Cycle Parts and Accessories Association to its guests. The character studies drawn by the playwright, the well-built-up situations and the perfect acting, kept the audience on its mettle from the beginning to the end. If the reception given the play at Atlantic City is any criterion, "Common Play" is destined for a long run in New York and other big cities.

After the show, the entire party either hiked or was "roller-chaired" to the Islesworth, that ever popular place with the Cycle Trades Conventionites. More than one-half the hall had been reserved by the Cycle Parts and Accessories Association and a jolly good time was had by everybody until the early hours of the morning.

The dancing contest created a lot of enthusiasm, with the various delegations boosting for their favorite spielers. Bill Surre and Mrs. Surre were declared the winners of the handsome silver cup presented by the Islesworth management. De Witt Page, of the New Departure Manufacturing Co., received honorable mention. An impromptu entertainment, all the funnier because it had not been pre-arranged, was furnished by Harry G. Jacobs, of **Motor Cycle Illustrated,** who had the crowd in conniptions all the time he held the floor. His clever imitations of one of the cabaret dancers were uproariously funny.

Among the souvenirs not mentioned in the last week's issue of **Motor Cycle Illustrated** were the cigar clippers distributed by John R. Cautley, of the Peter A. Frasse Co., importers of Renold chains. Pencils were distributed, as announced in last week's issue, by Jack Brandt, of the Troxel Manufacturing Co., and also by the Great Western Manufacturing Company; sterling silver blotting pads by Felix Van Cleef, of Van Cleef Brothers, of Chicago, and gold pins by the Firestone delegation, headed by Charles E. Speaks.

## M. M. A. Discusses Prices and Parts

BEFORE and after the dinner hour last Thursday, fully ninety per cent. of those attending the annual convention at Atlantic City, of the Cycle Parts and Accessories Association were reading in **Motor Cycle Illustrated** the first published account of the convention proceedings. The story was complete except for Thurs-

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day's happenings, which occurred after our last week's issue had gone to press.

The business of Thursday included an adjourned meeting of the Motorcycle Manufacturers, as well as the adjourned session of the joint associations.

The Motorcycle Manufacturers' meeting was featured by an invitation to the tire manufacturers to participate in the motorcycle shows. The invitation was extended at the suggestion of Manager Coffman, after the sentiments of some of the tire manufacturers had been sounded and found to be favorable to participation.

President Henderson and Messrs. Weschler, Kirk, Mathis and Davidson were appointed a committee to act with S. A. M. Legal Committee Chairman Johnson to draft resolutions and to take whatever other action might be deemed advisable during the meeting of the Rural Free Letter Carriers at Detroit this week, in connection with the recent order of the Postal Department, prohibiting the use of motorcycles and bicycles by rural carriers.

Mr Weschler, of the Hendee Manufacturing Company, announced that his company had decided to quote to dealers their net prices, instead of their list prices, less discounts. As an illustration, instead of quoting a machine selling at $250, at $250 less 20 per cent., this particular model would be quoted to the dealer at $200 net. The idea is to show the dealer that on such a machine his profit is not 20 per cent. as many dealers imagine, but actually 25 per cent., as he pays $200 for the machine and sells it at a profit of $50, $50 being 25 per cent. of $200.

Numerous parts were informally discussed. Arthur Davidson made a suggestion which all present regarded as a very good one, namely, the practice of the Harley-Davidson Company of sending out its parts in marked and sealed pasteboard boxes. In this way not only are the parts preserved from rust, but the purchaser is assured of getting the parts made by the manufacturer, intsead of substitutes.

Sentiments favorable to supporting only S. A. M. sanctioned races were expressed, but an informal discussion, though without any definite action, was had of the question of manufacturers supporting only international races. The indications are that the manufacturers of machines will ultimately agree to stay off purely local events.

The next meeting of the association will be held on Friday, September 24, at the La Salle Southern Hotel, Chicago, during the progress of the Chicago show.

### Standardization Report

At the joint meeting on Thursday, after Mr. Henderson's address on "The Motorcycle and Mr. Coffman's dissertation on "The F. A. M." Chairman Keyser Fry, of the Committee on Standardization, read the committee's report, which was as follows:

The committee on standardization reported as follows:

"Your committee appointed from the Motorcycle Parts Association, the Manufacturers and the Cycle Jobbers, beg leave to report:

"We have, in this report, deemed is only advisable to report on the standardization of the bicycle and make the following recommendation that thread standards for front fork, front and rear axles, be 24 threads to the inch; that cranks be drilled

## Atlantic City Polo Games Featured a Fine Program of Entertainment

**Top, The Polo Game; Second Row, Manufacturers' Polo Five; Third Row, Traveling Men's Polo Team; Fourth Row, Parts Manufacturers' Team; Bottom, "After the Ball"**

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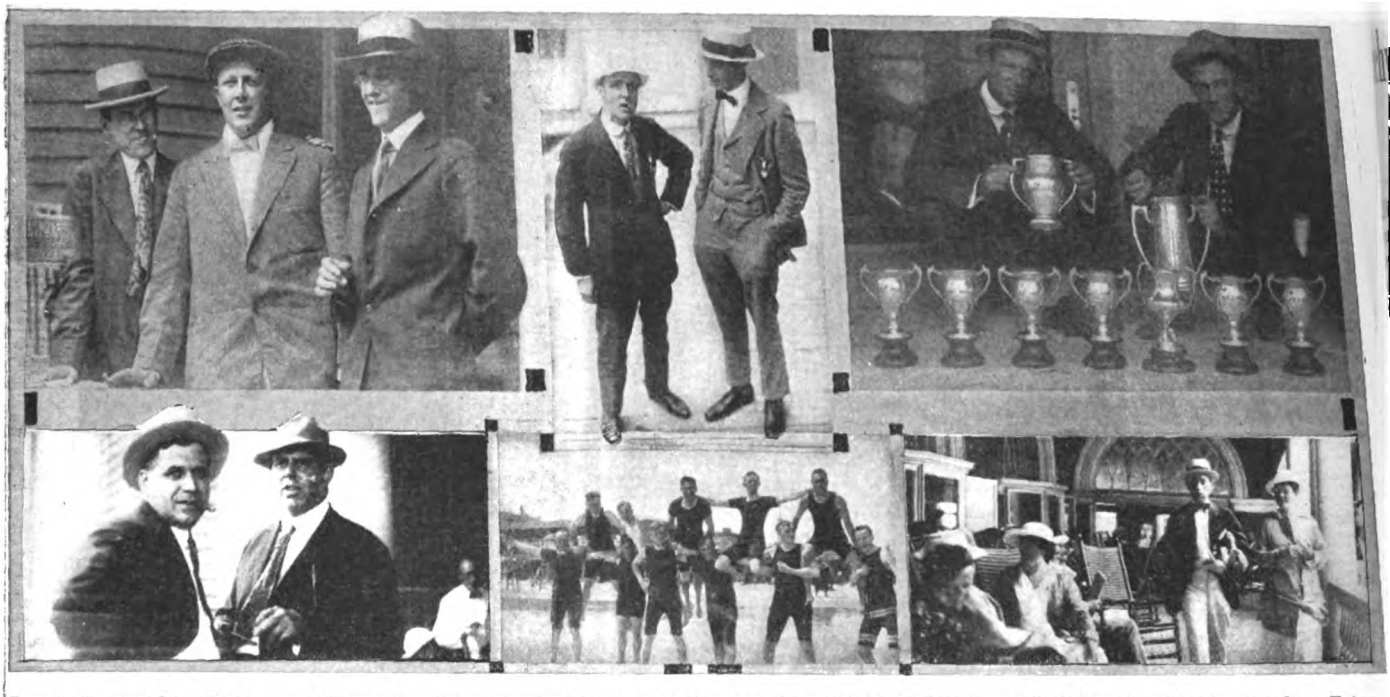

Top Left, Quinlan, Funke and Nearacher; Top Center, Jones and Sawyer; Top Right, Griffith and Strickland, with the Bowling Prizes; Bottom Left, Frank Weschler and Ben Snowman; Bottom Center, A Jolly Convention Crowd on the Beach; Bottom Right, Gus and Mrs. Rice.

to carry ½ 20 right and left threads; that sprockets be 26 x 9, 1-inch pitch, 3-1/16 width; that the standard for tires on 28-inch models be 1½ sectional diameter; for 26-inch, 1½; for 24-inch, 1½; for 20-inch, 1⅜; and that on 28-inch rims they be drilled to carry 36 spokes, both front and rear, and on Juvenile Models the rims be drilled 28 both front and rear and in all regular rims the drilling for valve stems to be 27/64, the tire maker to govern himself accordingly.

"We further recommend the colors for rims be natural aluminum, black, black and blue, black and red.

"We recommend that the motorcycle manufacturers set such standards as their manufacturing facilities will best permit with a view of adopting such standards.

"We further recommend that this committee be continued with instructions to forward these recommendations to the manufacturers and jobbers and to secure the opinions of those not present upon these subjects.

"The above to be the standards of equipment. A manufacturer may furnish other specifications as desired, but is earnestly requested to adopt and use the above standards as far as is possible."

Mr. Fry explained that the committee had confined itself to the first four questions suggested by him, with a view to taking up other subjects as rapidly as possible.

Mr. Fry announced, incidentally, that the question as to the next convention place had been answered by fully 95 per cent. in favor of the popular Jersey beach resort.

Messrs. Lovell, Tucker and Coffman all heartily approved of the rim standards suggested by the committee. Mr. Southmayd, of Schrader's Son, stated that his company had always favored standardization. Some of the jobbers, including Messrs. Grady and Henry, brought out the fact that it was often found necessary to ream out the rim valve holes in order to admit the tire valve stem. The Standardization Committee was accordingly instructed to take this matter up with the tire manufacturers.

### Many Favor Standardization

Messrs. Wainwright, Nock, Huffman, Leacock, Stokes, Quine and others all expressed themselves to the effect that the move to standardize parts was one in the right direction.

After the discussion had been closed, the recommendations of the committee were unanimously adopted and the committee instructed to continue this work.

A Line-up of Motorcycle Manufacturers—Standing, Left to Right, Jackson, Hurley, Schack, Coffman and Harden. Seated, Henderson, Huffman, Quinlan, Shaw, Weschler and Arthur Davidson.

### Hallock Reports on Motorcycle Publicity

Secretary Hallock, of the F. A. M. publicity bureau, reported that during the five weeks between June 27 and July 31 a total of 1,980 inches of clippings of motorcycle stories furnished by the bureau to the newspapers were received. Of this number 900 inches dealt directly with the Transcontinental Motor Dispatch Relay. At this rate in a year's time 41,600 inches of matter would be printed in the papers, or 2,080 columns of favorable motorcycle matter. This represents 40 columns of matter a week, or 5.7 columns of matter a day.

The service is now being sent to 680 papers regularly, and to an added 25 each week, in an endeavor to interest other papers.

## AFTER CRANDALL'S SCALP

Phoenix, Ariz., August 8.—The local Indian and Excelsior followers are "after Harry Crandall's scalp." Crandall having won an enviable reputation for himself by winning second money at the recent Dodge City race. Phoenix fans admit that the Harley-Davidson rider is one of the greatest in the game and they promise to put some very fast machines on the track when the August 15 races are held here. The program of races includes a five-mile for road-equipped machines; a fifteen-mile free-for-all; ten-mile stripped stock event; twenty-five mile free-for-all and a four-mile relay for teams.

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# Schwab Asks for Effective Co-Operation

## *Inviting Frank Discussion, He Outlines What Combined Effort Would Accomplish for the Entire Trade*

FOLLOWING is the paper entitled "Co-operation," read by Louis Schwab, of the Stevens Company, New York, before the joint session, held on Tuesday afternoon of the Cycle Parts Convention:

The first intimation I had as to what topic was assigned to me was when I saw the programme. I shall speak on co-operation.

### The Convention's Opportunity

I was honored in receiving the urgent invitation of our genial general manager to address this meeting for ten minutes, even though his chief argument was an appeal to accept, because I knew how hard it was to get any one to do so. It should be easy. This gathering is made up of the principal workers of an important industry; in fact, the men who are the industry, and this, the only serious part of our convention programme including the entire industry, might be made the means to create a unity of purpose and understanding, through the fullest exchange of ideas on the problems of the time, and the failings and evident remedies for any lack of co-ordination and co-operation there may be between the various branches.

I am suggesting that each one of you throw whatever restraint you may feel to the winds and come here to these joint meetings purposely to give us, for the common good, your ideas of whatever questions are brought up or bring up some which are uppermost in your mind at the time. This is merely bringing in the same way to a common judgment seat the conclusions you arrive at for your own guidance in business. The information and discussions you hold with others—dealers, salesmen, your own men; perhaps even what a trade journal man will tell you—have their effect and influence in deciding your actions.

### A Big Melting Pot

These joint meetings can be made the melting pot where trade customs, methods, policies are refined; where by common effort with our fellows we hammer out—yes, perhaps even in a white heat of discussion—a trade character which will be traditional, molding it in the form it will hold in the years to come. I firmly believe that a proper interest and this calling more for conscious intent than labor by a relatively small number can so mold and shape the future of the industry as to continue it as a sound, safe, self-respecting business or permit it to gravitate to less substantial channels. This calls for an enlightened, unselfish co-operation which is the essence of profitable business and a spirit of mutual service which is being recognized as our modern method of business.

I realize that the natural conditions surrounding a business are the controlling influence and no amount of effort to change its natural course will have a permanent effect; but I do feel that much good can be done by our meeting here together and threshing out with each other what are the true fundamental conditions controlling, and by a definite, clear-cut understanding of what is best for the common interest, through the weight of our influence and action toward the best and against the temporary unhealthful conditions which may be permitted to grow, because of our indifference or a feeling of our inability to combat singly. I believe we can create a solidarity of feeling which will in a surprisingly short time throw its effect on our entire industry. I am suggesting a closer co-operation within each branch as well as a stronger sympathy with the purposes of each other. The condition I have in mind and shall do my best to make clear would entail no loss of individual initiative or any sacrifice of personal advantage; in fact, I believe it would have the reverse effect.

### Working Hand-in-Hand

It means to lessen the suspicion, distrust and jealousy of our fellow. We seem to have a mortal dread of disclosing information to a competitor, while it is probable if it would do him any good he already knows as much as he wants to. The business which is being conducted on sound principles need have no fear of what a competitor learns, more especially of that which may be of common interest. I think there is a great deal of truth in the remark the president of one of the big tobacco companies made the other day: "I have often thought that the worst thing a man could do to his competitor would be to send him a copy of his daily orders and let him look them over." The competitor probably would spend so much time looking over the orders that he would forget his own business." There are things worse than a good competitor. And the losses he suffers seldom do you any good, but may, in fact, carry a harmful result to you.

### Much Has Been Accomplished

I feel that a very great deal has been accomplished in unifying the trade by our semi-annual gatherings. Your experience has probably been mine, when I was asked by a fellow parts maker, why he should join the C. P. A. A.? What good would he get out of it? My answer has had to be the good obtained by this chiefly social meeting of the craft. It seems unimportant to the other fellow, and yet you and I know it has been of immense benefit to all of us. It has laid the foundation for a mutual confidence and respect that requires years to build, and my appeal now is that we make more use of it during the year, day in and day out. Serve each other, depend upon each other, use each other.

Within my knowledge the best example is what the Jobbers' Association has accomplished for that branch, and perhaps because of my lack of knowledge of what they are trying to do I shall later suggest some common interests to which they might profitably direct their attention. I should like to see an effort made, while keeping our distinct organization and holding our separate class meeting, of making this joint meeting serve our common interest more fully. Beyond question, to a very great extent our interests are mutual, and where our interests merge the fullest discussion should be had that the conclusions arrived at be for the best interest of all. As a general proposition we are Siamese twins and, while I feel it true that in case of an operation it is the twin representing the manufacturing who will dwindle and die—you can't kill a jobber—that does not mean that we are wholly dependent upon them for existence or that our welfare or true interest is not wisely considered and respected by them. Though as chairman of the baseball committee I must say we can usually beat them at the national game.

### Discuss Matters Openly

I would suggest that at this joint meeting your representatives make reports to the Parts Makers' Association of any plans or efforts which you are making in which the parts makers are a factor or vice versa. Bring out the actions desired or emphasize the need of watching and correcting the errors or hamful tendencies that have developed, then having the pros and cons discussed, instead of meeting practically behind closed doors as though our entire interests were strongly antagonistic and only learning of each others actions individually and in a measure sub rosa. I realize that the conclusions reached at your meetings affecting the parts maker is brought to his atten-

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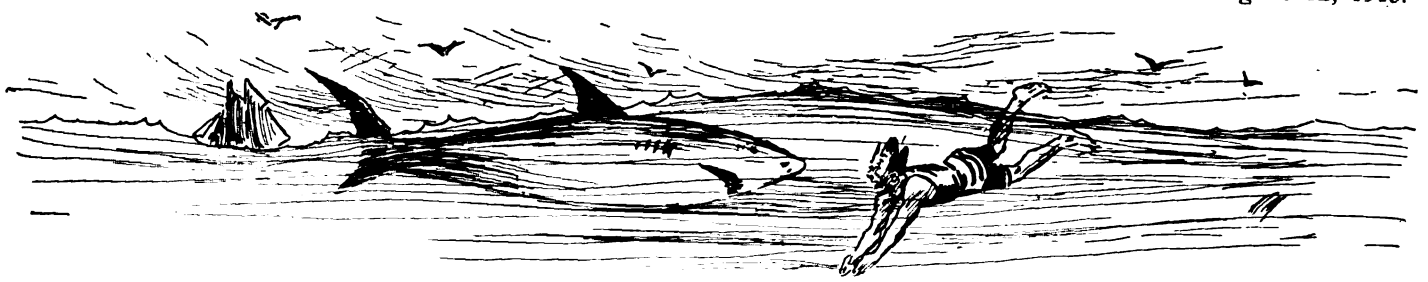

tion by some of your members, but am I not right in feeling that that conclusion expressed by your association formally to the other with the general support or rejection which it would receive would exert an influence much greater than with our present method.

Were we working in such accord, I am confident there would have been no need of the resolution passed at the last parts makers' meeting condemning the practice of contributing to jobbers catalogs. Had we been working in accord that resolution would have been a joint one and not have had the appearance of an action taken against the jobber; and I believe, as a class, the bicycle jobbers' views are the same as ours. My own experience with the bicycle jobbers is that they have been too independent and too wise to adopt so fundamentally unsound a policy. It is really a boomerang and the bicycle jobber has had more sense than to sell his birthright—his business—for a mess of pottage.

It indicates the high grade of merchants that make up that branch and is to their lasting credit that they have not been tempted to follow in the evil ways of that gawky younger relation of our, the automobile industry, now rich and overgrown. This catalog baiting, which I have heard some manufacturers dignify by the word blackmail, has appealed even in our bewildered auto accessory business chiefly to that type of merchant whose greatest success is only achieved in a field of greenies—green buyers and green sellers. They make up part of the froth and false prophets which are thrown off with the other false profits at the advent of sound staple conditions. It is as well a commentary on the sound solid basis the bicycle business is on, where merit wins and not brag and bluster.

### Conditions to Be Considered

I have only time to sketch briefly a few of the conditions to which I feel we could profitably direct our attention. First, mainly to the parts maker—I have a suspicion that we have grown more lax in our protection to the jobber—a matter of as much importance to us as to him. In my own experience for some time past there has been a dearth of opportunities to tell a fellow manufacturer that in our opinion Bill Jones, of Kalamazoo, could not hope to successfully serve the trade as a jobber that that we refused to put him on our list or that we considered that conditions warranted our selling so and so as a jobber. I feel that we should consult more with each other and the jobber in each respective field than we do. There is no Federal Law against our exchanging information and there is very good business reason why we should do so.

In fact, I believe that whatever Federal Department now has supervision over the actions of our office boys rather approves of efforts to better conditions in our trade. I am not suggesting in the slightest degree any agreement or combination in restraint of trade, when I suggest that we might increase this interchange of information by having a form printed which could be conveniently sent out to twenty or thirty manufacturers and another one directed to the jobbers already serving that territory. This would furnish the manufacturers a fund of information for his guidance instead of a salesman's rosy story, a fairly good looking order and, if he is honest, a hope that he is not making a mistake.

### The Discount Evil

Then there is the ever present discount evil. It is too evident to me that there are too many manufacturers who feel they are putting one over on a competitor by overlooking violations of the term of sale. How do you equalize this to the customer who is always right on the mark? And if you do does the other fellow know it? And if it is persisted in, we all do it and what has been accomplished? We put our industry on a slow pay basis instead of a prompt pay basis. And it helps none, certainly not the debtor, as it makes no difference whether he pays in 60 days or 10 days, if he holds to the rule. The only one who is benefited is the one who is made an exception to the rule; who gets a greater privilege than his fellow. And what makes it worse is that it is not usually our best, in every sense, customer.

This naturally leads to the credit situation, on the evils of which I feel the interests of jobbers and manufacturers merge, for in a case of loose credits, the sound jobber has certainly every right to do more than talk to the manufacturer who is responsible for placing a tremendous handicap upon him and satisfactory conditions. You can all fill out this picture in all its details yourselves, I am sure. I am not attacking sound credits. I have used them myself both as debtor and creditor. In this matter of credits I would again suggest having a special form printed to tempt us to use them freely in exchanging information.

### Practice of Spring Dating

I should also like to hear a quotification of the practice of spring dating on September purchases by those manufacturers who make those terms. There is no need of my detailing the evils which result. This is again a condition, against which I feel the great majority of jobbers should throw the weight of their influence. I am making no plea for the general elimination of dating, as I consider it an absolutely necessary provision for the wise and reasonable handling of the seasonable conditions; and also that it is essentially fair and just that this burden be equally borne by the manufacturer and jobber. But I feel that it is a winter condition, that a September date is too early and does more harm than good and that it is not even a worth while help to those who use it or misuse it.

It is reasonable to expect that we could obtain practical results if we would consider ways and means to remind and stimulate the jobber, his salesmen and dealers, to encourage the sale of the better quality of merchandise, giving the rider sound values, rather than to give way to the easy temptations of price only. It is work we can do together and would help us all. There is also stimulating welfare work to be done for the dealer, making him a better and more successful merchant. I realize more or less of this is done all the while by the jobber and his salesmen, and probably most is done for them by our trade journals than in any other way. I have noticed many cases where their work was based upon a farsighted, broad-minded consideration of the welafre of the trade at large.

I do feel that this merely narrows down to the raising of a big fund and very easily turning it over to a publicity man. Rather, I feel that as much good can be accomplished in a more modest way, perhaps chiefly through the jobbers, but with the manufacturers lending a hand, for he certainly is most vitally interested in the dealer, even though there is no direct contact.

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## THROWN UP BY THE SURF

Visitors to the Cycle Parts Convention were agreeably surprised by the attractive souvenirs which were presented to them by the Buffalo Specialty Company, of Buffalo, N. Y., and Van Cleef Brothers, of Chicago. The Chicago concern gave out beautiful and useful blotters, while the Buffalo company presented knives as mementos of the occasion.

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A. J. Musselman, of the Cycle Mfg. & Supply Co., of Chicago, told of a great demand for their bicycle three-speeds, the daily output for some time exceeding two hundred.

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The interests of the Persons and the Majestic companies were respectively represented by C. A. Sawyer and O. A. Jones. Neither Mr. Persons or Mr. Donley were able to attend, pressure of business at Worcester preventing.

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A. H. Harrop and A. E. Griffith, the coaster brake boys, representing respectively the Corbin and New Departure companies, were as usual the first of their respective delegations.

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Owens & Grover again did justice to their reputation as dispensers of peanuts, soft drinks, etc.

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# Selling One Million Bicycles a Year

## *Further Standardization of Parts and Design Would Stimulate the Output of Cycles, Says Wainwright*

THE following address, on the "Standardization of Motorcycle and Bicycle Equipment," was delivered at the joint Tuesday session of the Cycle Parts Convention by L. N. Wainwright, of the Diamond Chain Company:

The greatest expense to the citizens of the United States of America in particular and to the world at large is the lack of standardization.

I would not argue for complete standardization, thereby making this beautiful country resemble a colony of ants or a hive of bees where standardization dominates and economy and scientific management are developed to the most supreme degree.

I would not standardize to the point where taste and environment would be eliminated and the sameness of things would bring about a lack of ambition and make us little more or better than a school of tadpoles—all alike and with no purpose in life, for we would degenerate and become savages.

### Growth Proportionate to Standardization

I would not standardize to the point of limiting the great achievements of science and invention. On the contrary, standardization for economy, comfort and convenience will encourage and broaden the field of science and invention and open the way for still greater achievement.

In physical affairs standardization has already broadened the use and application of many inventions resulting in the possible use by millions at a reasonable price. The bicycle is a splendid exhibit of what can be accomplished in this line.

I entered the bicycle business in 1879, and my observation of the growth of the business is that it grew in direct proportion as did the degree of standardization. Individual manufacturers undertook it on their own parts in the matter of design and manufacture. Then the specialist entered the field and, by his special effort and the combination of the different orders for similar parts from different manufacturers of bicycles, was able to produce many similar parts at a lower price than the individual makers could produce them.

### Some Concrete Examples

This specialist soon had his engineering department working on improvements with the result that by good design and special machinery he brought the makers to him as a unit for the use of his material. As an illustration, the forging concerns established a more or less uniform fork crown. The tubing makers established an almost uniform front fork. The pedal makers brought about the use of an almost universal ball-bearing pedal at a price undreamed of.

The handlebar maker fixed the standard in handlebars, and so on throughout the entire bicycle standardization went on with the result that the cost of bicycles to both maker and consumer tumbled like a block house. The result has been for the benefit of the bicycle maker, the jobber, the dealer and the consumer. The trade has increased to large proportions and the bicycle of today is a better article than when they were not so nearly uniform in design and construction, and millions of our people are riding every day.

This is what has been done in the past, and you may say it has been carried as far as it can be done.

### Limit Has Not Been Reached

I do not think that the economic limit of standardization has been reached. The parts maker and the maker of bicycles can get together and work out economies by the further standardization of parts and design and bring about still lower costs with, at the same time, an improved product.

In our own business and the allied parts a great saving could be effected for all the bicycle makers, the parts maker, the jobber, dealer and consumer.

If all makers could agree to use a 1-inch pitch chain, the saving in the cost of the chain would be of moment. The sprockets being uniform as to size and pitch would cost less, the manufacturer could eliminate a multiplicity of stock and machinery.

The jobber could market his product more easily and save the carrying of such a large variety of styles, many of which usually remain on hand for months as almost dead stock.

The dealer likewise could carry a smaller stock, turn his money quicker and thereby make a better and more staple profit.

### Consumer Would Benefit

The consumer would have the benefit of all these savings in the price of his mount and be able to buy a replacement that would replace at a nominal price in any cross-roads store in the United States. This one item would work wonders. Think what could be accomplished in the same line with other component parts.

Think of the increase in volume of sales and the number of bicycles used if real standardization could be worked out.

Do you realize that if the Ford Company can make and sell 350,000 automobiles in a year, that if you makers and we parts makers could get together we could make bicycles at a price which would enable us to sell 1,000,000 bicycles each year.

Do you realize that in peaceful times, continental Europe made and sold over four times as many bicycles as we make and sell?

Do you realize that it is far easier for us to make a bicycle that could be sold over the entire world at a trifling investment than for Ford to make and sell his universal car over the entire world?

### Field Would Be Broadened

Think this over, gentlemen. You are resting on your oars. Get busy. What I have said of the bicycle applies even more particularly to the motorcycle, and I predict that if standardization of the motorcycle parts is not brought about at once, the business in this line will cease to grow and that the low-priced automobile will take its place.

Individual invention and design are much to be admired, but the masses—the buying public—wants a thing of utility at a low price, and when he can get it he buys it by the million.

# Henderson Qualifies as a Diplomat

## *Pokes a Little Fun at Cycle Trades Men, Admits That the Motorcycle Is a Serious Subject and Puts It Up to Coffman*

PRESIDENT T. W. HENDERSON, of the Henderson Motorcycle Company, admitted that he could say a lot about the subject, "The Motorcycle," if he was in the mood, but the mood was not with him when he prepared his address, and after a few characteristically witty remarks he frankly stated that he was going to leave the heavy work to the next

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speaker. A synopsis of Mr. Henderson's speech follows:

I have here in my hand something that a politician would perhaps describe as a "speech"; a business man might refer to it as an "address"; a high school boy might think he had an "oration"; a literary man might call it an "essay"; but after you hear it, I know there will be a unanimous verdict, and I will agree with you, that it is just plain "bunk." A year ago I was assigned the same subject, and for your sakes I should have passed the "buck" this time; but here I am, and here I go.

A few evenings ago I was having the time of my life playing "Kelly Pool" at the Detroit Athletic Club. Suddenly, all of the joy was taken out of life when I remembered that I was slated to address you on "The Motorcycle." There was no more fun pocketing the other fellow's ball after that, because I knew I ought to be at home racking my brains for instructive and interesting data for your edification on this occasion.

**A Serious Subject**

At that moment I was in no mood for a serious subject, and, "believe me," the Motorcycle is a serious subject for a great many of us.

I would much rather Mr. Surre had assigned some more cheerful subject to me —such as "The Ladies," or "Why Do Married Men Come to the Convention Without Their Wives?" I am quite confident that I could talk quite entertainingly on the latter subject especially, and could excite your risibilities by mentioning names and by mentioning certain exploits of some of the genial gentlement present. Some of you look worried, so I won't do it. I will talk on a safe subject, such as the "Motorcycle."

But is it not tough to come here to Atlantic City, a place where we come with the idea of having a whole lot of fun, and where the business of the Convention appeals to some of us as being a very secondary consideration, and then have to talk on a subject that I have talked about and written about for a whole year without any let-up?

**Putting It Up to A. B.**

But now I suppose I will have to affect a serious visage and explain to you that the motor-driven two-wheeler is a contrivance that is of great economic value; that it is used by police departments, fire departments, rural mail carriers, merchants and manufacturers; also that it is great fun to ride on one; that the sport of speeding over the country roads is bliss without alloy; especially if you have your wife or sweetheart on the tandem or in the sidecar. You all know that, don't you? Of course, you do. That is why most of you ride in an automobile.

Somehow I feel that I am imposing upon you by not getting down to brass tacks at once and giving you some real Motorcycle dope. Answering perhaps questions such as: Why is a Motorcycle? Or would it pay the industry to hire a comic to write anecdotes similar to the numerous Ford stories? or Is the Motorcycle conducive to longevity or does it really hasten senility? These are vital questions and worthy of a lengthy dissertation.

There are numerous phases of the Motorcycle that I know I ought to endeavor to elucidate on an occasion of this kind, but I feel unequal to the task. However, I feel convinced you will not hold it against me when you remember the speaker who is to follow me. I feel sure that when Mr. Coffman has a chance at the floor, that he will talk seriously to you, because he is a serious person, and he knows more about motorcycles and motorcycling than I do; so his address is to be on the F. A. M.; the many-sided question of the Motorcycle will be satisfactorily gone into by him.

## CONVENTION BREVITIES

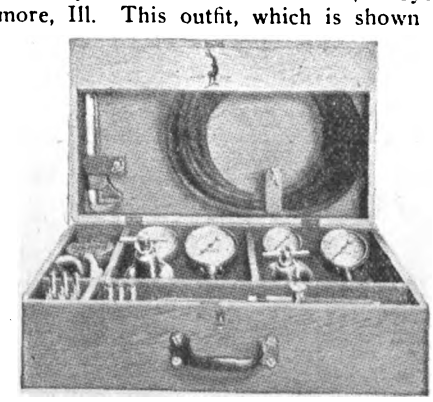
During the joint meeting on Tuesday, John Henry, of the Vim Cycle & Hardware Company, of Buffalo, brought out the fact that at the New York meeting, the Jobbers' Association had put itself on record as unanimously against the practice of soliciting manufacturers for any sort of payment for catalogue listings. Mr. Henry added that each one of the jobbers at the New York meeting had stated that none of them had been guilty of this practice, and that the association would be only too pleased to deal strenuously with any guilty parties.

H. S. Quine, of the Goodyear Company, took an active part in the discussion relative to the standardization of parts. He was of the opinion that arrangements should be made to carry on the work indefinitely, and that sub-committees should be appointed to handle the technical details of standardization.

Charles Speaks, of the Firestone Company, believes that the tire manufacturers should exhibit at the motorcycle shows in New York and Chicago. He is of the opinion that the tire exhibits at the shows should be used to teach dealers how to take care of tires, with the result that the saving effected on replacements would more than cover the cost of the show exhibits.

## TURNER OXY-ACETYLENE OUTFIT

Repairmen and others who do welding and cutting will be interested in the Turner oxy-acetylene outfit for these purposes, produced by the Turner Brass Works, of Sycamore, Ill. This outfit, which is shown in



**Turner Oxy-Acetylene Outfit**

the illustration, is complete in itself, and needs only the filled oxygen and acetylene bottle to be ready for any kind of work. The various pieces of the apparatus are so constructed as to enable wedding and cutting to be quickly and satisfactorily performed, with a minimum expenditure of both gases. Close and easy regulation of flame is a feature of the burners.

The use of gas-welding and cutting apparatus is a growing one and is becoming more and more indispensable in work on tubing and frames. The cost is much less than with the regular city or natural gas apparatus and the time consumed is much reduced. Those interested should address the makers for catalogue, or E. G. Jacobs, traveling representative, 1535 First National Bank Building, Chicago, Ill. Mr. Jacobs is a brother of Harry G. Jacobs, Western representative for **Motor Cycle Illustrated.**

## BIG MOTORCYCLE LIST

Trenton, August 7.—A report issued by the State Department of Motor Vehicles, covering the first seven months of the present year, shows that 10,159 motorcycles have been licensed to date. Last year's figures reached 10,029. With 5 months yet to go, New Jersey registrations will exceed 12,000. A total of $981,000 has been collected through fees on all types of motor vehicles.

## MACHINES WANTED IN NORWAY

An American consular officer in Norway reports a demand for the agency for American motorcycles in his district. Representation for Sweden and Norway would be desirable. Those interested should address the Bureau of Foreign & Domestic Commerce, in Washington, or any branch of the same, mentioning Opportunity No. 17725.

## INCREASED REGISTRATION

Columbus Ohio.—W. H. Walker, Ohio automobile registrar, who also has charge of the registration of motorcycles in the state, gave out a report covering the year up to July 30, showing that he had registered 40,680 motorcycles. That is in excess of the total register by the department for the whole of 1914. The number of motorcycle chauffeurs registered up to July 30 was 103.

## WHEELING EVENTS CALLED OFF

Wheeling, W. Va., Aug. 6.—The race meet of the Wheeling Motorcycle Club, which was to have been held on July 31, and the Sunday run to Zanesville were called off because of bad weather. The club will stage a race meet at Moundsville, W. Va., on August 22.

## HEADS MOTORCYCLE SQUAD

Wilmington, Del.—Sergeant Joseph A. Davis, stationed at Camp Miller, Delaware, has secured his release and is now in active charge of Wilmington's new motorcycle squad. The squad consists of four Indian mounts. Davis was formerly physical examiner of the police department here.

## GOOD TIME TO CHICAGO

Cincinnati, Ohio.—News from Steve Hennessy, the Excelsior shopman at Brendamour's, and William Greiner, who are making a vacation trip on their "X's," is to the effect that the pair made the trip to Chicago in fifteen hours, over splendid roads and without mishap. They visited the Excelsior factory, where Hennessy picked up some valuable points.

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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
THE BICYCLING WORLD AND MOTORCYCLE REVIEW

PUBLISHED WEEKLY
THE MOTOR CYCLE PUBLISHING CO

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VOL. 10 THURSDAY NEW YORK AUGUST 12, 1915 No. 32


## A BIG OPPORTUNITY FOR AMERICAN CYCLE MAKERS

THE British Board of Trade's figures for July show an increase in imports of $80,858,315. British exports for July show a tremendous decrease, namely, of $173,607,555. Imports from the United States to England, during the six months ending July 30, amounted to approximately $620,000,000, as against $350,000,000 in the first six months of 1914, and $345,000,000 during the first six months of 1913.

### Tremendous American Exports

In other words, among the warring nations, England alone will buy from the United States about $600,000,000 more than in any previous year. On this basis, it is safe to estimate that the exports from the United States to all the countries in Europe will exceed by at least a billion dollars the figures of any previous year. By the same token, a billion and a half is a conservative figure for the excess exports for the year from this country to the rest of the world.

### 1914 and 1915 Exports

The American cycle trades are very much affected, and most favorably, by this condition. For example, figures prepared by the Department of Commerce show that during the month of May, 1914, exports of bicycles were valued at $47,673, and of motorcycles at $203,235. In May, 1915, American bicycles to the value of $57,299 were exported, and motorcycles valued at $256,334. This is a twenty per cent. increase for bicycles and a twenty-five per cent. increase for motorcycles. The ratio of increase is constantly becoming larger.

### Constantly Gaining on 1914

For the month of April, 1914, motorcycles to the value of $217,126 were exported, as against $244,485 this year. For July, 1914, motorcycles valued at $119,427 were exported. For July, 1915, exclusive of the port of New York, for which figures are not yet obtainable, a valuation on exported American motorcycles of $171,350 is given by the Commerce Department. In other words, when the New York figures are added to motorcycle exports for July, 1915, they will be found to be nearly double those of the same month of last year.

### Foreigners Want Our Goods

One need only refer to the manufacturers of motorcycles and bicycles to learn that the export business in American-made machines is increasing by leaps and bounds. As an illustration, we are constantly in receipt of letters from foreign dealers who say that they are in the market for American cycles, parts and accessories. They add by way of explanation that they have been accustomed to buy these from English and German manufacturers, but are unable to do so now. These foreign concerns are prepared to do a liberal volume of business with American manufacturers, not only during the continuance of European war, but for sometime thereafter, as it is generally anticipated that the foreign cycle and parts makers will require many months after the conclusion of the war, to resume factory operations along the lines which existed when the European conflagration was started.

### Our Greatest Opportunity

Export figures and all other indications point to a tremendous opportunity for American motorcycle and bicycle manufacturers in foreign fields. From a sentimental standpoint, it may seem rather heartless to take advantage of the misfortunes of foreign manufacturers, but the fact remains that the European war has had no serious effect upon the demand outside the warring countries. This demand must be supplied, and American manufacturers should supply it. Never again will they have so splendid an opportunity to introduce their lines in all parts of the civilized world.

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# Yep! Indian Just Goes On Winnin' and Winnin'

You remember the recent Indian clean sweep at the Sacramento National F. A. M. meet, don't you?

Then followin' right on the heels o' that speed treat what does Indian go straight out and do? Huh? Lookit ——

## San Jose, Cal., August 1

Indian won 2 mile F. A. M. Championship, 5 mile stock, and the two big 10 mile events. Liggett, the National Amateur Champion, carried off both amateur races on an Indian.

## Fresno, Cal., August 8

The whole meet was an Indian parade. Indian won 5 mile stripped stock, 5 mile open, 10 mile stock, 25 mile open and 10 mile Fresno County Race. Indian also lowered the track record to 49 seconds flat.

# Again---INDIAN Speed Consistency!

## Hendee Manufacturing Company

*(Largest Motorcycle Manufacturers in the World)*

**Springfield, Mass.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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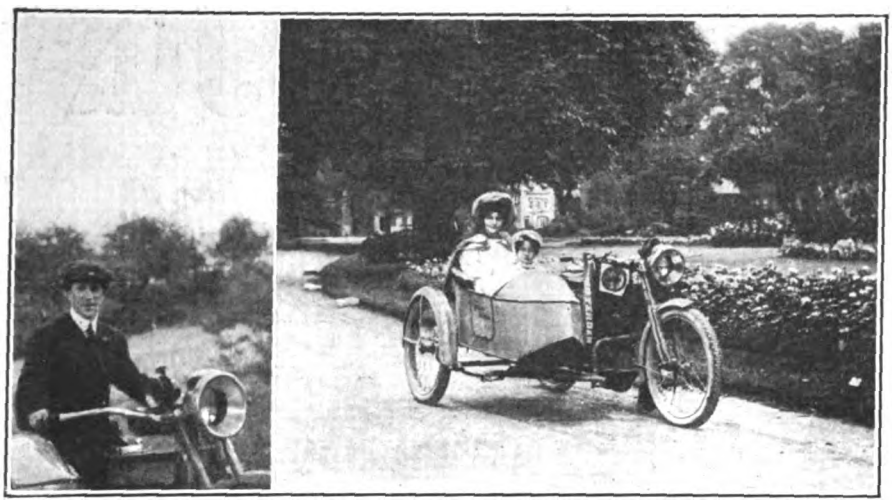
## Dealer's Wife Can Help, Says Mrs. Hamilton



MRS. S. C. HAMILTON, wife of the Harley-Davidson representative in Pittsburgh, Pa., who appears in the sidecar in one of the above photographs, believes that in many cases a dealer's helpmate can give him valuable assistance in the agency and proof of her argument is found in the fact that she is extremely popular with the motorcyclists of the Pennsylvania city. Mrs. Hamilton makes it a point to keep in touch with developments at her husband's place of business, drops in frequently to chat about motorcycle affairs with the patrons gathered there and demonstrates her own preference for the motorcycle by covering hundreds of miles each season in the Hamilton sidecar combination.

The smaller picture above shows Agent Hamilton with the smile which has proved to be a business-getter.

### RITZ TAKES TWO AT MOUNDSVILLE

Moundsville, W. Va.—Otto Ritz, Harley-Davidson, won the five-mile pro. and the five-mile novelty events at the Wheeling M. C. race meet on the half-mile track in this city on August 7. Ritz's time for the pro. race was 6:46 and for the novelty event 7:36. Emory Herrold, Indian, carried off the five-mile handicap in 6:02, after giving the remainder of the field 50 yards. A bicycle race and a three-mile novelty motorcycle race for Moundsville riders completed the program. About 2,000 attended the meet. Following are the summaries:

Bicycle race, 1½ miles.—Lou Grim, first; H. Ogle, second; A. Montgomery, third. Time, 4:43.

Three-mile motorcycle novelty race for Moundsville riders.—C. Sims, first; W. A. Stewart, second. Time, 5:57.

Five mile pro. race.—Otto Ritz, Harley-Davidson, first; D. H. Michaels, Thor, second; C. K. McKluskey, Excelsior, third. Time, 6:46.

Five-mile novelty race; riders to stop at end of first lap, run back 25 yards and get two cigars, return to machines and continue race.—Otto Ritz, Harley-Davidson, first; D. H. Michaels, Thor, second; C. K. McKluskey, Excelsior, third. Time, 7:36.

Five-mile handicap.—Emory Herrold, Indian (scratch), first; Otto Ritz, Harley-Davidson (50 yards), second; D. H. Michaels, Thor (50 yards), third. Time, 6:02.

### ORANGEBURGH RACE RESULTS

Orangeburg, N. Y., August 9.—Owing to the heavy rain which fell toward the middle of the afternoon yesterday, but three of the four races originally slated by the Century Road Club of America were run off in this city. These were a two-mile handicap, won by J. Caldwell, C. R. C. A., a one-tenth mile slow race, captured by H. Terhune, and a half-mile novelty race, won by J. Crowley. Caldwell's time in the long race was 6:00⅗, while Terhune covered the one-tenth mile in 4:20. The Century Road Club held a run from New York city to Orangeburgh, but most of the riders were forced to return by train owing to the nature of the roads after the rain.

### RYAN WINS TWO EVENTS

Rockford, Ill.—Howard Ryan, on a Harley-Davidson, carried off the single cylinder and sidecar events in the Kennedy's Hill climb in this city on August 1. Henning Johnson, also on a Harley-Davidson, won the climb for twins. Ryan's figure on the "one lunger" was 21½ seconds, and in the sidecar climb 22 seconds. Johnson reached the crest in 17⅖ seconds, bettering the time set by Ralph Olson, of 19 seconds, the record during 1914. A crowd of 6,000 witnessed the climb.

# BIG FIELD FOR CHICAGO RACE

## Many Factory Entrants Promised for 300 Mile Speedway Event on September 5

CHICAGO, Ill.—Practically all the motorcycle factories have promised to enter from ten to fifteen riders in the 300-mile Amateur Championship race to be held at Speedway Park on September 5. There will consequently be a strong showing of Harley-Davidson, Indian and Excelsior riders, with Cyclone, Merkel and entrants of the first class also.

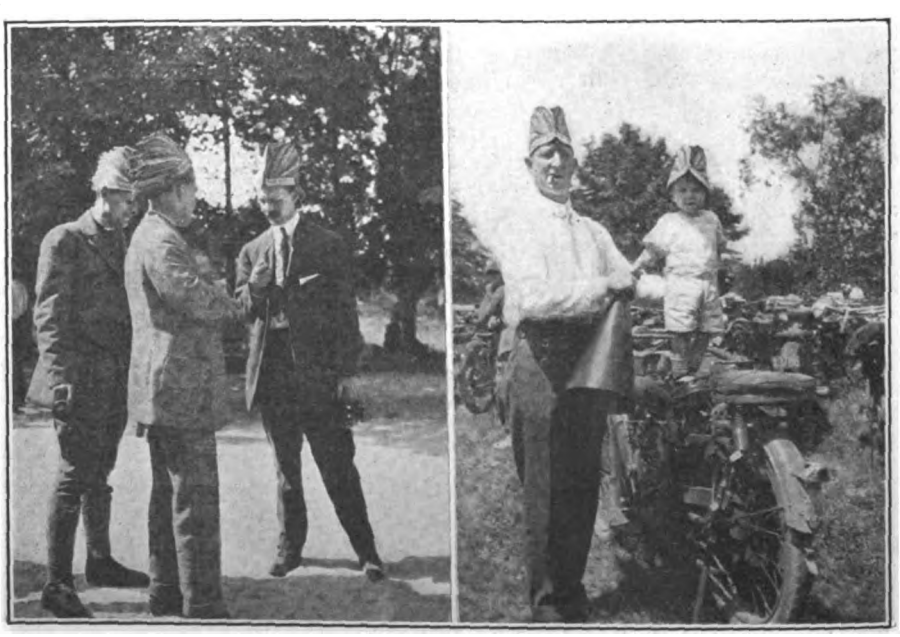
The scoring system for the Speedway classic will be the same as that used at Dodge City on July 3. Timing will be by electricity, thus eliminating all errors inherent to stop-watch timing. To prevent errors in scoring, each rider will have two scorers, one of whom will call the rider, while the other checks him on the sheet. Two large score boards are being planned, each being double-faced, to permit of everyone seeing the status of each rider at all times. Telephone communication between the judges' stand and the boards will be maintained so as to get the standing of the riders as soon before the spectators as possible.

The Speedway Association considers the track to be four or five seconds faster to the mile than the old Playa del Rey, and point out to the automobile performances of June 26 as proof. The Speedway is stated to have cost $1,000,000.

### HAS SOLD FIFTY INDIANS

Battle Creek, Mich.—Ray Clark, local agent for the Indian, in two weeks has sold seven machines. So far this year he has disposed of more than 50 Indian machines.

### SNAPPED AT SWENSON'S PICNIC, PROVIDENCE, R. I., JULY 25



**Left, Advertising Manager D. R. Walls and Jack Neis of Splitdorf Electrical Company Talking Lenses with D. R. Hobart of Motor Cycle Illustrated; Right, Gene Madden, of Hendee Engineering Department, with Youngest Indian at Pow-Wow**

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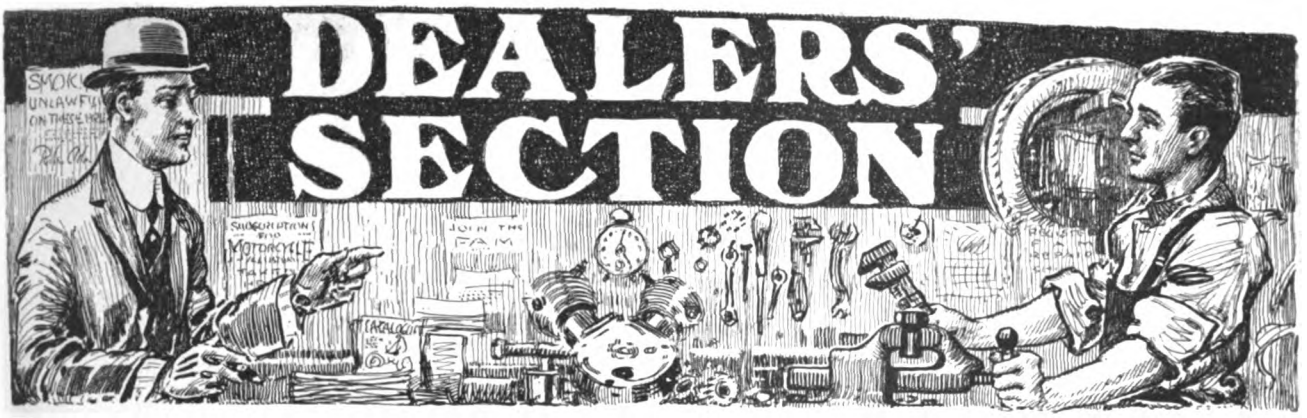


# How Jimmy Sold Those Police Motorcycles

## He Would Not Cut the Price and Was Ready to Explain Why

By THE PATHFINDER

THE dealers in our city are a pretty good bunch of scouts.

It is true that like many other large and metropolitan towns the dealers have organized an association amongst themselves for their mutual benefit, especially in the maintenance of a credit bureau to give protection against the perpetual "dead beat." It also is true, as in the case of many other cities, that the dealers' organization, after about two meetings, largely and enthusiastically attended, dropped into lethargy and has never had a meeting since.

But that does not alter the fact that the dealers in our town are a bunch of good scouts. Many times the motorcycle club's treasury was so low that our treasurer forgot how to write out a check and one of the dealers would come across with enough money to keep things going until the next race meet, theater benefit or other money raising enterprise gave the bank teller a chance to look at the inside of the club's bank book.

IN fact, generosity seems to be the biggest fault of the dealers in this town. And that's just where we begin to get down to brass tacks. The particular occasion for this overabundance of charity came the other day when the police commissioners in our town asked for bids on two motorcycles for the traffic cop division.

By some strange sort of mutual consent, motorcycle dealers generally seem to feel that police sales always involve price cutting. They have never gotten wise to the fact that police sales, in the first place, are the costliest that can be made when it is taken into consideration the amount of service that the dealer is called upon to contribute practically free of charge on account of the hard service which this class of riders give motorcycles and the desire on the part of the dealer to have the police machines of his make always in the best of running order.

Police machines, even when sold at list price, involve numerous little odds and ends of expenditures that in the aggregate will eat more than the dealer's profit on the sale.

WELL, the police commissioners got their bids. One of the board happens to be a motorcycle rider. He took one look at the prices quoted by the various dealers and then demanded that the board call the dealers together to get more data regarding their bids.

"Why did you cut the price on your machine," was the question fired at Bill Saxe who handles one of the leading makes and is considered one of the most enterprising merchants in the city.

The query queered Bill. He never expected to have anything like that asked of him. He got confused right off the reel.

"Well—er, for the publicity there is in the sale," he stuttered.

The other fellows, taking Saxe's cue, made practically the same answer. All except Jimmy Alston.

The police commissioners got a jolt when Jim started to talk. His question to answer had been, not "Why did you cut the price?" but "Why didn't you cut the price on your machine?" Jim told 'em.

"IN the first place," he said, "you will pardon my frankness when I say that I really don't care whether I get this order or not. I am not crazy after it. These machines are going to be used nearly 24 hours a day in the roughest and hardest kind of work, far worse than what is ordinarily asked of a motorcycle.

"There are times when police officers, not entirely of their own volition, ask unreasonable things of the motorcycle they ride in the effort to make a record. You can't make a motorcycle strong enough to stand up under some of the abuse these machines are going to get. It's going to be up to me to keep the machines in the very best of shape all the time.

"If I cut my price unconsciously I will begrudge you people the best service on these machines because I have given away my legitimate profit before the sale is made and a great deal of the repairs and replacement expense is coming out of my own pocket. There may be publicity in selling these machines to you people, but I would much rather take the actual money and use it for newspaper advertising. In that way I have tangible evidence, at least to some extent, of the results of the money I paid out of the cash register."

THEN Alston wound up by giving the commissioners some concrete facts. He gave them some plain figures on cost of upkeep. He told them about departments that were using his machine at present. Jimmy was a real salesman and his competitors sitting in the room there began to realize the reason for the increasing sales of Jimmy's brand of motorcycle in their city.

"We will let you gentlemen know tomorrow," said the chairman of the board.

Next day Jimmy's mail man brought him a letter, an official looking document slid out of the envelope.

It was an order for two machines to be delivered to the police department.

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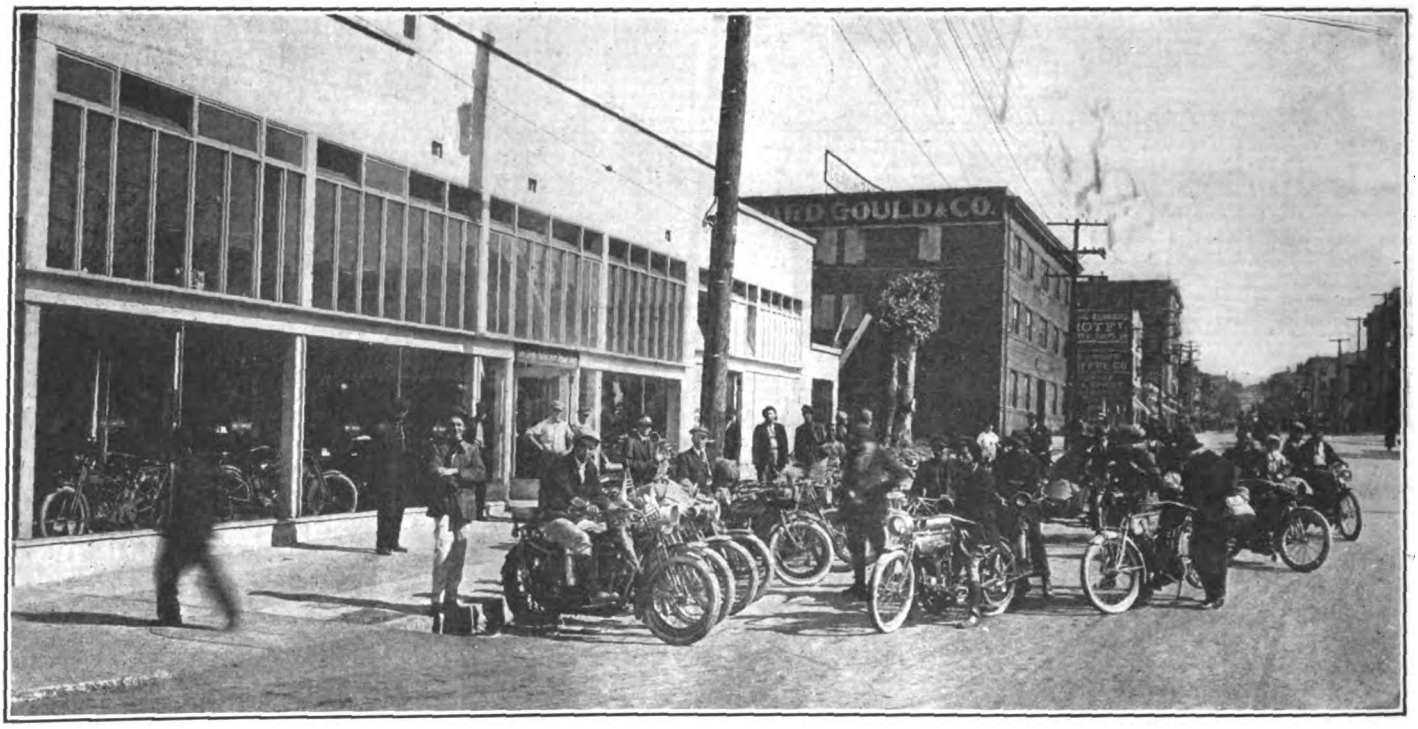
# DEALERS' SECTION



**Part of Squadron of Los Angeles, Cal., Riders Parked in Front of San Diego Motorcycle Shop, Local Harley-Davidson Representatives; All the Riders Arrived in Sacramento Eventually, in Time for the F. A. M. Convention**

## WHITING CAME IN AHEAD

Cheyenne, Wyo.—W. W. Whiting, riding a Harley-Davidson twin, made the best time between Denver and this city recently, beating out the nearest competitor, an automobile, by eleven minutes. The occasion was a race between a limited train and a number of motor vehicles, each to carry copies of the Denver *Times* to Cheyenne, and all entrants came to this city to attend the Frontier Day's celebration.

Whiting, who is connected with the Denver Harley-Davidson agency, left that city at the same time as the automobile driver, Brinker, a local champion. He trailed along with Brinker for about 50 miles and then decided to go ahead, passing the driver near Dover. Whiting covered the 112 miles in 2:10:30, while Brinker and his machine did the distance in 2:21:30. The automobilists say that Brinker's time constitutes a new record, but are not pleased at his having been beaten out by the Harley-Davidson.

## DAYTON DEALERS' PICNIC

Dayton, Ohio, July 31.—The motorcycle dealers of Dayton gave a picnic to their riders on Sunday, July 25. There were over one hundred and fifty motorcycles and sidecars in the parade that started in the morning down Main street, in single file. After the parade the motorcyclists marched to the picnic grounds where two big kettles of "skiliee"—something with chicken in it—awaited them. There were plenty of refreshments and good things to drink.

The picnic grounds were ideally located on the banks of the Miami River, so that the riders were able to go in swimming after participating in the various sports. The dealers who organized the picnic were Lill Tuebner, Louis Fluke, Harry Gross and O. E. Evans.

## WALKER TAKES ON ANOTHER STORE

Boston, Mass.—W. J. Walker, Boston agent for the Harley-Davidson, at 74 Huntington avenue, has taken over the New England motorcycle and bicycle store at 178 Columbus avenue. He will carry a full line of cycles and supplies in the latter establishment, and owing to there being a large repair room, the Columbus avenue premises will be used as a service station for motorcycles in addition to the present one on Huntington avenue.

## KNIGHT COMPANY GROWING

The Knight Motor Co. has just removed from 1131 Olive street, St. Louis, Mo., to 3325-29 Locust street. The firm handles the Excelsior, Henderson, Flying Merkel and Reading Standard motorcycles. The new location gives a much larger store, 50 by 125 feet, with three stories and basement, automatic fire protection system and steam heat throughout. There are freight lifts for the ready handling of motorcycles from floor to floor, as well as passenger elevators.

## BAKER IS OUT AGAIN

Frederick A. Baker, vice-president of the New York Sporting Goods Company, Indian distributors in the metropolis, is round again on crutches, after being confined to the house with a broken ankle acquired during a strenuous set of tennis a short time ago.

## SHORTENS WORKING HOUR

Indianapolis, Ind., Aug. 2.—The G. H. Westing Co., distributors for the Indian in central Indiana, in accordance with the early closing policy of the business firms in Indianapolis, are shutting their front door at five o'clock instead of six, the usual closing hours during the summer months. This extra hour of leisure Mr. Westing believes is well paid for in return by the extra efforts of the employes during working hours. The repair work on Sunday has been discontinued and only minor work, such as fixing a puncture is taken care of. The retail store is open on Sunday until noon only.

## GO BACK TO OLD JOBS

Buffalo, N. Y., Aug. 2.—Mr. L. J. Kellner, manager of the Cleveland Haverford Cycle Company's store, and A. Kellner, manager of the Buffalo Haverford Cycle Company's store, have each returned to their respective branches, after exchanging positions for a month, which proved to be very successful. Each has learned a few more wrinkles about selling Excelsior motorcycles.

## JONES DRUG TO BUILD

Louisville, Ky.—The Jones Drug Company, Louisville agents for the Harley-Davidson, is preparing to build a three-story structure to accommodate its drug and motorcycle departments in a proper manner. The two upper floors of the new building will be given over to lodge and club rooms, while the ground floor will be divided between the firm's two big lines.

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# DEALERS' SECTION

### WISCONSIN COMPANY ENTERTAINS

MILWAUKEE, Wis., July 31.—Indian riders of the city were the guests of the Wisconsin Motocycle Company, 304 West Water street, in a picnic at the farm of Mr. and Mrs. John Chesak, Newberg, Wis. The Chesaks are the parents of William Chesak, head salesman for the Milwaukee Indian distributors, and the affair will be made an annual event hereafter.

It was expected to treat the party to a big fish dinner. In furtherance of this plan Alvin Drahos, treasurer of the Wisconsin Motocycle Company, and George Melcher, salesman, left the day before for one of the lakes near Newberg to catch the fish.

The guests did not eat any fish. As fishermen Drahos and Melcher are fine motorcycle salesmen, so the Indianites had to be content with a chicken dinner. A fine program of entertainment had been provided, but most of the afternoon's fun resulted in an extemporaneous event in which the leading actor was a two-year-old bull owned by Mr. Chesak. Drahos offered a stogie to the man that could stay on the bull's back the longest, but there wasn't anybody in the crowd that qualified as even being able to get a good seat before he found himself neatly seated on the turf.

Last year "Windy Bill" Leader and President Grier of the Milwaukee Motorcycle Club managed to keep astride this same bull long enough to get a look at all the corners of the pasture, but this year the added cares of another year of life made Mr. Bull determined to be more stern with "them motorcycle fellers."

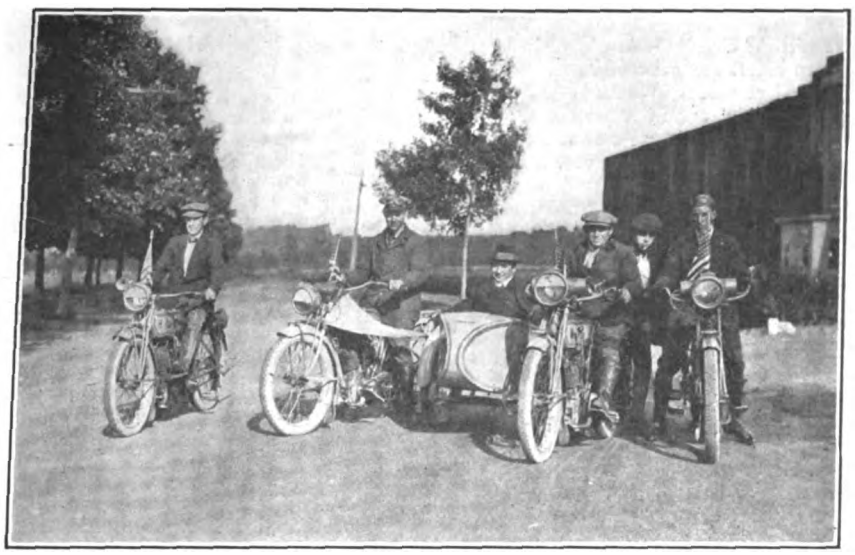
The boys, however, stated that they did not care for stogies anyway."

### GET BACK STOLEN MOTOR WHEEL

Chicago, Ill.—The Zinke Company, who handles the Smith Motor Wheel in this city, and from whom such an attachment with its attendant bicycle was recently stolen, reports the recovery of the machine. It had been brought by the thief to the store of William Gunkel at 1528 West Forty-seventh street, another Motor Wheel agency, and Proprietor Gunkel held it and phoned to Zinkie's about it. The thief was apprehended but he did not state what had become of the bicycle to which the motor wheel had been attached.

### TOOK ADVANTAGE OF RELAY

One of the dealers who saw the possibilities in the transcontinental dash and turned them to account for local purposes was Roy R. Baer, Indian representative at Sterling, Ill. Beginning with the start of the relay, he had telegraphic dispatches every day, giving the location of the message, so that as it drew nearer his town the public had become apprised through their papers of the event and were eagerly waiting for the relay to reach Sterling. He mapped the route on a bulletin and traced the dispatch riders from point to point, giving the time of arrival at each station. When it came to the night before the message was due to reach Sterling, Mr. Baer kept open house in his shop and entertained the local enthusiasts.



**Under the Leadership of Charles Krebs, Pope Agent in Newark, N. J., This Group of Enthusiasts Rode All the Way to the Pope Factory in Westfield, Mass., Recently**

### PLANNING LABOR DAY RACE

Milwaukee, Wis.—Motorcycle fans of this city will gather in large numbers at Maywood on Labor Day, when the $5,000 classic will be run off on the new Chicago speedway. J. G. Murray, local Harley-Davidson agent, is arranging a scheme to have the Milwaukeeites go over to the scene of action by a special train on the Chicago & Northwestern R. R. The fact that there are 2,000 employed in the Harley-Davidson motorcycle plant and that Chicago will offer the first opportunity to see one of the long distance races is a good indication that Murray will have no difficulty in filling every seat in the special.

Murray has extended an invitation to members of the Miiwaukee M. C. for the exclusive use of the club car on the special. There is rumor that there will be a 60-piece band as part of the affair, this band coming from Schuster's department store, in all probability. An effort is being made to reserve a solid section on the grandstand for the Milwaukee crowd. While on the way, stops will be made by the special at South Milwaukee, Kenosha, Racine and Waukegan to pick up riders, so that the Milwaukee special will be a big factor in swelling the attendance at the Labor Day classic.

### BUSH ON VACATION TRIP

Newark, N. J., July 26.—Carl W. Bush, Harley-Davidson agent, has just returned from a three weeks' trip to Saratoga Springs and Schroon Lake. With his wife he made many trips in his sidecar into the surrounding country. Counting the trip up and back alone he figures an $18 saving in transportation charges by using his combination.

### SWENSONS ON MAINE TRIP

Providence, R. I.—B. A. Swenson, the Indian man, accompanied by Mrs. Swenson in the sidecar, recently returned from a trip to Maine, taken to visit his son, Eddie, in camp near Harrison, Me. The Swensons covered the 222 miles from this city to the camp in the afternoon of the day they left Providence and started for Rhode Island about 10 a. m. the next morning, arriving in this city shortly after supper.

During his trip, Swenson visited various Indian agencies. He stopped in at the wigwams in Kennebunkport, Portland, Portsmouth, N. H., and Saco. He reports the trip up the New Hampshire coast to Portland as a fine one, with excellent roads to Saco, and from then on pretty good dirt roads.

### TAKES OVER MOTORDROME

Brooklyn, N. Y.—A. H. Patterson, the veteran Indian and Henderson representative, has taken over the Brighton Beach Motordrome for the 1915 season. He has formed the A. H. Patterson Amusement Company and taken the presidency of that organization. Mr Patterson has always been an advocate of clean racing, not only on road and dirt track, but on board track also, and intends to run the Motordrome on these lines. He was well pleased with the results of the first race of the season, held on July 31, at which everything went off smoothly and which over 2,500 people attended. At present, Edward Harvey is Mr. Patterson's representative at the track.

### PHILLIPS ATTENDED ENCAMPMENT

Harry A. "Hap" Phillips, general manager of the Southern Motorcycle Company, of Louisville, Ky., recently returned to the city after spending ten days at the annual encampment of the First Kentucky Regiment, of the National Guard.

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# Believe 15 Perfect in Indiana Two-Day Run

INDIANAPOLIS, Ind., August 8.—Fifteen riders are believed to have finished with perfect scores in the two-day Indiana endurance run, out of a field of thirty-five starters. Seven of these entrants were sidecar drivers and passengers, both competing.

The Indian team, composed of Hodgin, Von Staden and Sargent, finished the run with perfect scores and won the United States tire trophy for the high team. Five teams were entered.

The riders who are believed to have completed the contest with their scores unimpaired are as follows: Hodgin, Von Staden, Sargent, Jacobs, Martin, Rheinhardt and McMillan on Indians; Catterson, on a Harley-Davidson; Capshaw, on a Dayton; Swearington and Byerly, Indians and Butterfield, Harley-Davidson. Butterfield was accompanied by his wife, the only woman on the run.

### Tire Trouble Delay "X" Team

Latest reports credited Ivan Jacobs, Indian, with winning the consistency prize, although there was nothing official about this belief. Aside from these named, eight riders finished but with broken scores.

Tire trouble put the Excelsior team out of the running and also put a crimp in the State Commissioner's team, composed of Jacobs, Drake and Carr. The second day's going was easier than the first, but the schedule was faster. Some mud was encountered going out of Marion, but it failed to stop any of the riders. The official car broke down on the course twice and only placed two secret checks. Referee Kinney tried to run the Ford without oil, with poor results.

Hughes and Davis were the hard luck champions, going out almost in sight of the finish. They had ignition trouble. Al Appel rode a 4 hp Indian and lost only four points on the whole course. The roads were marked with signs furnished by the Firestone Tire Company.

### Six Sidecars in Line

The party of 35 entrants left Indianapolis at 7:15 on the morning of August 7. Twenty-nine solo machines, representing four different makes, were in line, with six sidecars. All checked perfectly at Richmond, the first checking station, but the control at Winchester caught several of the riders short.

State F. A. M. Commissioner Jack Carr, of Indiana, and Commissioner Drake of Iowa, who were riding as a team with Ivan Jacobs the latter being Ohio Commissioner, lost 12 points at this station. Drake picked up a nail near Richmond and the patch failed to hold. Everett Chandler, driving an Indian sidecar, was one minute late, while Bill Lowry and Al Appel, the latter riding the only single in the run, lost four points also at this control.

### Consistent Checking on First Day

Paul Hegner picked up a nail near Richmond and later took a spill while making up time. He was late several minutes. The riders were all keeping watch for the secret controls on the first day with the result that they checked very consistently at all points.

John Merz, captain of the Excelsior team, claims the hard luck record for the run. He had five punctures between Ft. Wayne and Marion and in spite of desperate efforts he was unable to keep his tires inflated and also live up to the schedule.

### How the Contestants Lined Up

All the sidecar pilots found the 20 m.p.h. schedule quite easy.

Following is the list of participants:

Indian factory team: Nelson Hodgin, George Von Staden and Spick Sargent.

Indianapolis M. C. team, all Excelsiors: John Merz, Otto Somers and Don Gilchrist.

State Commissioners' team: J. C. Carr, Indiana; H. F. Drake, Iowa, and Ivan Jacobs, Ohio, all on Indians.

Consolidated M. C. team: Ray Denges, Indian; Paul Catterson, Harley-Davidson; Walter Wischmeyer, Indian.

Consolidated M. C. team, No. 2: Bill Lowry, Al Appel and Roy Martin, all on Indians.

Dayton squad: C. W. Waughop, of Dayton, O., and C. C. Capshaw, of Indianapolis.

Individual riders: A. C. Ferguson, Excelsior; V. R. McMillan, Excelsior; William Reinhardt, Indian; Dan Reinhardt, Excelsior.

Sidecars: George Evans and Thos. Miller, Excelsior combination; Ernest Hughes and H. Davis, Harley-Davidson combination; H. Speckman and F. Philips, Harley-Davidson combination; A. Swearington and D. Byerly, Indian combination; E. Chandler, Indian combination; C. A. Butterfield and wife, Harley-Davidson combination.

### HACKENSACK M. C. RUN

Hackensack, N. J., August 6.—The local motorcycle club, Hackensack M. C., F. A. M. No. 14, although an old organization, has never held a medal run. This year that fault will be rectified. October 3 will probably be the date, with the option of a rain date. A course with a morning loop of 80 to a hundred miles, with the noon stop in Hackensack, and a like distance away from town for the afternoon, is favored by the committee in charge. The schedule will probably be 20 m. p. h. for solo and tandem riders; 18 for sidecars. An attractive list of accessory prizes is being gathered, and with the two cups and the medals offered a large entry list is looked for. Keen competition for the club cup should develop between the Haledon, Avon, New Jersey, Yonkers, Crotona and other metropolitan district clubs. All queries regarding the run should be addressed to Wm. H. Nichols, Hackensack, N. J.

Indiana F. A. M. Medal

# SAVANNAH CLUB STILL FIGHTING

## Subscriptions Are Being Obtained to Combat the $5 Tax Before the Supreme Court

SAVANNAH, Ga., August 3.—The first motorcycle track races will be held here on Labor Day, on the half-mile dirt track, when three events will be run. Five, ten and twenty-five-mile races are scheduled.

The Savannah Motorcycle Club is promoting the events, and should these prove a success, others will be held. The events are for single cylinder motorcycles and will be sanctioned by the F. A. M.

Next Tuesday night members of the club will meet at the clubrooms and journey out to Winter's Garden, a popular summer resort, and there participate in a water melon slicing.

A popular subscription is being gotten up among the motorcycle riders of Savannah to fight the present injunction suit which they recently won, and which has been taken to the Supreme Court by the State.

The fight is based upon a $5 tax, which the club claims is unfair and upon which the judge in the Superior Court here recently granted an injunction. Because the present legislature has only proposed the new tax law, which calls for a $2 tax, and will hardly act upon it this year, the fight in the Supreme Court will be spirited.

# Motor Wheel Favored by Army Officers

Plattsburg, N. Y., August 9.—The use which Lieut. C. N. Sawyer, post athletic officer, stationed at the Plattsburg Barracks, is making in camp of the Smith Motor Wheel, has interested Lieut. Col. O'Neil, second in command at Plattsburg, as to the possibilities of the motor wheel for army purposes. Several of the officers have already suggested that two Smith motor wheels with bicycles be employed in each infantry company for messenger service to replace the present mounted orderlies.

Lieut. Sawyer is now preparing an article for three of the army service magazines, which will give a report of his experience with the Smith Motor Wheel.

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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# Bowker and Trahmer Take Chief Honors at the Cycle Parts Convention Races

## Former Captures Five-Mile Handicap While Latter is Victor in 10-Mile Handicap; Atlantic County Championship Goes to Joe La Rosa

Lined Up for the Starting Gun in the Ten-Mile Race. Mayor of Atlantic City Holds Pistol Amid Group of Officials

ATLANTIC CITY, August 8.—In spite of the threatening weather, a large and enthusiastic crowd assembled to witness the amateur bicycle races staged under the combined auspices of the Cycle Trades Industries on Friday afternoon. Early in the afternoon the crowd began to gather and by 3 o'clock, the time officially scheduled for the start, the sides of the course were lined four and five deep. Owing to some post entries and other causes, the races were delayed a half hour.

Some trouble was experienced at first in keeping the course clear, the spectators in their eagerness to see their favorites, crowding close to the center of the track. A motorcycle policeman, by means of riding close to the edges of the road, kept the crowd back at intervals, and when later the course was roped off the riders were afforded a clear open course continually. Much credit is due to the race officials and race committee, who through their indefatigable efforts pulled off one of the most successful and exciting road races of recent times. Unquestionably this annual race is the source of greatly increasing interest.

The races were run over a mile and a quarter course, the contestants riding for a quarter lap, turning about and riding in the opposite direction for one-half lap and turning about again and finishing at the starting point.

The first race, the five-mile handicap, was run in three heats, the first and second

...; Right, W. V. C. Jackson, of A. O. Smith Company; Ed. Shoemaker, Who Won Motor Wheel Race, and Max Sladkin

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**Officials at Convention Cycle Races: Left to Right, George W. Robb, Chief Judge; Richard Stroud, Referee; "Bernie" Munchweiler, Timer**

qualifying heats being run over a mile and a quarter course. The final heat of five miles was the fourth event on the program. Twelve were to qualify in each heat. A start was made at about 3:30 p. m., 27 starting in the first heat and 28 in the second. George Bowker, of Inwood, L. I., a scratch man, by strong and consistent riding, captured first place in the first heat, with E. Nelson, a Philadelphia rider, second, and Joe August, of Trenton, N. J., third. Time, 3 min. 30 sec.

The winner of the second heat was Lester Bowker, of Inwood, L. I., with 30 yards handicap. His time was 3:20⅗. F. J. Trahmer, of Irvington, N. J., was second, and George Hofman, of Inwood, L. I., third. Only 11 finished this heat the remaining eight places in order being won by Winfield Ireland, Atlantic City; Phil. Kelly, Philadelphia; George W. Harris (scratch), Philadelphia; Frank W. Harris, Philadelphia; Herman Day, Philadelphia; L. Howell, Washington, D. C.; Ed. Shoemaker, Atlantic City and A. Reis.

The final heat brought some good riding, and in the fourth lap it was nip and tuck between Anthony Macrie, an Atlantic City boy, and George Hofman, of Inwood, L. I., the latter finally nosing Macrie out, but being in turn vanquished by George Bowker. Bowker's time was 14:06⅘.

### Singer Takes Lead

John Singer, of Atlantic City, took the lead in the first lap, closely followed by Joe La Rosa, another Atlantic City rider, but both were passed before the second lap by Anthony Macrie, who held the lead almost up to the third lap. Then F. J. Trahmer passed him. Macrie, however, by a strong spurt regained his place but was nosed out near the end of the fourth lap by George Hofman. He was in turn succeeded by George Bowker (scratch), who won the race. The places went as follows: George Bowker (scratch), first; Hofman, second; George W. Harris (scratch), third; F. J. Trahmer, fourth; Anthony Macrie, fifth.

In the five-mile motor wheel race there were three contestants: Harry Levin, Ed. Shoemaker, and a substitute for F. E. Sullivan, originally entered. By a mechanical mishap Sullivan's substitute had to retire from the race. Ed. Shoemaker, an Atlantic City boy, finished first. His time was 13:49⅗. Much interest and excitement was caused by this race, as it was the first motor wheel race ever run in this section. The speed at which the strong little motors propelled the bikes was a surprise to all.

The one-mile Atlantic County championship was of course particularly interesting to the local crowd, as all the contestants hailed from their "old home town." Joe La Rosa was the victor, winning in 3:39⅕. W. E. Barrett was second; Ed. Shoemaker, third. There were nine starters.

### Thirty-four Starters

Thirty-four started in the ten-mile handicap, and 29 finished. The handicaps ranged from 30 seconds to 3 minutes 30 seconds.

The race furnished some thrilling evidences of good riding. John Singer, Atlantic City, led in the first lap, closely followed by James H. Keep, Atlantic City, who finally nosed him out and led in the second lap, with Singer closely pursuing. In the third lap Singer turned the tables and led, with Keep and Trahmer following. By a spurt Trahmer obtained the lead and was not passed again. He led in the fourth lap, with Herman Day second and Joe August third. In the fifth and sixth laps the same positions were held by the same riders, but in the seventh Joe August pulled up to and passed Day and finished second, with Day third. Trahmer's time was 35:14⅗. The first prize for best time was won by George Bowker (scratch); time, 36:11⅘.

The complete summary for the ten-mile handicap, as approved by W. R. Stroud, official referee and handicapper, is as follows:

| Name and Address | Handicap | Net Time |
|---|---|---|
| F. J. Trahmer, Irvington, N. J. | 2:30 | 34:14.6 |
| H. Day, Philadelphia, Pa. | 3:00 | 34:44.8 |
| Joe August, Trenton, N. J. | 2:30 | 34:15 |
| F. Agabiti, Trenton, N. J. | 2:00 | 33:51 |
| A. Macrie, Atlantic City, N. J. | 2:00 | 33:51.2 |
| M. Butler, Atlantic City, N. J. | 2:00 | 33:51.4 |
| George Hofman, Inwood, N. Y. | 2:00 | 33:51.6 |
| W. J. Browne, Philadelphia, Pa. | 2:30 | 34:30.8 |
| Sol. Zito, Trenton, N. J. | 3:00 | 35:01 |
| L. Layton, Atlantic City, N. J. | 3:00 | 35:01.2 |
| J. H. Keefe, Atlantic City, N. J. | 3:30 | 35:31.4 |
| B. Seltzer, Atlantic City, N. J. | 3:00 | 35:01.6 |
| G. Bowker, Inwood, N. Y. | Scr. | 32:41.8 |
| P. Kelly, Philadelphia, Pa. | 1:30 | 34:12 |
| J. Singer, Atlantic City, N. J. | 3:30 | 36:12.2 |
| H. Eastwood, Atlantic City, N. J. | 2:30 | 35:12.4 |
| W. Benson, Atlantic City, N. J. | 3:30 | 36:12.6 |
| C. J. H. Tonges, New York, N. Y. | 2:00 | 34:46 |
| F. W. Harris, Jr., Philadelphia, Pa. | :30 | 33:25.8 |
| G. W. Harris, Philadelphia, Pa. | Scr. | 33:56.2 |
| J. H. Stake, Trenton, N. J. | 2:30 | 36:31.2 |
| J. La Rosa, Atlantic City, N. J. | 3:00 | 37.02 |
| A. Reis, Atlantic City, N. J. | 1:30 | 35:33 |
| J. Bonacorsa, Philadelphia, Pa. | 2:30 | 36:35.2 |

Time prize winners—First, George Bowker, Inwood, N. Y. (Scr.), 32:41.8; second, F. W. Harris, Philadelphia, Pa. (30 sec.), 33:25.8; third, F. Agabiti, Trenton, N. J. (2 min.), 33:51.

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Recent additions to the list of registered F. A. M. repair shops include the House of Hopper, Salt Lake City, Utah, and Curley's Auto Service, Niagara Falls, N. Y.

# SHERMAN FIRST IN CHAMP. RACE

## Crescent Rider Is High Score Man After Winning Third Club Contest

BALTIMORE, Md.—Welby Sherman won the third club championship of the Crescent Bicycle Club on August 8, covering fifteen miles in 43 minutes. Sherman beat out William McAvoy by a wheel's length after a hard sprint. McAvoy was adjudged second and Fred Sanborn third, the latter trailing the leaders over the line. Langdon Sanborn, the club captain, came fourth.

The hot pace set at the beginning of the race practically eliminated all but the first four men. A hard sprint, started by Sherman, resulted in Langdon Sanborn being shaken off at the five-mile mark. Sherman, McAvoy and Fred Sanborn riding together to the finish. Sherman now holds undisputed possession of first place, as Langdon Sanborn did not place better than fourth. Following are the total points scored to date by the first five men: Welby Sherman, born, 9; W. H. McAvoy, 6; William T. 14; Langdon Sanborn, 11; Fred M. San-Wright, 4.

## Frank Kramer to Quit Racing Game

EAST Orange, N. J., August 9.—A report that appears to admit of no qualification states that Frank L. Kramer, professional cycle champion for fourteen years and the popular idol of thousands of fans all over the country, will retire from the racing game at the close of the present season. Widespread comment on this fact has been made in Newark and metropolitan cycling circles and the disappointment of many at the news has been extreme.

Kramer has not been in good form for some time and states that he does not expect to regain his real form during the warm weather. The result of this will be that he will undoubtedly lose his title this year to Alfred Goullet, the Australian pro. The latter is now leading in the contest for the American title and seems reasonably sure of winning it.

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# Amateur Crown Now Graces Kockler's Brow

CHICAGO, August 9.—By taking the one-mile titular race at the Riverview Velodrome last night Ernest Kockler of the Riverview Cycling Club, clinched his right to the title of Chicago amateur champion for 1915. With three wins out of the series of four races to his credit, the fourth race need not be run for his benefit, but will be staged just the same for second and third places. Kockler defeated his clubmate Charles Minnetti and Egisto Davini, the fast Italian, in the final sprint, George Klasen finishing fourth. Kockler has 15 points to 8 points for Davini; 5 points for Minnetti; 3 for Klasen, and one each for Bert Nelson and Roy McWhirter.

**Wohlrabs in the Limelight**

The well-known Wohlrab family, hailing from Jersey City, were very much in the limelight last night. Gus, the professional, defeated Charles Piercey, the Australian, in a mixed match race, taking the sprint heat at two-third-mile by leading Piercey all the way. He also defeated the Australian in a pursuit heat at one mile, going the distance from a standing start in 1:59⅗. Brother Willie, the amateur, gained fame and an order for a suit of clothes by taking the one-mile handicap for that class in a pretty ride, defeating Roy McWhirter and Herman Hoffman to the tape by a good margin.

**Krebs Shows the Way Again**

Floyd Krebs, the Newark Dutchman, again came home in front in another third-mile handicap, this time leading Steve Senhouse, Lloyd Thomas and Bobby McLean home in a great rush. The great finish of the night came in the three-mile open for the professionals. Iver Lawson, the local Swede, supplied the said finish when it looked as though it was "curtains" for him on the back stretch of the last lap. Lawson came from sixth position and, riding high on the bank, spread-eagled the field and won by a length from Lloyd Thomas. Ned Young, of Salt Lake, ran third, and Eddie Root beat Gordon Walker for fourth place.

**Drobach Cracks Track Record**

Peter Drobach, the South Boston German, defeated Martin Ryan, the Newarker, in a fifteen-mile paced race and in doing so shattered the five-mile mark of 6:41 for the local track by doing 6:38. The ten miles were covered in 13:35, bettering the old mark of 15:14, and the fifteen miles were turned in 20:18, establishing a mark for that distance. Drobach took the lead at the start and kept it all the way, being about a half lap in the lead at the finish. Summary:

One-mile Chicago championship, amateur—Won by Ernest Kockler, Riverview C. C.; second, Charles Minnetti, Riverview C. C.; third, Egisto Davini, Italo-Am. C. C.; fourth, George Klasen, Danish-Am. A. C. Time, 2:29.

One-mile handicap, amateur—Won by Willie Wohlrab, Jersey City, 85 yards; second, Roy McWhirter, North West Skating Club, 90 yards; third, Herman Hoffman, Chicago C. C., 150 yards; fourth, C. Schroeder, unattached, 190 yards. Time, 1:54.

One-third-mile repechage handicap, professional—Won by Floyd Krebs, Newark, 40 yards; second, Steve Senhouse, Australia, 50 yards; third, Lloyd Thomas, San Francisco, 15 yards; fourth, Bobby McLean, Chicago, 50 yards. Time, 36 seconds.

Three-mile open, professional—Won by Iver Lawson, Chicago; second, Lloyd Thomas, San Francisco; third, Ned Young, Salt Lake City; fourth, Eddie Root, Boston. Time, 5:53.

Mixed match race, Charles Piercey, Australia, vs. Gus Wohlrab, Jersey City—First heat, two-third-mile sprint, won by Wohlrab. Time, 2:21. Second heat, one-mile pursuit race, won by Wohlrab. Time, 1:59⅗.

Fifteen-mile motor-paced race, professional—Won by Peter Drobach, South Boston; second, Martin Ryan, Newark. Time, 20:18.

# Rain Crimps Saturday Program

CHICAGO, August 8.—Although the races at the Riverview Velodrome were started last night under threatening skies and chances looked bad for the completion of the program, four events were finished before the rain caused a curtailment of the meet.

Ernest Kockler, the Riverview Cycling Club star, added five more points to his score in the contest for the amateur championship of the city by taking the half-mile titular event from Egisto Davini, Charles Minnetti and Roy McWhirter in the order named. The one-third-mile handicap for the professionals resulted in a win for Floyd Krebs, the Newarker, from the 60-yard mark, he defeating Rudolph Rudi-Russe, the Austrian "caboose," Lloyd Thomas and Ned Young in the order named.

**Two Match Races**

Two match races were also decided before the rain fell. In the first Frank Cavanagh, the Newarker, took Gordon Walker, the Australian, into camp in two straight heats of a two-third-mile match race, winning both heats in a handy manner. The second match was the Brassard match at one mile, which was taken by Charles Piercey, the Australian, who won the race from the holder, Eddie Madden, who hails from Newark. Summary:

Half-mile Chicago championship, amateur—Won by Ernest Kockler, Riverview C. C.; second, Egisto Davini, Italo-Am. C. C.; third, Charles Minnetti, Riverview C. C.; fourth, Roy McWhirter, N. W. S. C. Time, 1:11⅘.

One-third-mile handicap, professional—Won by Floyd Krebs, Newark, 60 yards; second, Rudolph Rudi-Russe, Austria, 65 yards; third, Lloyd Thomas, San Francisco, 15 yards; Ned Young, Salt Lake City, 35 yards. Time, 35⅗ seconds.

Two-third-mile match race, Frank Cavanagh, Newark, vs. Gordon Walker, Australia—Won by Cavanagh in straight heats. Times, 2:10⅘ and 2:00.

One-mile Brassard race, professional—Won by Charles Piercey, Australia; second Eddie Madden, Newark. Time, 3:40.

# RAIN SHORTENS NEWARK RACING

## Sport is Stopped Just as Kramer and Goullet Finish One Lap of Match Race

NEWARK, N. J., August 9.—A heavy downpour cut short the program at the Velodrome yesterday afternoon, just after Frank Kramer and Alfred Goullet had finished the first lap of the opening heat in their match race. However, before the rain came, the crowd of 8,000 saw Reggie McNamara run away with the two-thirds mile pro. handicap, by sprinting the full four laps of the track. He was off the 15-yard mark and successfully shook off Bob Spears, five yards further back. The unfinished program was postponed until Wednesday night, August 12. The summaries:

Half-mile novice.—Edward Nagel, Newark, first; Leonard Mazzei, Newark, second. Time, 1:07⅗.

Two-thirds mile professional handicap.—Reggie McNamara, Australia (15 yards), first; George Cameron, New York (45 yards), second; Freddy Hill, Boston (50 yards), third; Willie Coburn, Newark (65 yards), fourth; Robert Spears, Australia (10 yards), fifth. Time, 1:12⅖.

**Some of the Amateurs Who Show Fine Speed on the Boards at Riverview Motordrome, Chicago. Photo Taken by George Drury**

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# Big Field Promised for C. R. C. A. Run

THE third annual Pleasure Run and Carnival of Sports being promoted by the Century Road Club Association, New York Division, promises to be the greatest event of its kind in the eastern part of the country for the past decade. Manufacturers all over the country are all alive to the fact that bicycling is again booming, and many have given their support to make this event the success that it should be. So great has the demand been for entry blanks that the committee in charge have had three issues circulated, with the result that entries are coming in at a fast clip. The entry list for the day will probably be nearer 500 than 250, as was at first expected.

The entry fee of fifty cents includes entry to all races in which the rider may desire to compete. Among these are a three-mile handicap race, a quarter-mile open race, a slow race, a novelty race and a one-mile open race.

A handsome souvenir will be given to all riders entering the Pleasure Run, which leaves Columbus Circle, New York City, at nine oclock, Sunday morning, August 22, proceeding north along Broadway to 110th street, to 7th avenue, and to the Central Bridge, to Jerome avenue and 167th street, and east to the Grand Boulevard and Concourse. At the latter place the judges will decide the winners of the three prizes for the best decorated bicycles and for the best appearing club.

After the judges have decided who are the winners of the trophies, the procession will continue along the Grand Boulevard and Concourse until Bronx Park is reached, where a turn will be made along Fordham Road to White Plains avenue, where the various races will be started.

The handicapping for the three-mile handicap bicycle race will be done by the handicapping committee from the Inter-Club Amateur Cycle Road Racing League, which is an affiliation of New York's ten leading bicycle clubs. By this system all entrants will be properly handicapped.

Harry Kaiser, the Bronx bicycle rider, who turned professional in order to ride in the last six-day race in New York, and who is a member of the Century Road Club Association, will be the honorary starter for the events, and will be assisted by Frederick E. Kirchner, an old-time bicycle rider, who is at present connected with the Evening Recreation Centre at P. S. 159, where he is principal. Daniel M. Adee, the president of the National Cycling Association, will act as referee for the races.

A list of prizes, with the names of donors thereof, follows:

Silver loving cup, Dieges & Clust, New York; silver loving cup, Pope Manufacturing Co., Westfield, Conn.; Palmer tires, B. F. Goodrich Co., New York; gas cycle lamp, Badger Brass Mfg. Co., New York; Renold block chains, P. A. Frasse & Co., New York; trip cyclometer, Veeder Manufacturing Co., Hartford, Conn.; road racing saddle, Persons Mfg. Co., Worcester, Mass.; pedals, Standard Company, Torrington, Conn.; gas lamp, Twentieth Century Mfg. Co., New York; motorcycle suit, Lamm Bros., Baltimore, Md.; bells, Bevin Bros. Mfg. Co., East Hampton, Conn.; Motobike bars, Chicago Handle Bar Co., Shelby, Ohio; subscriptions, *Bicycle News*, New York; racing rims, Ticker Wood Works Co., Sidney, Ohio; bicycle tires, Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.; two-speed coaster brake, Corbin Screw Corporation, New York; racing handlebars, Kelly Handle Bar Co., Cleveland, Ohio; Kelly divided handlebar, Kelly Handle Bar Co., Cleveland, Ohio; repair materials, Van Cleef Bros., Chicago, Ill.; tire gauge, Twitchell Gauge Co., Chicago, Ill.; subscription, **Motor Cycle Illustrated,** New York; racing handlebar, M. J. Goldman, New York; Atherton coaster brake, Buffalo Metal Goods Co., Buffalo, N. Y.; bicycle chain, Diamond Chain & Mfg. Co., Indianapolis, Ind.; Morrow coaster brake, Eclipse Machine Co., Elmira, N. Y.; tire gauge, A. Schrader's Sons, Inc., Brooklyn, N. Y.; steel bicycle rims, Mott Wheel Works, Utica, N. Y.; bicycle baskets, Wald Mfg. Co., Sheboygan, Wis.; bicycle stands, Wald Mfg. Co., Sheboygan, Wis.; luggage carriers, Sheboygan, Wis.; repair tools, Wald Mfg. Co., Sheboygan, Wis.; Gotham bicycle tires, Gotham Sporting Goods Co., New York; Stag racing saddle, New York Sporting Goods Co., New York.

After the races are over, dinner will be eaten at the club house in Pelham Park, and bathing may be indulged in at Orchard Beach or Pelham Bay, both located nearby.

Entry blanks may be obtained from Andrew N. Segal, chairman of Carnival Committee, 1842 Seventh avenue, New York City. Those riders contemplating attending should have their entries turned in before Thursday night, August 19, at eight o'clock, as no post entries will be taken.

# PLEASURE RUN DESPITE RAIN

## Fifty-Four Bicyclists Braved Storm and Bad Roads on C. R. C. of A. Trip to Orangeburg, N. J.

THE pleasure run of the Century Road Club of America was held on Sunday, August 8, to Orangeburg, N. J., but was marred by bad roads and a rainstorm. Fifty-four bicyclists made up the groups that left Scheutzen Park, Union Hill, N. J., at 10 a. m. bound for Dan Kelly's Hill and Teaneck. The path led north beyond Englewood and Tappan, where a stop was called for refreshments and a view of Andre's prison of Revolutionary fame was enjoyed. A little farther on Orangeburg was reached and a two-mile handicap race was held with sixteen starters. The handicaps ranged from scratch to three-tenths of a mile, with the result that Joseph Caldwell, of the Century Road Club Association, who started with a two-tenths mile handicap, led with a good margin, being followed over the finish line by his brother, Ray Caldwell, from the one-tenth mile mark.

The tenth of a mile slow race proved to be an easy win for Henry Terhune, of the Century Road Club Association, who was able to make his bicycle go slower than any other contestant.

The half-mile novelty race and the slow race were contested on the track after the rain had fallen and made the going pretty poor.

The novelty race was composed of a one-eighth mile walk, one-eighth mile carrying the bicycle, and one-quarter mile ride on the bicycle, and was easily won by Jack Crowley, of Yonkers, N. Y.

It was found desirable on account of the rain and poor roads for the majority of the riders to finish the trip by train, but cheerful spirits were maintained in spite of this.

### SANBORN BACK IN BALTIMORE

. Baltimore, Md.—Fred M. Sanborn, the veteran century and mileage rider of the Crescent Bicycle Club, arrived in this city on August 2, after a successful trip through Maryland, Pennsylvania, West Virginia and Ohio. Sanborn's trip, though a difficult one by reason of many mountain roads in the Blue Ridge, Tuscarora and Allegheny ranges was a most interesting one, as it followed the Lincoln Highway from Pittsburgh.

On his ride, Sanborn halted numerous times in the Alleghenies to admire the magnificent scenery, and to study the historic places passed en route. He went to Steubenville and Lisbon, O., the latter being the farthest point west made on the ride. He reports that the Maryland State roads were by far the best he encountered, much of the National Highway west of Cumberland being very poor dirt surfaces.

### N. E. W. SUNDAY RACES OFF

Fourteen members of the New England Wheelmen of New York entered the weekly point race on Sunday, August 1, on the Eastern Boulevard Course, Bronx, N. Y. The course was found to be in splendid shape, but the hot weather came near knocking out some of the contestants. The distance of the race was five and one-half miles, and when the four-mile mark was reached the field was still well bunched. The sprint at the finish was one of the best contested battles that had been witnessed on the Boulevard in some time, the whole field going over the line as practically one man. Summary: first, Ben. Boyes (1:30); second, C. Sprauer (1:30); third, Wm. Maas (1:30); fourth, E. Aichelin (scratch); fifth, C. H. T. Tonjes (30). The time was 14:27⅘. Because of the warm weather, the New England Wheelmen will not hold any more Sunday events until September.

### GOING TO PACIFIC COAST

Buffalo, N. Y.—Fred. L. Brown, sales manager for the Pierce Cycle Company, has started on an extended business trip to the Pacific Coast. He is taking a northerly route on his way out and on his return trip will cover the South and South Western States.

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### LOOK OUT FOR LOCAL ORDINANCES!

While going through a very muddy stretch of road near Fairview, N. J., on the pleasure run of the Century Road Club of America on Sunday last, four cyclists were held up and threatened with arrest by one of the councilmen for riding on the sidewalk, even though it was but a dirt-path. After parleying with the complainant, the constable was looked up and, giving vent to his dissatisfaction regarding a climb to the hill to the home of the justice of the peace, was influenced to have the councilman withdraw his charge, whereupon the interested parties went into a neighboring roadhouse, and all partook of the "pipe of peace."

Sylvain Segal, Lucien Wetzel, Ernest Lango and another cyclist were in the arrested party. Right here it would seem advisable to warn riders that the old laws of local boroughs are always remembered when it concerns a bicyclist, for it is not the few who find it necessary to ride the sidewalk but the many who have no regard for persons who may be walking thereon, that the officers and other citizens set against cycle riding on the sidewalks.

### WILL ASK FOR CINDER PATHS

Boise, Idaho, August 10.—Plans are being discussed here to have the city council install cinder paths for bicycle riders during the winter when the roads are muddy and revoke the ordinance providing a penalty for riding wheels on the sidewalk. Boise has upwards of 2,000 wheel riders and if they can unite in a club or association they will be able to secure results. The ordinances governing wheels here provide that all must be lighted after dark, forbid riding on the sidewalks and require a military turn at street intersections. While automobiles have increased wonderfully in the past few years in this section, wheels have increased in numbers also and many business men, who own automobiles still find the wheel the most convenient for business trips about the city.

### BIKE BUSINESS IMPROVING

Los Angeles, Cal.—J. M. Stewart, proprietor of "The Bike Hospital" at Phoenix, Arizona, while in Los Angeles recently told the correspondent of **Motor Cycle Illustrated** that conditions there are now improving after a slump of over a year and a half. The effect of prohibition has been felt. "Where we used to have accounts, we get money," said Mr. Stewart. Mining interests are coming up and copper stocks are coming to the front fast. Mr. Stewart bought out H. S. Griswold in January, so he is about the whole thing in the bike business in Phoenix. He does a factory repair business and handles principally the line of the Consolidated Mfg. Co. of Toledo.

### APPLETON SOCIAL RUNS

Appleton, Wis., August 10.—Members of the Appleton Bicycle Club are arranging a series of tours. The first ramble took the members to High Cliff and return, eight riders taking part. Dinner was served at Clifton and the party came back to Appleton through Sherwood and Dundas. Those who took part were Raymond Nehls, Lawrence Hoh, Alvin Falk, William Rosech, Ora Libben, Carl Bachmann.

# WALTHOUR WINS 25-MILE RACE

## Leads Nearest Competitor by More Than Three Laps in Motor-Paced Event at Revere Track.

BOSTON, Mass., August 8.—The veteran Bobbie Walthour showed that he was in tip-top form last night at the Revere bicycle track by winning the 25-mile motor-paced race, leaving in the rear Charles Turville, Jr., Jimmie Moran and Harold Rollins. The old-timer was three and a half laps ahead of Turville at the finish, and the others were trailing.

In the early part of the race the riders were spinning along well together, but after the five-mile mark was passed the duel between Bobbie, the vet., and Turville, representing the younger school, attracted all the attention. Taking advantage of a little slip of the youngster early in the race, Walthour played it safe and gave back no ground.

Leon Didier, the French champion, got the better of the argument in a motor-paced match with Clarence Carman, the American champ., winning in straight heats. The first 10-mile was easy, owing to the fact that Carman had trouble with his saddle. In the second heat, however, Didier, who got a lead by a quick sprint at the start, was hard-pressed all the way by Carman.

L. C. Rollins, of Everett, who has been racing at Revere as a scratch amateur, joined the professional ranks last night and gave a good account of himself, getting fourth in the half-mile professional handicap and second in the two-mile open. The latter was won by Pat Logan. McPartland, who considered that he had been fouled by Rollins, indulged in fisticuffs with the newcomer and will as a consequence have a week's vacation from the track. The summaries:

One Half-Mile Professional Handicap Race—Won by Dennis Connolly, Everett (50 yards); Ray Jones, Revere (110 yards), second; Hardy Jackson, Revere (95 yards), third; L. C. Rollins, Everett (25 yards), fourth. Time, 57s.

Special Motor-Paced Match, Leon Didier, Paris, vs. Clarence Carman, Jamaica, N. Y.; Best 2 in 3 Heats—First heat (10 miles), won by Didier; time, 13m. 47⅕s.; second heat (10 miles), won by Didier; time, 13m. 21⅘s.

Five-Mile Open Amateur Race—Won by Fred Herbert, Fall River; Tim Sullivan, New Haven, second; Ned Chandler, Boston, third; Tom Connolly, Everett, fourth. Time, 11m. 26⅕s. Lorimer Winslow, Providence, was the winner of the most laps.

Two-Mile Open Professional Race—Won by Pat Logan, South Boston; L. C. Rollins, Everett, second; Willie Turville, Revere, third; Dennis Connolly, Everett, fourth. Time, 4m. 23⅕s.

25-Mile Motor-Paced Race—Won by Bobbie Walthour, Atlanta; Charles Turville, Jr., Revere, second; James Moran, Chelsea, third; Harold Rollins, Everett, fourth. Time, 35m. 27⅕s.

### FAIR C. R. C. A. ROADSTER

Miss McKaig, Who Participates in Both Long and Short Distance Fixtures, on "Bath Run," August 1

### BICYCLE PARTS ARE WANTED

Christopher Hansen, representing the firm Cyclefabriken Sport, of Enghaveplads 14, Copenhagen, Denmark, is at present in this country looking for a number of bicycle parts and accessories. Mr. Hansen particularly wishes to get spokes, front hubs and mudguards suitable for European types of bicycles, as well as handlebars and bicycle tires of moderate price. Bells which sell at reasonable figures are also desired. After August 16, Mr. Hansen should be addressed at Copenhagen headquarters.

### RACES AROUSE INTEREST

Menasha, Wis., August 10.—Bicycle races are beginning to detract from the popularity of the band concerts here. Since the start of a series of bicycle race meets there have been large crowds in attendance. The meets here are attracting the best riders of the state, with the result that the spectators are being given hotly contested events that are making a hit and promise a revival of bicycling both as a sport and racing proposition.

### BIKE TOURISTS IN DETROIT

Detroit, Mich.—Hector A. McKenzie and G. H. Worley, messengers for the Postal Telegraph Co., at Pine Bluff, Ark., were in Detroit last week after a bicycle trip from their home town which has kept them on the road for over a month. The trip was made with the aid of E. B. Bloom, secretary of the Pine Bluff Chamber of Commerce, who interested himself in the boys. The boys left home June 22. The trip covered 5,000 miles. When unable to reach towns at night, they camped along the way. They said bad roads were encountered except in Michigan and Indiana. The young men will stay in Detroit for several weeks before returning to Pine Bluff.

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# Motorcycles for Scout Service

## Camp Whitman Manoeuvers Throw New Light on the Power Two-Wheeler

*By C. Mack Sheridan*

A STARTLING revolution in the development of modern war munitions has been brought about by the war in Europe—a revolution so far-reaching as to greatly affect and influence the judgment of U. S. army officers, who are responsible for the "up-to-dateness" of America's equipment. Naturally, any change in style of equipment for our army is of tremendous importance to the manufacturers who make or who can supply munitions to the government. Present indications are that great development will be made along the lines of employing motor vehicles wherever possible.

It is this development and the interest it is bound to arouse among motorcycle manufacturers, that inspires this article, which is intended to show briefly the great value of motorcycles attached to an advance guard or screen of cavalry, used not only to mask the movements of troops, but to find out the position and strength of the enemy, as well as the character of the country between the hostile forces.

### Where the Motorcycle Fits In

For this information to be valuable, it must be carried back to the commanding officers with all possible speed—of course by like token such details must be gained as soon as possible by scouts and patrols sent along all roads flanking the advance of the main body, and by scouting expeditions into the adjacent fields, woods, or creek and river bottoms, that will afford cover for advance scouting.

Maneuvers around Camp Whitman in which more than a thousand horsemen and four thousand infantrymen took part, brought out some interesting facts. Cavalry troops acting as advance guards sent out patrols of four and five men on all roads to the right and left of the main advance. Naturally, it was not long before the small detachments of men saw or encountered similar groups of patrols screening the location of the Red army. It was then the duty of these patrols to get the exact details of their findings back to such officers as could properly employ the information gained. It was here that the great superiority of motorcycles could have been more fully demonstrated. Their greater speed would have insured a better and more rapid line of communication between cavalry squadrons and advancing infantry.

### Cycling Even in the Fields

Patrols mounted on well-built motorcycles could have covered roads in all directions in a fraction of the time required by mounted men—and a number of motor scouts did. It was actually found that many of the surrounding fields afforded perfect ground for fairly swift cycling. This condition would be true of almost any section of the East, and to a lesser degree of the whole country.

Motorcycle corps numbering, say, sixty men, attached to each regiment of cavalry, would greatly enhance the value of cavalry employment, which is, of course, extremely valuable, not alone for the safe advancing of troops, but for the prompt and accurate locating of the enemy.

Manufacturers of motorcycles of the lighter type will, in the writer's estimation, find it worth while to develop an especially constructed vehicle capable of fairly high speed, and of a design that will permit of the maximum amount of rough usage.

### What the Scout Must Carry

Such a motorcycle must provide means for easily carrying a rifle, the regulation blanket roll, which is about 43 inches long and 6 to 7 inches in diameter, and a waterproof slicker-roll of 28 inches by 3 inches, and a case for extra rifle and revolver ammunition should be a permanent fixture on the machine, as well as two small boxes, one for the regulation meat can, knife, fork, spoon and cup, and a very few personal articles. The other should contain quick repair parts and appliances of the very best material, and so designed as to get the quickest possible results in making repairs of even the simplest nature.

It has been hinted in some circles that the motorcycle industry needed a new impetus—the low-priced automobile having cut into the business somewhat, if such accounts are to be credited. Whether this state of affairs is true or not, do you not agree that here is an opportunity for the valuable "specializing" found so lucrative in many other manufacturing enterprises?

The development of a model machine would cost but little, and when properly demonstrated, it would easily gain the quick attention of the proper officials.

After studying the work and conditions developed in maneuvers around Camp Whitman, the writer is fully convinced that a new, broad, and extremely valuable use for the motorcycle has been pointed out.

## FROM DIRECTOR HOLTON

EDITOR, **Motor Cycle Illustrated:** In your August fifth issue a letter from Mr. J. O. E. Dieterich appeared, protesting against the action of the Sacramento Convention delegates in setting aside an election held at Saratoga during the rally.

Being an interested party I would like to express my views. In re being notified of the holding of a North Atlantic District Convention, I did receive a printed pamphlet that may have had this information on it. I did not read the booklet through as I did not consider it an official notice from the Secretary—Dr. G. B. Gibson.

At Sacramento all voting were properly accredited delegates and bona fide F. A. M. members. Can as much be said of all voting at Saratoga? Was every precaution taken to see if those who participated in the various conventions at Saratoga were entitled to do so? I don't know, for I was not at the Convention Hall on the night in question.

Furthermore, I was asked by Mr Wm. M. Johnson in May or June if I would take the North Atlantic District directorship and consented, with the idea that directors were appointed by the president each year at the Annual Convention.

E. B. HOLTON.

## TEFT WINS MEMPHIS RUN

Memphis, Tenn, August 2.—Only two of the dozen entrants in the endurance run of the Memphis M. C. finished the 200 miles of the course on August 1. They were Leon Teft and W. F. Beck, the former finishing in 13:20, while Beck took 14 hours 41 minutes to make his run. Both riders will receive handsome trophies from the club.

The course was from Memphis to Jackson and return, a distance of 200 miles in all. Heavy rains and vile roads encountered on the outward trip, cut the field down to six riders at Jackson, these being Teft, Beck, W. D. Archer, J. A. Credington, J. W. Phillips and D. Kuhlman. Teft arrived at 11 o'clock having covered the 100 miles in five hours. He left Jackson on time, but only Beck was left to follow him to Memphis. The worst part of the going was near Arlinton, where three to four inches of mud was met with for long stretches. Mudguards had to be removed as the wheels soon became clogged and refused to turn.

## SUCCESSFUL LAWN PARTY

Hamilton, Ohio, August 6.—The lawn fete of the Butler County Cycle Club, held last week, was one of the most successful affairs of the sort which the organization has ever pulled off, and interest in the proposed chicken dinner and dance, to be arranged for a date in October, is already warm. The committee in charge of the affair, consisting of Jack Dedrick, John Ruble and Edward Brannon, intends to make it one long to be remembered. Incidentally, a social session is to be held in connection with the coming regular meeting, to be held next week, to keep the boys interested.

## STOCKHOLM ON THE MAP

Stockholm, N. J., August 8.—The Sussex County M. C. will be the latest motorcycle club among Jersey's. The local club will begin with 19 members with Geo. W. Lewis' place as its headquarters. Already the boys have held one run, with Port Jervis, N. Y., as the destination. Plans are under way to hold a competitive run during the latter part of August or early part of September.

## PURCHASE CLUB FORMED

Paducah, Ky.—The Purchase M. C., composed of riders in the Purchase District, has been formed in this city, with the following officers: E. J. Sears, president; O. L. Holmes, secretary, and J. C. Hicks, treasurer. There are 12 members on the rolls so far, and the charter is being held open until this number has been increased to 20. The club is to be a 100 per cent F. A. M. body. Secretary Holmes' address is 1221 South Fifth street, Paducah.

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# Motor Warriors of New York National Guard

THE above photographs, taken at Camp Whitman during the annual encampment of the N. G. S. N. Y. which has just closed, show two adaptations of the motorcycle to military service. A number of other motorcycles figured in the maneuvers and contributed materially to the interest of an unusually active program. The remarkable mobility of the motorcycle scouts surprised the army officials and it is reported that they were required to do everything but climb trees. The value of the motorcycle as a means of rapid communication between headquarters and the field forces was demonstrated hourly.

It will be noted that the rider on the Emblem motorcycle is carrying considerable luggage in addition to his rifle and sidearm and still it is obvious that the load could be doubled or tripled without causing any discomfort to the rider or any strain upon the machine. It is also noteworthy that this is a single cylinder mount.

The Indian twin, with tandem passenger, gives proof of the ease with which two men fully armed can be whisked about from point to point at maximum speed.

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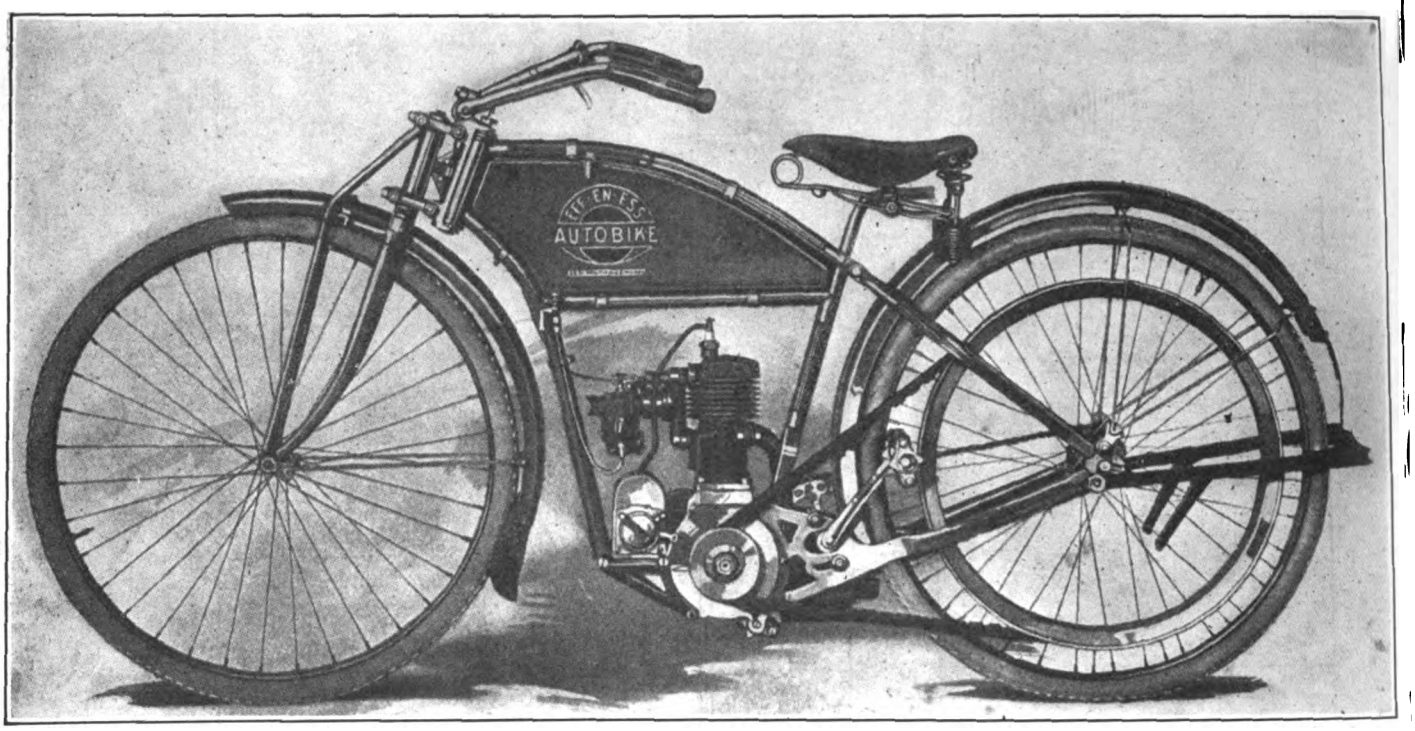
# Novel Features in Two-Stroke Auto Bike




ONE of the most recent additions to the ranks of the lightweight motorcycle is the Auto Bike, the product of the Auto Bike Company, of 2231 Michigan avenue, Chicago, Ill. It is constructed along rather radical lines in several respects, especially as regards the motor bearers and fuel tank. The power plant is a two-stroke, single cylinder motor and the transmission is by V-belt. The weight, fully equipped, is given as 100 pounds.

The two-stroke single cylinder motor is of the three-port type, the bore being 2½ inches and the stroke 3 inches. The carbureter is a Kingston, located at the front of the cylinder. The spark plug is fitted into the cylinder head, and ignition current is furnished by a Bosch magneto, also located forward. Lubrication is by splash, the oil being mixed with the fuel in the tank and fed through the carbureter and inlet pipe into the crankcase.

**Novel Motor Mounting**

The motor is borne by two triangular side plates from the downcomer from the steering-head. These plates are attached to the crankcase by long bolts. At the rear, the crankcase is attached in a similar manner to two other pressed steel side plates, these carrying the pedal shaft and bracket and also the rear end of the seat mast. The latter forks at its lower end to allow of the passage of the exhaust pipe. The muffler fits between the rear bearer plates, below the pedal bracket.

Drive is by direct V-belt, with a ratio of 6:1. The rear pulley is a steel rim attached by short spokes to the wheel rim. A New Departure coaster brake is fitted, operated by back-pedaling in the usual manner. Wheels are 28 inches in diameter, with 2-inch tires. Mudguarding is well taken care of, light but well curved fenders being fitted. The wheelbase is 47 inches.

The frame is of the camel-back type, carrying a deep but thin tank, with a capacity of five quarts, below the curved top tube. This tank is but 2½ inches wide. The front fork is of the single-plunger type, with main members, of cantilever form, working on links. The main members act on the plunger directly. The cylinder pivots in a piece attached to the steering head. The general form of the frame is that of a keystone, with the motor and brackets forming the base.

Control is entirely from the handlebars, with the exception of the brake. A movable lever on the right bar, when lowered by the fingers, opens a decompressor or compression release and closes the throttle. When this lever is lifted, the compression release is closed and the throttle opened, the movements being regulated by the degree the lever is moved by the rider.

The Auto Bike Company, which manufactures this product, has C. E. Frederickson as its president. W. H. Stenger is vice-president and sales manager, while Leslie R. Acton, a well-known automobile trade man is secretatry-treasurer and general manager. Other members of the directorate are Fred K. Parke, an automobile man, and C. S. Beardsley. The Auto Bike Company is capitalized at $300,000.

## DAYTON FOREIGN SHIPMENTS

Dayton, Ohio.—The Davis Sewing Machine Company shipped another carload of Dayton motorcycles to Wellington, New Zealand, during the week of July 26. The shipment consisted of 24 motorcycles of Model C-7 with sidecars, this being the latest 1915 model with De Luxe 9 h. p. motor.

Other large Dayton shipments during the same period were sent to Holland and Denmark. These consisted of various models, both with Dayton and De Luxe twin motors.

## BUFFALONIANS HAD GOOD RUN

Westfield, Mass., August 3.—A party of Buffalo, N. Y., riders who visited the Pope factory here yesterday made a good run to this city, not only in point of time, but also as regards fuel consumption. Mounted on Pope twins, they left Buffalo on Saturday afternoon and reached Westfield on Sunday at 8:30 p. m., having covered 500 miles over good roads in less than 30 hours. The only trouble encountered was one puncture. The overage fuel consumption of the party was 50 miles to the gallon, so that all felt that the trip to be a very economical one.

## LINTON MEET RESULTS

Linton, Ind.—Fred Weaver, of Terre Haute, won the five-mile event and Glen Lozier won the ten-mile race at the meet here on August 1, on the local half-mile track. Both winners rode Excelsiors. The meet was well attended by members of the Terre Haute M. C. who came over 50 miles of roads for the purpose.

## RAIN AND MUD WERE NO BAR

Terre Haute, Ind.—Rain and muddy roads offered little trouble to the 35 members of the Indian M. C. of this city on August 1 on the way to the annual picnic. The riders made the trip to Hulman's Grove in good shape and carried out the program just as if the weather was of the best. The sport consisted of baseball and horseshoe games and a Dutch lunch was served all day.

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# Rockford Hill Climb a Clean Sweep for Harley-Davidson

## *Won Every Event Broke Every Record*

**SINGLE CYLINDER EVENT**
1st—Harley-Davidson, Ryan
2d—Harley-Davidson, Bengtson
3d—Harley-Davidson, Chessell
Time, 21½ sec.
Former Record 31 sec.

**SIDECAR EVENT**
1st—Harley-Davidson, Ryan
2d—Harley-Davidson, Olson
3d— . . . . .G. Johnson
Time, 22 sec.
Former Record 33 sec.

**TWIN CYLINDER EVENT**
1st—Harley-Davidson, H. Johnson
3d—Harley-Davidson, Ryan
2d—Harley-Davidson, Bengtson
Time, 17⅖ sec.
Former Record 19 sec.

## A Regular Harley-Davidson Cleanup

**Harley-Davidson Motor Co.**
**MILWAUKEE, WIS., U. S. A.**

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.

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# Our Canadian Letter

### NATIONAL SHOW EXHIBITORS

Toronto, Ont.—Exhibit space in the bicycle, motorcycle and accessories section of the Canadian National Exhibition, which will be held from August 28 to September 11, is almost all taken already. The companies which have already secured space include: Canada Cycle & Motor Company, Ltd; Planet Bicycle Company; Hyslop Bros., Ltd., bicycles and accessories; John T. Wilson Company, Ltd., makers of the Cyclemotor; K. & S.. Company, Ltd., representing the Standard Welding Company and several tires; Cutten & Foster, accessories; J. P. Holden Rubber Company, Pennsylvania and Diamond tires; Dunlop Tire & Rubber Goods Company, Ltd.; North British Rubber Company, Ltd.; Dominion Tire Company, Ltd., which is affiliated with the United States Tire Company; Marathon Tire and Rubber Company; Bosch Magneto Company; Splitdorf Electrical Company; S. F. Bowser & Company, and the Canadian National Carbon Company.

### STOLE BIKES TO JOIN ARMY

Orangeville, Ont.—Two respectable, but moneyless, young men of Orangeville became so anxious to enlist with the Canadian overseas forces that they broke into the bicycle store of Fred Doherty in order to secure two new bicycles. They rode to Toronto, 25 miles away, where they tried to join a new battalion, but were apprehended on suspicion. They confessed their guilt and returned the wheels. It is understood that they will be given permission by the authorities to enlist and that the theft charges will not be pressed. One of the lads has a brother at the front in the bicycle corps. The names of the youths are Roy Stinson and Guy Martin.

### POSTING MANITOBA ROADS

Winnipeg, Man.—The North American Manufacturing Company, 902 Somerset Block, Winnipeg, are introducing a new fuel-saving attachment for motorcycles which is known as the LesGass Device. The claim is made that the device will give from three to five miles additional per gallon of gasoline, Imperial measure being referred to.

Previous to this year not one road in Manitoba was sign-posted and many tourists found great difficulty in following their chosen route. There was not even an authentic route book or other reliable highway guide. Through the efforts of various municipalities and organizations, ten routes in Manitoba are now blazed and a fairly complete road guide has been prepared. Motorcycle touring through this province is now quite easily conducted and the roads are also in fairly good shape.

## BICYCLE RIDERS FORM BIG CLUB

### Sixty Torontoans Are on Charter List of New Association Which Promises Activity

TORONTO, Ont.—Sixty racing cyclists of Toronto gathered in the clubrooms of the Salem Bicycle Club, 421 College street, on Friday night, August 6, to organize the Toronto Bicycle Riders' Association, the prime purpose of which will be to encourage the bike sport and to enable the riders to engage in various campaigns to boost the pastime. The following officers were chosen: Honorary president, G. L. MacKay, chairman C. W. A. Racing Board; president, W. Marr, of the Classic Bicycle Club; first vice-president, Walter Andrews, of the Toronto Bicycle Club; second vice-president, H. Macdonald, of the H. M. Bicycle Club; third vice-president, A. E. Nichols, Salem Bicycle Club; secretary, W. M. Gladish, of the Beach Bicycle Club, and treasurer, Bert Bingley.

A prominent speaker was Robert Falconer, vice-president of the Canadian Wheelmen's Association, who declared that the association favorerd the organization of the riders. He promised co-operation.

Walter Andrews announced that the Toronto Bicycle and Motorcycle Dealers' Association would stage a 50-mile road race early in September, and word was also received that several manufacturers were planning to hold big bicycle events in the fall. The riders are also looking forward to the bicycle races to be held in connection with the Canadian National Exhibition at Toronto on September 11.

It was decided to include as members in the association the eleven riders who have enlisted in Canada's army. A resolution was also carried that the cycle racers were willing to participate in sanctioned races at the Toronto board track, providing a reasonable schedule of prizes were established. In the meantime there will be no bike races on the local saucer.

### ANOTHER RACER ENLISTS

Toronto, Ont.—The eleventh bicycle racer to enlist in the Canadian Expeditionary Force from Toronto is Andy Wilson. He has joined the 75th Battalion of Infantry. He is a brother of W. (Scotty) Wilson, a former bicycle star, who is already on the way to the front. Other racing cyclists who have enlisted from Toronto include Joe Golden, former quarter-mile champion; F. Shaw, L. Fry, H. Babcock, D. McGillicuddy, J. Parkins, W. Williams, C. Raymond and A. Lyddiatt.

It is also proposed to organize a volunteer cyclist corps in Toronto, similar to the organizations in Vancouver and Edmonton.

### ROAD SCOUTS DO GOOD WORK

Toronto, Ont.—Because of the many speed traps which have been established by county constables on the main highways near Toronto, the three motorcycle road scouts of the Ontario Motor League have had an especially busy time of it in this, their fourth, season. The three scouts are Dan Davis, E. J. Davis and Charles Spears. It is their duty to discover these traps and warn tourists of their presence while they also caution all automobilists whom they find driving in a reckless manner. They are on the road every Saturday, Sunday and holiday.

### WANTS HEADLIGHTS DIMMED

Montreal, Que.—Ald. Louis Rubenstein, president of the Canadian Wheelmen's Association for many years, moved, at a recent meeting of the City Council, that the Board of Control request the chief of police to enforce the Provincial law which prohibits the use of dazzling headlights on automobiles in the city.

Ald. Rubenstein has called an important session of the C. W. A. executive to be held in Toronto about August 21. This meeting will deal with several pressing matters concerning the situation at the Toronto motordrome and arrangements for several coming events will also be thoroughly discussed.

### MORE BOULEVARD CONSTRUCTION

Oshawa, Ont.—Another link in the transprovincial boulevard is to be provided through the plans of the municipalities along the present road between Toronto and Oshawa, a distance of over thirty miles. Representatives of these cities and towns decided, at a recent meeting, to go ahead with the construction of a new permanent highway to cost $239,000. The new road will be partly macadam and partly gravel with oil and tar maintenance. Debentures are to be issued by the various places to cover the cost and the work is to be commenced at once.

### TAKE ON MOTOR WHEEL

Woodstock, Ont.—Martin & Wilcox, Dundas street, the widely-known bicycle dealers, have secured the agency for the Smith Motor Wheel. Smith agencies are being arranged in many cities and towns in Ontario by T. F. Gaines, one of the Canadian travelers of the Milwaukee concern.

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"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

## How We Developed Reliability

Champion Reliability didn't "just happen."

Test after test in motorcycle engines was made before we finally developed that unfailing, big, hot spark.

We tried out Champions at every speed and brake load. We made them endure every possible hardship in the motorcycle engines they were built to serve.

The result is evidenced by the lasting Champion popularity among motorcyclists.

Riders everywhere demand Champions.

Do not accept a substitute. Look for the name "Champion" on your spark plug porcelains. It stands for Reliability—Dependability—Endurance.

**The Champion Guarantee** Perfect satisfaction to the user—free repair, replacement or money back.

**Champion Spark Plug Co.**

**2310 Upton Avenue, - - Toledo, Ohio**

**Champion Heavy Duty**

**$1.00**

One Piece

Can't Leak

Heavy Construction Throughout

**Champion Motorcycle Mica**

**75c**

Can't Break

Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**

**75c**

The Ever Popular Two-Piece Plug

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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# Getting the President's Message Over This Stretch Was No Pink Tea Stunt

**Upper Left, Claflin Speeding on a Nevada Boulevard; Lower Left, Hotel in Cobre; Center, In This Six-Mile Stretch Low Gear Was Used All the Time; Upper Right, Claflin Needed No Stand at This Point; Lower Right, "Pink" Zimmerman Trying Her Out**

IN the accompanying pictorial layout are shown views along Relay 31, from Cobre, Nev., to Elko, in the recent transcontinental trip. This stretch was ridden by Lon Claflin, of Salt Lake City, Utah, and his escort was Cliff Zimmerman. The distance was 93 miles, and practically every variety of bad road known to tourists was encountered. For 17 miles the riders plugged sand, rode boulders and gullies and fought desperately to keep somewhere near the schedule which had been mapped for the relay. The 17-mile stretch consumed just one hour and was made on intermediate and low gear for the most part.

The riders had to open four railroad gates and also drag their machines across the rails at several points. After traversing the first 17 miles the dispatch carriers had to ride ten miles of railroad ties. As a construction gang had been at work along the line the riding was even rougher than would be expected.

From Wells to Deeth, Nev., there were fair roads with lots of short turns. Beyond Deeth were found more sand and ruts and a stretch of mountainside road which required very skillful riding.

## TIRE COMPANY TO HAVE SHOP

Louisville, Ky.—The Lee Tire Sales Co., with a capital stock of $10,000 has filed articles of incorporation at Frankfort. The firm, in addition to handling new tires, will do repair work and vulcanizing as well as operate a repair shop. The incorporators are William G. Stiglitz, Louis D. Stiglitz and Herbert Rudolph.

## BURGAMY FORMS OWN COMPANY

Cincinnati, Ohio.—"Burgamy the Tire Man" is a new figure in the local trade, as an independent dealer. As a salesman, however, J. R. Burgamy has for some years been a well-known figure among tire buyers in this city. He came here in 1900 as a free-lance tire salesman. At that time there were only three automobiles in Cincinnati, and, of course, no motorcycles. Since 1910 Mr. Burgamy has been with I. J. Cooper & Co. He has now formed his own company, and will handle an exclusive tire business at Eighth and Main street.

## DID TRIP ON TWO GALLONS OF GAS

Tacoma, Wash.—Tom Paulsen, who represents the Thor in this city, is credited with being one of the trade's best path-finders. His latest trip was on Sunday, August 1, when with seven others, he rode to Lake Cushman, a round trip of about 160 miles. Paulsen states that his mount did the distance on two gallons of gasoline. Some difficult riding was met with at Webb Hill, where half a dozen treacherous curves had to be negotiated, but the party made the trip in safety, after spending three hours at the lake.

## AT HACKENSACK CLUBHOUSE

**Members and Guests of Live New Jersey Body on Steps of Spacious Headquarters**

## MOTOR WHEELS IN LOUISVILLE

Louisville, Ky.—Billy Dieruff, manager of the bicycle and Smith Motor Wheel department of the Sutcliffe Company, sporting goods dealers in this city, reports over sixty of the little motor boosters in service in this district at present. He is having machines shipped by express only just now in order to fill rush orders. The Sutcliffe firm has just sent out its August bargain sheet, which lists bicycle supplies and motorcycle sundries.

## RENO HARLEY-DAVIDSON AGENT

Reno, Nev.—The Lincoln Highway Service Station at 25 West First street, has taken the agency for the Harley-Davidson. The station is managed by Chas. McQuerry and Lauitz Lund, the former having been Harley-Davidson agent at Warrensburg, Mo. The partners have disposed of six 1915 models so far as well as a large number of second-hand machines.

## HANDLES MIAMI POWER BIKE

Paterson, N. J.—Charles B. Vaughan, local Thor agent, has taken the representation for the Miami Power Bicycle and Smith Motor Wheel for Paterson and vicinity.

## PORTLAND CLUB IN NEW QUARTERS

Portland, Ore.—The Portland M. C. is now in its new headquarters, at 247 Holladay avenue, on the ground floor. An active membership campaign is now on, and the results so far are very promising. The officers at present are O. L. Day, president; W. R. Monroe, treasurer; A. C. Knight, vice-president; O. Paulsen, secretary; Jos. P. Schantin, road captain and C. Frank, sergeant-at-arms.

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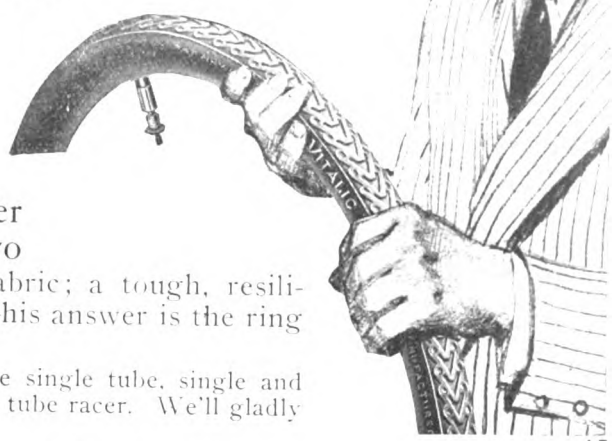
# Focusing His Attention

WHEN you hand your customer a VITALIC Tire, you immediately interest him, for he recognizes it has the touch of a better tire, the look of a better tire—in fact, that it is a better tire. Very likely he will ask you how it's made. The testing section tells the story—it proves that in




VITALIC TIRES
TRADE MARK REG. U.S. PAT. OFF.

there is really an inner tube of pure rubber; two plies of unbreakable motorcycle fabric; a tough, resilient, heavy tread. He's convinced—his answer is the ring of your cash drawer.

VITALIC Bicycle Tires are made in the single tube, single and double clinch casings, and a special single tube racer. We'll gladly send you a sample section of either.

Write for this testing Sample

**Continental Rubber Works**
1817 Plum St., Erie, Pa.

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124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

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**NICKEL-STEEL FORGINGS**
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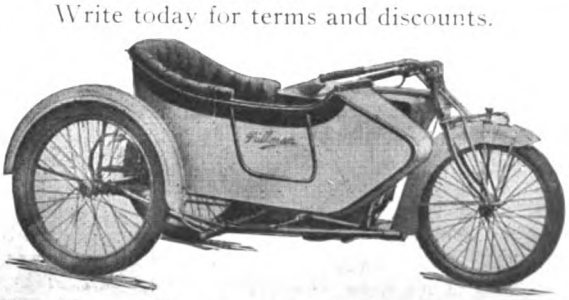
are the primary causes of
**PULLMAN SUCCESS**

Establish your sidecar business on the same solid foundation and an equal measure of success will be your sure reward.

Write today for terms and discounts.



**The Harry Svensgaard Sales Corporation**
471-73 Woodward Ave., Detroit, Mich.

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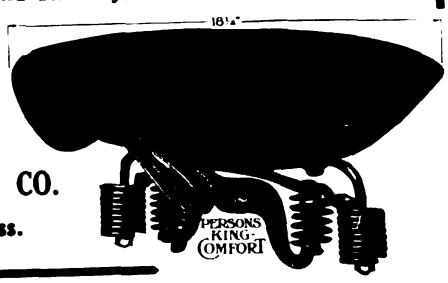
# Says Old Man Comfort :

"Just sit down on this Motor Seat
And you'll say: For *Comfort* it can't be beat.
And by and by after riding awhile
You'll be like me with your 10-inch smile."

## Persons King Comfort Motor Seat

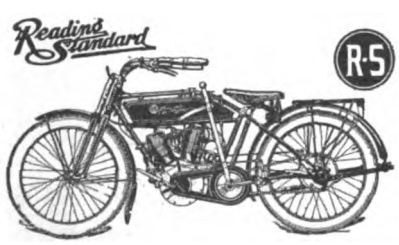
By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

**Write for full "dope" on the greatest saddle of them all.**




**PERSONS MFG. CO.**
**Worcester, Mass.**

# R-S EXTREMES




**$150** **$250**

The lowest priced and highest powered motorcycle in the country. The R-S is the most complete machine of the day.

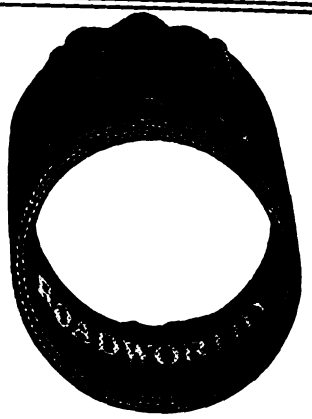
All orders filled same day received.

Bosch magnetos used exclusively.

Write for catalog and agency proposition.

**READING STANDARD COMPANY**
**501 Water Street** **Reading, Pa.**

# GOING




Many Bicycle Dealers are taking advantage of this extraordinary bargain in tires and buying them as an investment. Either to resell at a good profit or used for replacements, these tires will make money for you. They're going—so is your opportunity—ACT NOW.

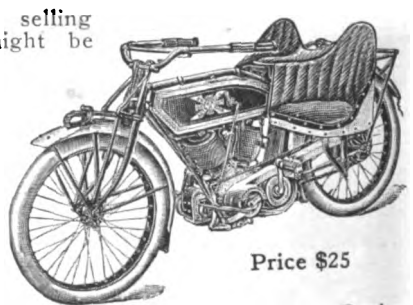
By reason of our purchasing a huge quantity of Diamond-Goodrich Bicycle tires direct from the factory we

were able to buy them at extremely low prices and so can afford to sell them at prices that you will probably never be able to duplicate. There are 14 different brands, all strictly first quality. You can re-sell them or use them for replacement and make a nice snug profit either way.

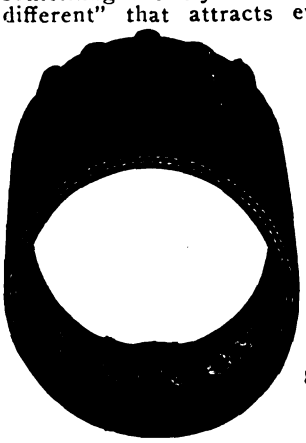
If you are a live dealer you will write us on your letter head, immediately, for our Tire Special. When you get it and see the prices, we will leave it to your own good judgment about ordering. Get Busy.

# The MILLER TRIPLEX SIDE SEAT

opens up so many selling schemes that it might be called an auxiliary salesman. You cannot beat it for demonstrating purposes, for it puts the prospect in the right position for hearing every argument and seeing every demonstration. It has a high-class appearance and attracts




and holds the interest of prospective buyers. It is something entirely different and it is this "something different" that attracts every motorcycle rider and makes of the Triplex such an exceptional seller.



If you have any doubts about the wonderful possibilities offered by the TRIPLEX you are not thoroughly acquainted with it, and so ought, at least, to find out about it just to convince yourself.

**Why not drop us a line today asking for Illustrated Booklet and New Proposition.**
**OUR BARGAIN BULLETIN IS READY—send for it.**

**HAVERFORD CYCLE CO.**
**827-829 Arch St., Philadelphia, Pa.**
**You'll find all that's worth while in our 1915 Catalog and Trade Price List**



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# Only 1½ minutes for a Permanent Puncture Repair with a Sampson FEATHER EDGE Inner Tube Plug

NO Cement Cleaning Patches

Simple—well, rather! When you carry the SAMPSON REPAIR KIT in your toolbox, you're assured against delays. Four quick operations and the job is done. Cut a round hole with the tool, insert plug, screw it down and break off wire. A permanent repair in ninety seconds! GUARANTEED. Your money back if you want it, any time.

**PRICE $1.50 THE SET**

*Ask Your Dealer*

**SIMPLEX MAGNETO CUT-OUT**

Here's the real safety-first fitment. When your brakes fail, a touch of the button and you ground your "mag." A smooth and absolutely reliable brake. Price, 50c.

# The SCHEBLER CARBURETOR

America's Standard Supreme through Merit

THE HEART OF THE MOTORCYCLE

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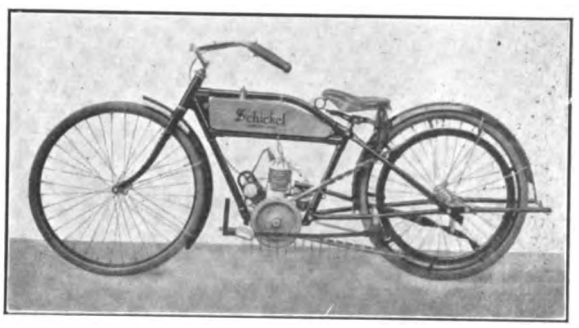
# Here it is —the $100 motorcycle




THERE'S been an army of people waiting for it—the efficient lightweight motorcycle at a price within the reach of all. And now it's here and that army wants it.

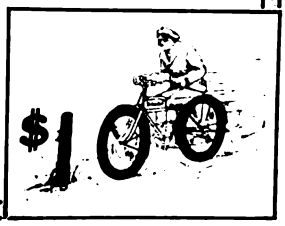
## *The* Schickel Lightweight

weighs but 95 pounds—can be stored anywhere. It goes more than 100 miles on a gallon of gasoline. It takes to hills and rough roads as if they weren't there. Noiseless, easy-running, comfortable riding and of a clean-cut, splendid appearance, it is a motorcycle worthy of any rider. And the Lightweight has the lowest price and the lowest upkeep cost of any efficient motorcycle ever made.

The 1916 model is ready. Write today for full particulars of the machine that is making motorcycling the sport of the multitudes.

**THE SCHICKEL MOTOR COMPANY**
**59 GARDEN STREET**
**STAMFORD, CONN.**

Makers of the Schickel Big Six Motorcycle that is making history by pulling M. E. Gale and his family in a prairie schooner (one ton load) across the continent.







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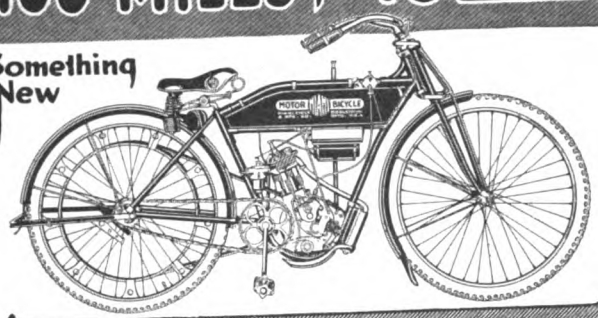
"100 MILES for 10 cents"

Something New



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SAFE - SILENT - CLEAN
WEIGHS 110 Lbs. COSTS $125.00

*DEALERS*

Here's quick profits for you. Something you can sell for cash to an unlimited market.

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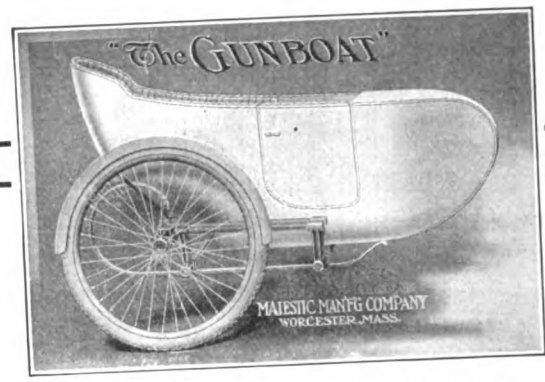
The Miami Cycle & Mfg. Company
"America's Greatest Cycle Makers"
100 Mobile Avenue, Middletown, Ohio, U.S.A.

$55.00/100 SOME PRICE!




Higher Than Ever in QUALITY
The WINDSPLITTER $65.00
New Metal Body Delivery Car $55.00

We not only offer you these radical price reductions on our regular $75.00 models, but offer you our light weight improved No. 4 CHASSIS which we have had under the most severe road tests since October, 1914.

A Few Reed-Body Models at $35 and $39.75

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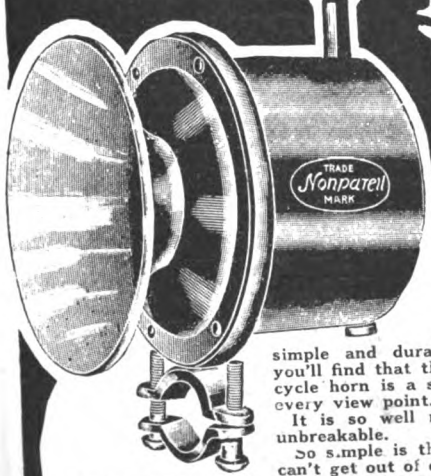


Examine THIS horn, compare its efficient warning note with any other motorcycle signal—consider its lightness, compactness, appearance and simple and durable construction, and you'll find that the "BEE JAY" Motorcycle horn is a sound investment from every view point.

It is so well made as to be almost unbreakable.

So simple is the "BEE JAY" that it can't get out of order. A spring release friction rack presses a ratchet against an adjustable diaphragm, and presto—a harsh, growing roar is heard.

Now think of the price, $2.50, and you'll wonder how such a motorcycle horn can be procured for this low cost.

The "BEE JAY" is light, weighing only 21 ounces.

Dealers—get in touch with your jobber at once. Your horn sales will take a decided jump with "BEE JAY" in stock.

NONPAREIL HORN MFG. CO.
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$2.50

MESINGER
Air-Cushion Saddle

No saddle contains such remarkable quality features as does the Mesinger. Positively the lowest saddle position of any saddle made—by fully one inch. A centre compression that deflects saddle back an equal distance on each side—all sidesway eliminated.

Lowest Saddle Position
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And, finally, a springing system unique in its remarkable case and comfort. Powerful coil springs enclosed in a steel barrel, with air space at bottom, which effectively cushions all shocks.

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A comparison of the rivets of "The Coventry" Chain with those of others will instantly reveal a surprising difference in favor of

## "The Coventry"

***"The Motor's True Mate"***

The rivets on "The Coventry" are much heavier and larger than usual.

This means a greater resistance to strain and increased strength all around. That is one of the reasons why "The Coventry" is the strongest chain in the world.

$1 a foot retail. Write for our booklet, "The Motor's True Mate."

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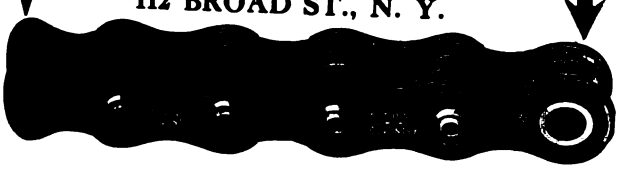

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## DUPLEX COASTER BRAKE

The decided preference of bicyclists for the Corbin Duplex Coaster Brake is evidenced by the number now in use.

The majority of bicyclists have found out for themselves that for actual service the Corbin Duplex is the most reliable coaster brake equipment.

This popularity is the natural result of performance. The Corbin Duplex has won the bicyclists' preference by hard, steady work. It has proved its value on roads in all parts of the country. Bicyclists know that it is the strongest, most dependable, durable brake on the market—they know that it has no equal.

Equip your wheel with the Corbin Duplex—the brake of maximum service. Catalog on request.

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THE AMERICAN HARDWARE CORPORATION, Successors

NEW BRITAIN, CONN.

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Legal advice and assistance will be given at any time absolutely without charge.

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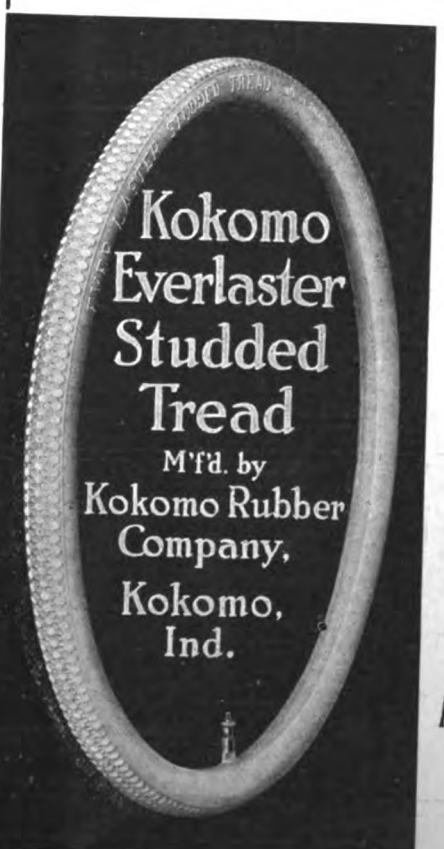


**The Original Motorcycle Fabric Bicycle Tire.**

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**ALL WHITE ALL GOOD**

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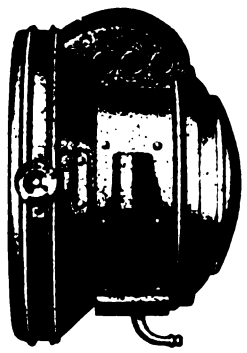

Son 156—Gas

## Two Stars of the Lighting Constellation

**Wherever lamps are used, there will be found predominating the head-lights of the**

## SOLAR System

"Son" 156. Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed.

All Nickel or Black and Nickel, Each $6.00.

E M 2 S—Electric is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances.

Nickel, Each $5.50

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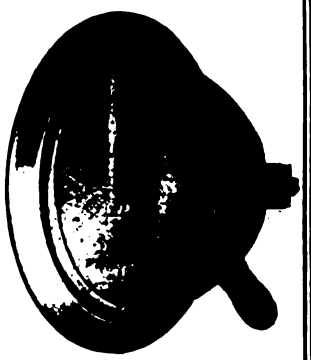

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THE COAST LINE TO MACKINAC

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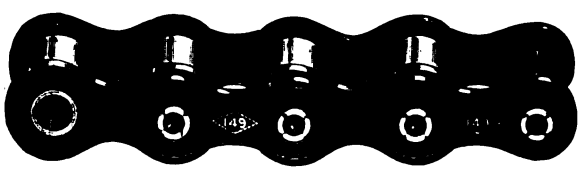
**With Rollers that DO NOT BREAK**



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Your dealer or jobber has the "149" in stock.

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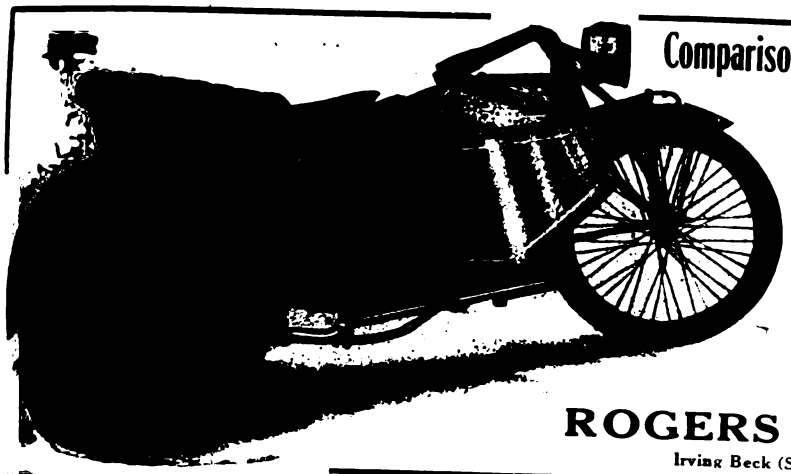

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## Check the Rogers

point for point with any other sidecar on the market.

Compare the Welded Steel Chassis of the ROGERS with the Cumbersome Connections and Brazed Joints.

The ROGERS All Steel Body, Test the Stiffness, Comfort and Stability.

Note the instantaneous Ball and Socket connections that relieve the motorcycle frame of all twisting strains.

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It's so good that thousands of riders put it in their NEW tires to PREVENT leaks. Suggest that idea to your tire customers.

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$2.50 With Cord and Push Button

Motor Cycle Electric Vibrator

**Standard Equipment on "Harley-Davidson"**

**Low Amperage** **Easy on Your Batteries**

*See your dealer or write us direct*

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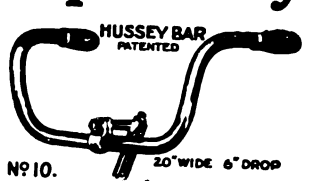
Riders naturally prefer bicycles fitted with Hussey Bars because the wide range of riding positions insures comfort and effectiveness for all conditions—and the grips are always the same distance apart, a big advantage.

*Any bicycle sells more readily if equipped with Hussey Bars. Wise dealers insist on this when stocking up.*

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Furnished in all the standard sizes with Rajah Regular Terminal fitting any cable. Rajah Ferrule Terminals, making a neater connection, will be furnished if a sample of cable is included with the order. The motorcyclist's guarantee: "Ignition Absolutely Sure."

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Tested and approved by thousands and thousands of riders.

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**Weed Folding Spring Backrest**

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Price $3.75

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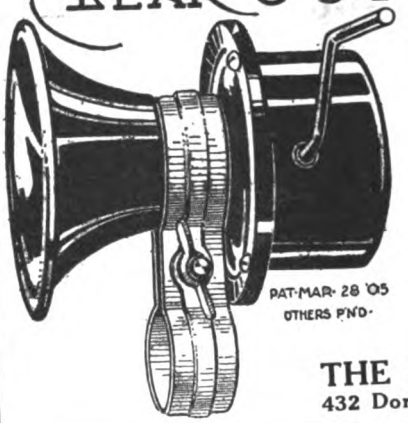


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No Batteries or Wiring required

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ASK YOUR JOBBER OR DEALER

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ALL WORK GUARANTEED

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"Lost Power" is nothing more than worn cylinder and piston and can easily be remedied by having your cylinder rebored and fitted with an oversize piston and rings.

"With our New Machinery" we are able to do this work at these extremely low prices.

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for dealers to get more business is by pushing

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This combination attachment increases the value of the motorcycle so greatly that every rider wants one if its advantages are properly explained to him.

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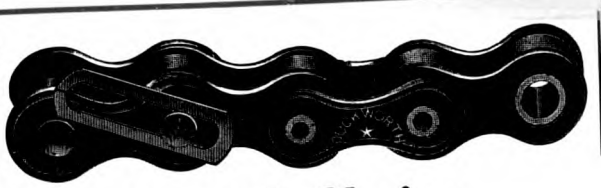
*F-N Combination Attachment for Spring-Frame Indian. Allows free spring action. Gives low riding position and ease of control. Price, complete, $10.*



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*By actual test, show a greater length of service th any other motorcycle chains. "Service" is the k note of Duckworth Chains' success. It has brou the recognition of the leading manufacturers a veteran riders to the value of specifying "Duckwor when ordering.*

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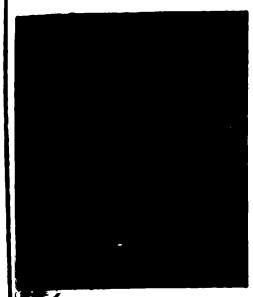

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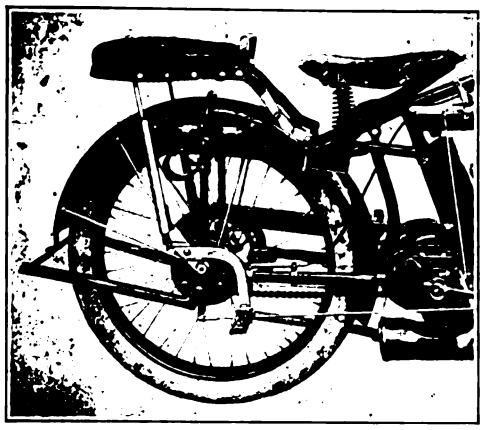

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**Don't Overlook That Vital Feature—"Comfort"**

It is one of the most important points to consider in a tandem, for on COMFORT depends your passenger's health and the pleasure of riding.

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'Phone, 3352 Morningside.

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Agent for INDIAN MOTORCYCLES
Repairing Storing
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**INDIAN AND YALE**
**Parts and Accessories**
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Send For Our Catalogue and Dealers' Price List.
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Garage and repair shop for all makes, two and three-speed. Specialist in frame building. Stock of N.S.U., Indian and Harley parts. Pope service. A. L. Cocchi, 227 W. 83rd St., Tel., Schuyler 7903.

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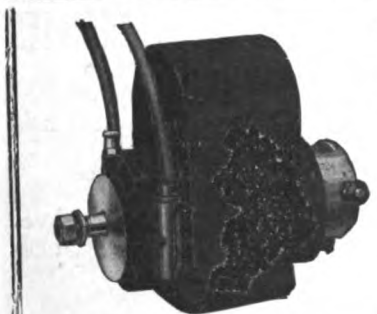

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HERE'S HOW THE WORLD'S RECORD WENT GLIMMERING

| Place | Rider | Time | Average Miles per hour. |
|---|---|---|---|
| 1st | Earl Armstrong | 3 hrs. 45 min. 29 9/10 sec. | 79 84/100 |
| 2nd | Otto Walker | 3 hrs. 51 min. 55 sec. | 77 61/100 |
| 3rd | Don Johns | 3 hrs. 54 min. 50 1/5 sec. | 76 65/100 |

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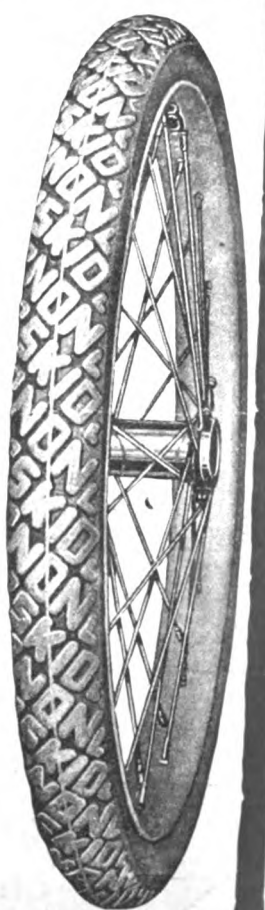

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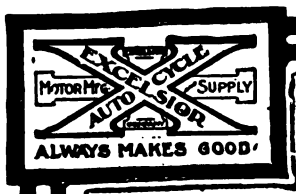


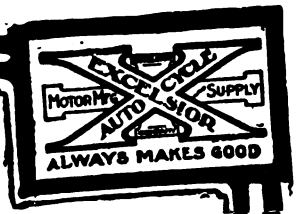


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***If you would enjoy each shining minute,***
***Astride your wheel—till the day is done,***
***See that your rear hub has within it***
***The Morrow—it's the best brake, my son.***

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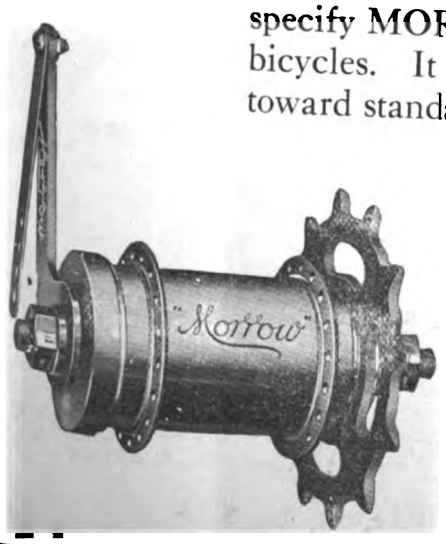
"Give him an inch and he'll take an ell"—that's the MORROW. Where, without the MORROW you travel an inch, *with* MORROW Coaster Brake equipment, you can travel a rod with the same effort.

Coasting ease on level ground, gliding pleasure on the down-grade, SAFETY ALWAYS. There you have, in concrete terms, the MORROW COASTER BRAKE, the standard bicycle brake for more than ten years.

YOU, Mr. Dealer, should stock and specify MORROW equipment on your bicycles. It is the first important step toward standardization.

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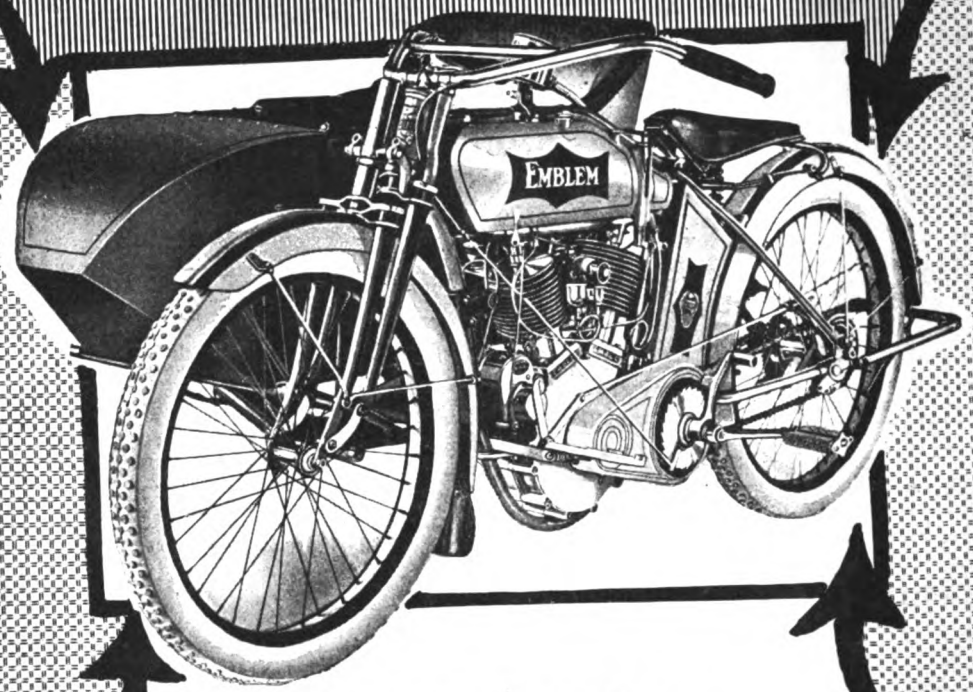
A motor with 16 cubic inches more piston displacement than any other motorcycle motor. This accounts for the smooth, resilient, yet quickly accelerating power of the EMBLEM, which is much more than that officially accorded it in our catalog.

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The dignified, yet classy appearance of the EMBLEM impresses the prospect at once. The lustrous enamel finish, the total absence of "loose ends," the long, smoothly curving handle bars, the big oversize tires, the husky, clean-cut motor, all tend to the impression of quality.

Dealers should investigate the EMBLEM agency proposition. The EMBLEM is a safe, solid representation to handle. Write us about it.

## EMBLEM MFG. CO.

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Don't *lay down* on the hills and let the other fellow get the business.

Fill up your *stock tank* with Blue Streak Motorcycle Tires. Throw away your *crank* and be your own *self starter*. Shove your salesmanship into *high*.

Then watch your cash register speed by the *dollar posts*. Sell Blue Streak tires and you chalk your name among the winners on the Profit Scoreboard.

Hundreds of dealers already have Blue Ribbon sales records. But it took Blue Streak tires to capture them.

## Blue Streaks Pile Up Your Sales

The Blue Streak is the latest Goodyear tire creation. It is really the famous Goodyear Blue Streak racing tire, with vital new features added to make it a perfect road tire.

It has the famous All-Weather tread—like that on Goodyear Fortified Automobile Tires. The blocks are tough and extra thick—so they multiply mileage and cut the risk of punctures. They are flat and sharp-edged—so they grip the road firmly. Blue Streaks have the widest tread known—so they do not skid on turns.

These are the reasons Blue Streaks make eager buyers.

## Get This Service Station Offer

We have combined with this great tire a Service Station Offer that insures our claims that this tire is a sales-getter.

Don't linger by the wayside of old-time selling methods. Become a prosperous link in the Goodyear selling chain.

And remember there is no obligation in writing for this offer. For we consider our duty only half done in building the best in this Blue Streak.

We must aid you in selling them also, to prove our faith in their merit.

A postcard brings this high-powered selling plan. Write us now, else you may forget. Address Dept. 301

**The Goodyear Tire & Rubber Co., Akron, Ohio**
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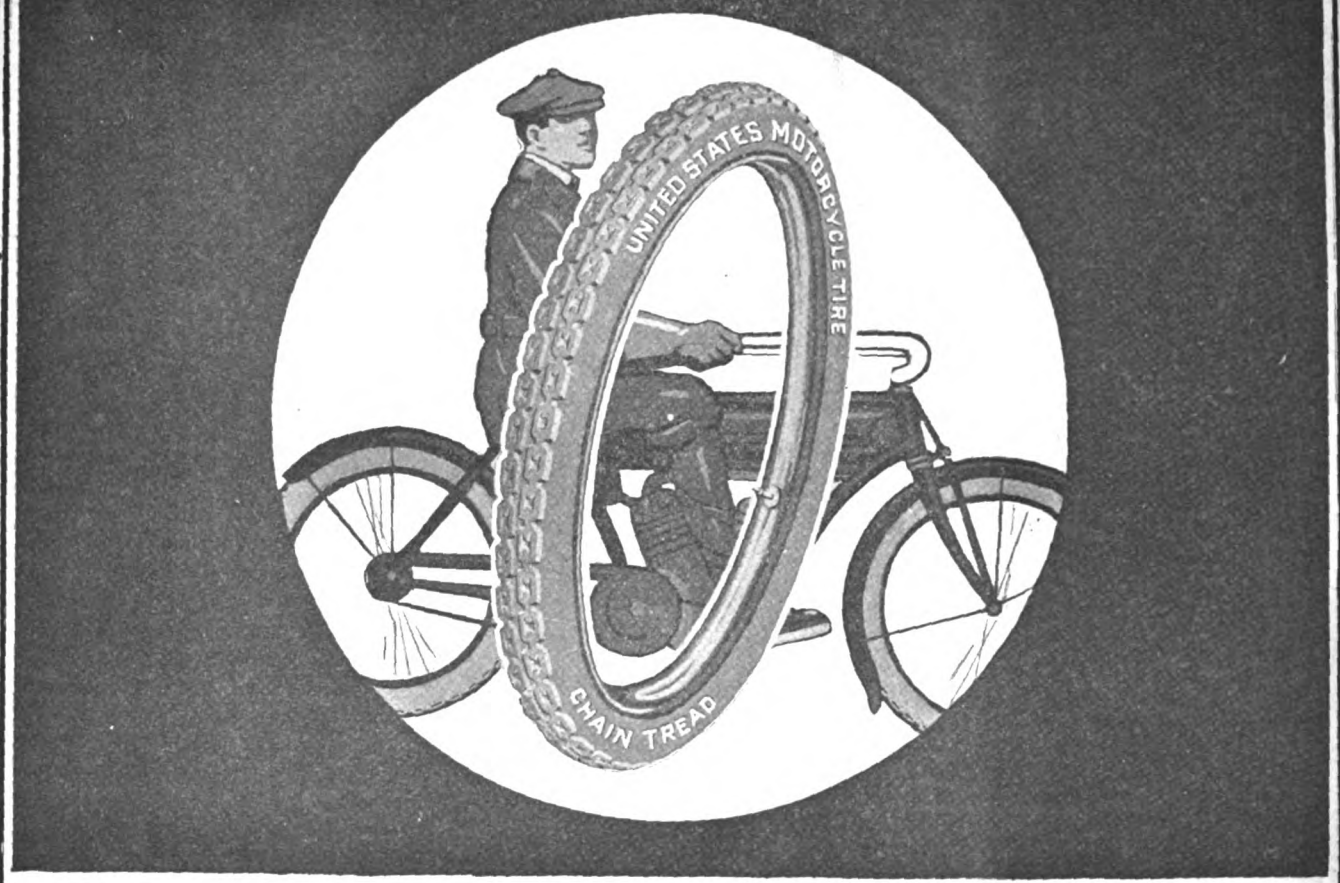


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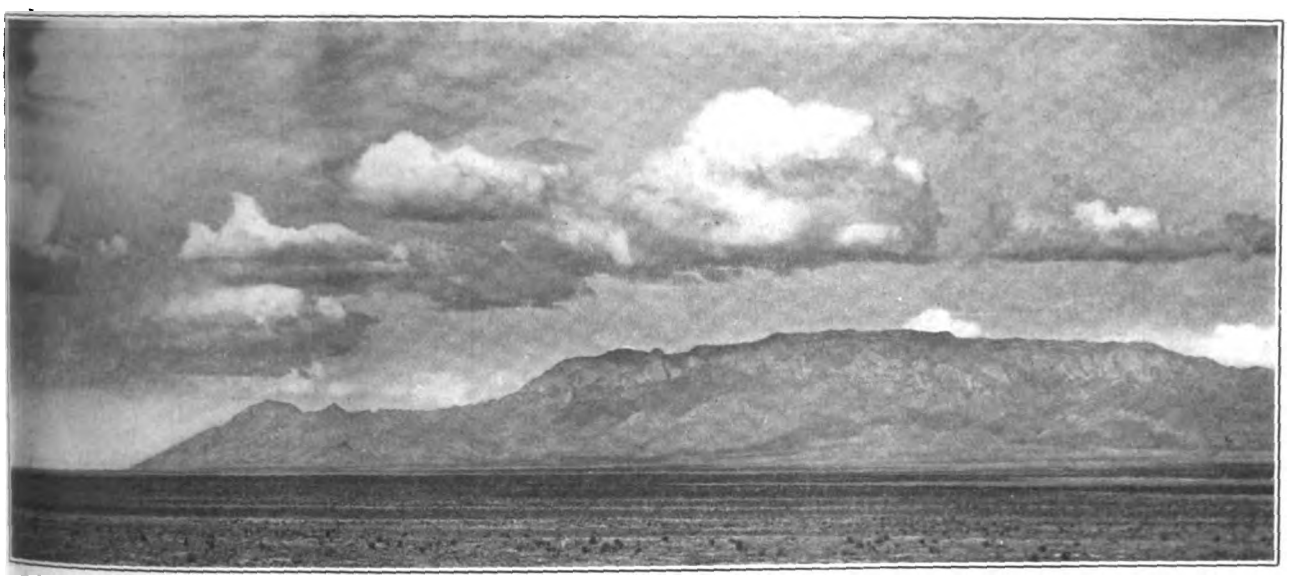
# How It Feels to Travel Above the Clouds by Motorcycle

*By John Strumquist, Jr.*

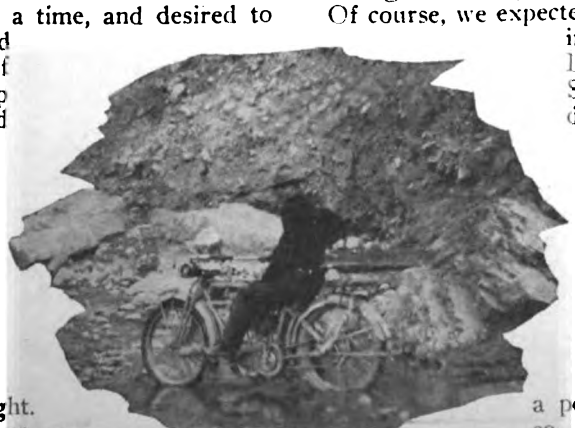


**The Sandia Mountains Which Were Scaled by the Author and His Companion on Motorcycles**

HAVING heard the motorcycle squad and automobile sports declare it could *not* be done, Kenneth Baldridge and I decided to do it. It was said that no motorcycle could make the climb up the rugged mountain-side to the Ellis ranch at the top of the Sandias. But Kenneth and I both lived in Missouri once upon a time, and desired to be shown a thing or two. We had heard much of the wild beauty of the scenery and the fine fishing up there on the rim of the range, and wanted to go anyway. If the effort to establish a motorcycle record should bring mishap, we didn't care. We had read what the great theatrical magnate, Charles Frohman, said just before he went down with the Lusitania: "Death," he said "is the most exquisite adventure of life," and we were impressed with the bigness of the thought.

But we had faith in our machines, and felt certain that life would not terminate in the "exquisite adventure" that befell those who ventured into waters infested by submarines. Perils of either minor or major nature would only add zest to the expedition. And because we were positive the single-trackers could do it, we didn't mean to be stopped by the croaking of auto sports.

Of course, we expected our wives to object to trail-blazing up the mountains to the crest. But happily, Kenneth's wife was in Santa Fe, and he trilled the little ditty about "Where ignorance is bliss," etc., as he oiled up his machine and looked over his tires and tool-kit in preparation for the trip.



**Baldridge and His Mount**

Instead of protesting, my wife wanted to go along. She has the motorcycle craze worse than I have, and is always ready to explore new places on the single-tracker. But the tandem had lost a pedal, and was out of commission, so she could not go. I knew the hilly jaunt was too hazardous for a

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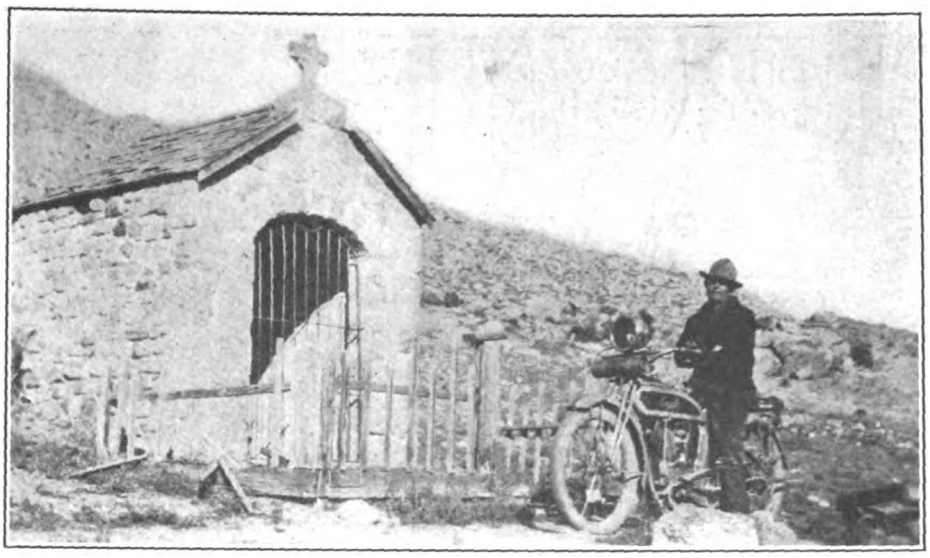

A Picturesque Wayside Shrine

tandem pull, anyway. At 6 o'clock on a Sunday morning we were in the saddles of our motorcycles. Kenneth rode a 1914 Indian, equipped with a two-speed, and my mount was a 1914 Eagle without a two-speed.

Through Old Albuquerque, where early worshippers were leaving the ancient cathedral in which their ancestors worshipped for more than three hundred years, over the new convict-made boulevard, and through the sand patch that is the terror of local motorists we wriggled a crooked path to the little Mexican village of Placitas. From Placitas we started to "go straight up" and blazed a trail through the virgin wilds of a canyon towards the top of the Sandia (Watermelon) range.

The shadowy depths of the canyon, flanked with a dense undergrowth of pine and quaking aspen trees, presented a picture of jungle weirdness. A crystal stream, averaging a width of ten feet and a depth of two feet, worms its way back and forth across the canyon in such confusing manner that we were obliged to cross it twenty-two times in making the ascent, and as many times on the return trip, making our creek-crossing stunts count up to forty-four times on that memorable day.

Of course, we were wet to our necks but we didn't mind that. When we faced the stream to ford it, we would each time open up and make a grand run for it. Sometimes we landed right-side-up on the other bank, but oftener we collided with a boulder and found ourselves wrong-side-up some distance from the water. Thus, looping the loops of the tortuous canyon and pushing our way through mud, stones and undergrowth up a steep grade that rises twenty-five hundred feet in less than four miles, we leaned backwards, opened the mufflers and made the hillsides echo with the snorts of our gasoline steeds—spurred to the limit of their power.

In the Foothills of the Sandias

Now and then beauty spots of limpid pools, dimpling with speckled trout, lured us from the machines for a breathing spell. Then we hung ourselves across a ready-made cedar clothes-line to dry out. When we were quiet, the startled rabbits, quail, squirrels and chipmonks that had scampered away from us, would "mosey" out from their nooks in the underbrush to size up the doings of the queer beings that desecrated their haunts.

Bear tracks were thick all about us, but we were not prepared to meet Mr. Bruin. Neither Kenneth nor I had a firearm. But we knew that our machines could give the whole bruin family the fight of their lives in case we chanced to meet them, and, of course we knew we could out-distance any of them in a race.

After a tremendous pull on the last leg of the climb, we arrived with hot clutches on the mountain crest at 10 o'clock. Breathless, wet, muddy and perspiring, we were in perfect condition to appreciate the exhilarating breeze, the tang of the pines and the picturesque scene as we threw ourselves down on the broad porch of the Ellis ranchhouse to exult in the conquest of the mountain.

The great, rustic house, built for hospitality by Mr. Ellis and his sturdy sons forty years ago when white settlers were few, told a story of pioneer heroism. The logs were all hand-hewn and had been brought up the steep cliffs on hand-made sleds, drawn by burro-power. The building is now the headquarters for the U. S. Forestry men who patrol this district of choice timberland. After a futile effort to enter the house (in order to use the telephone and talk to the motorcycle bunch in town) we wrote a card telling the foresters that they had missed "a call from distinguished motorcycle visitors," and shoved it under the door.

Then we strolled up and down, through the pine grove to the rim of the Sandias and looked out on a magnificent view for

Where the Convict Road-Builders Camp

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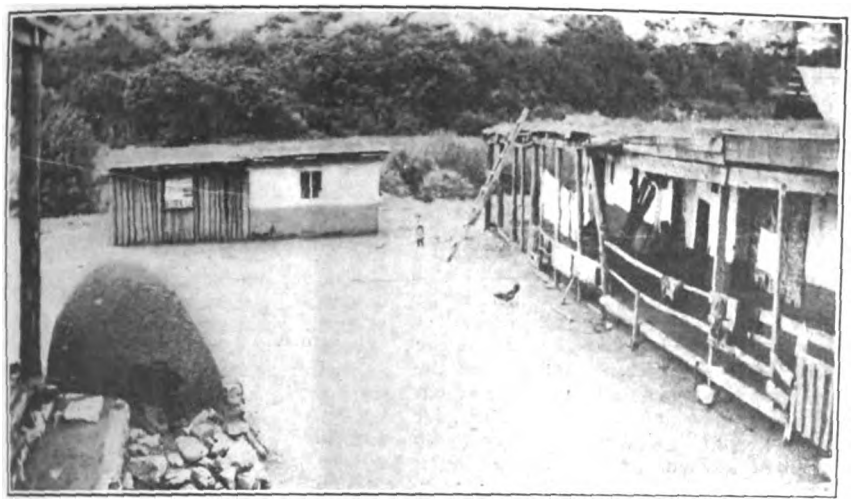

**A Typical Mexican Patio or Courtyard**

two hundred miles on each side of the range. We were ten thousand feet above the sea level and five thousand or more feet above our homes in Albuquerque. Looking down on the mists in a half dozen canyons below us, we realized we were actually above the clouds! In Pino canyon to the left, an angry-looking cloud was spitting rain into the slopes, while we enjoyed the sun above the cloud. We stood at the top of the world and revelled in a vista for hundreds of miles, a vista tinted in the delicate shades that only a rarefied atmosphere and long distances can give. On one side the Estancia valley merged into the Great Staked Plains of Texas. On the other, a silvery ribbon, edged with green, outlined the fertile Rio Grande valley.

The trio of extinct volcanoes to the west, that form the sky-line in Albuquerque, had now shrunk to pigmies, and were outdone by the white San Mateos behind them. Northward loomed the heights of the Jemez summits. We had a feeling that we were not of the earth and the present era, but were superhuman creatures permitted to watch the operation of clouds in the canyons below us. An hour later we started on the homeward trip and proceeded to scoot down the slope, bombarding the solitude with our exhausts in a way calculated to terrify small game and cinnamon bear of that vicinity. I reckon we did. We glimpsed small game scattering but did not see Mr. Bruin.

Again we splashed across the stream twenty-two times, making forty-four crossings all told. Not a house or person was passed till we neared Placitas. Hungry as savages, we stopped at Placitas and bribed a Mexican *hombre* to give us a square meal for *doce reales* (twelve bits, or $1.50). The menu consisted of *queso de cavra* (cheese of goat milk), *tortillas, frijoles,* eight eggs and the Mexican's favorite beverage—coffee.

After this repast and a brief siesta I began to feel that I was about one hundred years old. Kenneth declared that he would break into a thousand pieces if he moved. However, he tried it without noticeable breakage. Then we shook off our desire to loaf and headed for home.

A quaint little rockhouse, open in the front, claimed our attention. It was one of the wayside shrines, or prayer stations, with a miniature altar of treasures, that have remained in this three-sided houselet for nobody knows how many years, sacred and unmolested by passersby. With our hip-pockets full of water, with the speedometers registering seventy-five miles and the machines and ourselves plastered with mud, we made a sensational arrival in Albuquerque at 3 o'clock in the afternoon.

The Indian had a rear mud-guard swinging in the air and the Eagle showed the effects of tussles with unruly boulders, by a broken front spring. Otherwise there were no damages. And a happier pair of gasoline pilgrims was never seen. Our motorcycles had out-motored the predictions of the autoists and had scaled the Sandias as far as the Ellis ranch—and somewhat beyond!

But that is nothing. Now that we have reached the high places of the Rockies, we plan to travel on our motorcycles in the other direction. We expect to start a motorcycle jitney service on the celebrated "Bright Angel Trail" of the Grand Canyon of the Colorado, and take passengers on our trusty two-wheelers down into (as Irvin Cobb calls the Grand Canyon) "the gizzard of the world" and explore the bowels of the earth. But some of these plans are a little vague as yet.

# Costuming the Lady Rider

## Some Well-Founded Criticisms and a Batch of Helpful Suggestions

***By the Wife of a Dealer***

MUCH has been said about the dress of men motorcyclists, and every article in the trade journals seems to make the same appeal for neatness and cleanliness. But little or nothing seems to have been said about the attire of women motorcyclists, an omission occurring probably through the courtesy of the editors, who, fearing to appear over-critical, have hesitated to touch upon a delicate but necessary subject. Being a woman, one interested in the trade, and one of keen athletic enthusiasms, I am taking the liberty of making some suggestions and expressing a few opinions gleaned from passing comment and observations while sitting on the Hotel Worden veranda at Saratoga Springs.

Why a woman's expressions of self in her choice of a mount and her choice of costume should be so antipodal is hard to fathom. What she can discover in the way of feminine appeal or womanly attractiveness in partially buttoned shoes, greasy, oily divided skirts, skimpy, wrinkled riding skirts, or men's clothes, is beyond the ability of the writer to imagine.

### The Matter of Changing

Why she should think only one costume is necessary for a three to six day jaunt is likewise a puzzle. The girl at the seashore has her bathing suit made in the latest fashion and her shore clothes; the girl who plays basketball has her gymnasium suit and her street suit; the girl who is a guest for a dance has her dancing frock and her afternoon clothes, and so on through the entire list of feminine activities, including golf, tennis and horseback riding. But in motorcycling it seems to be a case of "any old thing" all the time. From the fellows I heard frequently enough "There goes a good rider"; but the ardent exclamation of "Gee, fellows, there goes a peach," was reserved for girls prettily gowned.

In answering all these "whys" one instinctively knows that there is nothing about the sport that makes unattractiveness necessary; nor is the desire to appear unattractive a feminine attribute. Quite the contrary. It would seem then that it is the rider's inability to conceive of a desirable riding costume.

### Some Suggestions

These remarks apply to both the tandem and individual rider. For the sidecar devotee the problem is already solved by her automobile sisters, and very excellently have they solved it.

In choosing a material one fundamental law should be remembered—only goods which will show dirt have the power of looking clean. Goods which do not show dirt look like dirt and necessarily appear dirty. Only upon one condition would I ever choose Khaki, that being that I was willing to take the time and energy to apply liberal quantities of soap and water after every trip. Fine black and white checks are good, certain grays, in fact, any material which in itself has the quality of appearing "natty."

The style of making comes last but not least, and in this I'm going to advocate the type of costume being planned by the wife of a representative of a prominent machine, namely that worn by horseback enthusiasts. As every one knows, every mode of dress has been tried out for horseback riding and the present day combination of full breeches buttoning into puttees, shoes and three-quarters length

**(Continued on page 46)**

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# Sidecar and Passenger in Endurance Runs

## What Each Should Have to Obtain Best Results

*By Courier*

THERE seems to be a general impression that anyone who can ride for a certain length of time in a sidecar is all right as a passenger in an endurance contest; and that any sidecar, with perhaps a few tools and spare inner tubes, is good enough for such contests. However, this impression will suffer considerable alteration after the first real endurance contest has been gone through and the driver will have his score, as a pretty good proof that he was wrong in taking a "scratch" passenger and a sidehack fitted for boulevarding only.

I won't go so far as to say that the sidecar competition passenger is "born and not made," but I will say that the most desirable one needs certain qualifications. The first of these is that he should be thoroughly posted in sidecar work. This means that he should know when to lean out to keep the car down on a right-hand corner or steeply-cambered road, and when to lean in or take to the luggage carrier on left-hand turns. He must know when to get on the carrier or back connection in order to assist traction, for no driver knows when he will get into slime that no motorcycle motor ever built could get a combination through with the passenger in his seat.

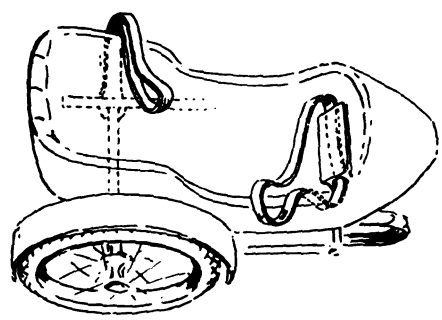
### Co-operating With Driver

The passenger should have further accomplishments. He should be able to make carbureter adjustments from his seat, with the combination running on any decent road or climbing a long hill. In schedule runs he should be an accurate timekeeper and have a sharp lookout for turns in the course. He must be able to shift with the driver in case of necessity, taking up the latter's duties at any minute.

Having pondered over the above qualifications for a competition passenger, the reader will not wonder that I feel that lady passengers and males who are not of active and hardy constitutions should not occupy the upholstered seat of a sidecar in a real endurance run.

### Desirable Sidecar Fittings

But in spite of all good intentions and ability on the part of the passenger, if the sidecar is not fitted with suitable devices for the work, his efforts will not have the desired effect. There are times when the passenger may have to lean pretty far out to keep the machine from overturning, for example, and he will not be eager to do this if he has but the insecure grip of his hands on a body panel to keep him from being left by the wayside. However, if a pair of straps are rigged to the car, he can put his weight way out, with the assurance



Sidecar with Straps in Place

of being safe and of getting into the car again when the time comes. Such a pair of straps are shown in the first illustration. The Harley-Davidson or Rogers sidecar is used as an example of one nicely adapted to such competition.

There are two straps, one attached to the sidecar foot-board and the other to the frame where the axle is attached to the long side-member. These straps should be of *real* leather and should be long enough to allow the passenger to lie out with only his feet in the car. The front strap should pass under the foot-board from right to left and should form a loop, this being easier for the passenger to grasp. The rear strap, also looped, can be carried over the passenger's shoulder without inconvenience during the time he is seated. The rear strap comes in handy when the passenger has to take to the carrier or back connection to assist traction.

### Carrying Spare Oil

The reason for running the front strap under the foot-board from one side to the other, is to keep the board clear for an extra can of oil or of fuel. This should be mounted on a stuffed burlap "saddle" before being strapped in place, otherwise, the passenger's ankles will suffer, and his shoes get soaked with leaking oil or gasoline. Again, leather straps should be used for holding the cans, as webbing will stretch and the can damage itself and the passenger.

I have found that two fine preventers of spring-breakages are tire-tape and braided cord, the latter about ⅛ of an inch in diameter. There are to be wound on the spring leaves from butt to shackle or end. They act as rebound reducers, as the same time reinforcing the leaves. Probably, the tire-tape will answer just as well as the cord, and will be easier to apply.

### Keep Weight to Rear

Apart from the spare oil and fuel cans, keep all weight as far as possible toward the rear of the car. The combination rides better all around with the weight over the axle or close to it. Lastly, have the car and motorcycle lined up absolutely true, vertically and horizontally, if you don't want to be let down with broken connections or a motorcycle frame that has gone bad.

If the passenger is photographically-inclined, let him choose a camera that he can carry on his back or in his pocket, for the instrument will get plenty of hammering in even a hundred-mile ride.

# Extra Air Valve Has Many Uses

## Little Inlet Pipe Fitment Enables Fuel to Be Saved and Prevents Carbon Deposit

*By Stanley Rosebery*

IF you live in the country where the roads are deep in dust and hills are as scarce as teeth in a canary's beak, this won't interest you at all, so don't read any further. If you ride, on the other hand, where all kinds of roads, with steep grades and occasional fine surfaces are met with you may or may not think as I do, about the value of a little device fitting into the inlet pipe of a motorcycle motor. At any rate, if you have never used one, read this short article about the extra air valve and what it will do, and I think that you will agree with me.

Briefly, the extra air valve is an air shutter or some sort of valve designed to admit air into the inlet pipe and cylinders. It can be used to good effect for coasting or as a brake, as well as for increasing speed on the level. In the first and last cases, it saves considerable fuel; in coasting by preventing the cylinders from taking in gas and wasting it going down hill, while in speeding, where the motor is not doing much work, it reduces the amount of fuel taken in at each admission stroke. In both cases, it tends to keep the motor cool by giving it fresh air, a very valuable thing in mountain work where warm motors are the rule.

### Use as a Brake

The extra air valve can be used as a brake whose effect can be varied at the will of the rider or sidecar driver. It is better to use the valve in connection with a short-circuit button or switch, as the holding-back power of the motor can then be regulated by the air admitted without running the chances of having the motor burst forth into song and get out of hand. I have found such a device very valuable in three years of sidecaring through the mountains of Pennsylvania and New York, and at present would not be without one, although I do not always use it.

With the extra air valve in the inlet pipe a more intimate mixture can frequently be secured. The mixture as it comes from the carbureter is often full of little bubbles of almost pure gasoline, and as these are simply burned in the cylinder without doing any work, the sooner they are broken up and made to give power the better for the

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motor and the rider's pocketbook. The extra air, coming into the pipe, assists in breaking up these bubbles and giving the much-desired fine spray of air and gas which spells power and fuel economy. That's why I mount it in the inlet pipe. When it is opened wide or nearly so, it breaks the suction of the motor and thus saves fuel by not drawing on the carbureter.

**Prevents Carbon Deposit**

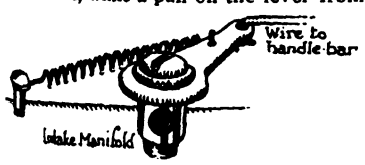
There's another way in which the air valve saves. It prevents carbon deposit from oil sucked past the piston rings and burned in the combustion chamber. If there is no suction there will be no drawing of the oil past the rings, and the lubricant will go on doing nothing but its proper work—that of making the parts run easy.

But to get the best results from an extra air valve it ought to be easy to handle, and by this I mean it should be right at hand. So the controlling lever should be on the handlebar, right close to the throttle grip where the thumb or forefinger can move it to open or close the valve in quick time. If it is on the other grip, the rider may be caught with his hand off the clutch or gear-shift sometime when it ought to be there, in operating the extra air. If you have to move your hand off the bar to open this or that, you may stall on a hill or drive into something, so keep the operating lever close to the grip.

**Where To Fit It**

The best place to fit the extra air-valve on twins is at the center of the inlet pipe, at equal distances from each cylinder. On a single cylinder, fit it close up to the inlet valve, and on a four-cylinder motor fit it close to the throttle, or just where the manifold starts to branch for the different cylinders.

The illustration shows an easy adaptation of one of the revolving cover valves used on many motors to give extra air. The cover is operated by a flat piece, bored at the enlarged end to fit it and pierced in two places near the other. The holes are for the end of the operating wire and for the pull-back spring. The latter, shown fitted to the "lever" and to a screw set in the inlet pipe, should be arranged to keep the cover closed, while a pull on the lever from




Lever on Extra Air Valve

the handlebar should open it. The spring could be anchored to some part of the motor as well as to the screw. The arm of the lever need not be more than 1½ to 2 inches long and the lever itself can be made of iron or steel about ⅛ or 3/16-inch thick. The lever is fitted to the cover by soldering, and can be worked to shape with a file or ground down on an emery wheel.

### MOSQUITO HUNTERS USE THOR

Paterson, N. J.—The Passaic County Mosquito Extermination Commission is now using a Thor to aid in its work. The machine was bought from the local agent, Charles B. Vaughan.

# MILWAUKEE M. C. HAS HILL-CLIMB

## Becker's Hill Near Menomine Falls Is Scene of Some Spectacular Work by Clubsters

MILWAUKEE, Wis., Aug. 15.—One of the most successful hill-climbing contests ever conducted in these parts was staged today by the Milwaukee Motorcycle Club on the famous Meeker's hill at Meeker, Wis., about four miles beyond the village of Menomimee Falls. The hill, sometimes called Becker's hill, is about half a mile long with a steady grade, which, while it is not very steep, has a rough rocky surface and a bad S turn near the top.

Oscar, "Reckless" Becker, on a Harley-Davidson, made the fastest time in the professional class, 13⅗ seconds. Royal Luther, Harley-Davidson, was clocked in 14⅖ seconds for second place in a single trial. In his second attempt he miscalculated the twist in the hill and slid almost all the rest of the way up on his ear and one toe, the machine preceding him by several yards.

Third place went to L. Deswert, on a gray boy also, in 15 seconds flat. Lewis "Red" Hadfield, the club's own little mile track racing demon, brought his Harley-Davidson racer with rigid forks and small tires, both of which speed enhancers on the dirt only served to deter him from making fast time on old Becker.

**Grier Wins in Amateur Class**

Charles Grier, the club's president, demonstrated that he could put it all over the rest of the gang, when he shot his Excelsior up the hill for first place in the amateur class, thereby winning the Firestone casing offered by Louis Petrick, new manager of the Mueller Cycle & Supply Company, the local Harley-Davidson dealer, which casing Charlie avers is going to come in handy for his contemplated Eastern ramble in company with C. J. Andrae.

Elmer Owen, the club's Beau Brummel, shot his immaculate Indian and still more immaculate self, into second place, thereby winning Louis' $5 lamp. The prize for making the hill most gracefully is a tie between President Grier and Owen, for both rode the treacherous hill and bad turn without the slightest evidence of a fluster.

Milton Kadau on an Excelsior took third prize, an inner tube. Kadau's riding was the most spectacular in the amateur class, and demonstrated that his motorcycle riding ability was as great as his talent for sign writing.

H. E. Baldwin, state F. A. M. referee, superintended the running of the meet. William Chesak, E. J. Mueller and Lacy Crolius did the timing, while T. A. Miller was clerk of the course. George Melcher started the riders away. Despite the fact that the hill is nearly 20 miles away from the city and that the best roads were blocked for repairs, there was a large delegation of speed fans on hand to witness the climb.

### SCHACK'S ANNUAL TRIP

Angola, N. Y., Aug. 14.—William G. Schack, president and general manager of the Emblem Manufacturing Company, reports that they are doing a very brisk business, particularly in bicycles. He also informed the "M. I." correspondent that he will leave on his annual business trip to the coast August 21, stopping at Chicago, St. Louis, Kansas City, Denver, Salt Lake City, Los Angeles, San Francisco, Portland, Seattle, St. Paul, Minneapolis and other points.

### ON NATIONAL ADVISORY BOARD

Ralph H. Upson, of The Goodyear Tire & Rubber Co., winner of the International Balloon trophy in the race that started at Paris in October, 1913, has been selected a member of the special committee to cooperate with the Naval Advisory Board in its consideration of the application of aircraft to warfare. President F. A. Seiberling, of The Goodyear Tire & Rubber Company, also, has been made a director of the American Society of Aeronautic Engineers, organized at the suggestion of Thomas A. Edison to act with the Naval Advisory Board, of which Mr. Edison is chairman.

### MIAMI LIGHTWEIGHTS FOR POLICE

The New York Police Department has purchased twenty Miami Power Bicycles for use by the traffic squad. The machines will be delivered in a few days. The sale was made through H. A. Gliesman, president of the Miami-Merkel Company and also Eastern representative of the Miami Cycle & Mfg. Co.

### CALL FOR MOTORCYCLE BIDS

Owensboro, Ky.—J. H. Hickman, mayor of Owensboro, Ky., has advertised for sealed bids for two motorcycles which will be purchased for the use of the police department. Several of the local dealers have placed bids already with the mayor's office.

### APPLETON DEALERS GAVE PICNIC

Appleton, Wis., Aug. 15.—Albert Deltgen and William Groth, motorcycle dealers in the city, were the hosts to about thirty-five riders at Sunny Slope. After a big dinner a program of games was started, but rain interfered and drove the party indoors. The return trip was made early in the evening.

### LEXINGTON, NOT LOUISVILLE

Louisville, Ky.—In the August 12 issue of **Motor Cycle Illustrated** it was stated that the Jones Drug Company, Harley-Davidson dealers, were about to build a new home in Louisville. The Jones Drug Company is at Lexington, Ky., and has the Lexington agency. The Louisville agency is held by Kline Brothers.

### KOPPERMAN IN CHILE

A. Kopperman, who is travelling South America in the interests of the Smith Motor Wheel and Dayton motorcycles and bicycles, is now in Chile. He will go to Argentina and Peru after covering the principal Spanish-speaking South American republic.

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### DEMONSTRATED WITH A TRAILER

In the accompanying photograph is shown a Reading Standard motorcycle which made motorcyclists of Erie, Pa., sit up and take notice by the manner in which it whisked the attached trailer through the streets of the city recently. The machine, which was demonstrated by the Erie Motor Sales Co., local R-S agents, pulled the 600-lb trailer and its 175-lb. passenger and carried the 165-lb. rider without the slightest difficulty.

### HOLDS MOONLIGHT RUN

Jamaica, N. Y.—The Jamaica M. C. of this city held its first moonlight run on August 7, the course being from the clubhouse to Massapequa and return. The start was made at 9:30 p. m. and the Hollis Arms Hotel was reached at Massapequa at midnight in time for a big dinner. Dancing followed the "eats," and an impromptu vaudeville was gotten up before the start for home. The committee in charge of the affair consisted of Road Captain F. Frenger, S. Bedell, President W. Geiser and H. H. Walker. A midnight endurance run is now being planned, the course of which will be on Long Island.

### OFF FOR PACIFIC COAST

Columbus, Ohio.—R. F. and Walter Geis, brothers, living at 807 East Main street, Columbus, Ohio, left last week for a trip to the San Francisco exposition, in a motorcycle and sidecar. They expect to take thirty days for the trip and will probably be on the coast for six months. They took camping equipment along and will camp at night along the roadside. The machine is a Pope and a Flxible sidecar is used.

### COST TWELVE CENTS A DAY

Reno, Nev.—George Aeberhart, rural route carrier out of the local post office, has been using a Thor for the past three years, having covered a total of 20,000 miles on it. He has figured that the cost of his machine for that time and mileage was 12 cents per day, all told, while the figures for a horse and wagon showed a cost of at least 99 cents per day. There are four rural route carriers in the whole State of Nevada, but Aeberhart is the only one using a motorcycle.

### SETTING GOOD EXAMPLE

Newark, N. J., August 16.—The local Board of Education, unlike the Post Office Department, has seen light and has equipped Joseph D'Agnola, Physical Director, with a Harley-Davidson sidecar outfit.

Mr. D'Agnola's duties require visits to all of the city's playgrounds and much traveling time has been saved since the installation of the sidecar outfit. The sale was made by Carl W. Bush, Harley-Davidson agent for this section.

### RACINE BREVITIES

Racine, Wis.—The number of accidents on the concrete roads north and south of the city on the Rapids roads has prompted the county board to make an appropriation of $250 for the services of a motorcycle deputy, De Grove Lutter having been appointed for the job. He is to be attached to the sheriff's force but will come under the supervision of the district attorney. Lutter rides a Harley-Davidson.

About fifty members of the local club attended the second race meet at Milwaukee, headed by Thorwald Peterson, captain.

Robert Wingate and H. P. Clark of Boston stopped in this city on their way from Milwaukee. The complete wireless equipment, capable of sending waves four or five miles, created quite a sensation when the people came through. Wingates and Clark carry 1,872 pounds of luggage on their sidecar outfit.

### THE NEW MICHIGAN LAW

Detroit, Mich.—The Secretary of State has compiled the new motor vehicle law in pamphlet form. It becomes effective January 1, 1916. Under this law all motorcycles will be taxed 25 cents a horse-power and 25 cents a hundred weight. The right of civil action in case of accidents is changed so that the owner shall not be liable after January 1 unless his machine is being driven by his express or implied consent.

### MOTOR WHEELS 2,008 MILES

Jamestown, N. Y., August 16.—L. W. Collins, of this city, reports another remarkable performance of the Smith Motor Wheel. He has ridden his Motor Wheel 2,008 miles, according to his cyclometer, and the motor wheel has not even missed an explosion. Half the 2,008 miles has been over rough country roads in this section of the state.

### LOOK OUT FOR HIM!

Passaic, N. J.—A motorcycle policeman has been placed on Paterson avenue, which separates the Boroughs of Wallington and East Rutherford, to prevent speeding. This is one of the main arteries between New York, Passaic and Paterson. Because the road divides two municipalities, the officer has been appointed a deputy sheriff with power to make an arrest in either borough.

### NOVEL SIDECAR FOR SPEED WORK

G. B. Brown, the crack Canterbury (New Zealand) motorcyclist, and W. Hollobon, on the former's 4 h. p. Triumph and sidecar, in which he made the fastest time from scratch in an 8-mile sidecar race, at New Brighton beach, Christchurch, recently. Out of ten starts this season, Mr. Brown has secured five firsts, and nine fastest times. The sidecar is interesting to American motorcyclists as showing the distinctive type used for speed work by the New Zealanders.

G. B. Brown, of Canterbury, N. Z., with Passenger in Lightweight Speed Sidecar Attached to Triumph Machine at Christchurch Meet. Item Above

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# Plans Complete For Big Rally of Bronx Ass'n At Savin Rock

*Albert Freyberg, Acting President*

*Wallace Stuart Secretary-Treasurer*

BRONX, N. Y., August 17.—Entries for the social run of the Bronx Motorcyclists' Association to Savin Rock on Sunday, August 22, are coming into headquarters thick and fast, and final arrangements have been made with various motorcycling organizations in other cities to join the main body en route. The start will be made from Columbus Circle by the main division, the way out of New York City being taken over Broadway, Jerome avenue and the Concourse to Fordham and Pelham Roads. On the latter highway, the run will continue to New Rochelle, then onward through Port Chester, Greenwich, Stamford and Norwalk to Bridgeport, Conn., where a halt will be made. At Bridgeport, the entrants will be guests of the Excelsior M. C. at 266 State street, and refreshments will be served there. The final leg of the run will be to Savin Rock, near New Haven, the terminus being at Moegling's Beach House. Ample parking space is there provided.

The middle division of the run will leave Worcester, Mass., at 7 a. m. on Sunday, passing through Springfield, Hartford and Meriden to Savin Rock and New Haven. The western division will leave Poughkeepsie at the same hour, coming across through Stormville, Pawling and Danbury, joining the main body at Bridgeport. There are a number of clubs or individual riders who will also meet the whole tour at the Rock, or who will join at any place en route they desire. The association extends an invitation to all riders in New England or the Middle States to participate in the excursion. There is no entry fee.

At Savin Rock a shore dinner will be served, tickets for which can be had from the committee of the association or at the Beach House. A panorama picture will be taken at 2 p. m., after which the riders can do as they wish. Savin Rock is an amusement place of the first order, with excellent bathing facilities. Those desiring to enter the run should communicate with Wallace Stuart, the Association secretary, at 1010 Washington avenue, Bronx, N. Y.

## UNCLE SAM BUYS MOTORCYCLES

Washington, Aug. 16.—Two electrically-equipped two-speed Indian motorcycles, fitted with sidevans, were this week delivered to the Government printing office by Osborn & Leishear, Indian agents. These outfits have been added to the large fleet of motor vehicles by the big printery, and will be used in delivering parcels and small packages to the various Government departments and to the Capitol building.

Early in the season Osborn & Leishear delivered two three-speed, electric equipped Indians, fitted with tandem and extra heavy tires, to the Engineer Corps, stationed at Washington Barracks, this city. These machines have been in use several months in messenger service and other work of the Engineer Corps.

During the present season eleven Indian motorcycles have been delivered to the Washington police, seven coming from Osborn & Leishear, and four from H. A. French & Co.

## FABIAN ON CYCLONE TEAM

San Francisco, Cal.—"Dutch" Fabian, the Excelsior speedster from this city, has joined the Cyclone racing forces. He succeeds Don Johns, who recently joined the Indian racing ranks.

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# IT'S AL
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# Yep! Indian Just Goes On Winnin' and Winnin'

You remember the recent Indian clean sweep at the Sacramento National F. A. M. meet, don't you?

Then followin' right on the heels o' that speed treat what does Indian go straight out and do? Huh? Lookit ——

## San Jose, Cal., August 1

Indian won 2 mile F. A. M. Championship, 5 mile stock, and the two big 10 mile events. Liggett, the National Amateur Champion, carried off both amateur races on an Indian.

## Fresno, Cal., August 8

The whole meet was an Indian parade. Indian won 5 mile stripped stock, 5 mile open, 10 mile stock, 25 mile open and 10 mile Fresno County Race. Indian also lowered the track record to 49 seconds flat.

# Again---INDIAN Speed Consistency!

## Hendee Manufacturing Company

*(Largest Motorcycle Manufacturers in the World)*

**Springfield, Mass.**

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# IT'S ALL INDIAN ON THE PACIFIC COAST



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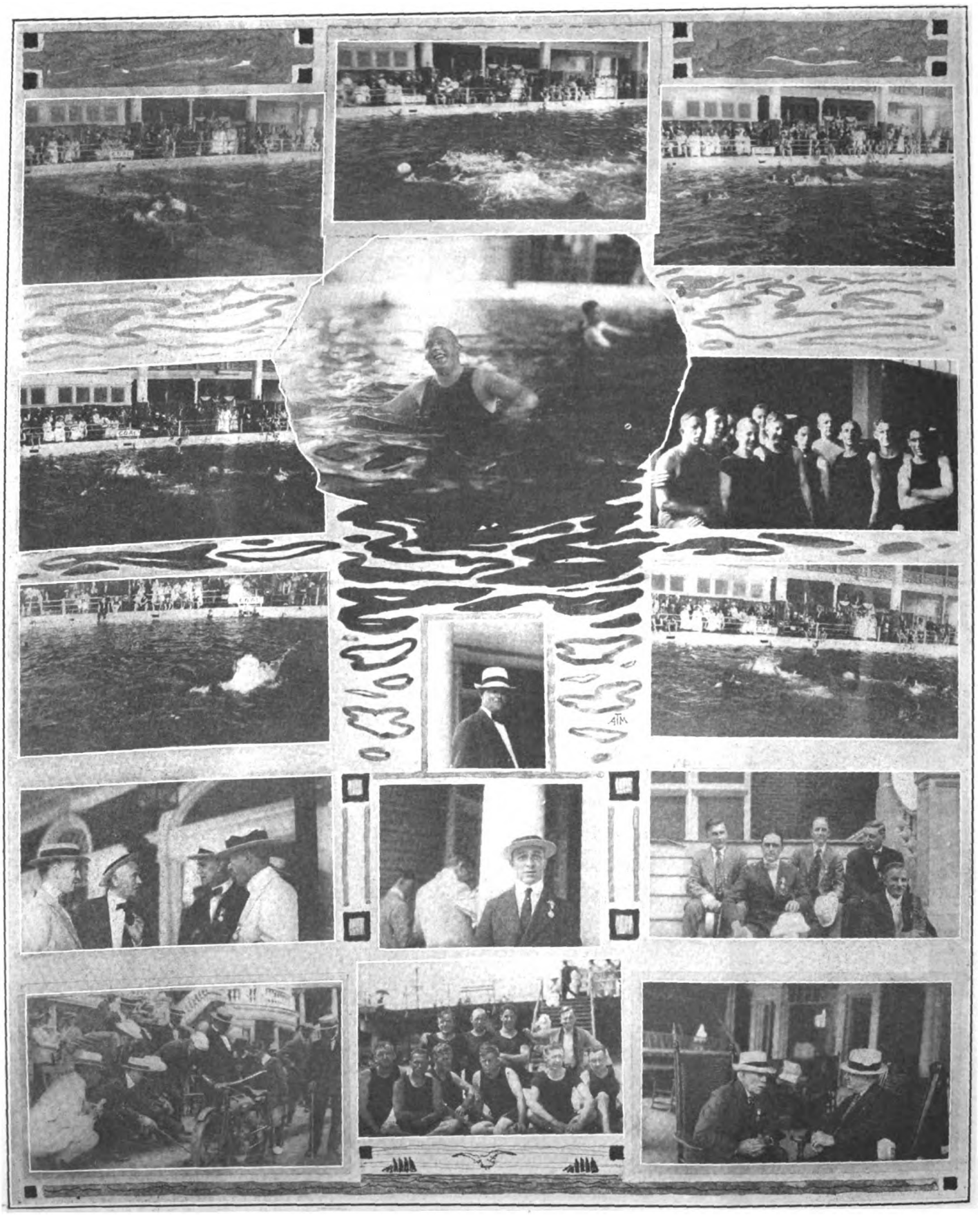
# Two More Divisions of the Cycle Parts Conventionites in Their Characteristic Poses at Atlantic City



Top Row, Scenes in the Water Polo Matches; Second Row, a Scrimmage for the Ball, Funke Taking a Breather, Some Polo Players; Next Row, a Tackle in the Jobbers-Manufacturers' Game, Harrop, of Corbin Forces, Another Polo Picture; Fourth Row, Scott, Watty, Weaver and Brandt, Harry Haft, of Badger Brass Co., Walls, Rohde, Bartlett, Curtis and Toepel, of Splitdorf Delegation; Bottom Row, Cleveland Lightweight is Interesting, Ready to Bathe, Nock and Owens Exchange Views

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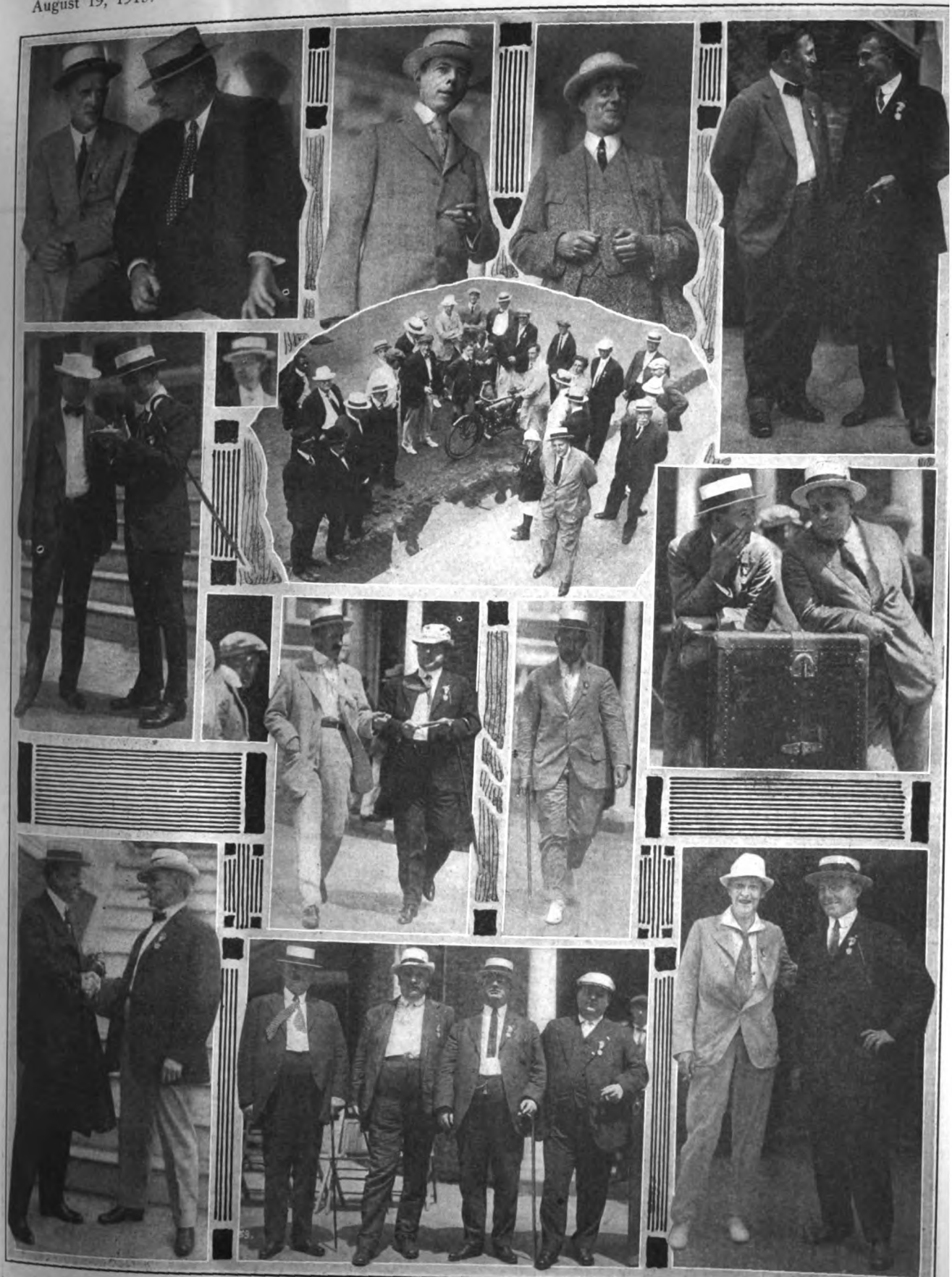

Top Row, Left to Right, Schwab, Stevens & Co., Keifer, Chicago Handlebar Co., Jackson and Cahn, A. O. Smith Co., Harrop and Diehl, Corbin Screw Corporation; Second Row, Quinlan, Cleveland Motorcycle Co., Bartsch, Bosch Magneto Co., Looking Over the Cleveland Lightweight; Next Row, Wood and Cabana, Buffalo Specialty Co., Heminway, Ericsson Co., Cooper, Endurance Tire & Rubber Co., with Friend; Bottom Row, Flagg, Standard Welding Co., Schack, Emblem Mfg. Co., Keifer, Fry and Owens with Wetzel, Mott Wheel Works, Cautley, P. A. Frasse Co., Schickel, Schickel Motor Co.

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# Show Applications Are Piling In

"REQUESTS for space before application blanks were sent out were gratifying in the extreme, and the way applications are coming in (although only a few days have elapsed since they were mailed) point to a larger number of exhibitors than at any previous show," writes Manager A. B. Coffman in referring to the preliminary arrangements for the Chicago and New York motorcycle, bicycle and accessory shows. As already announced, the Chicago show will be held at the Coliseum September 20-25, and the New York display will be staged at Madison Square Garden, October 11-16.

Manager Coffman calls attention to the opportuneness of the Chicago show and points out that the jobber who exhibits will have a chance to see the visiting trade before his travelers start out. Motorcycle, bicycle and accessory manufacturers will also be enabled to give the jobber and dealer samples and prices of their new goods in time for the 1916 catalogs, thus placing them in a position to get an early start on new business.

Ten thousand circulars concerning the shows have been sent to dealers all over the country, and 100,000 stickers are being sent out by the trade on letters, in addition to which ample advertising space will be used in the trade journals. It is stated that the Pacific Coast will be unusually well represented at this year's shows, the coast tradesmen with very few exceptions having expressed their intention to be present.

Applications for space in either show, or for information concerning any phase of the big exhibits, should be addressed to Manager Coffman, 414 Ohio Building, Toledo, Ohio.

### WEILAND AND WEBB RETURN

Newark, N. J., Aug. 14.—Chas. Weiland, Jr., who left town three weeks ago with Chester Webb for a sidecar trip to Cleveland, O., returned yesterday with his left arm in a sling. After encountering much rainy weather, washed-out roads, just escaping the Erie, Pa., disaster, and sleeping in hay stacks and barns, Weiland's motorcycle frame broke, throwing him to the ground and spraining his shoulder. This occurred near Syracuse, N. Y., on the homeward trip. He returned via railroad, while Webb gathered up the remains of the machine and sent it on by freight. Webb came on to Newark by sidecar and arrived safely. Both boys look well and have great tales of their 1,500 mile trip through New York, Pennsylvania and Central Ohio.

### BIG MILEAGE FOR MINISTER

Omaha, Neb.—Eight motorcycle tours totalling over 16,000 miles is the record of the Reverend Mr. R. W. Taylor, pastor of the Parkdale Presbyterian church in this city. Each of these tours have been taken during a summer vacation of one month and each has been through a different section of the country.

Pastor Taylor recently rode from Omaha to Boise, Idaho, in twelve days, after which he left for further motorcycle explorations in Idaho. He will return to this city in a few weeks.

# BIG DOINGS ON FERNANDO TRIP

## Sexton & Berry's Genial Crowd Pulled Off Some New Stunts After a Pleasant Run

LOS ANGELES, Cal.—"We'll never forget the day ....." is the song they sang as the Los Angeles Merkel riders separated Sunday night after the big stunt picnic, the third annual San Fernando Valley trip led by Sexton and Berry. Joaquin Vissus, as usual, opened the fun. He has been "Gasless" Vissus since the Arrowhead event, but now his joy name is "Goshgimmeapin." Sounds like Indian, and Joaquin was doing an Indian dance when he said it. It was just after he had met a Buick running wild at the corner of Ninth and Broadway. The Buick hit him below the belt, and pillaged his khaki trousers, impelling Harry Sexton to tell Joaquin quickly that this was no B. V. D. picnic.

All was happy and according to routine through the events at Micheltorena Hill, where Roy Du Granute won the climb. Then everybody rolled out to the San Fernando hundred-mile speedway and there the stunt events were pulled off for prizes of the best accessories, donated by Sexton & Berry. A Streed won the 100-yard foot race, pushed hard by Brenner. Mrs. Albert Helms showed the real footwork in the 50-yard event for ladies, but Mrs. Adams did the classiest thing by fainting at the finish and sliding over the tape to second prize unconscious. Brenner got the horn for first with an 11-foot standing broad jump, and Newton More won the motorcycle slow race on a belt-drive Merkel.

Then came the circus event of the day, the trouble race. Berry had the riders set their machines up in line, and go off out of sight, and then he got busy with each machine and his pliers and monkey wrench, and "dinged" 'em good. At a signal they all rushed to their mounts and hunted trouble, and some of them found it and made the race, while others stayed right at the line and perspired and said what they thought. Harry Sexton got off, but stuck in the middle of the race, while Walter Ulm, whose valve had been turned off, developed a leak that let the gas through and he came in to claim the prize and turn the laugh on Berry.

The next was a plug race, where everybody rode a distance, turned, and 100 yards from home dismounted, took out both hot spark plugs, laid them on the saddle and finished with a sprint. This was a surprise to the foxy boys who loosened their plugs on the Q. T. before the start, because the starter went over the machines and Mr. Wise Boy with the loose plugs got them put in nice and tight while the crowd chuckled. When they got to the dismounting line they all thought Newton More was chasing hornets. He had slipped his pliers in his pocket that had a hole in it, and they slid down his leg, and Newt sure did some fancy diving.

K. B. Keats won the Merkel three-mile, Roy Du Granute the tandem, and the 100-yards from standing start, motorcycle against man afoot, was a cinch for the wheels. Al Roades had come along on his Harley and Sammy Hamilton on his Indian, and Overstreet on his special Indian, to make the free-for-all a real race. Harry Sexton won it on his Merkel, and then cleaned Overstreet in a consolation race he asked for, and then someone said Harry was the only one that could ride the machine and Hamilton got aboard and cleaned the bunch with it. The day was marked by two more collisions with reckless automobilists, but no rider was seriously hurt.

**SNAPPED AT GOODYEAR CAMP DURING DODGE CITY RACE ON JULY 3**

In the Left Hand View, from Left to Right, Messrs. Brunswick, Quine and Preston, S. A. Falor, Jr., Shelby A. Falor, Messrs. Cameron and Richey; In View at Right, Competition Chairman Donovan and Goodyear Officials

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## THREE RECORDS FALL AT TACOMA

### Armstrong (Indian) Wins 300-Mile Race; Walker (Harley-Davidson) Second; Johns (Indian) Third.

TACOMA, Wash., Aug. 16.—Three motorcycle world's records were torpedoed without warning at the Mountain View speedway yesterday in the 300-mile race when Earl Armstrong, astride an Indian, finished the triple-century in 3:45:27 9/10.

Otto Walker, Harley-Davidson, finished second and also lowered the world's record for the distance, his time being 3:55:55. Don Johns, Indian, was in third position, in 3:54:50 ⅕, which also puts a crimp in the old mark for 300 miles. Armstrong's average speed was 79.84 miles an hour. His time for 100 miles was 1:13:41 ⅘, and he covered the 200-mile distance in 2:16 flat.

H. Cogburn, Harley-Davidson, finished fourth; E. Berreth, Harley-Davidson, came home in fifth place, and E. Filmore, Harley-Davidson, was sixth.

Don Johns led the field in spectacular style for fifty laps, at ten miles an hour faster than any previous record for the distance, but finally developed chain trouble and fell back to third place.

Ray Day, a Merkel entry, had ill luck from the start. His front tire went out in the first lap, causing him a short delay, and in the eighth lap he was retired for keeps by a cracked gas tank.

Carl Bruce, on a 1912 stock Excelsior, made 94 laps in good style, only to be forced out by mechanical trouble.

Ray Creviston, from whom much was expected, rode a pretty race till the 104th lap, when he was retired with a broken countershaft.

J. Bergstadt, a Thor entrant, failed to finish.

One of the notable features of the race was the manner in which the tires held up on the lattice track under the long grind. All the riders to finish used Firestone tires, and aside from the blow-out experienced by Ray Day no tire trouble worthy of the name was recorded. Armstrong, the winner, made only one change; Walker did not make a change, and Johns made two tire stops, both due, however, to loose wheels.

G. C. Marks represented the F. A. M. as referee, and the judges were J. Quinlan, H. H. Whiteside and E. Q. Reynolds.

Ideal weather and the stellar lineup for the big race brought out an enthusiastic crowd that filled the stands and rails.

Excellent team work in the pits had a great deal to do with the work of both Armstrong and Walker. Armstrong's pit men changed tire and put in oil and gas in the record time of 2 mins. 15 secs.

## SARGENT LANDS KOKOMO CENTURY

### Indian Rider Wins 100-Mile Event After Hard Tussle With a Lively Field.

KOKOMO, Ind., August 16.—Clarence Sargent, of Indianapolis, riding a stock Indian, won the 100-mile race at Kokomo on Sunday from a field of the fastest half-milers in the state. Sargent's time for the century was 2:12:45. The winner made one stop for fuel. Considering the fact that the track was little more than a cow pasture a month ago, his performance is regarded as particularly creditable. Suddeth, on a Thor, gave Sargent something to worry about throughout the race, pushing him closely, but he was unable to negotiate the difficult turns at the same speed that the victor maintained.

Amos, on his Merkel, and Grell, riding an Excelsior, rode neck and neck for the first 25 miles, until Amos dropped out with mechanical trouble. Grell then held the lead for 20 miles. Later he developed trouble which cost him several laps. At this juncture Sargent took the lead and was never again headed.

Shaffer and Meyers, on Indians, were in the race at all times and gave the leaders a hard tussle at certain stages of the contest. Meyers, while riding in third place, took the only spill of the meet. He went down in the 90th mile, and Grell, who had got back in the running, then took third place. Suddeth, riding very consistently, finished two laps behind Sargent.

This was Kokomo's first 100-mile motorcycle race and a big crowd expressed satisfaction over the work of the speedsters and the general handling of the program.

### TWO RACES ON LABOR DAY CARD

East Palestine, Ohio, August 14.—The Trades and Labor Council of this city will stage a race meet under F. A. M. sanction on Labor Day, two events being slated: 20 miles and 10 miles, with prizes of $50, $25 and $15 for the former and awards of $25, a pair of motorcycle tires and one motorcycle tire for the latter. Applications for blanks should be made to Bert Witacre, 190 W. Clark street, East Palestine.

## FATAL CRASH IN PHOENIX RACE

### Four Riders Hitting Top Speed Go Down When Crandall's Wheel Collapses

PHOENIX, Ariz., August 15.—Four of the five riders who figured in the 15-mile free-for-all race at the State Fairgrounds track this afternoon piled up on the north turn in one of the most spectacular tangles that has ever featured a motorcycle contest in the Southwest. Gergig, an Excelsior rider, died in the hospital two hours later from concussion of the brain; Brian, another contestant, has internal injuries, and Ellie Wilson is in the hospital in a precarious condition. Harry Crandall and Lorenzo Boido escaped with minor injuries.

Crandall took the lead from Joe O'Connell on the back-stretch in the third lap and went into the turn wide open. He was riding at a 50-second clip when the back wheel of his Harley-Davidson mount was "dished" and the machine swung directly across the track. O'Connell swept past on his Indian at terrific speed, brushing Crandall's hand but escaping a fall.

Then came Gergig's Excelsior at top speed. It struck Crandall's Harley-Davidson and Gergig was thrown head foremost into the fence. He did not regain consciousness. Wilson and Boido, coming up behind at a 50-second pace, crashed into the fallen machines and went down in a heap. Boido's machine burned and the others were completely wrecked. Gergig's magneto was hurled 50 feet through the air. Two sections of fence were torn down in the melee.

Gergig was rated as a "comer" and had achieved a reputation as a spectacular trackster. Motorcyclists of Phoenix turned out in a body at his funeral.

Prior to the accident O'Connell won the 10-mile stripped stock race in 8:38, with Crandall second, and Boido captured the 5-mile fully-equipped event in 4:49⅗. O'Connell and Boido, riding Indians, won the four-mile relay race.

### PROMOTING SPEEDWAY MEET

Tacoma, Wash.—The Amusement Company of Tacoma is promoting a race meet to be held on the Speedway either the 15th or the 22d of August. At least $1,000 in prizes is being offered, and many of the prominent riders of the country have entered so far. There will be one long race and several short ones.

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## BIG PURSE OFFERED FOR MOTORDROME OPENING

Providence, R. I., August 17.—A purse totaling $1,000 will be awarded at the inaugural speed-tournament at the Narragansett Motordrome, in this city, on Saturday, September 18. This purse will be split as follows: $500 to the winner, $250 to the second man, $100 to the third, $75 to the fourth, and $50 and $25 to the fifth and sixth men respectively. The race will be for one hour.

The motordrome has just been completed by the Narragansett Speedway, Inc., and is one of the most complete installations in the country. It is a one-lap track, 50 feet wide and banked 5 degrees on the straightways and 31 on the turns. It has been designed to hold any speed possible for either motorcycle or automobile. Drainage is such that the surface will be dry an hour after the heaviest rain.

Elimination trials will be held on the morning of the race to select the field of starters. This will be limited to the 20 riders making the fastest time of the trials. The entry fee will be $10 per machine, and blanks and other information can be had from B. A. Swenson, the referee, 520 Broad street, this city. The motorcycle race will be followed by an automobile event for 100 miles.

## BIG RELAY RACE FOR COLUMBUS

Columbus, O.—The first race of the kind ever held in this city will be the 200-mile relay race that the Interstate Racing Association will conduct at the Columbus mile track on August 29. Big cash prizes are put up for the winners and additional awards in coin of the realm are hung up for the leaders at the intermediate distances.

The leaders of the city are giving their hearty support to the event, as they say an unusual amount of interest is being taken.

Entries from combinations of the best long-distance race riders in this slice of the universe have begun to come into headquarters, and there is every indication of a classy bunch of starters to face the man with the gun on the 29th of the month.

## PENNSYLVANIA F. A. M. RACES

Philadelphia, Pa.—The Pennsylvania State F. A. M. Championship races are slated for Saturday, August 28, at the Belmont Park mile dirt track near this city. The card includes a mile pro. race, a ten-mile pro. race, five and ten-mile amateur events, a five-mile novice and a three-mile amateur for 35 cubic inch motors. Gold, silver and bronze medals of F. A. M. style will be offered in each event. For entry blanks application should be made to Dr. C. G. Mueller, 1001 Franklin Building, Philadelphia, or to F. S. Craddock, care of Firestone Tire & Rubber Co., 304 North Broad street, this city.

## DEDGE WINS MATCH RACE

Washington, Aug. 16.—An argument on the question of speed that started at a hill-climb in this city on August 6 was settled on a straight stretch of road near Washington later in the afternoon, when Tommy Dedge, Indian, and A. Zimmerman, Harley-Davidson, took part in an impromptu and friendly speed contest. Posting riders along the route to clear the road of automobiles and pedestrians, the two machines tore along the smooth roadway practically neck and neck for a distance of nearly two miles, Dedge finally crossing the finish line about 30 feet ahead of his competitor.

## NEW FEATURES IN CHICAGO RACE

Chicago, Ill., Aug. 16.—Interest is rapidly growing in the three hundred mile motorcycle race which is to be staged on Labor Day, September 6, on the new Chicago two-mile speedway. All the factories, with the exception of one, have signalized their intention of entering large teams.

The Dodge City scoring method will obtain, but the race will be electrically timed. By this new means of timing there can be no possibility of errors. There will be two scorers for each rider, starting off the number of the rider and another checking the rider. Since there will be at least forty contestants, there will be eighty checkers at the speedway. Another feature will be two enormous score boards, each double faced. As was previously announced, the winner of this race will receive $1,000 and a purse of $1,500 will be divided among the other placers.

## CHAMPIONSHIP RACE FOR DETROIT

Detroit, Mich.—Chairman J. L. Donovan, of the F. A. M. Competition Committee, has awarded the 100-mile F. A. M. professional national championship to the Interstate Racing Association, to be run at the Detroit mile track on September 19. The sanction has been sent forward and preparations are being shaped up rapidly for the event.

If a good track and the best riders and machines in the game will do it, there is strong hope that a new dirt-track record for the distance will be established. The course is being groomed with care and thoroughness and is expected to be in tip-top condition so that the riders can use all they have in stock.

## SILVER LAKE PARK RESULTS

Akron, O.—Maldwyn Jones, Flying Merkel, captured the 10-mile open and 15-mile pro. race at the meet at Silver Lake Park on August 6. Lee Taylor, Indian, won a 3-mile match with Pineau, Flying Merkel, and tied with Marks, Thor, in the 10-mile pursuit race. Bertelle, Flying Merkel, captured the three-mile sidecar event, and Don Barclay, Indian, won the 5-mile for 30½ cubic inch mounts. The summaries:

Five mile, 30½ cubic inches—Barclay, Indian, first; Taylor, Indian, second; Jones, Flying Merkel, third. Time, 6:07⅗.

Ten mile open—Jones, first; Amos, Flying Merkel, second. Time, 12:27.

Three mile sidecar race—Bertelle, Flying Merkel, first; Myers, Harley-Davidson, second; G. Schroeder, Harley-Davidson, third. Time, 4:26⅘.

Three mile match between Taylor and Pineau, Flying Merkel—Taylor won in 3:44⅗.

Limited pursuit race, ten miles—Taylor tied with Marks, Thor, at limit.

Fifteen mile pro. race—Jones, first; Marks, second; Pineau, third. Time, 18:21.

## BIG PURSE PROMISED

San Angelo, Tex.—A 50-mile motorcycle road race has been announced as one of the attractions of the annual fair and carnival which is to be held during the first part of November. One thousand dollars will be awarded the winner. Purses will be offered for a number of other motorcycle and bicycle races, the details of which have not yet been arranged.

## PORTLAND MEET FOR AUGUST 22

Portland, Ore., August 11.—The Portland M. C. is to stage a motorcycle and aviation meet on the Rose City Speedway on Sunday, August 22. A large field of star speedsters is expected, as the meet will come just one week after the big 300-mile race. Ray Creviston, Don Johns, Otto Walker are expected to enter as well as Harry Brandt, Ed. Berreth, Dustin Farnham and Red Cogburn, local champions. The program includes a number of flights, as well as a race between a monoplane and a racing motorcycle.

## ELLIS IS N. Y. STATE COMMISSIONER

President A. B. Coffman, of the F. A. M., announces that he has appointed George A. Ellis, of Yonkers, as State commissioner for New York as a result of the unsatisfactory conditions attending the selection of a commissioner at the recent Saratoga convention. President Coffman explains that none of the delegates at the Saratoga convention were compelled to show their F. A. M. cards, or other credentials, and that the balloting under the circumstances could not be regarded as a formal expression of the sentiment of the State F. A. M.

## PUYALLUP RACE MEET

Puyallup, Wash.—Motorcycle races are scheduled at Puyallup during the week of September 28 to October 3, at the annual Western Washington Fair. The officers of the club are trying to get F. A. M. sanction for the event on the ⅓-mile track.

## F. A. M. MEMBERSHIP FIGURES

F. A. M. membership statistics for the month of July, as issued by Secretary-Treasurer G. B. Gibson, show that 242 new members were obtained in the affiliated class, that 152 new Federation boosters are unattached and that the renewals footed up to 279.

## APPOINTS COMMITTEE CHAIRMEN

F. A. M. President Coffman has appointed J. Leo Sauer, of New York city, to be chairman of the F. A. M. Membership Committee and E. F. Hallock, of New York city, to be chairman of the F. A. M. Publicity Committee.

## BLAIR COUNTY MEET

Altoona, Pa.—The Blair County M. C. will hold a race meet at the Altoona Driving Park on August 21. A 50-mile race will be the feature event, and the remainder of the program will consist of three short-distance races.

## LOCAL N. J. COMMISSIONERS

New Jersey State Commissioner E. B. Holton has appointed Lincoln Holland, Jr., to be Commissioner for Newark and Essex County and George H. Lewis to act in a similar capacity for Stockholm and Sussex County.

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# News of the Clubs

### RUN PRIZES ARE AWARDED

Newark, N. J., Aug. 12.—Prizes won by the contestants in the recent Double Century run of the New Jersey M. C., were distributed at the club headquarters on August 10. The awards were as follows:

Percy Hagaman, 7 h.p. Indian motorcycle; Karl Segelbach, Fisk casing, 28 x 3; F. W. Cordes, Empire 28 x 3 casing; Frank Gross, Weed backrest; Walter Goerke, Coventry chain; Orrie Steele, Diamond chain; Fred E. Fine, Wald tandem; W. H. Bergfels, 28 x 3 tube; Al. Spanner, Maxo electric horn; John Steele, Eclipse brake; Jos. B. Werner, kit of Sampson plugs; Stanley Beach, New Departure brake; A. W. Herrington, gold-plated Schrader tire gauge. Clarence Eckhardt, Charles Dombach, Frank Megatty, Walter Kerr, Charles Busch, W. C. Lawrence, Howard E. Hill, Lincoln Holland, Jr., W. N. James, Chas. Fleissner, C. F. Arnold, E. B. Holton and William Williams, each received some accessory. After the prizes were distributed, refreshments were served.

### HILL CLIMB TO BE RECONTESTED

Washington, Aug. 16.—Owing to the defective condition of an electrical timing apparatus used by the National Capital Motorcycle Club in its hill-climb on August 6, Referee T. O. Wansleben has declared it no contest and ordered the climb be repeated on Saturday, September 4. The referee stated at a club meeting last week that the figures turned in by the timekeepers were so conflicting as to cause their rejection by the F. A. M. competition committee, the results showing that faster time was made in an event for strictly-stock machines from a standing start than was made in the open event with flying start. This confusion resulted from a misunderstanding of instructions on the part of the operators of an electrical timing apparatus, which was used on a former occasion with satisfactory results. Members of the club who took part in the contest on August 6 have expressed their willingness to compete on September 4.

### POPE CLUB FOR NEWARK

Newark, N. J., Aug. 15.—The Pope Social and Motorcycle Club was organized this week under the leadership of Chas. Eckert, with Chas. Kreb's store as its headquarters. The club is the outcome of a pleasant trip to Asbury Park, enjoyed by about 14 Pope riders with their fair tandemites. A run to Delaware Water Gap is on the board for this Sunday. Membership is open to both men and women, the men handling the road end and the women the social side of the club's activities.

## BIG ROAD CLUB FOR INDIANA

### F. A. M. Riders of the State Meet at Kokomo and Launch a Promising Organization

KOKOMO, Ind., August 16.—The Motorcycle Road Club of Indiana came into being at Kokomo on Sunday, August 15, at a meeting of most of the F. A. M. members of the state. The object of the new organization is to promote good fellowship among the riders, conduct tours to interesting points and generally to boost for the F. A. M.

George Evans, traveler for the Excelsior Motor Mfg. & Supply Co., who originated the idea of forming the club, was chosen as its first president, while Ray Stanfield, Indian agent at Kokomo, was elected to the office of vice-president. Kory Harwood, Indian agent at Marion, was installed as secretary, with A. C. Ferguson, Excelsior agent at Terre Haute, as treasurer.

John Merz, of Indianapolis, one of the best-known riders in the state and a veteran in both trade and road work, was chosen as road captain for the first year. To Merz will fall the important duty of supervising all the club runs. He will appoint lieutenants from all sections of the state. Merz was toastmaster of the Indiana delegation to the F. A. M. national convention at Denver two years ago, and it is doubtful if there is a more capable man in the state for the post he has now assumed.

Jack Carr, F. A. M. state commissioner, and Harry Dipple, Indianapolis distributor for the Harley-Davidson, were chosen as directors.

The first tour of the new organization will be to the 300-mile race at Chicago on Labor Day. It is planned to have at least 300 riders, all wearing the F. A. M. emblem, in line when the party reaches Chicago, arrangements being made to pick up delegations at various points along the route.

It is the aim of the promoters to develop the club somewhat along the lines of the famous Short Grass Club of Kansas, and to make it truly representative of the state F. A. M. body in Indiana.

### HAMILTON CLUB RUN

Hamilton, Mont.—The Bitter Root Valley was the scene of the recent run taken by the Hamilton M. C. of this city. Fifteen machines were ridden through the picturesque mountain country.

### ANNUAL PICNIC OF RACINE M. C.

Racine, Wis., Aug. 15.—Fifty members of the Racine Motorcycle Club journeyed to Petrified Springs for the annual picnic of the club. At the Springs the members were met by an equal number of the fair ones who had been transported to the grounds in a big sightseeing truck. The ladies also brought a fifteen-piece band.

One of the principal events on the program was a baseball game between the Carburetors and Magnetos, which was won by the Carburetors to the score of 4 to 1. Presidents Wadewitz and Albright composed the winning battery, while Secretaries Naleid and Peterson worked for the losers.

Still smarting from the sting of the defeat in the baseball game the Magnetos came back strong in the tug of war and managed to down the ball players.

### ENJOY AUGUST RUN

Haledon, N. J.—Over 60 members and guests of the Haledon M. C. participated in the August run of the club to Winding Brook Farm, some 47 miles out of this city. The run, both outward and homeward, was one of the most successful held by the club this year, there being only three punctures and one fouled spark plug experienced during the whole of the 94 miles.

After roaming over the farm, which is the property of William Hoffman, a former club member, the riders had a baseball game, followed by a pie-eating contest, with six entrants. The victory in the latter event went to Paris Giannone, who was awarded a silk handkerchief as prize.

### TWO-DAY SOCIABILITY RUN

Washington, Aug. 16.—The National Capital Motorcycle Club is planning a two-day sociability run to Rock Point, Md., to be held on Saturday and Sunday, August 21-22. The run is to be for members of the club and specially invited guests, and will be made up largely of sidecar and side-seat outfits. One of the features will be a launch ride to the encampment of the District of Columbia National Guard.

### PASSAIC CLUB OUTING

Passaic, N. J.—Members of the Passaic M. C. held their annual outing at Echo Lake, N. J., during the week of August 1. Thirty-eight solo mounts, three sidecars and one automobile participated in the run. The feature event of the day was a ten-mile road race against time. It was won by Frank Greenwood, Jefferson, in 17:32⅕. Charles Gempp, Harley-Davidson, took a tandem passenger over the course in 18:10⅘.

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# On the Pacific Coast

### BAKER OUTDISTANCED TRAIN

Tacoma, Wash.—Another record has been broken by Erwin G. Baker, this time between Portland, Ore., and Tacoma, Wash. He left the Rose City at 7 a. m., August 9, and made fast time until he struck the Columbia river at Goble, where he suffered a delay of ten minutes waiting for the ferry. This was soon made up, however, when the Washington side was reached, and over roads that were in only fair condition he let out the Indian to the top-notch, arriving in Tacoma at 1 p. m., making the 168 miles in exactly six hours flat. Incidentally he beat the crack Shasta Limited train and so far as known any previous motorcycle record for the trip.

### MOTORCYCLISTS ON PARADE

Seattle, Wash.—Upwards of two hundred of Seattle's motorcyclists turned out for a monster parade through the principal thoroughfares of the city on Saturday, August 14, to advertise the Tacoma races, which brought over a nice crowd from the Queen City.

### TREMPER TO RETIRE

Seattle, Wash.—Theo. P. Tremper, popular Thor representative with headquarters in Seattle, announces that he will shortly dispose of his business on East Pike street, and retire to his farm near Shelton, Wash.

### BILL FINISHES SPECIAL SALE

Los Angeles, Cal.—John T. Bill & Co., Los Angeles representatives for the Reading-Standard and Emblem motorcycles, have just finished a closing-out sale of automobile sundries and accessories and will concentrate on the selling of motorcycles, bicycles and accessories for both once more. They are agents for the Peerless, Reading-Standard and Pierce bicycles in addition to the motorcycle line.

### SOLD EIGHT TO DATE

Modesto, Cal.—E. Howard Bartlett, who took the Smith Motor Wheel agency in Modesto three months ago, has disposed of eight of the little attachments so far. Several Modesto business men are considering taking one or more of the wheels for delivery work in the near future. Bartlett is proprietor of the Modesto Vulcanizing Works, in connection with which the agency is run.

### HEDIN SELLS OUT TO PARTNER

Turlock, Cal.—A. G. Hedin, of the West Side Cyclery, Harley-Davidson agent for this city, has sold out his interest in the firm to his partner, A. W. Swanson. Mr. Swanson, in connection with his brother, E C. Swanson, will run the establishment at 125 North Broadway, as Swanson Brothers hereafter. The agency for the Milwaukee-made motorcycles is, of course, retained. The Pierce and Miami models of bicycles are also sold.

### CARTER NOW WITH FINK

Sacramento, Cal.—R. H. Carter, captain of the Capital City M. C., has resigned from the Cameron Hardware Company, Indian distributors for this territory, and has affiliated himself with Fink's Harley-Davidson agency at 1104 J street, Sacramento.

### WHEN A SIDECAR PUT SNAP INTO A SHORE LEAVE

**Upper Picture, Mrs. Al. Swainson, Wife of Lieut. Swainson, U. S. N., Who with Her Husband Is Vacation-Touring the Country on a Sidecar, at Crater Lake, Ore. Lower Picture, Throwing Snowballs Atop of Mountain Nearby.**

### LANGLEY IS HENDERSON AGENT

Sacramento, Cal.—William A. Langley, formerly Excelsior agent in this city, has taken the Henderson agency for Sacramento and vicinity. He has opened a shop at 910 L street. One of Langley's "wrinkles" consists in a business card on the back of which the driving law and ordinances of the city of Sacramento are printed.

### WORKS VISITS THE EXPOSITION

San Francisco, Cal.—President B. G. Works, of the B. F. Goodrich Company, of Akron, O., was in this city recently for a few days' visit to the Exposition. He came to this city by the *Kroonland* from New York. Mr. Works expressed himself as well pleased with the business outlook in the entire West.

### NEUSTADT LEAVES INDIAN BRANCH

San Francisco, Cal.—B. Neustadt, who has been with the local Wigwam for the past two years, has resigned to join his father in the latter's export business in the Hawaiian Islands.

### COMMERCIAL SALES IN SAN JOSE

San Jose, Cal.—House & Showalter, Indian dealers in this city, have sold a three-speed twin to the local branch of the Kelly-Springfield Tire Co., a three-speed single to the Chase Oil Co. and a single-geared twin to the Rucker Realty Co. The Post Office recently purchased a sidevan outfit from the firm, in addition.

### COTELLI AND PADLINA OPEN

Stockton, Cal.—Joe Cotelli and M. Padlina have taken the agency for the Dayton and Thor models and have opened a shop at 410 South Center street, this city. The shop is on the main route for tourists coming over the Lincoln Highway. Both partners are experienced repairmen.

### NOW BUCK'S CYCLERY

Lodi, Cal.—Herbert Buck has bought out the interest of G. R. Lease in the firm of Buck & Lease and will conduct the business as Buck's Cyclery hereafter. The Indian is handled exclusively in this establishment. The old firm was entering its third year as Wigwam representative in Lodi, when Buck arranged matters with his partner.

### RODGER VISITS AGENTS

Los Angeles, Cal.—Frank B. Rodger, Harley-Davidson publicity man, has been visiting California dealers since the F. A. M. convention, and is an enthusiast over the roads, scenery, business prospects and the way the hustling dealers get into the game.

### THREE-SPEED CYCLONE ASSURED

San Francisco, Aug. 6.—The three-speed Cyclone is an assured fact. Ludenclose & Henry, local distributors of Cyclones in Northern California, have been apprised by the factory that a three-speed Cyclone model will be ready for exhibition at the Chicago show.

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# With the Manufacturers

### HENDERSON MISSIONARIES

Detroit, Mich.—Two new recruits to the Henderson squad of travellers are Harry D. Immel, the road rider and hustling dealer, of Pittsburgh, and Arthur O. Lemon, the livewire of Youngstown, O. Both have arranged for the conducting of their stores while they are away, and will go on the trail for the factory for an aggressive campaign this fall. Immel's brother, who is his partner in the Pittsburgh store, will be in charge during this period. At present both are putting in their time at the Henderson factory in this city, getting thoroughly acquainted with all the details of the new models.

### A SPEEDY COMBINATION

Friends of C. F. Pineau and Maldwyn Jones, who won the 100-mile relay race at Toledo, Ohio, on August 8, are calling attention to the fact that the Merkel speedsters cracked up practically all the records for a half-mile dirt track. It is known specifically that they lowered the half-mile track records for 25, 50, 75 and 100 miles, the times being as follows: Twenty-five miles, 28:20; 50 miles, 57:25; 75 miles, 1:25:50; 100 miles, 1:54:13⅗.

The Jones-Pineau combination averaged 34⅖ seconds to the lap, thus traveling at the rate of a mile in 1 minute 8⅘ seconds. The former official record for the 100 miles was 2 hours 9 minutes, made by Dave Kinney at Pasadena, Cal., in 1913.

### CLOSED 231 AGENCIES IN JULY

Milwaukee, Wis.—Motor Wheel agencies to the number of 231 were closed by the A. O. Smith Company, during the month of July. The sales during that month showed a substantial increase over those of June, which was considered the banner month by the Smith people. The July sales almost doubled those of May and more than tripled those of April.

The July increase is stated to have been due in a large measure to the adoption of the Motor Wheel to commercial service in all parts of the country and in Canada. The percentage of increase in repeat orders was greater in July than in any previous month. From this showing, the Motor Wheel Division of the Smith company looks forward to a bigger increase in August as well as in September and October.

### INNER TUBE ARMOR

Toledo, O.—The Dreadnaught Inner Tube Armor Company, of this city, was recently incorporated with a capital of $25,000 to manufacture puncture-proof inner tubes for motorcycles and automobiles. The firm will soon start a factory in Toledo, but no details are as yet to hand.

### THE GOODYEAR GOAT

**This Animal is Sent to Factory Branch Making Highest Sales Record Each Month and Consequently Has Done Some Traveling Since Rivalry Between Local Stations is Keen**

### ADJUSTABLE VALVE TOOLS

Garage and repair shop foremen, as well as mechanically-inclined riders will be interested in the American adjustable valve-seating tools, the product of the American Valve Tool Company, 589 Hudson street, New York. This tool, which is quickly adjustable to any size valve cage or chamber up to 1¾ inches, consists of a series of adjustable cutters mounted on a shaft or stem, both cutters and stem being actuated by turning a cross-bar at the top. To keep the valve tool in correct line, a tail is attached to fit in the guide and thus guarantee that the valve will fit truly on the seat.

The cutters are held in a fixture, and their position with reference to the stem is controlled by an adjusting washer. This washer in turn is prevented from moving by a locking nut. Both this nut and the washer are milled to allow of close and positive movement. Cutters for 30, 45, 60 or 90 degree seats can be had. The price is $6.00 each.

Another useful tool made by the same firm is a valve facer. In this the valve is mounted rotatably in a frame, being turned by a handle attached to a shaft fitting into the nicked head of the valve. As the valve is rotated, a cutter fitted in a side piece forms the facing at the desired angle. There are of course means for adapting the tool to any length and size of valve. The tool can be clamped to a bench vise, screwed to the bench or to a wall. It lists at $6.

### INDIANS IN IRISH TRIAL

Details of the performances of the Indian entrants in the Irish classic, the "End-to-End-Run," starting July 12, have just been received by the Hendee Manufacturing Company, of Springfield, Mass. Freeman, 7 h. p. Indian, won the Palmer trophy, while C. B. Franklin, Indian sidecar, was adjudged to have made the best performance in that class and won a gold medal. The third Indian rider, V. J. Farrell, was awarded a silver medal.

The Irish reliability trial, for such it was, covered the roads from Rock Island in the south to Fortwilliam Park Gates in the north, passing through Cork, Killarney, Dublin and Limerick. Two hills, at Iscar and Dan Nancy, were considered even harder than the celebrated Glengesh with its hair-pin turns and steep grades. They had to be ascended for 45 yards at low speed and then for 100 yards at high speed. There were several secret checks in the two-day trial, and it was considered a fine showing that 18 out of 19 entrants finished.

### BLUE STREAKS AT IT AGAIN

"The weather is a trifle warm for working out track statistics," writes the Goodyear Tire & Rubber Co., "but it did not require much research to discover that Jones and Pineau, the 100-mile relay winners at Toledo; Bill Goudy, who set a new track record at the same meet; Ray Creviston, who clipped three seconds from the track record at Fresno and 'Shorty' Matthews, who won the five, ten and 25-mile events and the time trial at Ravenna, Ohio, all had their mounts shod with Goodyear Blue Streak tires." The races referred to were bunched on two days, August 7-8.

### BURD PISTON RINGS

In order to eliminate leakage of exploding gases past the piston ring-slots the Burd High Compression Ring Company, of Rockford, Ill., is producing the Burd piston rings. These rings, which form a continuous metallic packing around the cylinder, have their ends tongued in a special manner, and a metallic guard which fits around these tongue-ends closes the opening perfectly. The tongue-ends of the ring produce a light soft contact of the guard against the cylinder wall.

Not only does this leak-proof feature extend to the space above the rings, but also to that below. The oil cannot be sucked past these rings when running on the compression of the motor, as when going down

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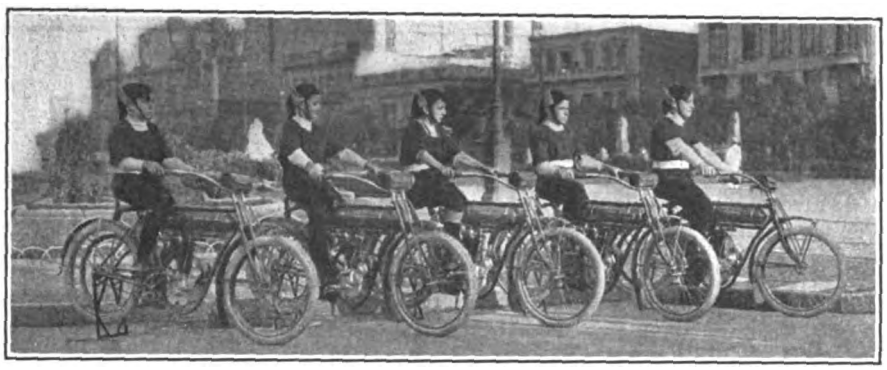
MESSENGER BOYS OF BUENOS AIRES, ARGENTINA



**Mounted on Pope Lightweights and Wearing Novel Head Dress These Boys Do Their Work with Great Rapidity and Thoroughness**

hill. Carbonization from burned oil is thus also eliminated.

The Burd rings are warranted for 30 days actual service. They may be obtained in sizes up to 2½ inches at $1 each, from 2½ to 3½ inches at $1.25, and from 3½ inches to 4½ inches at $1.50 each.

## Pioneer Company Offers New Starter

MILWAUKEE, Wis., Aug. 15.—One of the motorcycle parts industries rapidly coming to the front in this city is the Pioneer Manufacturing Company, 487 Sixty-fourth avenue, J. L. Christensen, president. The Pioneer company made its debut in the motorcycle industry with an adjustable stand adaptable to all machines, the application of which enables the rider to set up his motorcycle wherever he happens to stop regardless of the slope of the road. A lever operating a ratchet arrangement allows the stand to shift so that the machine attains the proper equilibrium automatically.

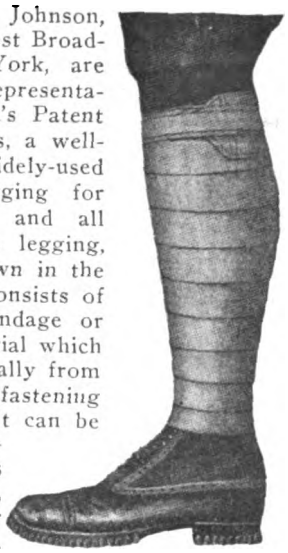
The Indian-Pioneer starter is the newest product of the Milwaukee concern. It is adaptable to 1913 and 1914 models. First glance shows a similarity between the Pioneer starter and the regular Hendee equipment, but a close examination reveals several original details in construction.

To a ring shrunk onto the chain sprocket is connected a new front plate which carries the Pioneer starter ratchet plate and pinion. The kick-starter crank is connected to crankcase by an anchor plate. Releasing the clutch is effected through the clutch release rod and disk engaged with the old front plate and by the old clutch release spiral which is removed to the right-hand side of the clutch. Thus when the spiral lever is turned to the right by the clutch hand-operating lever the clutch is released as usual, the only operation necessary preparatory to cranking the motor.

The clutch release rod is supported by a new back plate nut and ball bearing. When the clutch is released and the motor being cranked, the clutch release rod affords a firm support for the front plate and pinion and insures perfect stability in the starting mechanism.

When the machine is in motion the clutch release rod follows the movement of the clutch, eliminating friction and wear except in the ball bearing where the strain is almost unnoticeable when the clutch is engaged.

### FOX'S SPIRAL PUTTEES



Manley & Johnson, of 260-266 West Broadway, New York, are American representatives for Fox's Patent Spiral Puttees, a well-tried and widely-used form of legging for motorcycling and all sports. This legging, which is shown in the illustration, consists of a sort of bandage or strip of material which is wound spirally from ankle to knee, fastening at the top. It can be had in a variety of colors and materials, and with or without spats. It will fit anyone. A patent process prevents the edges from fraying.

The puttee was originally a leg-wrapping employed in the Indian field forces of the British Army, its name being derived from the Hindustani word meaning a wrapping. It was adopted by all troops in the British service and was found so desirable that it has been widely used by sportsmen all over the world for at least ten years. It is being used in the Allied services in the present war. The makers of the Fox puttee supply the various governments with their product.

The Fox puttee is easily adjusted or removed. Its form is such that any desired tension can be put on the leg in case of weariness of the wearer.

### INDIAN MADE BEST TIME IN AUSTRALIAN ROAD CLASSIC

According to a report recently received by the Hendee Mfg. Co. at Springfield, Mass., William Ousley on an Indian made the fastest time in the Australian Grand Prize Race, held last month, near Melbourne. The course was one of 16 miles, having to be covered 6 times, and Ousley's figures were 1:59:24. His best lap was made in 18:34. Jack Booth, also on an Indian, finished in good season, being with Ousley the only two Indian entrants.

The Grand Prize course is among the mountains, some 5,000 feet above sea level. No part of it has more than a quarter-mile of straightaway. When the race was run the ground was covered with snow and ice, and the conditions proved too much for half the 50 entrants, some of their mounts failing altogether.

### CHANGE IN NAME

Milwaukee, Wis., Aug. 17.—The name of the Pirate Motor Manufacturing Company has been changed to the Andrew Motor Manufacturing Company, for the reason that this company ceased making motorcycles several years ago and has devoted itself since exclusively to the making of farm engines. The Pirate motorcycle manufactory was taken over by the Pirate Motorcycle Company, which is making the Pirate motorcycle at the present time.

### USED WINNER'S PHOTO ON COVER

So gratified were the officials of the Club Motociclista Nacional, of Buenos Aires, Argentina, at the performance of the Flying Merkel entrant in the annual Buenos Aires road race this year, that they used his picture on the front cover of a recent issue of their club organ *Motociclismo*. The Flying Merkelite came in winner over a large field of entrants on machines from different countries.

BOTH PILOT AND VEHICLE DREW CROWDS IN NEWARK, N. J.

Miss Florence Townley and Reading-Standard Van Which She Drove in Main Thoroughfares of New Jersey Metropolis, Demonstrating Ease of Control

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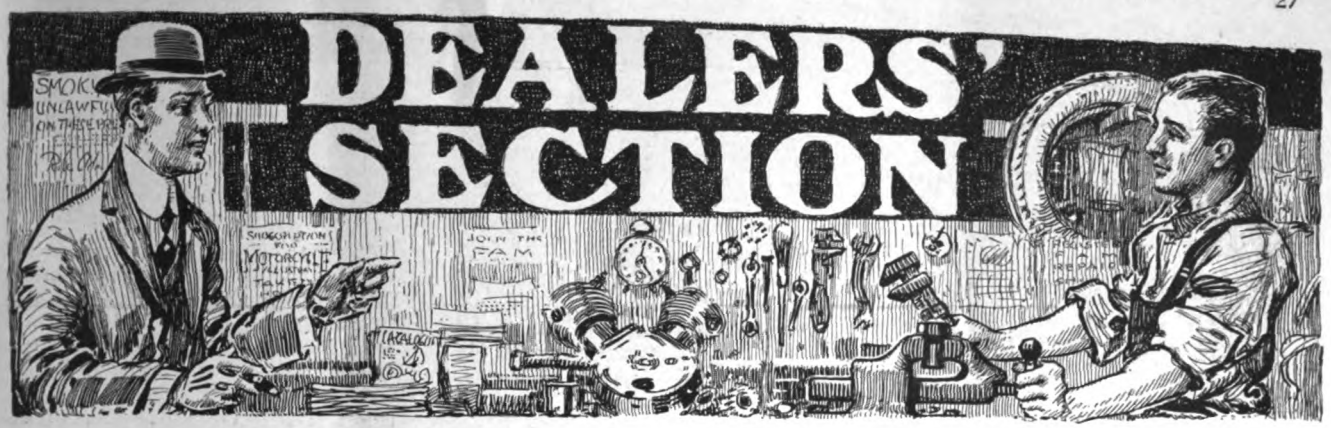



# Kimball-Upson Co. Has Model Agency

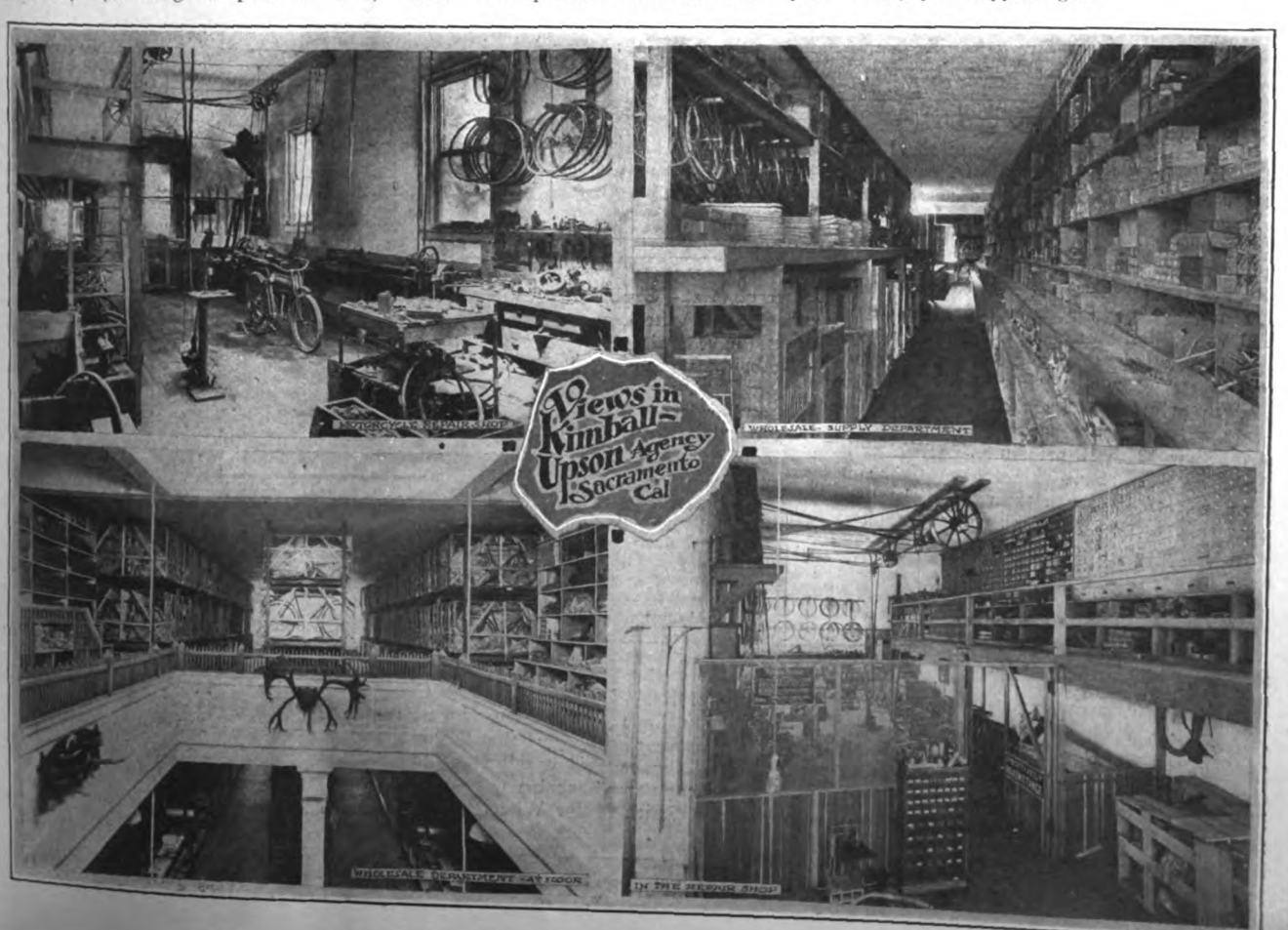
SACRAMENTO, CAL.—One of the most complete and up-to-date agencies on the Pacific Coast is that of the Kimball-Upson Company, representing the Pope line of motorcycles and bicycles and the Smith Motor Wheel at 608 K street and 608-615 Oak avenue. The building in which the agency is located is very ample, giving great storage space for stock, a thing which is most desirable, as the company conducts a large jobbing business in cycle and automobile accessories and sporting goods as well as the retail business inherent in maintaining a motorcycle and bicycle agency.

The two main floors of the Kimball-Upson building are exceptionally well lighted. The ground floor, in addition to sales departments, has a large shop in the rear, with spare parts carefully distributed in drawers and boxes on a gallery. The machine tools in the shop are driven by belting from electric motors, all installations being overhead to give the maximum of clear floor area. Cleanliness and neatness in this department are insisted on, as well as in the stores and sales sections.

The wholesale department is located on the fourth floor, with an ample light-well to the third and also above. Standard sizes of packages and drawers are used throughout and careful sorting and arrangement of stock is made, so that the filling of orders is quickly accomplished. It is the object of the firm to be able to fill any reasonable order for any of its goods direct from stock. The pictures show the motorcycle repair shop, the wholesale supply department and a general view of the wholesale stock shelves on the fourth floor.

### DRAWING THE COLOR LINE

Kline Brothers, Louisville, Ky., Harley-Davidson dealers, are strongly supporting white riders in their attempt to hold down negro riding. Kline Brothers will not sell a Harley-Davidson, either new or second-hand to any negro, nor will they repair or supply parts for any machine owned by a negro. The boys are perfectly protected in their attitude as the company will not supply any parts excepting through the local agency, and the local men know just where every part supplied goes.

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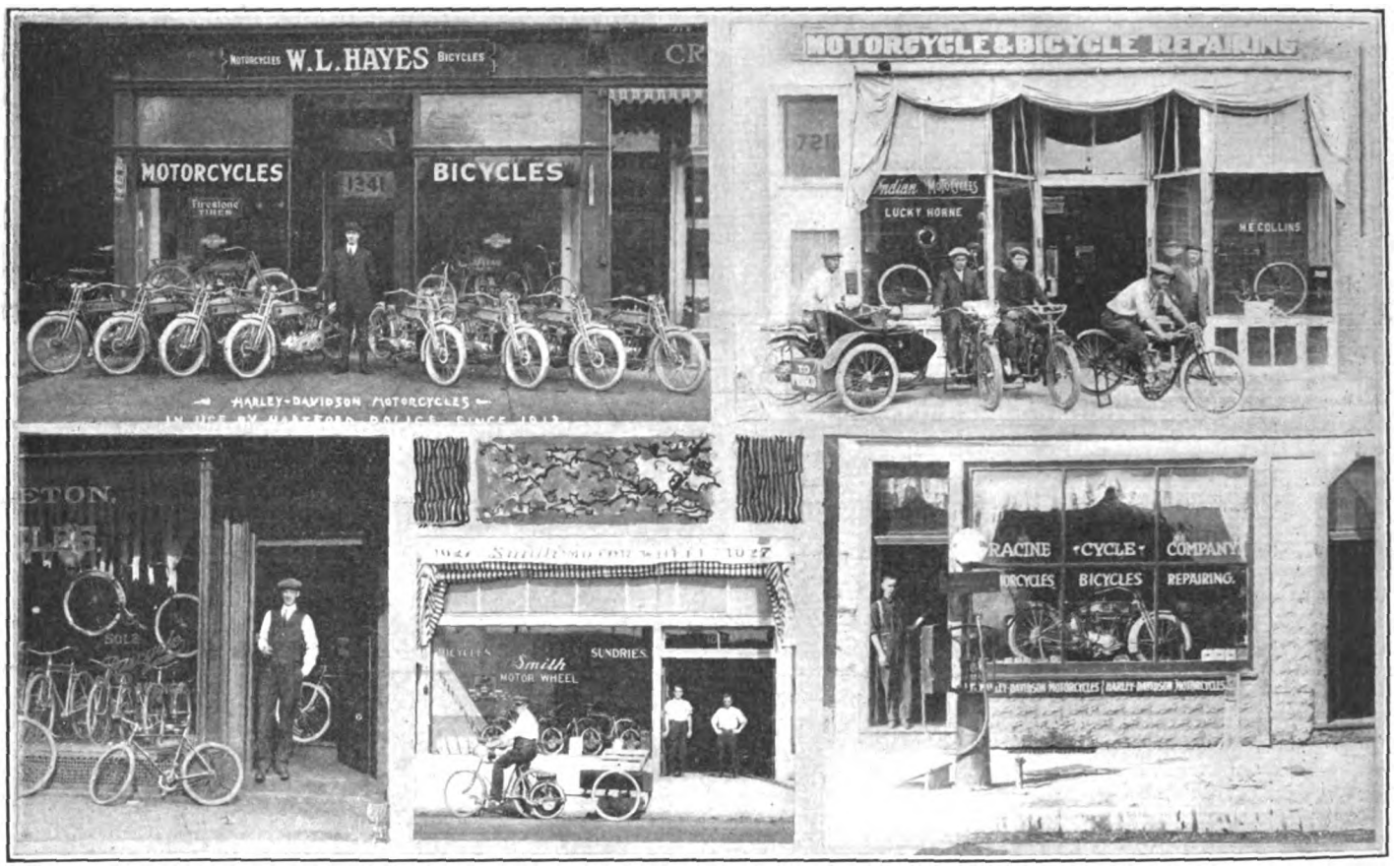
# DEALERS' SECTION




**Upper Left, Harley-Davidson Agent W. L. Hayes, of Hartford, Conn., with Machines Used by Local Police Department; Upper Right, Indian Agency of "Lucky" Horne and Bicycle Store of H. E. Collins at Greeley, Colo.; Lower Left, Frank Hazelton and His Shop at 901 Ninth Street, Washington, D. C.; Center, a Smith Motor Wheel Depot in Los Angeles; Right, Racine Cycle Company, Handling Harley-Davidson in Racine, Wis.**

### SOLD 95 SIDECARS SO FAR

George E. Wood, proprietor of the Harley-Davidson Sales Company of New York, is sure that 1915 is a record season for sidecars. His deliveries of these vehicles to August 1 totalled 95, of which 73 were of Harley-Davidson manufacture and 12 of Rogers make. "This is not counting the second-hand cars that have been sold from 533 West 110th street, our New York headquarters, but does include sidecars sold to sub-agents, from our White Plains branch, and to private owners direct. The company has frequently been confronted with orders for 10 to 12 cars in one week, and has been just about able to get them in time to satisfy the clamor of the purchasers. The season isn't over yet, for sidecars, by any means."

### A. G. MUELLER RETIRES

Milwaukee, Wis.—A. G. (Goodie) Mueller, one of Milwaukee's pioneer bicycle and motorcycle dealers has retired from the motorcycle field. The Mueller Cycle Company, founded by A. G. Mueller, will be reorganized as the Mueller Cycle & Supply Company and will continue the Harley-Davidson agency held by the old firm. The new company has been incorporated for $25,000. Louis J. Peterik, Mueller's chief salesman, will manage the new enterprise with J. F. Strachota as partner. Alterations to the present structure are being planned.

### SOLD TWELVE MOTOR WHEELS

Fresno, Cal.—Chubbic & Ruffell, bicycle and Motor Wheel agents, at 1306 Eye street, have sold twelve Smith Motor Wheels during the period of July 24-August 7. They took the agency late in July and ordered the dozen as a first lot. Two of the Motor Wheels went to the Metropolitan Life Insurance Company for collectors' service, while a third was delivered to the Radin Kamp Company for quick delivery. Orders for six more have been sent to the Milwaukee factory. The partners are exclusive agents for the Reading-Standard and Regal bicycles and find the biggest demand for a $40 wheel.

### DISPOSED OF 32 NEW ONES

Lexington, Ky.—C. D. Calloway & Co., Indian agents, have placed thirty-two new machines this year and report that the outlook for fall business is excellent at this time. The company has also done nicely with its new Smith Motor Wheel agency.

### SELLS ONE TO GRAPHOPHONE FIRM

Louisville, Ky.—The Dow Wire & Iron Works, Miami Power Bicycle agent, has just sold one of the lightweights to the Columbia Graphophone Company for use of its repairman. The latter has to cover much territory in caring for dictaphones, phonographs, and other Columbia products, and finds the machine exceedingly useful in consequence.

### BECRAFT HAS MOTOR WHEEL

Ogden, Utah.—L. H. Becraft has taken the Smith Motor Wheel agency for Ogden, in addition to his representation for the Indian motorcycle. Becraft also handles the Crescent and Becraft Special bicycles.

### POPULAR MODEL GOING FAST

Paterson, N. J.—John Steele, who keeps the Indian tepee at 91 Broadway, has already disposed of 25 of the popular model of Indians, as well as selling over 100 of the regular types. The majority of the popular model mounts were sold to employees of the Du Pont powder works at Haskell, who live in this city. The owners figure that they save $6 a week travelling expenses by using the motorcycles.

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# DEALERS' SECTION

## KUPFER ESTABLISHES SERVICE DAY

Los Angeles, Cal., Aug. 13.—An innovation for the A. M. Kupfer Corporation, and possibly something entirely new among motorcycle dealers, is the inauguration of "Service Day," which gives each Henderson rider an opportunity to have his motorcycle inspected free of charge on Wednesday afternoon once a month. In carrying out this plan Kupfer has set aside Wednesday of each week as "Service Day" and has one of the skilled mechanics in his shop go over any machine brought in and point out any mechanical adjustment or trouble that needs attention.

In a circular issued on this matter it is pointed out that a skilled mechanic can more easily discern any mechanical trouble which may be in the early stages of development than the average rider, and this "Service Day" inspection prevents unnecessary expense which would arise through neglect of any such matter. The rider may, on request, have access to the parts catalogue showing the exact cost of any parts needed and an estimate on any necessary shop time. The rider can either have the work done in the shop or do it with the tools provided.

## HENDERSON SALES CO. FORMED

Boston, Mass.—The Henderson Motorcycle Sales Company has been incorporated in this city, with a capital stock of $15,000. Charles A. Hubbard is president, Ben C. Straube is treasurer and general manager. These two, with Charles A. Waterman, form the board of directors. The company will distribute Henderson motorcycles in Massachusetts, Maine, New Hampshire, Vermont and Rhode Island.

Mr. Hubbard, the president, has never been connected with the motorcycle business before, but is a well-known official in the United Fruit Co. Mr. Straube has been in the motorcycle trade for the past nine years, having been recently general manager for the Hub Cycle Co., distributing the Henderson in New England. Mr. Waterman is an expert motorcycle mechanic, with ten years of experience. He will have charge of the repair department of the new concern.

The Henderson Motorcycle Sales Company, Inc., has bought out the store, stock and equipment of the Reading-Standard Sales Co., at 141-145 Columbus avenue and is making extensive alterations preparatory to the opening on September 1.

## LEAVES MILWAUKEE TEPEE

Milwaukee, Wis.—C. A. Carpenter has tendered his resignation as manager of the Wisconsin Motorcycle Company, Indian distributor for Wisconsin and Upper Michigan. He has not yet made his future plans known, but states that he will take a little vacation before getting back into harness. William Chesak has been made temporary manager of the company.

## NEARLY 70 INDIANS SOLD

Louisville, Ky.—Frank Marshall, secretary-treasurer and general manager of the Century Cycle Company, local Indian agents, is now well along toward selling the seventieth 1915 Indian. The second-hand market in Louisville has been good and the Century firm has profited accordingly, while sales of supplies and accessories have been large.

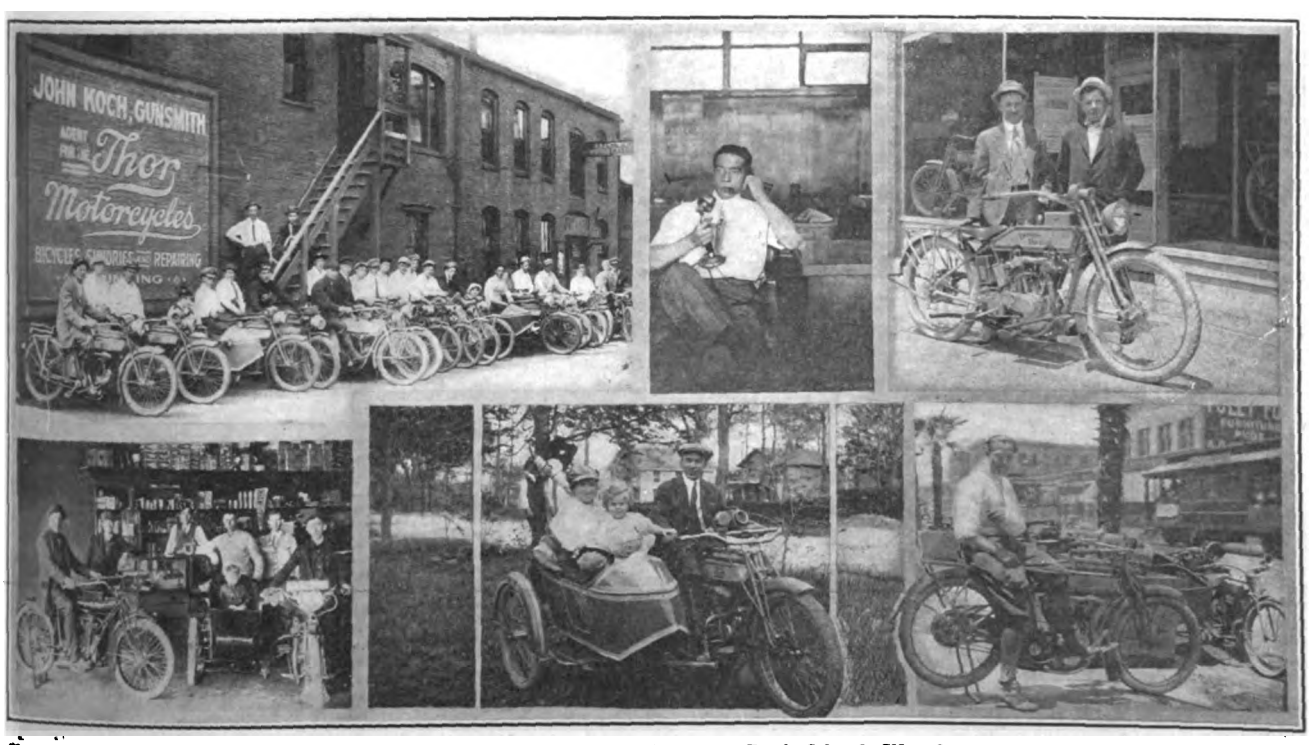
## ARMSTRONG IS MERKEL AGENT

Paterson, N. J.—Frank Armstrong has taken the Flying Merkel agency for Paterson and vicinity. He has opened a shop at Crooks avenue and Main street, where he will conduct a general motorcycle repair business in addition to the Flying Merkel representation.

The Flying Merkel has not been represented in this city for over a year. The former representative, Norman Heil, is manufacturing brake linings in Paterson at present, but still retains his motorcycle shop in Totowa Borough.

## BABB FORMS CLUB

Paterson, N. J.—Walter Babb, Pope agent in this city, has formed a club among his patrons. There are seventeen members at present. Babb's store at 322 Market street is being utilized as club headquarters until desirable accommodations can be obtained.




**Upper Left, Thor Enthusiasts Who Joined with Agent John Koch in Picnic at Rock Island, Ill.; Center, W. F. McAuley, of Pocatello Rubber Co., Pocatello, Idaho; Upper Right, President Walter Davidson, of Harley-Davidson Motor Co., with Bob Sayre in Front of Appeal Mfg. & Jobbing Co.'s Agency in Los Angeles; Lower Left, W. A. Knaak Motor Co.'s Indian Agency at Sheboygan, Wis.; Center, Ben Ruderman and His Family—He Handles the Thor in Brooklyn, N. Y.; Right, Roy Breiter with Broken Arm Received in Collision with Pole on Recent Desert Ride.**

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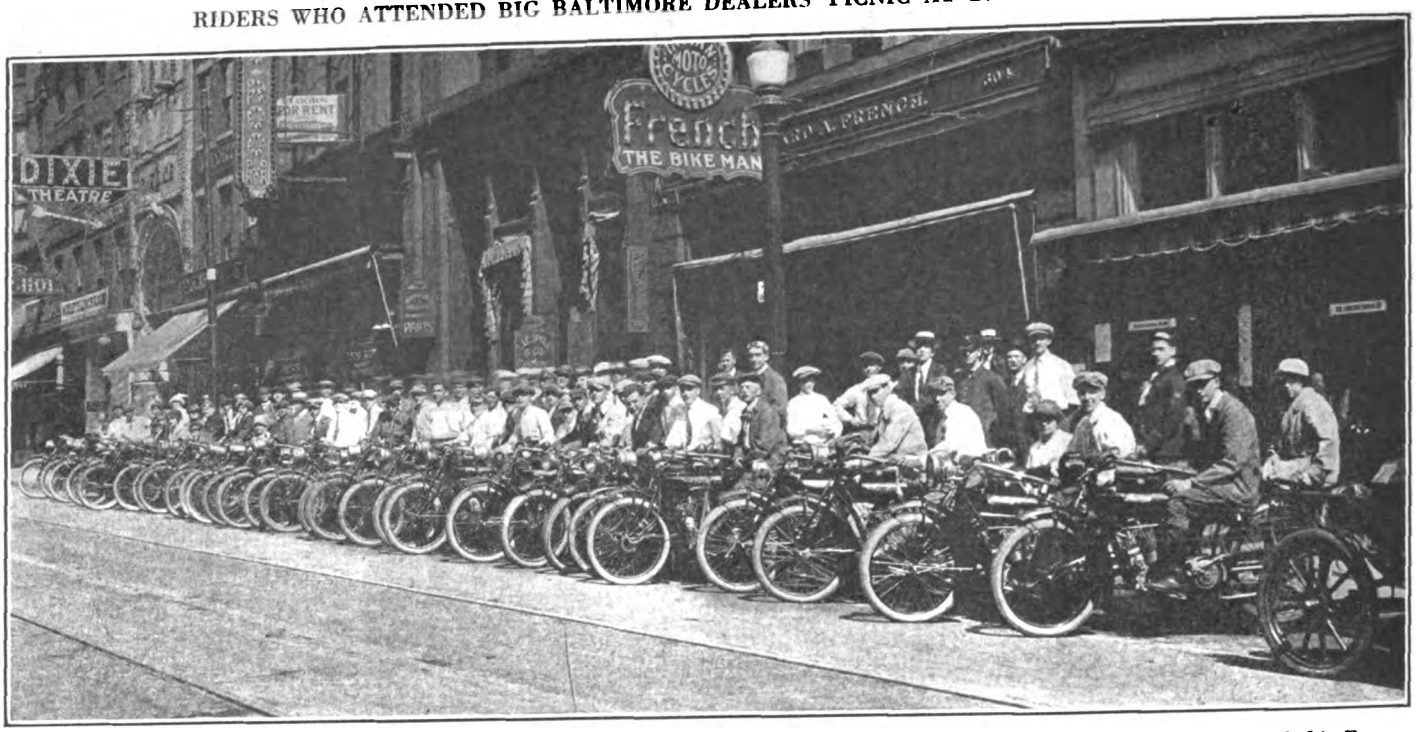
RIDERS WHO ATTENDED BIG BALTIMORE DEALERS' PICNIC AT BLACK RIVER, MD.




**Only a Part of the Indian Contingent Who Enjoyed the Festivities at Fort Howard and "Chick" Thomas' Shore Are Assembled in Front of Howard French's Tepee Preparatory to Riding Out of Baltimore. Many Others Joined at the Grounds**

**Riders and Passengers Who Participated in Big Trade Affair at Coast Place Owned by Popular Dealer in Maryland Metropolis—Swimming, Foot-Races and Other Athletic Contests Were Features of the Day**

### ARMY OFFICER RIDES INDIAN FROM SAN FRANCISCO

Boston, Mass.—Lieutenant E. L. Hoffman, Second Infantry, U. S. A., rode into Army Headquarters in this city on August 10, after having traveled from San Francisco most of the way on an Indian three-speed twin. He made the trip to obtain data for the War Department as to the all-around practicability of the motorcycle from military service.

Lieutenant Hoffman rode from the Pacific Coast city to Salt Lake City on the Indian, but ran into flooded country at Arapahoe, Wyo., so shipped the mount to Omaha, Neb., and later to Chicago. He remounted at Chicago and came on to Boston. He reports having deserted the Lincoln Highway after being on it for some distance, partly because of heavy traffic and stiff prices charged for everything. The officer reported many automobiles stalled in the flooded sections of the West where it had been raining for months. "When I read of Baker's ride," said the lieutenant, "I didn't have so much respect for his ability as I have now. I've bumped the ties, wallowed in gumbo, spilled in ditches and floundered in the desert and now my opinion has changed."

Hoffman covered close to 3,500 miles. His best day's ride was 320 miles and his average close to 200 per day. He reported no motor or carbureter trouble and did not change a spark plug. His ignition equipment was a Splitdorf Mag-Dynamo. He will ride back to San Francisco later and there ship for Honolulu.

## Still Another Field for Motorcycle

JANESVILLE, Wis.—Prof. Allen B. West, supervisor of agricultural activities in the schools of this city, is an enthusiastic motorcycle rider. His motorcycle plays a large part in Prof. Allen's work, as most of the agricultural teaching of the Janesville schools is worked out on the home project plan, making it necessary for the supervisor to personally inspect hundreds of plats in and around the city.

Prof. Allen has fifty boys under his care in the high school. Each of these is caring for a home garden for credit in his work, the amount of credit depending on the amount and quality of work done, the projects being along the lines of milking and recording milk, also testing, raising an acre of corn, an acre of potatoes, a half acre of pop corn, raising tobacco, onions and truck gardening generally.

"With the motorcycle I am able to visit each of the boys two or three times during the season for inspection, instruction and advice, and the fathers and mothers usually are on hand for various kinds of advice too. In addition to this I have 55 grade boys and girls who have gardens varying in size from a small flower garden to a truck garden.

"Some of my boys live ten or twelve miles away from town and this makes considerable riding."

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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
THE BICYCLING WORLD AND MOTORCYCLE REVIEW

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THE MOTOR CYCLE PUBLISHING CO.

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## FACTS AND FIGURES ON THE EXPORT SITUATION

WE are just in receipt of a report, prepared at the request of **Motor Cycle Illustrated** by the Bureau of Foreign and Domestic Commerce, of the Department of Commerce, giving the valuations of cycle exports from France, Great Britain and Germany during the first six months of 1915, as compared with similar exports during the first six months of 1914.

### Government Figures Tell the Story

We procured these figures because we were of the impression that the difference between the 1915 exports and those of 1914 would be rather large, on account of the war. Not only do the figures establish the correctness of this impression, but they prove that there is a tremendous opportunity for American manufacturers of motorcycles, bicycles, parts and accessories to build up a large business in countries which have hitherto purchased most of their cycles from Great Britain, France and Germany. The figures show that these three countries will do approximately $12,000,000 less business in motorcycles, bicycles, parts and accessories, with foreign countries, than they did in the year 1914.

### Falling Off in French Exports

During the five months ending May, 1914, French manufacturers of cycles and accessories exported 1,967 motorcycles. During the five months ending May, 1915, exports of motorcycles total only 377, a difference of 1,590. Assuming the valuation per machine to be $250, it will be seen that France has exported $397,500 less of motorcycles during the five months of this year than during the first five months of 1914. The loss sustained in the export of bicycles is in the same proportion.

### British Loss About 50 Per Cent.

During the six months ending June, 1914, Great Britain exported motorcycles, bicycles, parts and accessories totalling in value approximately $8,500,000. During the first six months of this year, English exports in these lines dropped down to a valuation of about $4,750,000. In other words, England's export business in cycles is something like $3,750,000 less for the first six months of 1915 than it was for the same six months in 1914.

### No Cycle Exports from Germany

During the first six months of 1914, Germany exported motorcycles and bicycles to the value of $1,450,000. Germany's exports during the first six months of 1915 have been practically nil.

### An Eleven Million Dollar Market

To sum up, these three countries show an export loss, for six months, of $5,597,500. Assuming that the same proportion will hold good for the balance of the year, $11,000,000 may be regarded as a fairly accurate estimate of the 1915 loss sustained by France, Germany and Great Britain in the export of cycles and parts.

### Buyers Look to This Country

Buyers in all parts of the world who have been looking to English, German and French manufacturers for their cycles now have no alternative but to buy from American manufacturers. A market valued at more than

(Continued on next page.)

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# Looking Down the Stretch

August 21, Indianapolis, Ind.—Race meet of Indiana Racing Association.

August 22, Toledo, O.—Race meet of the Interstate Racing Association.

August 22, Altoona, Pa.—Meet of Blair County M. C.

August 23-24, Wheeling, W. Va.—Tri-State reunion and race meet, with Ohio, Pennsylvania and West Virginia participating.

August 25, Aberdeen, Wash.—Annual race of Aberdeen M. C. at Cohasset Beach.

August 28, Boston, Mass.—Race meet at Readville Park track.

August 30, Streator, Ill.—Races at Northern Illinois District Fair, under the auspices of the Streator M. C.

September 4, 5, 6, Rockford, Ill.—Three-day good fellowship tour of Rockford M. C.

September 5-6, Toronto, Ont.—Endurance run of the Motorcycle and Bicycle Dealers' Association.

September 6, Chicago, Ill.—Three hundred-mile race on Chicago Speedway.

September 6, Coshocton, O.—Race meet at local track.

September 6, Trenton, N. J.—Motorcycle race meet under the auspices of the Mercer County Labor Union.

September 6, Pittsburgh, Pa.—Labor Day races at Schenley Oval.

September 6, Newark, N. J.—Run of New Jersey M. C.

September 8, Sheridan, Wyo.—Races at Three-Day "Stampede" celebration.

September 12, Toledo, O.—Meet of the Interstate Racing Association.

September 12, Elwood, Ind.—Race meet of the Elwood Racing Association.

September 13, Milwaukee, Wis.—Races under the auspices of the Milwaukee M. C. on opening day of State Fair.

September 18, Boston, Mass.—Race meet at Readville Park track.

September 18, Buffalo, N. Y.—Race meet of the Buffalo M. C. at Lancaster, N. Y.

September 18, Wheeling, W. Va.—Race meet of the Wheeling M. C.

September 18, Providence, R. I.—Race meet under the auspices of the Narragansett Park Speedway, Inc.

September 20-25, Chicago, Ill.—National motorcycle and bicycle show at the Coliseum.

October 2, Wheeling, W. Va.—Race meet under the auspices of the Wheeling M. C.

October 11-16, New York, N. Y.—National motorcycle and bicycle show at Madison Square Garden under the auspices of the Motorcycle Manufacturers' Association.

October 12, Boston, Mass.—Race meet at Readville Park track.

November 20, Phoenix, Ariz.—Race meet at local track.

November 25, Wheeling, W. Va.—Hill climb under the auspices of the Wheeling M. C.

## FIND MACHINES VERY MARKETABLE

Louisville, Ky.—The Krausgill Piano Company, of Louisville, has found that a motorcycle taken in part payment for a piano is by no means a commodity that is hard to dispose of. Last year a Yale rider got married and decided that he needed a piano worse than a motorcycle, so Arthur Krausgill, the president of the firm, allowed him $125 for it on a new upright.

## FACTS AND FIGURES ON THE EXPORT SITUATION

**(Continued from previous page.)**

$10,000,000 a year is certainly worth going after. Moreover, these figures have nothing to do with the business that can be done in England and France and, later on, in Germany. The manufacturers in those countries who were making motorcycles and bicycles a year or so ago are now making shells and other war necessities.

### Our Greatest Opportunity

Never before have American manufacturers been favored with such an opportunity. It is one of so much promise that the publishers of this paper have decided to do all in their power to put our manufacturers in touch with this big and valuable market. Our plan is a simple but effective one, and those interested are invited to write us for full particulars.

## THREE MORE ATTORNEYS

Legal Action Chairman Johnson announces the following additions to the list of F. A. M. attorneys: A. B. Clark, Pittsfield, Mass.; McNary Brothers, Salem, Ore., and O. B. Hughes, Brattleboro, Vt.

## GRAND RAPIDS RUN CORRECTIONS

H. C. Scherer, Michigan F. A. M. commissioner and a member of the Contest Committee for the recent Grand Rapids run, calls attention to misleading statements which appeared in the story of the run in these columns. In the first place, the run was a state F. A. M. affair and was merely under the auspices of the Grand Rapids M. C., says the commissioner. The finish of the run was at the Grand Rapids *Herald* building, not at the Livingston Hotel.

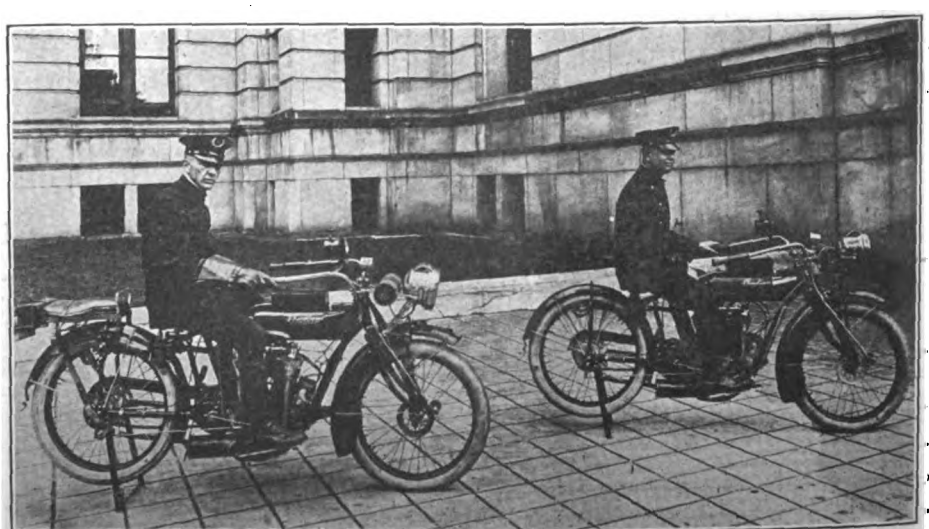
The *Herald* gave splendid co-operation in connection with the affair, and Commissioner Scherer is anxious that the newspaper be given the credit it deserves. Scherer further objects to the statement that he was retired because of a broken frame, and explains that he went out on account of magneto trouble near Cranberry Creek, not because of the water, but through the magnets dying. Blakeslee, who was referred to in the story as being retired, went through to the finish, according to Commissioner Scherer.

## AN ECHO OF THE RELAY

John L. Donovan, chairman of the F. A. M. Competition Committee and manager of the recent transcontinental motorcycle relay, has been asked to consider a protest from C. McQuerry, of Reno, Nev., concerning the transportation of President Wilson's message on Relay 35, from Fernley to Reno. McQuerry, who handles the Harley-Davidson in Reno, states that he had made arrangements to have the message carried from Fernley to Reno by Vernon D. Summerfield, on a Harley-Davidson, but that his plans were upset when Erwin G. Baker, the Indian veteran, failed to turn the message over at Fernley and went on with it to Reno. McQuerry asserts that Baker followed a back road through Fernley instead of adhering to the prescribed route, which would have brought him in touch with McQuerry and Summerfield.

When the matter was later called to Baker's attention in Reno he stated that he had heard the back road referred to was unusually bad and that he simply wished to try his prowess on it.

## PAIR WHO REGULATE TRAFFIC IN PENNSYLVANIA CAPITAL



Motorcycle Policemen of Harrisburg in Front of State Capitol; The Machine at Left Has Tandem Attachment for Use in Conveying a Second Officer in Emergency Cases

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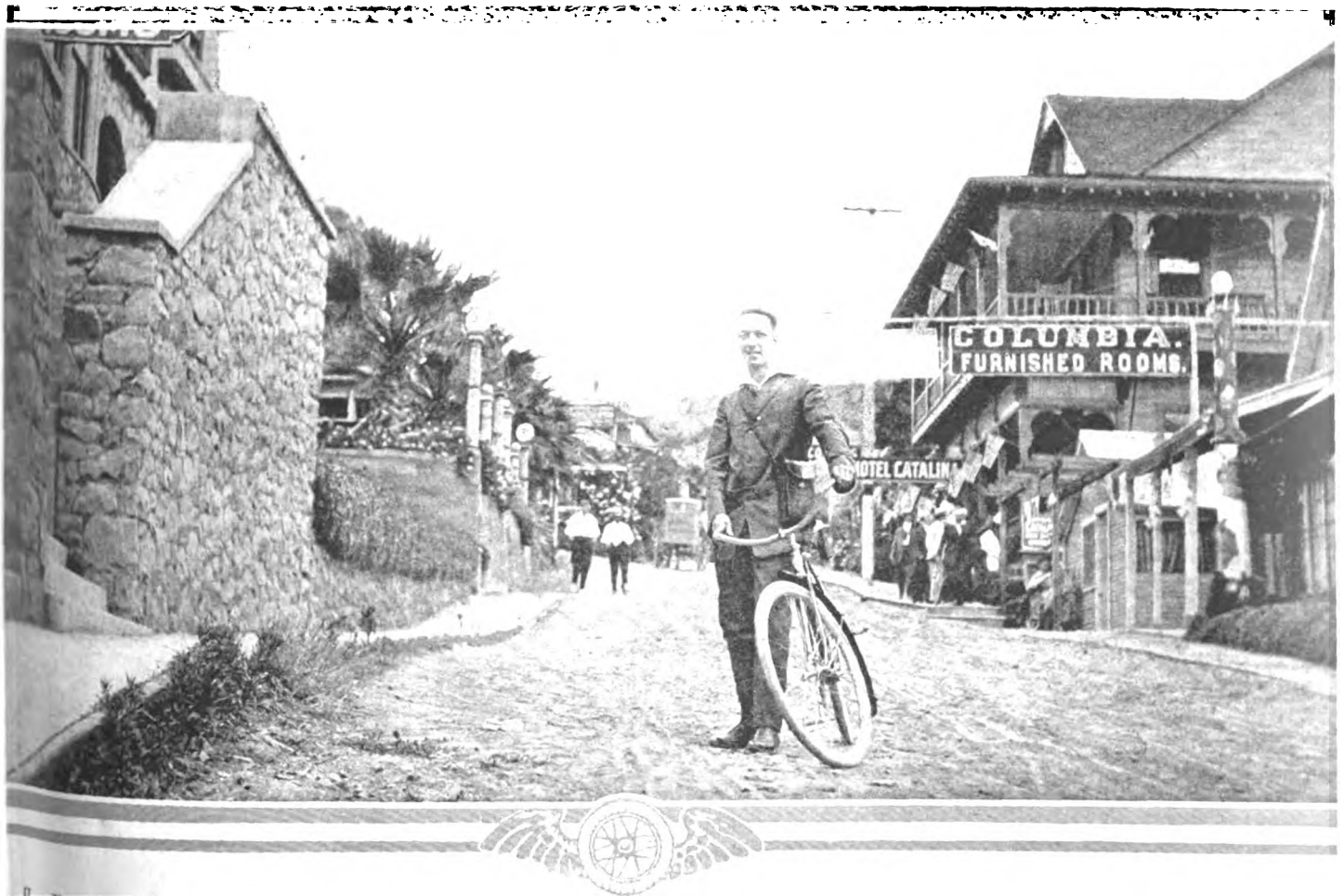
The BICYCLING WORLD
FOUNDED 1877
"ALL THE BICYCLE NEWS EVERY WEEK"




How Kramer Came Back at Goullet

Bicycle's Simplicity An Asset

***THE unusual photograph above, showing John E. Hogg, the author, in Avalon, Santa Catalina Island, gives but an inadequate foretaste of his thrilling experiences on a bicycle trip through that Island. You will be amused as well as interested in meeting the Chinese refugee-politician whose hospitality Hogg shared in the Pacific isle. Then there are the wild mountain goats that came near bucking the author, the bellowing seals, a fall that almost threw Hogg down a precipice, and—well, read the story.***

Circuit Riding Awh on the Frontier

Standing Pat on Fair Prices

*Supplement to*
***MOTOR CYCLE ILLUSTRATED***
***August 19, 1915***

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# Again We Say to the Trade

## *"A satisfied customer is the best asset you can have"*

Every manufacturer, jobber, and dealer knows this. It's always been so. It will be so until the end of time.

More than 4,000,000 men, women, and children have bought bicycles fitted with the

## New Departure Coaster Brake

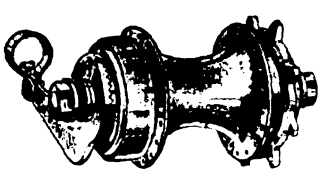
and because these brakes have done as we guaranteed they would do - - -

***These customers are satisfied.***

During this season 9200 Dealers have specified and sold New Departures.

***These dealers are satisfied.***

It is now time to specify for 1916. Consider, therefore, the reasons that back the Brake that Brought the Bike Back.



Its reputation, The quality of material used, The processing and heat-treatment of this material, The 157 inspections of the parts and the complete brake, Our sales helps that boost bicycling, Our guarantee that protects without a come-back and, The millions of satisfied customers who during the past 18 years have testified as to the reliability of New Departures.

Study the facts—Base your action upon your own good judgment.

**THE NEW DEPARTURE MFG. COMPANY**

**BRISTOL, CONN., U. S. A.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# Standing Pat on Fair Prices

## *The Bane of the Bicycle Trade Is the Fellow Who Wants "Something Off"*

By POWHATAN ROBINSON

**President, New York Sporting Goods Co.**

THE tendency of merchants who are not engaged in the cycle business to buy "around" the local bicycle dealer is unfair to their neighbors and unfair to themselves. How much better it would be for everybody to patronize their local merchants and help build up the general trade of their town, instead of sending to mail order house or "weak kneed" jobbers in large cities to secure some article that can be bought locally at a fair price. In the final analysis, it is cheaper to buy at home, because the home merchant adds his guarantee to the manufacturers' and the friendly spirit created by local trading means reciprocity and the whole community benefits.

### Entitled to Patronage

The merchant who invests his capital in rent and a stock of merchandise in any particular line of trade is entitled to the support of other merchants in different lines, and to the support of the jobber or manufacturer from whom he purchases.

The company, of which the writer is president, makes it a rule not to sell anyone at wholesale prices any merchandise, unless the dealer regularly carries such goods in stock for "over the counter" sales. For example, if we have a customer in a town doing a nice baseball business with us and another gives us a good share of his bicycle business, and they specialize in these lines, it would be manifestly unfair to sell the sporting goods dealer a bicycle for his "sister, his cousin or his aunt" at the wholesale price, thus taking the trade away from the local cycle dealer. By the same token, it would be wrong to sell the bicycle dealer a baseball or bat at the wholesale price, thus doing the sporting goods dealer out of a sale.

### The Bane of the Trade

The man who always wants to get "something off" for one reason or another, is the bane of the bicycle business; if the dealer, however, will make a strict rule that he will make his prices reasonable, and stick to them, his profit and loss account at the end of the year will reflect the wisdom of his stand for good business methods.

Fair prices, good merchandise, courteous treatment, prompt shipment, liberal adjustments, and putting every customer on the same price basis, are essentials to business success. Whereas, slovenly business methods and weakness in upholding fair prices will spell business disaster.

No doubt many a dealer is confronted with cases similar to the one that occurred in a well-known sporting goods store only a few days ago. A "boss" carpenter was employed to do certain work and stated that his price was $5.50 a day for a carpenter, to which the merchant agreed. Before the job was completed the "boss" carpenter asked how much he could "get off" from the price of a camera. He was told by the sporting goods dealer that the price was $6 to him and $6 to anyone else, and that the profit was not unreasonable. He explained further that the rent and expenses must be paid and that the sale would not be made, for obvious reasons, at a cut price. The carpenter bought the camera without murmur and appeared to see the justice of the statement which the dealer had made to him.

To sum up, every merchant should demand a living price for the goods he has to sell; treat every customer alike, and pay a living price for what he buys, giving preference to the local dealer.

# Bicycle's Simplicity an Asset

## *Vehicles Become More Practicable as Their Construction is Less Complicated*

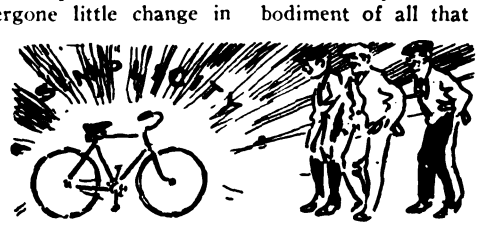
By MAX SLADKIN

**President Haverford Cycle Co.**

EVERY successive year witnesses some new development in the field of locomotion. The automobile, the motorcycle—in fact every prevailing means of conveyance—shows a marked improvement over the standards of five or ten years ago.

### Vehicles Become Simplified

The bicycle is no exception to this, although it has undergone little change in recent years. This, of course, is due to its great simplicity. All the improvements which mark the new models of automobiles, motorcycles, etc., tend toward simplicity and the more they approach the simple the more practicable and more beneficial they become.



So that while the bicycle shows only minor improvements, during the last decade, this fact does not argue that the bike has run its race, but rather that it has reached a stage of simple perfection at which it is best adapted to meet the requirements for which it was designed.

### Motor Attachments Boost

The very best proof that the bicycle is going strong is that during the last year different devices have been invented to serve as an auxiliary to the silent two-wheeler. The motor has appeared in connection with the bicycle and promises to supersede self-propelling. The appearance of this new factor has created quite a sensation and will undoubtedly give the bicycle a position in American every day life that it has never yet attained even in its balmiest days.

In the bicycle of today we have the embodiment of all that is wholesome, graceful and beautiful. Yet, with the exception of slight difference in design or variation in color, the bike is the same today as it was ten years ago, and I dare say as it will be pretty nearly the same ten years hence.

### Commercial Utility

One noticeable feature in connection with the bicycle is its strong position in the commercial field. Merchants everywhere have come to realize the economy of the bicycle.

The strongest proof that the bicycle, far from going back, is here to stay is the fact that instead of being rejected for the motorcycle, the motor has finally come to it and the combination promises to be a winner. The wheel is so simple, so handy and so well suited to ordinary requirements that its success as a permanent factor is practically assured.

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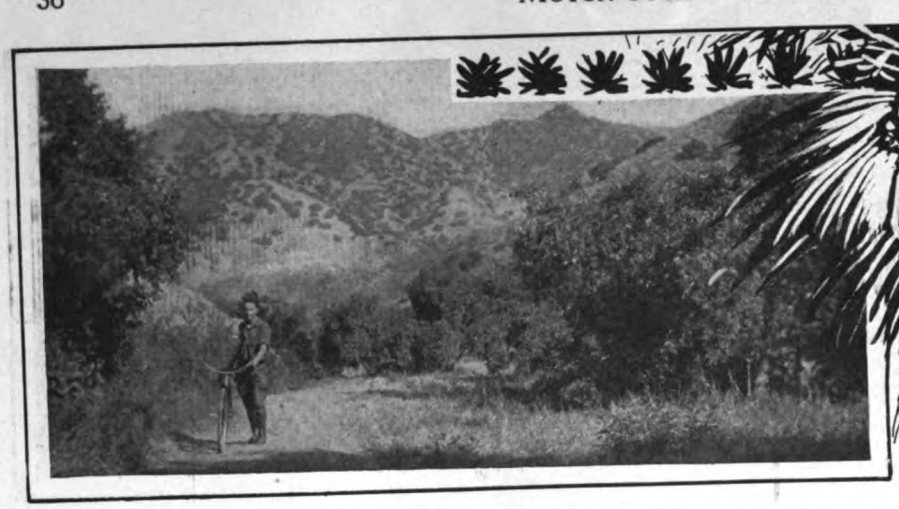

# Cycling on Santa

*Coming Out of the Canyon Into the Peaceful Wooded Hills*

MANY Americans who have journeyed to the Pacific Coast have visited Santa Catalina Island and are therefore thoroughly familiar with it. But those who have never even heard of it I would advise to glance at any good map of California, and off the Southern Coast they will find the Santa Barbara group of Islands. Santa Catalina Island is one of the largest and most southerly of the group—a rugged mountainous island, some thirty miles in length and varying from half a mile to six miles in width.

### Yachting to the Island

Some weeks ago, I explored this island on a bicycle, after yachting from the mainland to Santa Catalina. Of the trip over the troubled Pacific Ocean, buffeted about on mountainous seas in the thirty-five-foot yacht "Ensign," I need make no mention, except to say that I was fortunate enough to escape the torture of seasickness, and standing at the wheel with my eye glued to the binnacle I piloted the yacht over the trackless ocean, while several of my less sturdy companions rolled and tumbled about the cabin floor in prostrate misery with the bouncing of the boat.

At last the high peaks of the island rose like distant clouds from the blue haze of the horizon, and an hour later we dropped anchor in Avalon Bay.

Unstrapping my wheel from its position on the cabin wall I lowered it into the stern of the dingy and rowed ashore.

The City of Avalon has a most enviable location—mountains on three sides of it, the beautiful half moon shaped bay on the other, and the bluest of everlasting blue skies overhead, reflecting its blueness into the still deeper blue of the Pacific.

As for location, the only other city that I could compare it with is Lucerne, in Switzerland, with its beautiful mountains and lake.

After touring along the water front and up and down several side lanes, that were nearly overgrown with tall eucalyptus trees and date palms, I inquired for the direction to the isthmus stage road and was on my way with a grim determination to go to the isthmus and to the other side of the island, or break something in the attempt.

### Tackling Tough Grades

It was thirty miles to the isthmus and back, and before I had gone a fourth of the distance I realized that I had tackled something. The road lead up and up, across canyons and into the mountains. I nearly pedalled my lungs out on the first four miles only to find myself in the fifth mile on grades so steep, that in spite of standing on the pedals with my entire weight and pulling up on the bars at the same time, the silent wheeler refused to budge an inch.

Going Ashore at Avalon

"All right," thought I, "feet and Scotchmen's legs were in vogue and were proven a success long before bikes were, so here goes." And I proceeded to "hike it" and lead the bike up the grade.

### Quiet in the Mountains

The stillness of those mountains was almost appalling. There was scarcely a sound besides the chirping of birds and the excited squealing of an occasional lizard that scampered off at my approach. A short distance up at the top of the grade toward which I was headed great banks of clouds rolled over the mountain top in fleecy silence.

I was half asleep in meditation over the beauty of the scene, when my blood actually ran cold for an instant as I was brought to a realization of my senses by the crashing appearance of a great, long-horned, wild goat that tore out of a bunch of Manzanitas almost at my feet and was off up the mountain side jumping from crag to crag, like a cat going through a parlor after a ball of catnip. He looked as big as a load of hay and as angry as a buzz saw.

The goat had only gotten out of sight long enough to let the goose bumps die down on my skin when "whizz! whizz! whizz!"—a flock of partridges soared up almost at my feet. Startling was no name for it.

I soon reached the top of the mountain where a most gorgeous scene burst into view; I could turn on my heel and get a bird's eye view of nearly the entire island. There were mountains and mountains and then more mountains to say nothing of the indigo ocean on two sides. The clouds blew up the one side of the mountain and down the other, apparently too moisture-laden to float in the air until they reached the lower and warmer altitudes. As they blew up around me I inhaled deep breaths of the pure ozone that was heavy with the salty odor of the ocean, until I was dizzy.

Where I Met Hop Lee Yuen

Then I was forced to sit on a rock and admire the scene for a bit before coasting off down the long grade to the ocean on the north side of the Catalina.

### Many a Hard Pull

The remainder of the trip to the isthmus involved many walks and many a hard pull, to say nothing of several down grades

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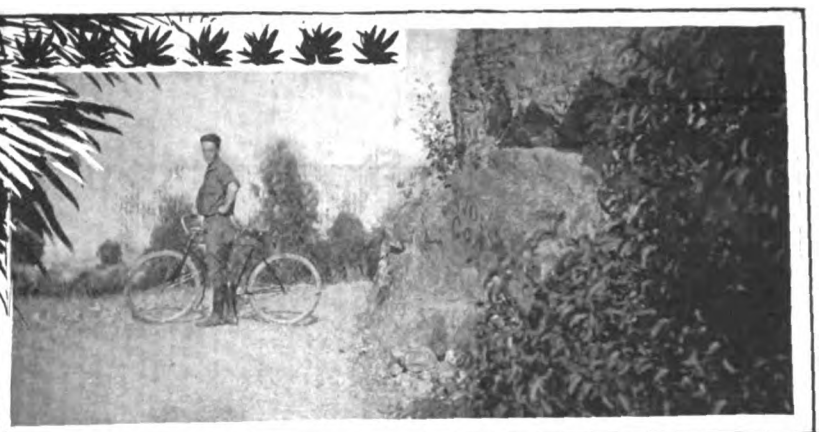
# Catalina Island

By John E Hogg.



*The Sea from Around a Turn in the Granite-Bordered Mountain Road*

that were too steep to be ridden. The roads were for the most part a sort of clay and gravel composition that made very good going, although I did encounter several rocky stretches and some fine chalk-like dust.

The isthmus is just a low place between the mountains where the ocean nearly breaks through and cuts the island in two. Wild goats are plentiful all over the place, but it is on the portion north of the isthmus that the best hunting obtains. This portion of the island is practically unexplored, except along the coast line, and consequently the "big Billies" grow enormous horns unmolested.

It was somewhat past noon, and I had developed a keen appetite when I reached a funny looking little ranch house, nestled down in a canyon between the mountains. It was the first sign of human habitation that I had encountered in miles, so I decided to stop and see how the prospects were for something to eat.

### A Mandarin with a Minnie Goat

I leaned my bike against a nearby loquat tree and was just starting up toward the house on foot when down through the canyon came a barefooted Chinaman leading a Minnie goat. "Hello, John," said I, as the Chinaman approached. "How are the chances for something to eat?"

Half Way to the Summit

At that the Chinaman shook his head and murmured brokenly, "No speak Amelican."

When an undergraduate in college I had as a hobby acquired a fairly respectable vocabulary of the Mandarin language from some Chinese classmates, and here was my chance to put it to good use. So I came back at the Chinaman with a friendly greeting in Mandarin. Immediately he grabbed my hand, patted me on the back and, momentarily forgetting himself, sputtered in broken English—"Where you learn that?"

At South End of the Island

Hop Lee Yuen and I were not long in getting acquainted, and I was soon seated on a bamboo stool at a little round table in the patio where, with Hop Kiao Chi, Hop Lee Yuen's wife, Cheng Fung Fong, Hop Lee's brother-in-law, and Hop Yim Ling, his 12-year-old son, I proceeded to relish a meal of fried fish, yams, rice, and a glass of goat's milk.

I simply could not find my mouth with a pair of chop sticks, and was happy when, after nearly turning the house upside down, Hop Kiao Chi succeeded in digging up a knife and fork, which he handed to me with evident satisfaction.

As we talked over the meal I soon realized that Hop Lee was no ordinary Chinaman. He had a funny fat face, with a pair of eyes that, although set on a slant and back in a corner, were nevertheless sparkling with intelligence.

### Exiled Chinese Politician

It seemed that he had been mixed up in politics in the province of Shung Chizee Kuang, and by his operations had incurred the ill-will of Wu Ting Fang. It then developed that he had had his choice of fleeing from China or having his head chopped off with a sword. Naturally he chose the former, and "beat it" for Germany and later to the United States.

I was thirsty and when I asked for a glass of water was served with a cupful of murky liquid that tasted like the bottom of a canary bird's cage. "I sorry," said Hop Lee, "but it's the best we've got." The water was not only brackish and saline, but also contained a large percentage of sulphur and iron.

The long arid season and total lack of good fresh water have retarded the development of Catalina Island. There is a prize of one million dollars offered to anyone who can secure an abundant supply of good fresh water.

After leaving Hop Lee's place my road wound off into the mountains; up grades that were too steep to pedal up and down grades that were too steep to coast.

### Somersaulting on the Road

After pedalling and walking up one particularly long grade I attempted to coast down the other side. I coasted for more than four miles down with ever-increasing speed, although I was standing on the brake with the rear tire partially sliding, and finally found myself on a hairpin bend with a precipice on one side and a wall of rock on the other. The only logical thing to do was to fall off. So fall off I did, right over the rear wheel. I somersaulted on the road several times—end-over-teakettle—and wound up in a clump of prickly pears at the edge of the precipice.

I pulled myself together only to find that I was in agony from a million stickers all over my body. I undressed on the spot and after spending an hour picking stickers out of my skin was able to proceed, well aware of the fact, however, that there were still a few thousand hairlike stickers in my skin.

For miles and miles I pedaled, walked and coasted in the mountains until I at last came over a crest in the mountains and into the city of Avalon.

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It seemed that I was asleep the moment I stretched out in bed, and was awakened by the chirping of linnets outside the windows a very few minutes afterwards. After a bath in the ocean and breakfast I straddled my wheel once more and was off toward the south end of the island.

**Salt Dust Ruins Nickel Plate**

The streets of Avalon are sprinkled three or four times a day with sea water. I learned to my sorrow that the salty dust which results from its drying up is most ruinous to steel and nickel plate.

My road to the south led along the seashore for a mile or two—the ocean on one side and solid walls of rock on the other. It was a good road, however, and fairly level so that I made very fair progress.

I crossed over the mouth of a hundred or more canyons that led down from the mountains to the sea, and could not resist stopping several times to revel in the beauty of the mountains and the indigo of the ocean. I could not, however, rid myself of a feeling of loneliness as I coasted down the hills, with not a sound other than the rush of the wind past my ears and the thundering of the surf on the rocky shore below.

This feeling of loneliness was only magnified when I came around a curve in the road where there was a solid wall of rock on one side and a rock bound coast on the other. There were great piles of rock out in the water, which literally teemed with seals—big shiny black creatures that slipt over the rocks and in and out of the water like great soft snails, bellowing and screaming as they went. There seemed to be something spooky about it that made me perfectly content to tour on.

I came at last to a point where I stood at the southernmost end of the island. My road doubled back, while the blue Pacific thundered on the rocks at my feet. Although it led up a hair-raising grade I followed the canyon road to return.

**Avalon from the Distance**

How I had gotten to the southern point of the island I have never from my road maps been able to figure out, for after walking back up the canyon for about two miles I came to the top of a range where I could again see the ocean on both sides of the island, and a few miles off in the distant haze lay the city of Avalon—a mere cluster of buildings nestled in the valley at the water's edge.

Far out at sea to the south of the island some huge, overseas ship was steaming along leaving a long V-shaped wave far in her wake over the blue sea, that appeared as smooth and placid as any mill pond. She was evidently bound for the Panama Canal or some South American port.

The remainder of the run into Avalon was over fairly good gravel and clay road with most of the going down hill.

The ride was through the mountains all the way, around curves innumerable and through long lanes that were nearly arched over with eucalyptus trees. On the last mile I found myself high up in the hills directly above Avalon with the road winding down such a steep grade, that I had to walk down part of it and also had to stop twice to let my brake cool.

It was supper time when I rode up the main street and to the Metropole Hotel, where after cleaning up and joining the rest of our yacht party I sat down to a fine supper with an appetite that put zest and relish into every bite of food.

About nine o'clock the moon rose, and with the bike in the stern of the dingy, I rowed back to the yacht. Half an hour later we pulled up the anchor and sailed away over a sea that blew in silvery ripples on all sides.

I sat on the top of the cabin until midnight—watched the mysterious, beauteous island grow dim in the distance, until its tallest peaks dropped below the moon-lit horizon.

**On a Main Road on the Isthmus**

## ANOTHER CYCLIST CORPS

Ottawa, Ont.—Authorization has just been issued by the Canadian Militia Department for the raising of another Divisional Cyclist Corps for service abroad during the present war. This corps will be made up of picked men and bicycle racers, among others, will be given preference. The work of recruiting the unit, which will be the third of its kind in Canada, has been vested with the Corps of Guides, which is a permanently established fixture of the Canadian militia forces. The men will be trained in reconnaissance, scouting and despatch carrying. It is expected that 150 cyclists will be secured in Toronto for this corps, while it is believed that a number of the members of the Vancouver bicycle volunteers will also enlist. The men will receive several months' training before they are sent overseas.

## WRITES ON BICYCLE'S RETURN

Sacramento, Cal.—L. S. Upson, vice-president and general manager of the Kimball-Upson Company, motorcycle and bicycle distributor and Smith Motor Wheel dealer in this city, writes an interesting letter concerning the return of the bicycle and the future of the Motor Wheel. His letter follows:

"There are more bicycles on our streets now than ever before since the halcyon days of the two wheeler, and a keen observer can see the number growing week by week. I remember the time shortly before the tremendous popularity of the bicycle when there were not as many bicycles in use as there are now. I prophesy the return of the bicycle as a permanent return, bringing it to greater uses than before.

"We must give much credit to the Smith Motor Wheel for helping to bring the bike back. The Motor Wheel makes a new sport to which the bicycle is an accessory, and it lifts the bicycle to greater deeds and broader utilities. All Sacramento—in fact, all our territory—considers the Motor Wheel the greatest invention in the gasoline motor line of the age, and there are a great number of these machines skipping around town. There are many doubting Thomases—that's natural—but they are growing fewer every day, following new feats and performances of the little Motor Wheel. It surely is bringing the bicycle back into the popularity it enjoyed a generation ago, and as a business utility its possibilities seem almost unlimited."

## WRIGHT LEADS THE CRESCENTS

Baltimore, Md., August 16.—Up to the first of the current month, William T. Wright still led in the century mileage contest of the Crescent Bicycle Club, according to the report of Capt. Langdon M. Sanborn. John G. Strickler and Fred M. Sanborn are still holding down second and third positions respectively, with Welby Sherman in fourth place. Wm. H. McAvoy has moved up from sixth place to fifth, displacing Capt. L. M. Sanborn. Walter Doersch is seventh, R. Leimbach eighth, Wm. Leimbach ninth and A. Leimbach tenth.

## CRESCENTS RIDE TO LOCH RAVEN

Baltimore, Md., August 16.—The members of the Crescent Bicycle Club held a regular Sunday run on August 15 to Loch Raven in the beautiful Dulaney Valley and return. When the destination was reached the party of wheelmen spent some time in sight-seeing and snapped a number of interesting pictures. Three short sprint races of about one-half mile each enlivened the homeward ride. Capt. Langdon M. Sanborn, Jno. G. Strickler and Fred M. Sanborn each won one race and took second and third places in the other races.

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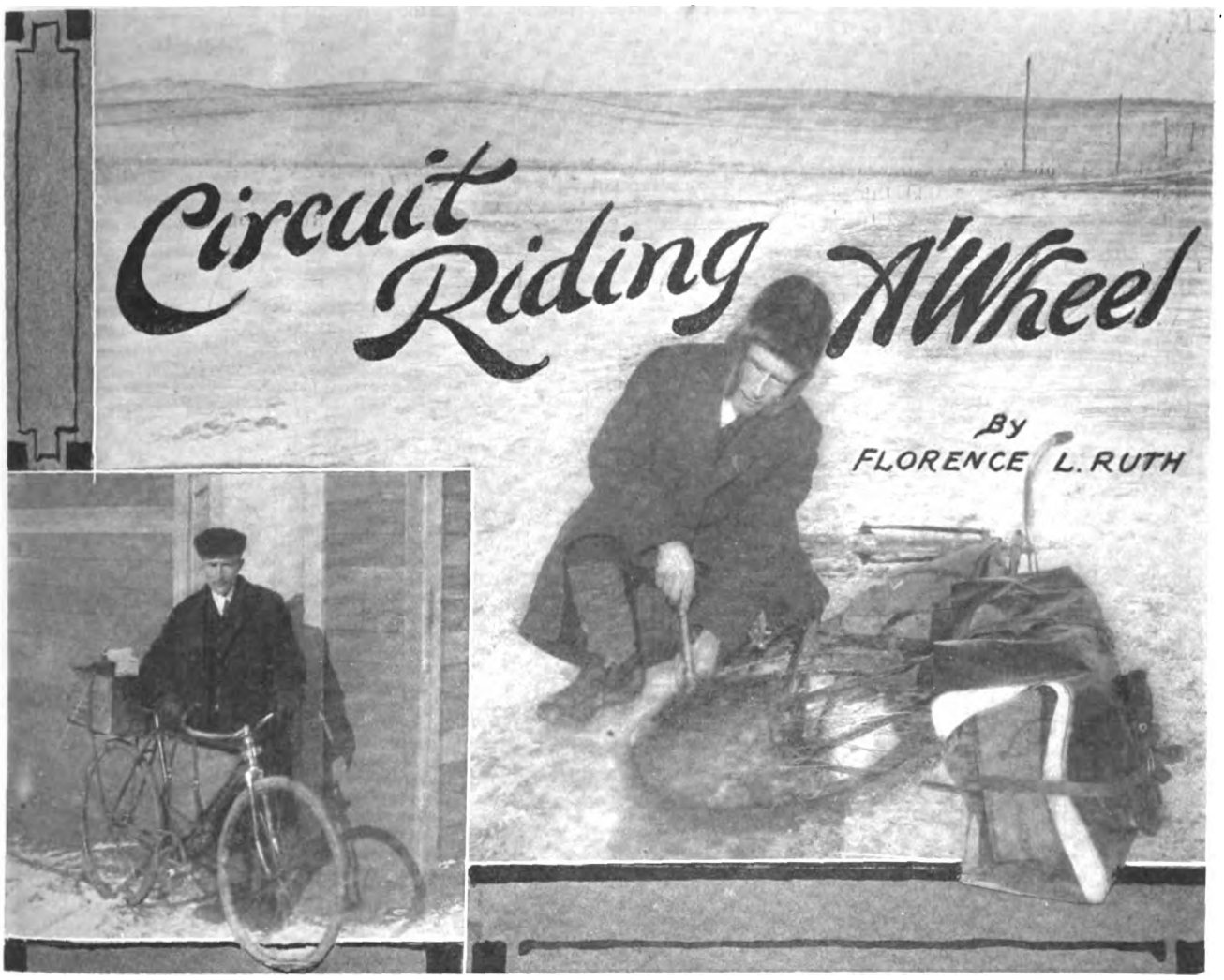


**Left, "The Bicycle Bishop" Leaving His Shack to Go on His Circuit. Right, Making Repairs on the Road**

FIFTEEN thousand miles over the prairie trails on a bicycle through rain and shine, snow and mud, in the discharge of his pastoral duties is the record of Rev. W. B. Cowgill, better known as the "bicycle bishop" of McKenzie County, which is one of the frontier counties of North Dakota west of the Missouri River. The figure of the reverend on a wheel, with his wooden box of bibles, hymnals and Sunday school quarterlies strapped at the back, is familiar to almost every man, woman and child homesteader in the big county. For three years he has been in charge of Presbyterian organizations, most of which he founded over territory thirty miles in extent.

He lives alone in a 14 by 16 shack at the county seat, "batching it" part of the time and rides out from the shack on his bicycle over the trails preaching in schoolhouses, village halls or any place where he can get the homesteader folks together. He often conducts services at a half dozen places on a Sunday, making a circuit of thirty to fifty miles on his bicycle. He has ridden sixty-eight miles in a day's work.

### A Man of Wide Learning

Rev. Mr. Cowgill talks and can preach Norwegian and German almost as readily as English. This stands him in good stead in the Norwegian and German communities which are numerous in the county. Five years ago he graduated from the McCormack Theological Seminary, having previously taken his B. A. degree at Missouri Valley College, Marshall, Missouri. He was awarded a fellowship for excellency in Greek by McCormack Seminary, which permitted him two years' study in Europe. Part of the two years he chose to spend at Christiania, Norway, in order to become more familiar with the Norwegian language.

### Collided with Pig While Coasting

Often when the roads have proved too heavy for pedaling he has come walking into the place of meeting leading his wheel. He may be a little late, but his parishioners have learned to expect his appearance sooner or later, for he almost never misses an appointment. The one exception was the time he collided with a pig while coasting down a hill. The sudden contact pitched the reverend rider head foremost over the handle bars. The next thing he knew he was lying in the road with a queer feeling in his head, a much battered wheel beside him and the pig nowhere in sight. For a fortnight after the mix-up he held no services.

He has worn out four bicycles in his work. Recently his parishioners about the county clubbed together and presented their pastor with a second-hand two-passenger automobile. He is now using this, but has not abandoned his wheel. He drives the auto with his bicycle strapped to the side for an emergency. Twice he has left the car on a country road and hurried on on his bicycle to fulfill an appointment, returning at his leisure to get the auto going again.

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## ITALIAN CYCLISTS COMPETE

Montreal, Que.—The Italian colony of Montreal became excited when the annual bicycle road race for Italian riders was held on Sunday, August 8, from the Church of St. Jean de la Croix to St. Vincent de Paul and return, a distance of 21 miles. The prizes were valuable, consisting of a silver cup, one gold and two silver medals. Twenty cyclists participated and the following were the winners: First, F. Williski; second, T. Christins; third, A. Cicilia, and fourth, Z. Lemins. Time, 1:08.

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## MERCED CLUB PICNIC

Merced, Cal., August 15.—The Merced Cycling Club held its annual run and picnic to Amsterdam on the Merced River on Sunday, August 15. About forty members attended the affair. The following officers are serving during the current year: President, Henry Stay; vice-president, H. M. Baker; secretary, Elmer Bouchet, and road captain, Bill Bailey.

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# KRAMER LOWERS GOULLET'S LEAD

## But Australian Rival Is Still Ahead of American Champion by Seven Points.

NEWARK, N. J., Aug. 16.—Frank Kramer, the East Orange speed marvel, who is battling for the national championship against Alfred Goullet, gained three points on his Australian rival here on Sunday, August 15, by annexing first place in the half mile championship race, while the blond haired rider had to be content with third position. Bob Spears, another of those "pesky" riders from the antipodes finished second, while Alfred Grenda, who hails from Tasmania, drew fourth position. By winning, Kramer cut Goullet's lead down seven points. Goullet has scored thirty-seven points in the titular races, while Kramer has tallied just thirty. Big Alf Grenda is credited with twenty-three points, and Spears, who brings up the last of the "Big Four," has eighteen marks.

Kramer defeated Goullet in the first grand semi-final, the draw for heats having brought them together. By beating Goullet here he put the light haired Australian in the final for third and fourth place men with Grenda, while Spears, who had defeated Grenda in a semi-final met Kramer in the dash for first place. Kramer was an easy winner over Spears, outgeneralling him the entire distance. Grenda apparently "laid down" in his match for third and fourth positions with Goullet, and "Goullie" won easily.

When Kramer and Spears took the mark to start the sprint for first place a coin was tossed to see who would set the pace. Kramer went out and led for the first lap and continued to do so going into the second. Spears did not want to go, but as the two cyclists entered the third and last lap of the race, Kramer stalled, forcing Spears into the lead, while Kramer tacked on to Spears's wheel. Taking the first turn "Big Steve" worked hard and rode around Spears going into the back stretch with a comfortable lead. Spears put up a little fight on the back stretch but Kramer let out an extra burst of speed and raced away from him, Bob then gave up trying. Kramer beating him to the tape by half the distance of the home stretch.

The race between Grenda and Goullet was more or less of a farce, as it seemed apparent to every one that Grenda was just letting Goullet romp off with third position without a fight. Grenda lead for two laps and entering the third, Goullet took first position. On the entire last lap, Grenda did not once give his brother Australian any kind of a fight and Goullet won easily while the crowd hissed and booed Grenda. The referee fined Grenda $10 for not trying.

In the heat between Goullet and Kramer, the American rider got off first, while Goullet took the lead going into the second lap. Goullet was riding in first position when the bell sounded, but Kramer did not really get going until the middle of the back stretch on the last lap was reached. He came out at this point and drew up on practically even terms. Then these two wonderful riders battled as one on entering the home stretch. Down the home stretch the sprinting was terrific, with Kramer pulling slightly ahead and winning by just about a foot.

Half Mile Novice (Amateur)—Won by Rudolph Reilsperger, Newark; C. Bowers, Newark, second. Time, 1m. 14⅕s.

Australian Pursuit Race (Amateur)—Hans Ohrt, San Francisco, vs. Albert Krushel, Buffalo. Won by Ohrt. Distance, 4 miles 2¼ laps. Time, 10m. 8s.

Half Mile National Championship (Professional)—Won by Frank Kramer, East Orange; Robert E. Spears, Australia, second; Alfred Goullet, Australia, third; Alfred Grenda, Australia, fourth.

First grand semi-final to decide third and fourth places between Grenda and Goullet—Won by Goullet. Time of the last eighth mile, 11⅘s.

Second grand semi-final to decide first and second places between Kramer and Spears—Won by Kramer. Time of the last eighth mile, 12⅕s.

Half Mile Handicap (Amateur)—Won by Arthur Spencer, Toronto (55 yards); Harry Horan, Newark (50 yards), second; John L. Staehle, Newark (50 yards), third; Frank J. Whitney, Newark (10 yards), fourth. Time, 56⅘s.

Brassard Race, One Mile—Alfred Grenda, Australia, vs. Robert E. Spears, Australia. Won by Spears. Time, 4m. 27s. Last eighth mile, 12⅗s.

Miss and Out Invitation (Professional)—Won by Jacob Magin, Newark; Frank Corry, Australia, second; William Coburn, Newark, third; Norman Hansen, Denmark, fourth; George Cameron, New York, fifth. Time, 4m. 8⅕s.

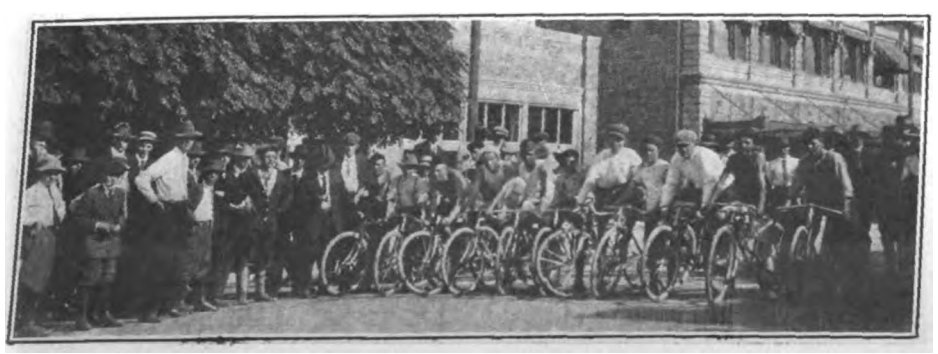
Three mile Open (Amateur)—Won by Hans Ohrt, San Francisco; Walter White, Newark, second; Fred Taylor, Newark, third; Eddie Kane, Newark, fourth. Time, 6m. 39⅕s.

Three Mile Handicap (Professional)—Won by Robert E. Spears, Australia (10 yards); Reginald McNamara, Australia (10 yards), second; A. J. Clark, Newark (30 yards), third; Alfred Goullet, Australia (scratch), fourth; George Cameron, New York (90 yards), fifth. Time, 5m. 52⅖s.

### BRADY OPENS CYCLE SHOP

Stockton, Cal.—J. L. Brady has opened an up-to-date cycle shop at 44-46 South California street, Stockton, Cal., under the name of Brady's Cyclery. He writes that business is good and there is a healthy demand for second-hand wheels, as well as a good demand for the higher-priced bicycles.

### GOLDEN STATE RIDERS ENJOYING THE SPORT



**Start of Seventeen-Mile Road Race in Turlock, Cal.**

# WILEY WINS THE BRASSARD MATCH

## Gets the Coveted Bonus at Revere by Outclassing Walthour and Collins.

BOSTON, Aug. 15.—The one-hour Brassard race, with its coveted $5 a day bonus, went to George Wiley at Revere Cycle track on Saturday night, August 14, who covered 44 miles in order to retain his pleasant emoluments. Bobbie Walthour was only three laps behind, and Elmer Collins was several miles back.

Carman, who from the very start went out with all his speed to wipe out a few old scores against Wiley, seemed destined to be successful, when, in the sixth minute, he came up from behind and passed Wiley as if the latter had been tied. Carman gradually worked this lead up to a quarter of a lap, but on the 17th mile his front tire blew out, and he was thrown down the bank and was picked up unconscious. He was later able to walk to his training quarters.

In the minor events Pat Logan showed that he is a real "comeback" boy by capturing the half-mile open professional against an exceptionally fast field. The best amateur race seen here this year was the five-mile open. Headed more than half a lap by the fast riders, Ned Chandler of Boston started after them, and jumped to a win on the bell lap. The summary:

One-Half Mile Amateur Handicap Race—Won by C. Robinson, Boston (95 yds.); A. R. Cook, Dorchester (105 yds.), second; William Cupit, Roxbury (105 yds.), third; Lewis Hill, Revere (100 yds.), fourth. Time, 57⅕s.

One Mile Invitation Amateur Race—Won by Edward Harrison, Orient Heights; Frank McKenna, South Boston, second; Patsy Antonucci, Boston, third. Time, 2m. 19⅗s.

One-Half Mile Open Professional Race—Won by Pat Logan, South Boston; Frank Droback, South Boston, second; Willie Turville, Revere, third; L. C. Rollins, Everett, fourth. Time, 1m. 3⅘s.

Five Mile Open Amateur Race—Won by Ned Chandler, Boston; Tim Sullivan, New Haven, second; Bert M. Jones, Revere, third; John Barry, Cambridge, fourth. Time, 11m. 24⅕s.

Tim Sullivan was the winner of the most legs.

One and One-Half Mile Professional Handicap Race—Won by Saxon Williams, Buffalo (115 yds.); Hardy Jackson, Revere (145 yds.), second; Willie Turville, Revere (30 yds.), third; L. C. Rollins, Everett (45 yds.), fourth. Time, 3m. ⅗s.

The Brassard One Hour Motor-Paced Race—Won by George Wiley, Syracuse; Bobby Walthour, Atlantic, second; Elmer Collins, Lynn, third. Distance, 44 miles.

Victor Linart, the Belgian, won a hollow victory from Leon Didier, the Frenchman, Wednesday night, August 11, in the twenty-five mile motor paced event. For 24 miles and 6 laps Didier set the pace and seemed sure of a win; but punctured and loosened some spokes at that point.

The riders had signed up to abide by the N. C. A. rules, which allow contestants eight laps to change wheels in case of accident. Didier protested that he should have another mile in which to change machines; the judges, however, gave the race to Linart on the ground that giving the eight laps to change would make the race 26 miles. The matter, put up to the N. C. A., has since been decided in favor of Linart, as everything goes in the last mile of a race.

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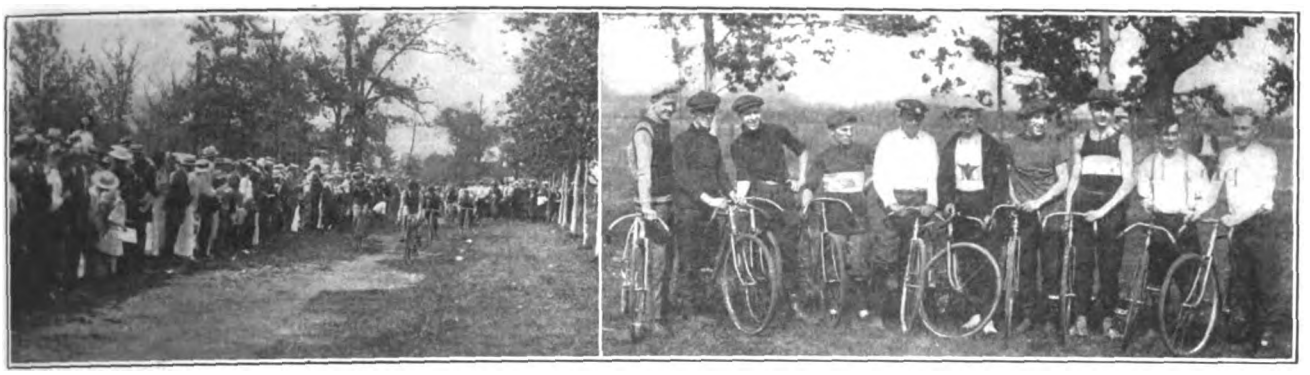
SCENES AT THE RECENT CHICAGO CYCLING CLUB RACE STAGED AT KENNINGSTON, ILL.



Left, First Heat of the Ten-Mile Race. Right, Before the Start of the Event

# LAWSON LEADS IN WESTERN SERIES

## Kockler, Losing Last Amateur Championship Race, Scores Highest for 1915 Honors

CHICAGO, Aug. 15.—The five-mile Chicago amateur championship, the last of the series of races to decide who will be the local speed king, might well be termed a high and lofty tumbling act. A heavy rain in the afternoon for a time looked as though it would cause another postponement, but the track dried out fairly well except on the west turn. The amateur handicap and the professional championship had been run when the track was seen to be getting damper.

The five-mile race was started and it was, as stated above, a tumbling act. Every rider in the race fell at least once, and at one time only two riders remained on the track. Ernest Kockler, who had won the other three races, looked like an easy winner, but he looked around in the last turn, slipped and fell, and brought down three others. Samlow and Hoffman fell with Kockler, but Samlow was the first up and he rode across the tape a winner over Kockler, while Minnetti, a half-lap back of the leaders finished ahead of Hoffman for third place.

Kockler won the series by scoring 18 points to eight for Egisto Davini; seven for Charles Minnetti; five for Fred Samlow; three for George Klasen, and one each for Bert Nelson, Roy McWhirter and Herman Hoffman.

The half-mile professional championship on Saturday night's card was the first of a series of five races to decide the Western title among the cash chasers. Iver Lawson, the local Swede, led Frank Cavanagh, the Newark Irishman, Gordon Walker, the Australian, and Martin Ryan, the Newarker, across the tape in the order named.

The Australian pursuit race for the professionals had eleven starters, and it proved to be a great event. Joe Kopsky, who hails from Bohemia and New York, cleaned the other ten off the track in four miles and four laps (4⅖ miles). Lloyd Thomas, the San Franciscan, ran second; Albert Crebs, Salt Lake City, third, and Gus Wohlrab, the Jersey City baker, fourth. Summary:

Half-mile handicap, amateur—Won by Olaf Lodal, Danish-Am. A. C., 80 yds.; second, Willie Kell, Chicago C. C., 45 yds.; third, Herman Hoffman, Chicago C. C., 80 yds.; fourth, Bert Nelson, Riverview C. C., 60 yds. Time, 56 seconds.

Five-mile Chicago championship, amateur—Won by Fred Samlow, unattached; second, Ernest Kockler, Riverview C. C.; third, Charles Minnetti, Riverview C. C.; fourth, Herman Hoffman, Chicago C. C. Time, 11:08

Half-mile Western championship, professional—Won by Iver Lawson, Chicago; second, Frank Cavanagh, Newark; third, Gordon Walker, Australia; fourth, Martin Ryan, Newark. Time, 1:07⅗.

Australian pursuit race, professional—Won by Joe Kopsky, Bohemia ;second, Lloyd Thomas, San Francisco; third, Albert Crebs, Salt Lake City; fourth, Gus Wohlrab, Jersey City. Time, 10:20. Distance, 4⅖ miles.

### CYCLE RACING STOPS AT SHEEPSHEAD BAY VELODROME

SHEEPSHEAD BAY, N. Y., Aug. 16.—No more professional riders from the Cycle Racing Association are appearing in the Sheepshead Bay Velodrome these days, following a severance of relations between Bill Wellman, the manager-owner of the local track, and the officials of the Association. The C. R. A. controls the cash-chasing cyclists, and Wellman entered into a contract with the Association, whereby the latter agreed to supply the riders for Sheepshead Bay.

Recently a motor truck from the C. R. A. was sent out to Sheepshead and collected all the property of the Association. This is the second break the Cycle Racing Association has had with Wellman, and it claims to have lost in the neighborhood of $3,000 so far this season on the meets at the "Bay" saucer.

Eddie Harvey, manager of the Brighton Beach Motordrome, is said to be anxious to do business with the C. R. A., and at this writing it seems probable that bicycle races may be staged at the Beach track.

# BUSY SEASON FOR SPEED BOYS

## Great Lineup of Bicycle Events in and Around Toronto Keeps Racing Fans on Edge

TORONTO, Ont.—The four-score bike competitors of Toronto, and local bicycle fans in general, are already telescoping the future for what is anticipated to be the greatest fall season in the history of the wheel pastime in Canada. In fact, the cyclists will be engaging in a continuous performance from August until almost December. The first big event on the programme will be the racemeet on Saturday, September 11, at the Canadian National Exhibition when the features will be one and three mile open contests and an invitation fixture. Already several entries have been received from Detroit, Hamilton, Buffalo and New York.

After that meet will come the first bike road race to be staged by the Toronto Bicycle Dealers' Association, the route of which may be laid out from Hamilton to Toronto, a distance of 45 miles. A big feature will be the Dunlop classic, over a twenty-mile course, for the usual large assortment of Dunlop trophies and prizes. This race was established in 1894, and has been conducted yearly since then. The officers of the Classic Bicycle Club are arranging to hold a road race which will be open to all riders, while the Goodyear Tire and Rubber Company, Limited, are also contemplating a big bicycle race.

WHERE INTEREST IN CYCLING IS KEEN THE YEAR ROUND

Members of the Merced (Cal.) Cycling Club on a Holiday Run

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To finish off with, it is understood that another six-day grind will be held in the Arena, Toronto, under the direction of Johnny Chapman of the Cycle Racing Association. The big pro. stars will ride in this race, but it will be followed by a long race for the local and Buffalo cyclists.

## Century and Mileage Standing in C. R. C. A.

FRED M. SANBORN, of Baltimore, Md., is still the leader of the Annual Century and Mileage Competition of the Century Road Club Association. Sanborn has held this place since the beginning of the year, and by his incessant riding he will probably hold this position throughout the remainder of the year. William M. Winquist, of Brooklyn, N. Y., is still holding down third honors, while Sylvain Segal, of New York, N. Y., is still in third place.

The list, as below, which was issued on August 10, shows the positions of the contestants:

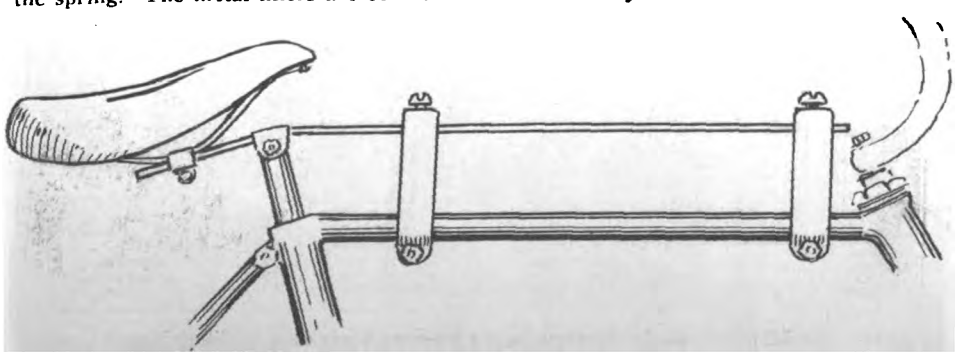
1, Fred M. Sanborn, Baltimore, Md.; 2, William M. Winquist, Brooklyn, N. Y.; 3, Sylvain Segal, New York, N. Y.; 4, Duane W. Moore, Bayonne, N. J.; 5, George Steppello, Astoria, N. Y.; 6, Joseph Caldwell Brooklyn, N. Y.; 7, Charles E. Hansen, Jersey City, N. J.; 8, Ray Caldwell, Brooklyn, N. Y.; 9, Adolph Weiner, New York, N. Y.; 10, Andrew N. Segal, New York, N. Y.; 11, Harry A. Whiteman, New York, N. Y.; 12, George H. Segal, New York, N. Y.; 13, Carl Bonhardt, New York, N. Y.; 14, Louis Zemo, Elberon, N. J.; 15, Howard V. Carroll, New York, N. Y.; 16, Robert Wolfson, New York, N. Y.; 17, Ralph W. Zarr, New York, N. Y.; 18, George Harvey, Brooklyn, N. Y.; 19, Alfred Knipling, New York, N. Y.; 20, John M. Mitchell, Greenwich, Conn.; 21, William F. Thompson, New York, N. Y.; 22, Alexander Thomson, New York, N. Y.; 23, Amiello Piantedosi, New York, N. Y.

Duane W. Moore, of Bayonne, N. J., who now stands in fourth position, is the winner of the gold medal offered for the greatest number of points in the monthly mileage contest for July. Similar medals are offered for the months of August and September.

## Spring Seat Device for Bicycles

BICYCLISTS who travel over other than smooth asphalt roads will be interested in the spring seat device recently invented by Laurens Krumpelmann, of Lyons, Iowa. This device consists of a long flat spring, clamped between two fixtures attached to the top tube and carrying the saddle on a downwardly-inclined rear bar. Near the end of the spring is fitted a clip to attach to a plunger working within the hollow seat post tube.

The fixtures are hollow, but have fillers of wood arranged below the points where the spring enters and metal fillers above the spring. The metal fillers are controlled by set-screws so that the spring is clamped between them and the wood pieces. Cross bolts are used to retain the wood fillers in place. Shocks to the bicycle will be absorbed by the play of the spring in rear of the fixtures, and the weight of the rider as well as the power of the spring can be adjusted by altering the position of the rear fixture along the top tube of the bicycle. Thus, the device can be set readily to take the weight of any rider. The patent is No. 1,145,493, and was issued on July 6, 1915.



### CYCLERY IS CLUB QUARTERS

Modesto, Cal.—Johnson's Cyclery, which has the agency for the Pierce and Iver-Johnson models of bicycles, is the headquarters for the Modesto Wheelmen, a live organization of cyclists in this city. Walter Johnson, the proprietor, is secretary of the club, while Bill Ingham is president and Lloyd Lowe is road captain. The club is preparing to hold several runs in the near future.

Proprietor Johnson finds the demands for the higher-priced bicycles is greater than that for the cheap ones. He states that bicycles sales have been beyond his expectations so far, and thinks that 1915 and 1916 will both be "boom" bicycle seasons.

### RACING AT CRYSTAL BEACH

Buffalo, N. Y.—Aug. 14.—A two-mile open event, the first bicycle race held this season at Crystal Beach, Buffalo's Coney Island, was pulled off today in conjunction with a series of other athletic contests. The fans were much excited when Eddie Levy took a spill in the third heat and carried five other riders with him. Fred Schell won the first heat, while E. F. Bundt won the third and Jos. Schieder won the second and final heats; time, 4:43.

### WRIGHT IS NOW IN CHARGE

Lodi, Cal.—Fenton E. Wright is now in sole charge of the Superior Cyclery, his partner, E. L. Van Buskirk, having taken over a machine shop under the name of the Van & Hanson Machine Works. The Superior Cyclery sells Tribune and Iver-Johnson bicycles, sales of which so far have totalled 75 new mounts and 25 second-hand ones.

### IS CYCLE HEADQUARTERS

Tacoma, Wash.—The Washington Cycle & Supply Company, of which Otto Richter is manager, has a nice shop on Commerce street, which is the headquarters of bicyclists in this city. The Dayton bicycles and motorcycles are handled.

## Third Reduction in Goodyear Bicycle Tires

AKRON, Ohio, August 10.—Effective at once, the Goodyear Tire & Rubber Co. announces another reduction in Goodyear-Akron Single Tube Bicycle Tires, making the third within eighteen months that the company has voluntarily made. "Our total reductions in the eighteen months amount to 33⅓ per cent.," says E. R. Stilwell, manager of the Goodyear Bicycle Tire Department. "We are giving the dealers the benefit of our greatly increased sales and our efficiency in production.

"Instead of manufacturing many different sizes of tires to satisfy a variety of tastes in individual customers, we have standardized a 1½-inch size. Our tire-makers are not compelled to change equipment several times daily in order to run several different sizes. By getting out a standard size they are able to produce a maximum quantity on daily output.

"You can now obtain a pair of Goodyear-Akron Guaranteed Single Tube Bicycle Tires for five dollars. The Goodyear-Akron tires have been selected as standard on all Smith Motor Wheels for the season of 1916. Another noteworthy triumph of Goodyear-Akrons is their selection as standard equipment on Miami Motor Bicycles for the coming season."

### FOURTH C. R. C. A. RUN

The fourth of a series of Sunday club runs of the Century Road Club Association, New York Division, was held on Sunday, August 15, leaving Columbus Circle, New York City, at 9:30 in the morning and proceeding to Midland Beach, Staten Island, where the wheelmen went in bathing.

A heavy piece of timber was soon found near the beach and was promptly turned into the seat of war, two picked sides attempting to gain a foothold on the slippery surface. After a "fierce battle" of over an hour, which was watched by many bathers, the raft disappeared in the custody of a lonely "soldier" and soon was seen about one hundred yards from shore, defying all to "come after it."

The start for home was made at 9:30 p. m., and New York City was again reached at almost 11 o'clock, after an eventful ride along the dark and traffic-laden roads. Those on the run were as follows: Captain George Steppello, A. R. Jacobson, Charles Martin, Charles Piana, Ernest Kuno, Lucien Wetzel, Alexander Whytock, Peter Wollenschlager, William Sauer, Sylvain Segal, Robert Post, Harry Whiteman, William Buggeln and Andrew N. Segal.

### MINERS WANT CYCLE PATH

Vancouver, B. C.—Coal miners living at Nanaimo and working at the South Wellington mines, are petitioning the British Columbia Government for the construction of a cycle path between the two towns. The reasons given in the petition are mainly to the effect that automobilists hog the Government road with scant regards for the bicyclists. They force the latter to ride the rough road margin, with the result that many falls and a number of injuries have been sustained.

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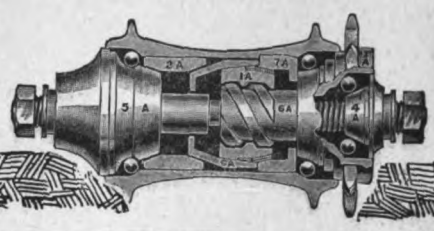

THE F. A. M. Legal Action Offices are open at all times to members having grievances of one kind or another.

Legal advice and assistance will be given at any time absolutely without charge.

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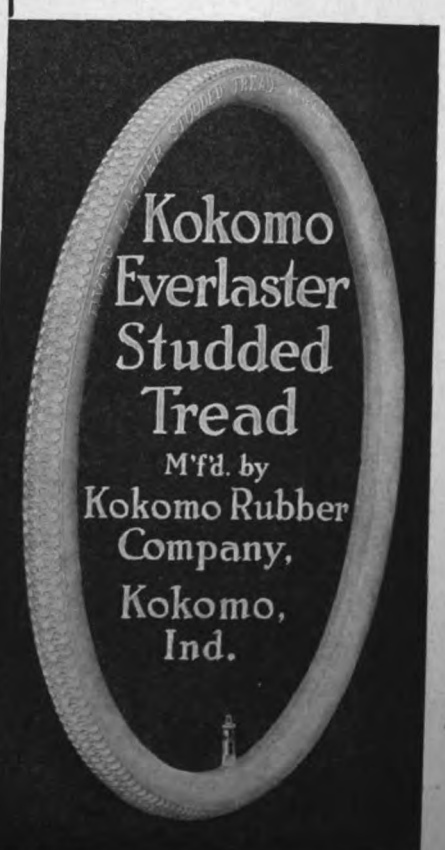


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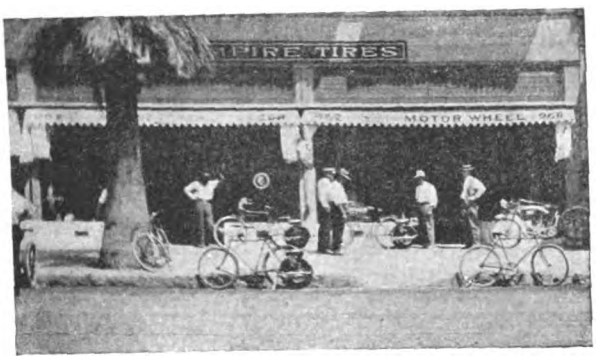
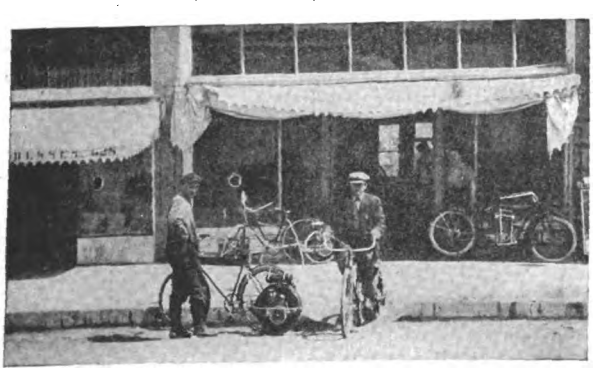
# The Smith Motor Wheel in California




Riverside Cycle & Sporting Goods Co., Riverside, Cal.
One of the state's most progressive cycle concerns

A. H. Terry, Monrovia, Cal., making a sale



Wm. Gurr's Cycle Store, San Bernardino, Cal.
He is having great success with the Smith Motor Wheel

The Bicycle store of H. N. Meecham, Redlands, Cal.
The Smith Motor Wheel is boosting his business

Notwithstanding that California was one of the last states to fall in line as a market for the Smith Motor Wheel, already California dealers have taken nearly 800 wheels and orders are coming in daily.

If you are located in California ask us for our list of dealers there, then you can write to any or all of them and get first hand information as to how the Smith Motor Wheel sells. Six months ago the

**Smith Motor Wheel**

*Detachable*

**"The Bicycle Booster"**

was practically unknown. Today it occupies first place as "quick-turnover merchandise" among live cycle dealers from the Atlantic to the Pacific, thousands of whom endorse it as a business builder and profit producer.

**LIST PRICE $60.00 f. o. b. Milwaukee**

Responsible and well established dealers in open territory are invited to write for our proposition. Please mention makes of bicycles and motorcycles handled, etc.

**The Smith Motor Wheel**

*attaches to any bicycle in 5 minutes. Speeds up to 25 miles an hour—runs 100 to 125 miles on a gallon of gasoline—fully controlled by one small thumb lever attached to the handle bars of the bicycle. High tension magneto—float feed carburetor—non-skid double tube Clincher tire—fully protected by U. S. & Foreign patents.*

**Motor Wheel Division "116"**

## A. O. Smith Company

**Milwaukee, - - Wis.**

*Largest manufacturers of automobile parts in the world*



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Posed on a Bosch-Equipt Thor Motorcycle

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If you are interested in the popularity of Bosch, write for a copy of "How Bosch Stands in Your Field."




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# Rodger Praises California Roads

SAN FRANCISCO, Cal.—"California's fame will go down in history for many things—gold, fruit, the Panama-Pacific Exposition, climate and some others besides, but as a motorcyclist I want to say that California should be given the palm for combined good roads and scenery," said Frank B. Rodger, publicity manager for the Harley-Davidson Motor Company, of Milwaukee, Wis., during his stop-over in this city while he was en route from Sacramento to Los Angeles.

"In the Middle West," continued the publicity booster, "where we have scenery we have no roads, and where we have good roads we have no scenery. Here you have both in combination. J. D. Fraser, manager of the Appeal Mfg. & Jobbing Co. Frisco branch, along with Albert Maggini and Dudley Perkins, our representatives here, have been guilty of a conspiracy to get me so attached to California that it will be impossible to leave. Every day they tempted me to stay over another day. The many tourists coming in here from all parts of the United States have added to my tribulations.

"Walter Davidson, president and general manager of our company, returned to the factory just before I left. He told me of lots of things that I must be sure to see. On top of that was a long list of things that Arthur Davidson said positively must be taken in. Everyone else adds to these lists, it seems. It is impossible to see everything in San Francisco, so the visitor leaves with the idea that there is much to tempt him back again. This is particularly true of motorcyclists.

"But scenery will keep, and as you Californians are constantly improving your roads, the combination will be even better in the future. At the F. A. M. Convention, Director Pixley stated that there had been $18,000,000 appropriated for good roads in California, of which $11,000,000 had already been expended. He said that $15,000,000 more was to be voted. This certainly sounds fine to a rider—especially when he has a little opportunity to see something of your Western scenery."

Mr. Rodger announced that he would go to Fresno from this city, calling on Ben Bresee, as well as A. L. Bruschi, of Bruschi & Pierce, San Diego agents for the Harley-Davidson. He stated that Harley-Davidson men on the Pacific Coast were as persistent as they were back East.

# Costuming the Lady Rider

(Continued from page 11.)

well-fitting coat, is the one most generally approved. Why not a similar one for motorcycling?

**Forming Public Opinion**

As other requisites I would include the closely fitting cap, matching the suit, to protect the hair; goggles to keep away the unbecoming riders' squint; gloves; and plenty of soft handkerchiefs slightly powdered, if desired, to wipe off the dust. The large well-filled powder box should be carefully lost along the country roadside.

Every woman rider should remember that it is her duty to make the sport generally popular, especially for those women who are deterred from joining the lists because of public opinion based upon just such criticisms as I have made. She should also bear in mind that she owes a return payment to the sport which gives her so much in the way of health and enjoyment.

Here's to motorcycling: To its plucky women and gallant men riders—sweethearts, husbands and wives! Nor should we forget the kiddies; put them in the sidecars. And let all be well dressed.

## Lightweight Mount Has Good Points, Says "Ixion"

"IXION," one of the best-known writers on motorcycle subjects in England, in discussing the lightweight situation in *The MotorCycle*, had the following to say:

"I see that Mr. Henry Ford has told the American traders that they will never really tap the potential motorcycle market till they perfect lightweight machines, and that they are artificially constricting their output by concentrating so exclusively on the high-powered heavyweight twin. If this is true of America, with its frightful town-to-town tracks and indifferent city roads, how much more is it true of England, with her highly developed roadways! For many a long year I contentedly tooled about on machines scaling between two and three hundredweight. Last winter I hardly ever mounted anything over 150 pounds; and I find that I have almost lost my zest for the heavyweight. I admit that it runs far more smoothly than the best lightweight and that the absence of fuss which characterizes its 35 m.p.h. gaits and the greed with which it eats up hills are strong points in its favor. But, nevertheless, my lightweight experiences have inspired me with a marked distaste for hauling a three hundredweight machine out of its shed, or hoisting it up on to its stand, and, whenever a run is in prospect, I have to fight down an inclination to select the baby two-stroke, and to leave the monsters rusting in their garage. If this applies to a veteran speed merchant like myself, how much stronger must similar inclinations be in the breast of a rider who has but few sporting instincts and few speed memories?"

### MADE UP FORTY MINUTES

Toledo, Ohio.—Alfred Oberwegner, Roy Carns and Bob Trowbridge, who rode short-coupled Hendersons on the relay from Toledo to Bryan in the recent transcontinental motorcycle dash, object to the statement that they lost time on their leg of the coast-to-coast trip. They point out, to the contrary, that the President's message reached them four hours behind schedule, and that they made up forty precious minutes of the lost time in the run from Toledo to Bryan.

### MORE MOTORCYCLES NEEDED

Louisville, Ky.—It is understood that the police department is considering the purchase of four more motorcycles for use of the local officers. The city now has two machines in this department, and a recommendation was made by one of the officials some time ago that more machines were needed.

ON MICHIGAN STATE F. A. M. ENDURANCE RUN, JULY 31-AUGUST 1

Upper Picture Shows Riders in Noon Control at Charlotte, Mich., on August 1, Second Day of Run—Note Sign on Restaurant Awning. Lower View, Grand Rapids M. C. Members Ready to Leave Bay City at 4 A. M.

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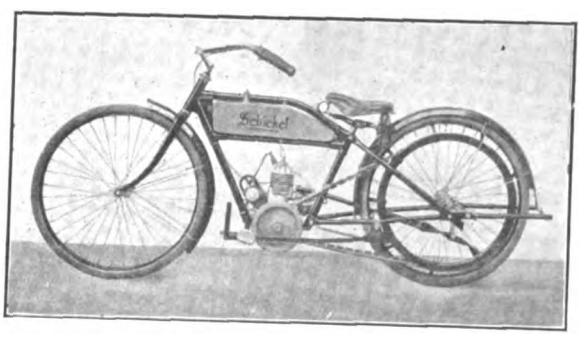

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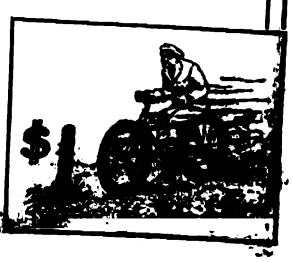

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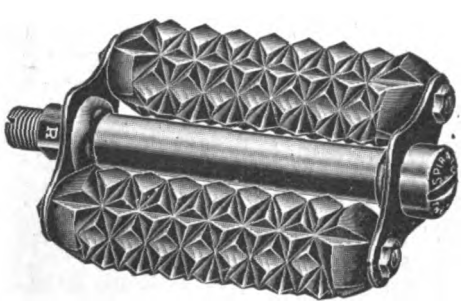


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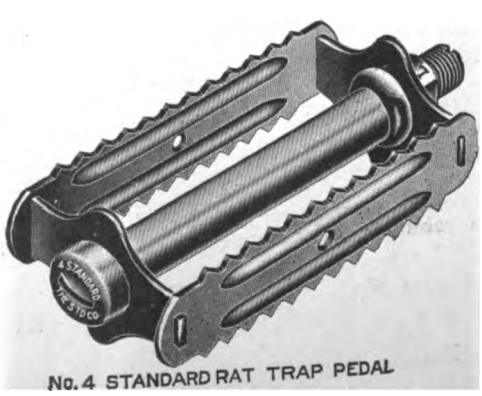


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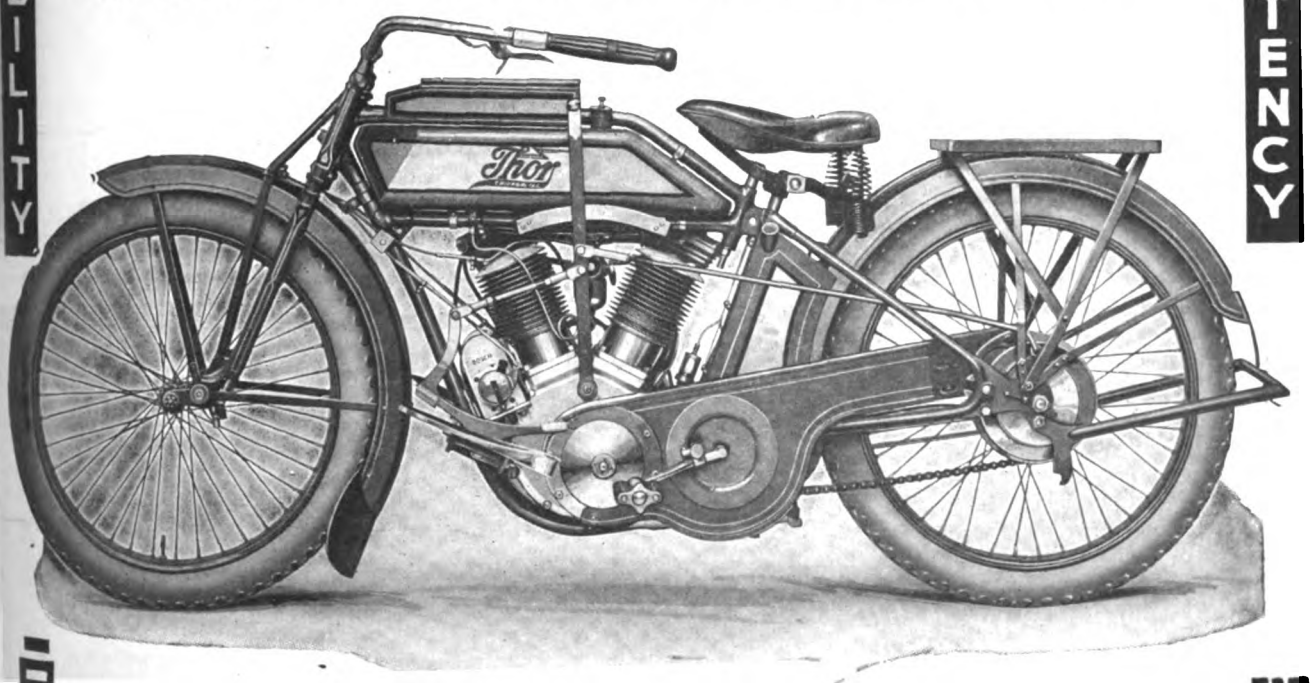


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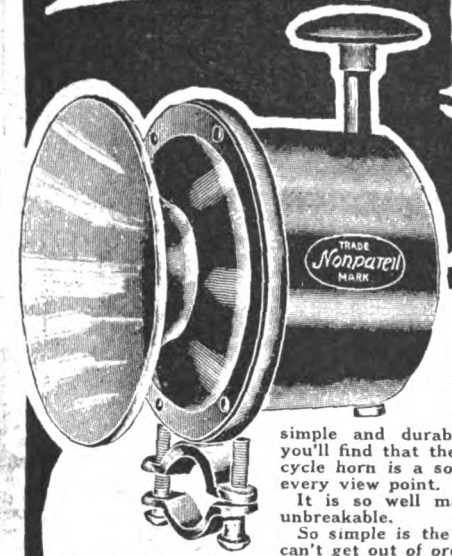


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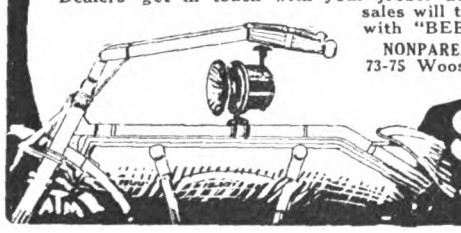

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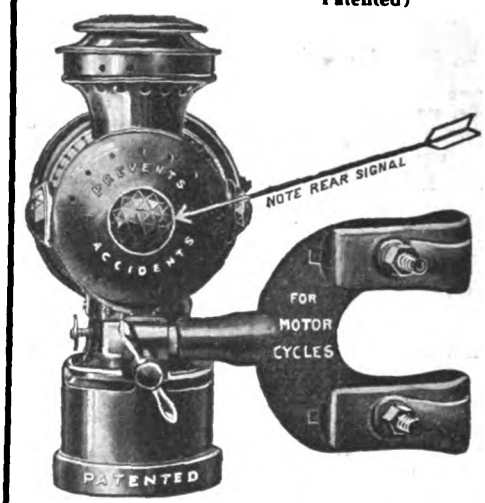


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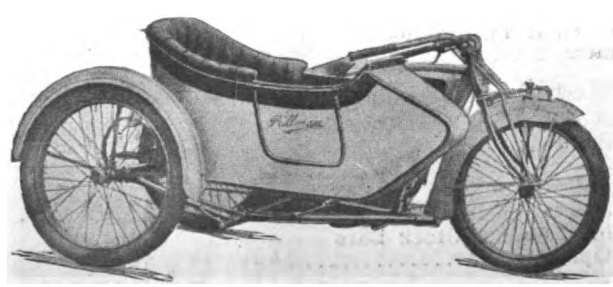

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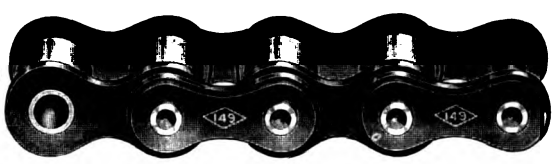

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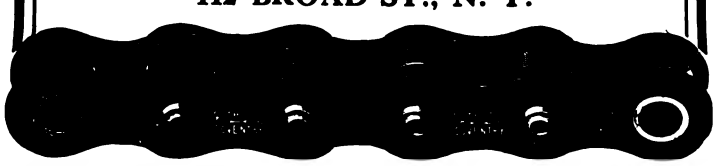

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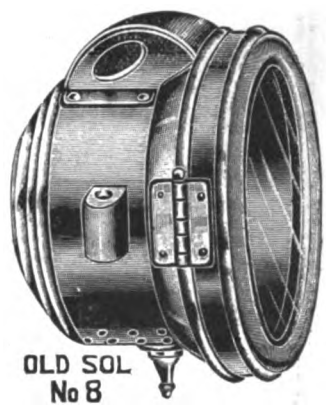

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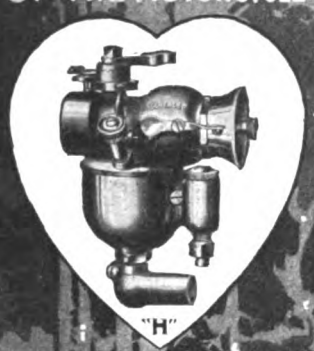


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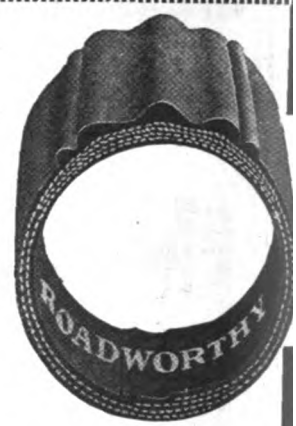


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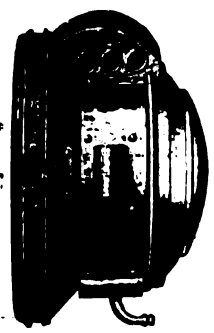

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They know that its hand is steady, its dial clear, its numerals distinct and its guarantee of one full year of service fair and genuine.

—And knowing these things they specify the Corbin-Brown and equip it to their motorcycles.

Each year it registers more miles for motorcycles than all other makes of speedometers combined.

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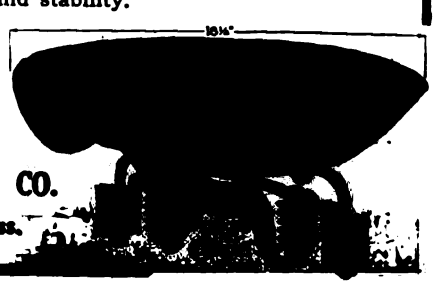
A complaint won't remedy bad pains and aches. Try a new saddle—see the difference it makes. A "King Comfort" motor seat is what I advise. Its softness and comfort will furnish a surprise.

## Persons King Comfort Motor Seat

By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.



Write for full "dope" on the greatest saddle of them all.

PERSONS MFG. CO.

Worcester, Mass.

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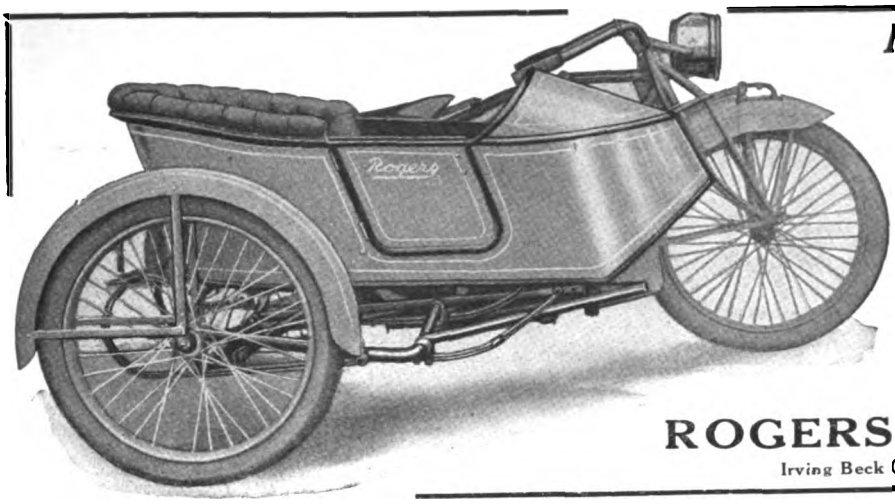

*Hard Service Requires Serviceable Construction*

The Welded Steel frame of the

**Rogers Sidecar**

gives maximum strength at minimum weight.

A brazed joint at its best is "two pieces of iron stuck together with brass."

The ROGERS Autogenously Welded Frame is practically one piece without heavy cumbersome connections, with the joints reinforced just enough to make them the strongest part of the frame without unnecessary weight.

This is just one point of ROGERS Supremacy—our circular explains many others.

Write for it or see the dealer.

**ROGERS MFG. CO.,** 328 West Madison Street CHICAGO

Irving Beck (Service Station) 1493 Fifth Ave., New York

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Equip your Stoll and F.-N. Tandems with the

**Weed Folding Spring Backrest**

*"The great comfort necessity"*

The Weed Folding Backrest is made to fit practically all saddles and will also attach very well to the Stoll and F. N. tandems.

Let your tandem passenger ride in absolute comfort and safety with a Weed Folding Spring Backrest.

Don't get that "hunch" in your back. If it's there, take it out with a Weed Backrest.

*Dealers: Write us today for proposition*

**WEED FOLDING BACKREST CO., Stamford, Conn.**

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MOST COMPLETE LINE OF MOTORCYCLE SUPPLIES ON EARTH

**MOTORCYCLE REPAIRS**

The Best Equipped Repair Shop in the Country. Motor Overhauling, Frame and Fork Straightening, Re-enameling, Rebuilding and Cylinder Boring. Estimates Given on any Repair Work. Work Absolutely Guaranteed. Catalog Sent on Request.

**Motorcycle Accessories Company**

ST. PAUL, MINN.

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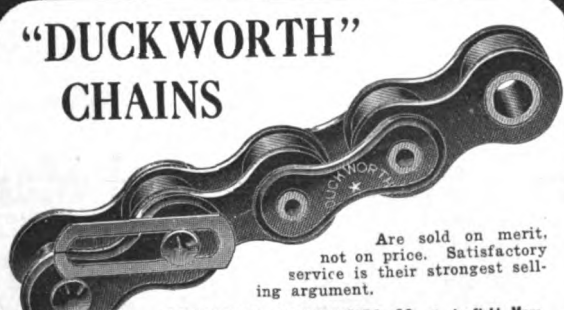

Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

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"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

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**75c** Can't Break

Special Oil Resisting Construction

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# Hussey Bars

Riders naturally prefer bicycles fitted with Hussey Bars because the wide range of riding positions insures comfort and effectiveness for all conditions—and the grips are always the same distance apart, a big advantage.

## Lead in Popularity

*Any bicycle sells more readily if equipped with Hussey Bars. Wise dealers insist on this when stocking up.*

THE

**CONSOLIDATED MFG. CO.**

1730 Fernwood Ave., Toledo, Ohio




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The ideal horn for Motorcyclists. Meets every requirement of the rider. Write for circular and price list.

There is still some good territory open for jobbers.

**SCHWARZE ELECTRIC COMPANY**
Adrian, Mich., U. S. A.

*Equip your motorcycle with a 20th Century Lamp—*

to-day. They give more light and a better light with less trouble. A favorite of bicyclists and motorcyclists at home and abroad for 17 years.

20th Century Mfg. Co.
41 Warren Street
NEW YORK, N. Y.

## Bargains—Motocycle Tires

While some of these high grade motocycle casings are marked "second" and others have the serial number buffed off, they are, in most cases, regular in every way. Though not guaranteed, they are recommended as excellent value for the price charged. When ordering, please mention "JOB."

THESE PRICES INCLUDE DELIVERY

| | | | |
|---|---|---|---|
| 26x2¼ Casing, Each | $2.25 | 28x2½ Casing, Each | $4.50 |
| 26x2½ " " | 2.50 | 28x2¾ " " | 4.50 |
| 28x2 " " | 3.00 | 28x3 " " | 5.25 |
| 28x2¼ " " | 3.50 | Tubes, All Sizes " | 1.40 |

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15 and 17 Warren Street, near Broadway, New York

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The complete success of this Electric Lighting-Ignition Equipment for Motorcycles has been established by thousands and thousands of motorists. No increased weight—proof against road vibration. See it on a Harley-Davidson 1915 Model.

**REMY ELECTRIC CO.**
ANDERSON, IND.

## The Easiest Way

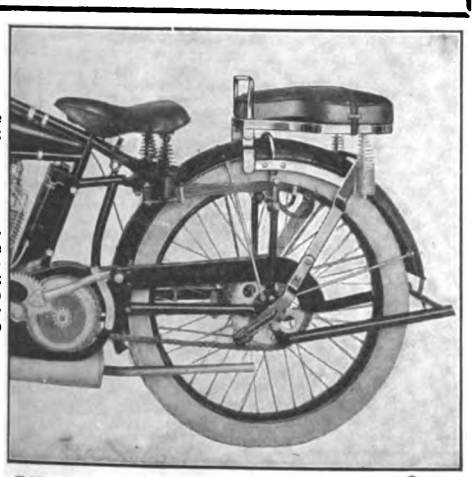
for dealers to get more business is by pushing

## F-N Tandems

This combination attachment increases the value of the motorcycle so greatly that every rider wants one if its advantages are properly explained to him.

*Write for dealers' prices*

**Fentress-Newton Mfg. Co.**
DETROIT



*F-N Combination Attachment for Spring-Frame Indian. Allows free spring action. Gives low riding position and ease of control. Price, complete, $10.*

## NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

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A FEW OF THE PROMINENT DISTRIBUTORS OF PIERCE BICYCLES:

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Buckeye Motor & Cycle Company, Akron, Ohio.
Cortines Supply Co., Dallas, Texas.
Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah.
Spokane Cycle & Supply Co., Spokane, Wash.
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THE PIERCE CYCLE COMPANY
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**5000 Pounds Breaking Strength**

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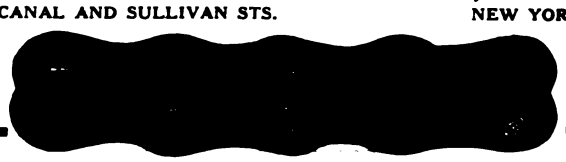



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# National Dealers' Directory

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H. RAOUL
**Indian Agency**
Gaulois Tyres—All Indian Parts in Stock.
4192 Broadway, near 179th St. F. A. M. Shop.

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3986 Chelsea.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**HARLEY-DAVIDSON SALES CO.**
Of New York, 583 W. 110th St. (near B'way), New York, and 15 S. Lexington Ave., White Plains, N. Y. Distributors for Harley-Davidson Motorcycles and Sidecars, and Accessories. Complete stock of Motorcycles and Parts.

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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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Deliveries from stock for cash or time payments. Exchanges arranged. Full stock of parts and factory service. Bargains in used machines. Open evenings.

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Manufacturers, Agents and Jobbers, Wholesale and Retail, Get Our Catalogue Before Buying Your Supplies. Dealers, Attention.
Send For Our Catalogue and Dealers' Price List.
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**Metropolitan Motorcycle Repair Co.**
Garage and repair shop for all makes, two and three-speed. Specialist in frame building. Stock of N.S.U., Indian and Harley parts. Pope service. A. L. Cocchi, 227 W. 83rd St., Tel., Schuyler 7908.

Flying Merkel Motorcycles, Miami Power Bicycles
We specialize in parts for all machines, particularly obsolete makes. Try us for satisfaction. Repairing Storing
THE MIAMI-MERKEL SALES CO.
1777 Broadway, Room 450, Phone Columbus 549

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Bronx Co. Headquarters
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**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Agent for Excelsior and Smith Motor Wheels. F. A. M. Repair Shop.
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Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

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All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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155 Howard Ave. Phone: Bush 8039.

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Easy payments. All makes taken in trade. Full stock of parts. Expert repairs.
B. RUDERMAN
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**Bedford Motorcycle Repair Shop**
Motorcycle repairing of all descriptions. All work guaranteed.
Full line of accessories—Used machines.
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WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

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Parts and Supplies—Repairing by factory mechanics.
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INDIAN MOTOCYCLES
Machines Sold on Easy Terms. Phone: 2045
Expert Repairing—Storing—Gasoline. Astoria.
Full Line of Accessories—Used Machines.
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Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
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In Passaic and Bergen Counties
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Real Values in used machines

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Complete Line of Parts and Accessories
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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

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EXCELSIOR, HENDERSON, and
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233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
**EXCELSIORS**
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
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Harley-Davidson Distributor for Colorado.
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F. A. M. Shop—Repairs and Supplies of all kinds.
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by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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FOR SALE—Well established Bicycle, Motorcycle and Automobile, Supply and Repair business, well located on Lincoln Highway in best city in New Jersey. Equipped for oxygen-acetylene welding, regrinding cylinders and all classes of light machine work. Agent for the "Thor." Three-year lease; low rent; worth investigating. A. L. H., care MOTOR CYCLE ILLUSTRATED.

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$260—1914 TWIN INDIAN and sidecar; two-speed, 1915 kick-starter, electric lights, speedometer, electric lighted, extra inner tube; cost me $400, but I'm too old to ride it. Dr. A. J. Van Winkle, Phillipsburg, Kan.

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WANTED AT ONCE—Fifty second-hand motorcycles, any make (Indians preferred), in trade for new Indians. I carry all models in stock and can make immediate delivery. Bring in your old machine and ride home that new Indian. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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# The New Model of the FLXIBLE Sidecar

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WRITE TODAY.

The FLXIBLE SIDECAR CO., 336 N. SPRING ST., LOUDONVILLE, OHIO

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The choice of the experienced rider is

## PREST-O-LITE

The Only Practical Light for Motorcycles

The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

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**The World's Largest Makers of Dissolved Acetylene**

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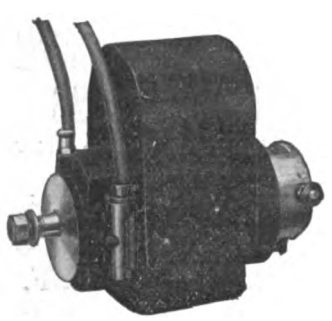
## Berling The Big Little Magneto



You can be sure of the utmost power and speed if you insist that your motorcycle be equipped with a

**Berling Magneto**

FULL SPARK ON RETARD.

*Write for free illustrated Booklet*

Ericsson Manufacturing Co.
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One TANDEM like this to every Dealer. Dealers write us today for the offer and get an $8.00 Tandem—FREE.

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## Factory Rebuilt Indian Motorcycles at Exceptionally Low Prices

We have purchased from the Hendee Mfg. Company 100 factory rebuilt machines—models ranging from 1911 to 1914—Single and twin cylinders—Multi-speeds—prices $50 to $160. These machines are not to be compared with the average second-hand machines, as they have been completely overhauled, re-enameled and re-nickeled by the Indian factory itself. They are practically new machines. Write today for complete specifications and prices.

**THE MOTOR SALES CO.**
**705 Main St. - - Worcester**

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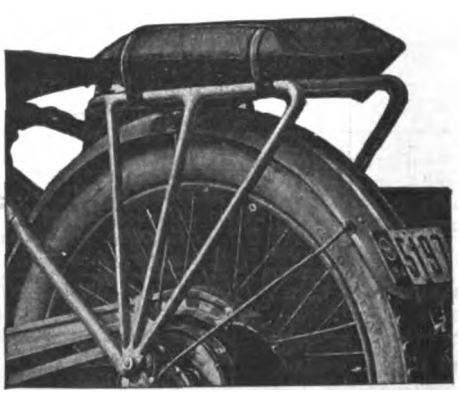

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Write for literature today.

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Just across the street from Patent Office.




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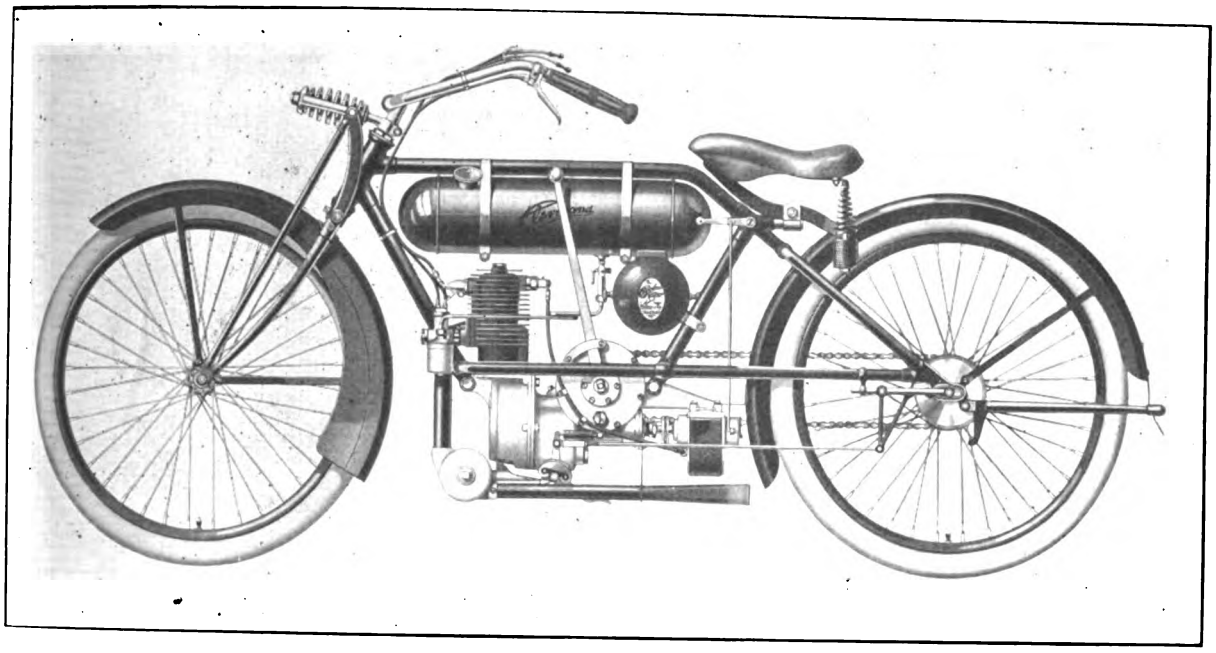

Cleveland $150

# What The Cleveland Organization Means To Dealers

Public demand unmistakably points to the light motorcycle of low initial cost and upkeep.

To motorcycle dealers this trend offers **the one big opportunity**—a vastly increased number of prospects—for more sales—bigger profits.

But remember that not all the manufacturers will have the quality of product, financial resources, manufacturing facilities, to enable them to meet the keen competition that is sure to arise. And fewer still will be able to become leaders in the light motorcycle field.

Also remember that only a few dealers in each community will be affiliated with the leaders.

Your success as a dealer depends largely on your selection both of the machine and the manufacturer. Tie to the manufacturer who will be a **permanent, dominating factor in the industry.**

The automobile dealers who are making money today are the ones who a few years ago tied up with the present day **big volume** manufacturers.

Consider this — The Cleveland Motorcycle Manufacturing Company is the outgrowth of two of the largest manufacturing concerns in Cleveland.

## The Cleveland Light Motorcycle

is a *new idea* in this country. Abroad, the Cleveland type is the *biggest success* in the industry.

To our dealers the Cleveland Light Motorcycle will be a continually growing asset.

We are with you to stay.

Wire or write today.

*We will exhibit at Chicago and New York Motorcycle Shows.*

Single cylinder, 3-port, 2-stroke motor.

Wheelbase, 53".

Frame of heavy gauge seamless steel tubing.

Low, substantial and effective spring fork.

Two speed spur gear transmission with sliding jaw clutch.

Float feed single jet type carburetor.

Final drive by roller chain from counter shaft to rear wheel.

Bosch high tension magneto.

Motor lubricated by mixing oil in gasoline. Gears lubricated by running in oil bath.

Contracting brake band operated by foot pedal.

Extra heavy tires, double-tube clincher, 26 x 2¼.

Bowden wire control from handlebar to compression release throttle and auxiliary air.

Spark position controlled through linkage from lever on frame.

Gears shifted with right foot.

## Cleveland Motorcycle Manufacturing Company

**7201 Platt Avenue - - Cleveland, Ohio**



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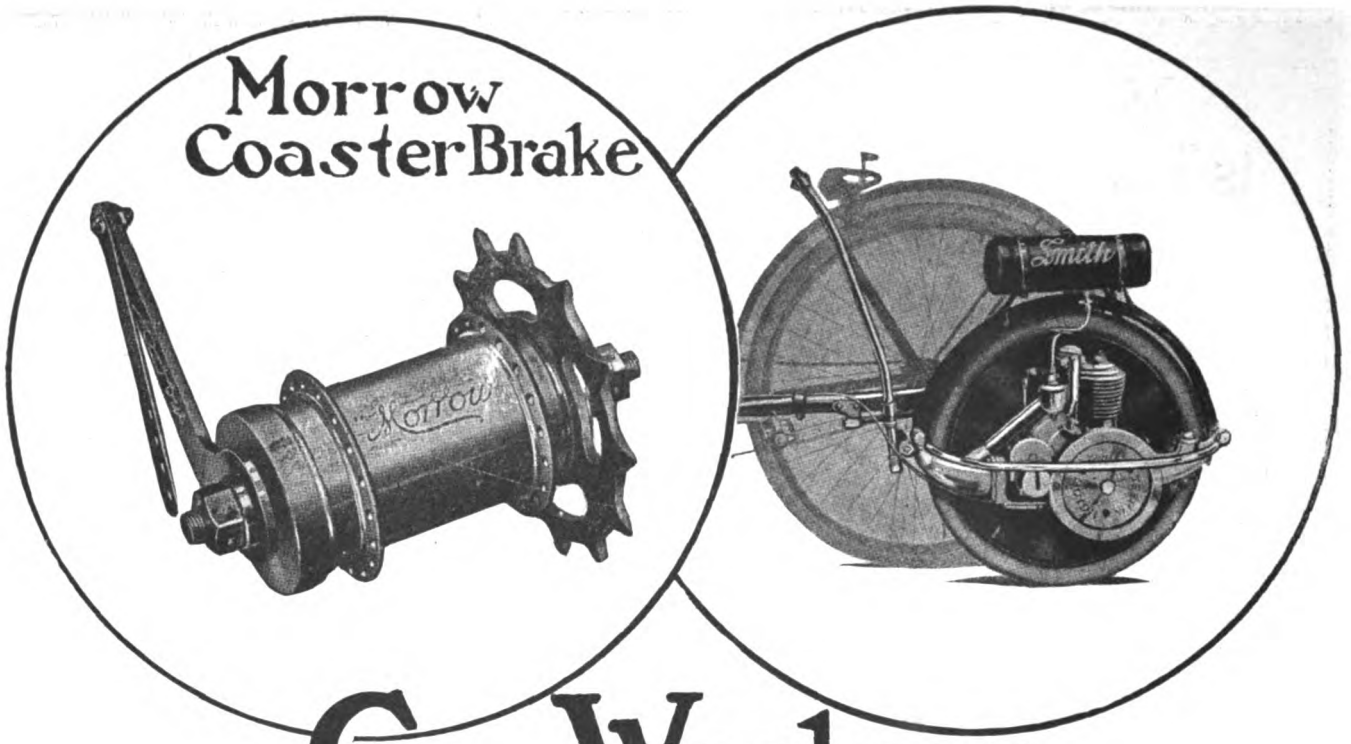


# Co-Workers in the Cycle Field

## The Morrow Coaster Brake is especially adapted to *"Motorwheeling"*

MORROW dependability and rugged construction make it the ideal coaster brake for this new cycling pleasure.

The Morrow has the greatest braking surface of any brake made.

It is always under perfect control and provides a coaster that allows absolute freedom of action—yet the slightest pressure on the pedals brings into play a mighty force in that rear hub shell that holds the rider out of danger's way and makes "motorwheeling" a safer and more pleasurable sport.

***These two bicycle attachments go hand in hand to help you sell more bicycles, Mr. Dealer***

## Eclipse Machine Company, Elmira, N.Y.




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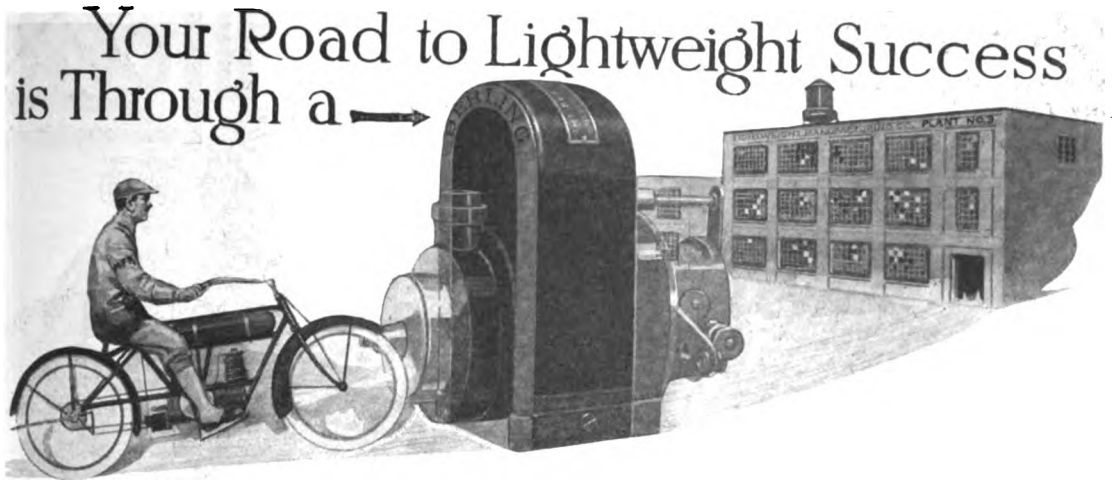


# Berling Magneto

BECAUSE the new Type-S Berling Magneto has been *built* to answer every requirement of the new light-weight model. Moreover—ten thousand of these Berlings have already made good. Low price, sure-spark-at-all-speeds, weight-of-less-than-5-lbs.— rugged construction, and simplicity—they are the keystones in the Berling Arch of Ignition-Victory. That Arch spans the motorcycle manufacturers' path to Light-weight Success.

### Rapid Interrupter

The quick, snappy action of the interrupter is the same at all speeds. The centrifugal force (instead of being a detriment) actually insures its positive action.

### Full Spark on Retard

The special construction of the field gives a fat spark at all positions of the timing lever. This means more power on hills and steady pulling at low speeds.

### Water, Dust & Oil-Proof

The solid frame protects the vital parts of the magneto without gaskets, or packing. The terminals fit snugly, but can be removed easily without the use of any tools.

### One-Piece Frame

Combines the base, top, pole pieces and end bearing in one rigid unit, not affected by wear or vibration. This construction assures permanent alignment of field and armature.

**Ericsson Manufacturing Company, 1184 Military Road BUFFALO, N. Y.**

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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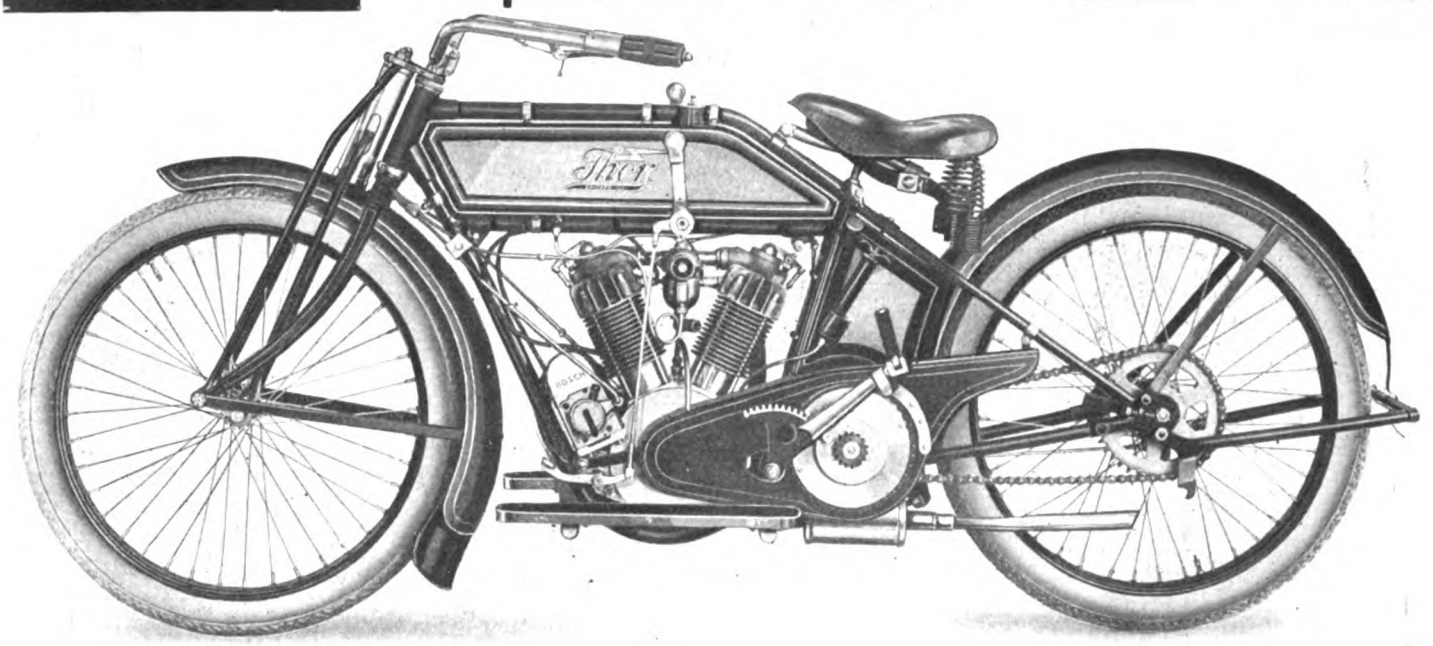
Thor

THE QUALITY MOTORCYCLE

Light Twin
Up to the Minute

Thor




Model V—6 H. P. Twin

RELIABILITY

# Thor Now Models—the latest production of the M
# dotail—Graco, Dignity, Boauty, linked with the W

THREE SPEED—Sliding gear transmission
CLUTCH—Dry disc, steel Raybestos clutch
STARTER—Segmental foot-starter
OILER—Mechanical valveless oiler
FORK—Shockless coil cushion spring fork
SEAT-POST—Kumfort Kushion seat-post
EQUIPMENT—Bosch magneto, Schebler carburetor—28 x 2¾" Tires

## The New Model V-6—a perfect motorcycle

The famous Thor Reliability, Power, Speed and Comfort have not been sacrificed for lightness. The rough country roads will be safe and easy going for the Thor Light Twin. *The Unexcelled Solo Machine*

***Dealers are requested to respond immediately***

## Aurora Automatic Machinery Company,

SPEED POWER



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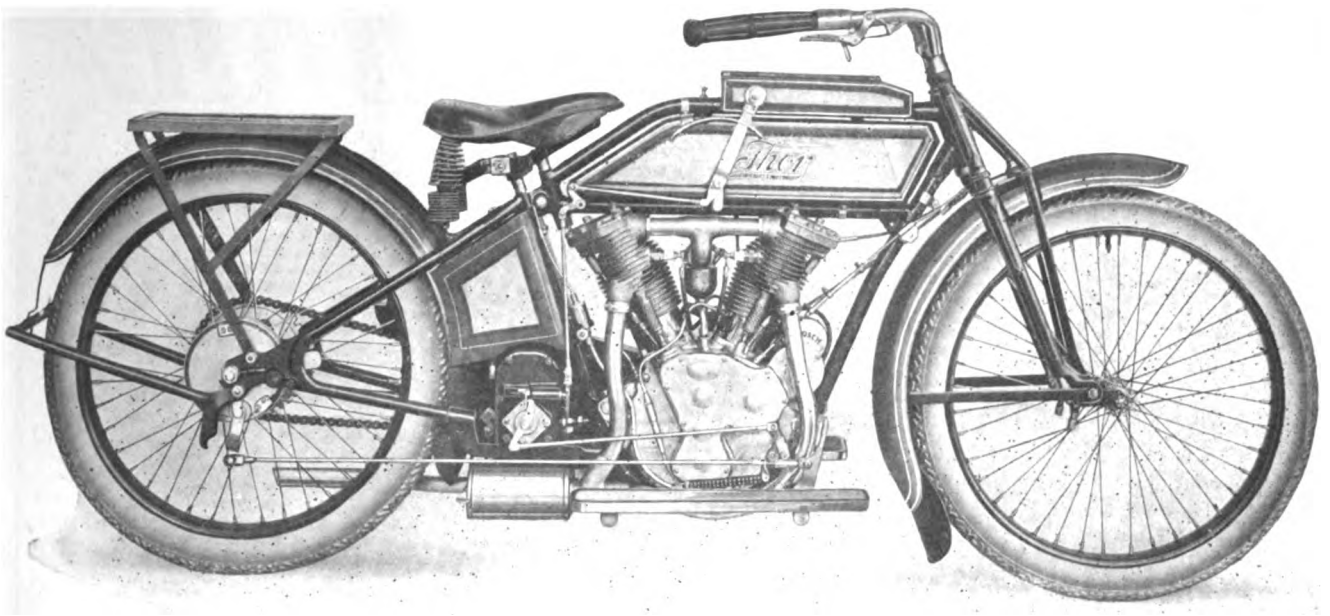
Thor

THE QUALITY MOTORCYCLE

Giant Twin

Master of Heavy Duty

Thor



Model U—12 H. P. Twin

**Thor Cycle Industry. Satisfaction built into every World-Famous Thor Power, Reliability, Consistency**

THREE SPEED—Sliding gear transmission
CLUTCH—Dry disc, steel Raybestos clutch
STARTER—Segmental foot-starter
OILER—Mechanical valveless oiler
BRAKE—Internal expanding band brake
SEAT-POST—Double barrel shock absorber
EQUIPMENT—Bosch magneto, Schebler carburetor—28 x 3″ tires

## The Giant Twin new high-powered model U-12

The ideal motorcycle for stupendous duty and service. The tourists' car for sidecar especially. No sidecar load or strain too heavy for cross-country tours.

*y and get their applications for agencies in at once*

Sales Offices and Works, 361 West Superior Street
General Offices, Thor Building, 1307 Michigan Ave. Chicago, U. S. A.

T CONSISTENCY T

SPEED POWER

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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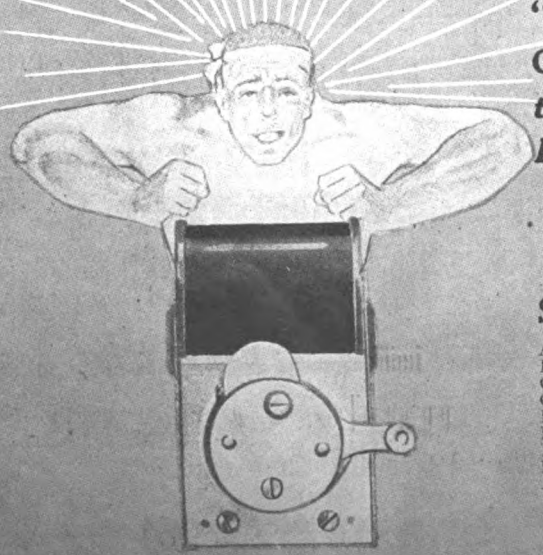
# Another World's Record for DIXIE MAGNETO

## Earl Armstrong, astride a DIXIE-equipped Indian, smashed all previous records for 300 miles.

## Armstrong's time was 3:45:27-9/10—ten minutes and 18 seconds faster than the International Dodge City time!

## This remarkable performance goes far to prove the truth of our claim that:



"Equipping your machine with 20th Century Ignition—the DIXIE—*Means Getting the Jump on the Other Fellow not so Fortunately Equipped.*"

Write for the Dixie Booklet

SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
DETROIT.....972 Woodward Ave.
KANSAS CITY..1827 Grand Ave.
LOS ANGELES..1215 S. Hope St.
MINNEAPOLIS....34 S. 8th St.
NEWARK.....290 Halsey St.
NEW YORK...3, 5 and 7 W. 61st St.
PHILA.....210-12 N. 13th St.
PITTSBURGH.5941 Ellsworth Ave.
SAN FRANCISCO..1028 Geary St.
SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.

BUENOS AIRES LONDON MILAN PARIS
FACTORY: NEWARK, NEW JERSEY

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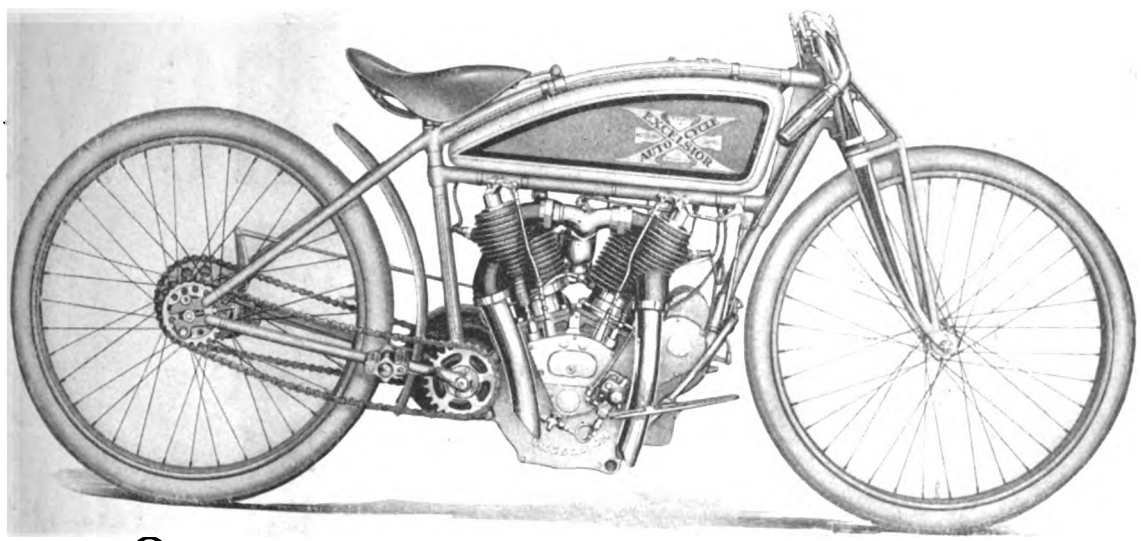
# HERE IT IS
# MODEL 16—S. C.
## Short Coupled Stock
## The Fastest Stock Motorcycle Ever Built



Over Size Valves, Intake, Manifold, Carburetor and Exhaust Pipes.
Trussed Speed Type Front Fork.
Double Oiling System.
Double Brakes.
Detachable Foot Boards for Long Distance Races.
Every Detail That Insures Speed, Safety and Endurance.

**Price $250** F. O. B. Chicago

**Excelsior Motor Mfg. & Supply Company**
**Office and Factory: 3703 Cortland Street, Chicago**

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# NATIONAL
# Motorcycle, Bicycle
## AND
# Accessory Shows

**CHICAGO Coliseum**
**Sept. 20th to 25th**

**NEW YORK Madison Square Garden**
**Oct. 11th to 16th**

Presenting everything new in the Motorcycle, Bicycle and Accessory Industries.
Largest Exhibits of their kind ever staged.
A great business opportunity.
A business education you cannot afford to miss. All live ones will be present.

## Motorcycle Manufacturers Association

For Space apply to
A. B. COFFMAN, Manager, 414 Ohio Building, Toledo, O.
Full information on request.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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*The Most Important Announcement Ever Made to Motorcycle Dealers*

# *NOW*—

# The "Ford" of the Motorcycles

## —increases sales for Dealers, at larger individual profits, by INCREASING THE DEMAND FOR MOTORCYCLES!

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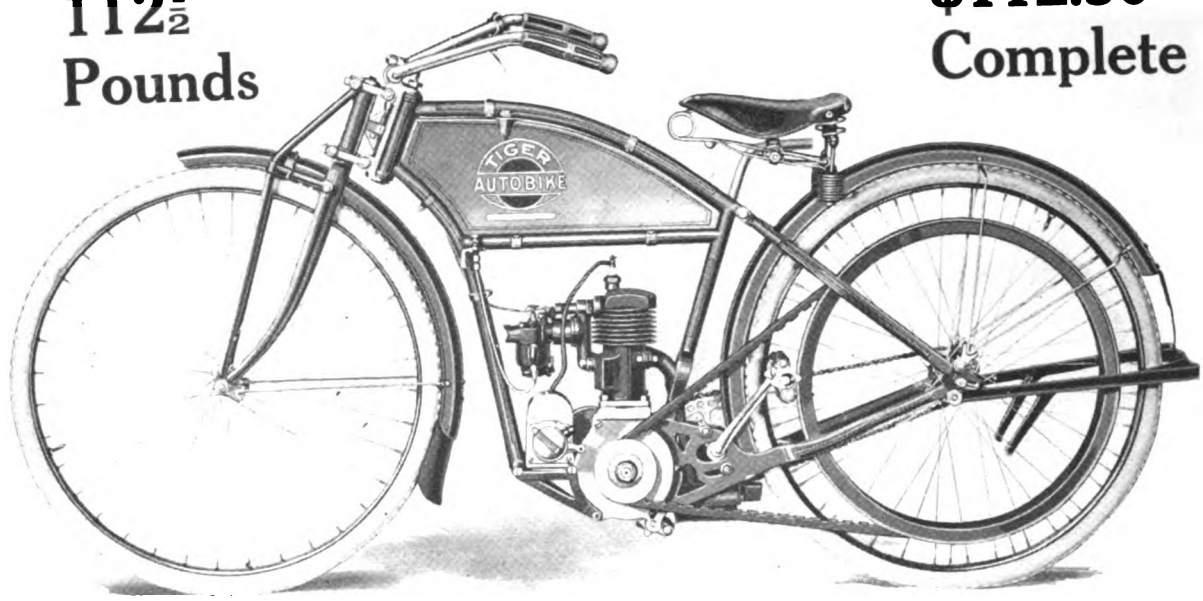
**Weight**
**112½**
**Pounds**

**Price**
**$112.50**
**Complete**




# Absolutely the Fastest Selling Motorcycle Ever Built—

## Runs *140 Miles* on *One Gallon* of Gasoline —3 to 50 Miles Per Hour *On One Control*

Here's the new motorcycle—with **enormous advantages**—that has captured **in one week** some of the largest selling agencies in the country.

A **surprise**—because during the **seven years of its development** announcements of engineering progress have been kept out of the press. Now the **factory is** ready! The Tiger Autobike is ready, after years of severe tests—**a matured product.**

**Think of it**—the cheapest transportation on earth! With the Frederickson Engine, it becomes the "Ford" of motorcycles—a motor that leaves the heavy, carbon-making 4-cycle **far behind!**

One little lever on the handle controls both cut-out and gas—ride at a walk or at 50 miles per hour, with a press of the right hand. Nothing to learn—just mount and ride!! As easy to manage as a bicycle!

A beauty—with **handsome proportions**—only 112½ pounds because of simplicity—only one-third as many component parts as other standard motorcycles—only 3 moving parts in the engine. **Rugged as rock**—for tough going, **hard climbs,** thick city traffic. More flexibility and serviceability than ever before known!

The Tiger Autobike **compels business**—sells itself. An enormous advertising campaign will tell the public in a few days!

## The Lightweight Wonder Leaps Into Popularity

—Wherever any demonstrations have been shown in the last few days they have produced orders!

Dealers know what the advent of this motorcycle means—that motorcycle users are going to **prefer** a machine at **one-third the weight** and **one-half the price** —clean and troubleless!

They **know** that bicycle riders can now afford a high grade motorcycle!

They **know** that thousands upon thousands of more people will now turn to the motorcycle—to the Tiger Autobike—as the cheapest transportation **for their daily needs.**

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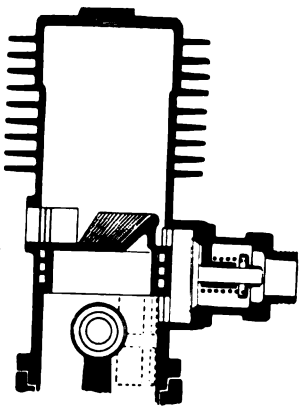
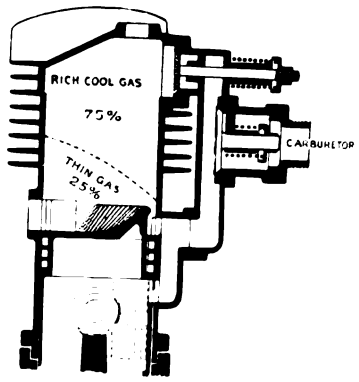
Usual type of 2-Cycle Motor —Dead Gas in Top of Cylinder



Frederickson 2-Cycle—Note Large Exhaust




# The Frederickson Motor

## —Enables Operation at *One-Tenth of a Cent a Mile! Can Be Operated by Anybody the First Time Out. Develops over 4 H. P.—Has Only Three Moving Parts*

FIRST—the Frederickson Motor **is not a departure from standard practice.** The vital difference is a valve in the head which puts the new mixture in the **top** of the cylinder and generates gas in the manifold.

You **cannot** make the Frederickson motor "backfire." A continuous stream of **COLD** gas plays on the spark plug and **keeps the cylinder and plug from overheating.** THE SPARK PLUG NEVER GETS RED!

This gives an **instantaneous explosion,** very essential for high speed work.

**CLAYTON FREDERICKSON**

**—Who Has Reduced the Cost of Motorcycling**

**and at the same time vastly increased the economy, pleasure and popularity.**

**He has really put the motor in motorcycling—because his 2-cycle engine is the basis of the wonderful lightweight and low price of the high grade Tiger Autobike.**

**His reputation as a wizard with aviation engines of wonderful efficiency at low weight will now be surpassed by his reputation in the motorcycle world.**

**It's the Frederickson Motor that works as well at the last kick as at 1,000 R. P. M.—something that has astounded motorcycle men, used to motors that stall below 50 R. P. M.**

## Note Above Illustration of Principle

—in comparison with the complicated carbon-making 4-cycle, which **weighs twice as much,** and the usual 2-cycle.

The carburetor of the Frederickson Engine is at the **top.** The gas is drawn into the manifold and **then forced into the top of the cylinder.** As the piston opens the exhaust port, the new gas rushes right into the top of the cylinder, without waiting for the piston to open up the intake port—as in other types of 2-cycle motors.

**SPECIAL:** This motor is so simple it does not require an experienced repairman to make adjustments—**everything is right in plain sight!**

## Simple Lubrication!

The **oil** is mixed with the **gasoline, one** part oil to nineteen of gasoline. Therefore, the inflow of gas into the cylinder **regulates** the inflow of lubricating oil. When your motor is working with full throttle **you are getting a full supply of oil**—and at lower speed you are getting a **proportionate amount.**

Absolutely no worry about lubrication—the motor oils itself **automatically!**

## Free of Carbon!!

Think of that—the cold gases are blown around the spark plug at about 12 pounds initial pressure, which perfectly **scavenges** the cylinder, leaves no trace of carbon! This cannot be accomplished in any other type of motor—either 4 or 2-cycle—and in the 4-cycle always **one-fifth of the dead gases remain in the cylinders.**

## Fully Covered by Patents

The Frederickson Motor is thoroughly protected by strong patents and we will protect ourselves and our dealers against any infringement of our mutual rights under these patents.

## A Real Guarantee

We guarantee the Tiger Autobike to be free of imperfections, either of materials or workmanship, and will replace any part found faulty, within the period of one year, without charge. No further explanation of this guarantee is needed—it stands for what it promises and we stand behind it.

## SPECIFICATIONS

**Model 1916 Tiger Autobike**

**MOTOR:** Single cylinder, two-stroke motor. Bore $2\frac{1}{2}$ inches. Stroke 3 inches. Tests $4\frac{1}{2}$ horsepower at 1100 R. P. M.

**LUBRICATION:** Oil mixed with gasoline which insures positive lubrication in proportion to speed of motor.

**IGNITION:** High tension magneto, gear driven. Oil and dust proof.

**CARBURETOR:** Improved float feed with auxiliary air-valve.

**MUFFLER:** Highly efficient pressed steel construction. Direct cut-out.

**FRAME:** Same gauge and quality of seamless tubing used in heavyweight machines.

**FRONT FORKS:** Specially designed front fork, easy riding and guaranteed to stand all strains.

**CONTROL:** Complete control with one lever. Fixed spark.

**HANDLE-BARS:** Nickel steel seamless tubing of original design.

**BRAKE:** Coaster brake in rear hub.

**WHEELS:** 28 inches. Best quality spokes and rims.

**TIRES:** 28 x 2 inches.

**STAND:** Heavy folding type locks to rear guard when not in use.

**SADDLE:** Heavy, comfortable saddle.

**FINISH:** Tiger yellow, black striping. All exposed metal parts nickeled.

**WHEEL BASE:** 48 inches.

NOW READ STATEMENT TO DEALERS ON FOURTH PAGE

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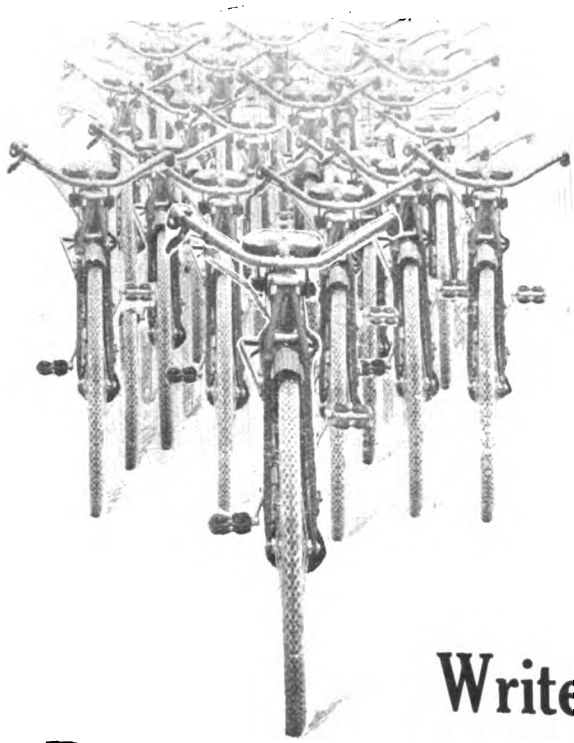
READ WHAT A BIG DEALER SAYS OF "TIGER" DEMONSTRATION:

"From the instant I got on the Tiger it proved a revelation to me. It has *everything*. This is the biggest thing that has ever happened in motorcycling—producing a 112½-pound motorcycle at $112.50. As a rider, I *much prefer* the Tiger to the heavy type machines—and actually would purchase it at a great deal higher price, in comparison with others. Take it from me—you've got more than the biggest seller—it's really the 'Ford' of the motorcycle business."

# Thousands of "Tigers" Ordered By Prominent Dealers This Week



—before this, **the first announcement,** has been put into type! They are going to give the motorcycling public in their territories the **best machine** at the **lowest price**—all the superiorities made possible by the Frederickson Engine! They are not just "going after" the biggest motorcycle business. **They are going to make it come to them!**

## Low Selling Price Large Profit

The price—$112.50—not only gives the purchaser **enormous value** and **wonderfully low operating expense,** but it gives the dealer **a substantial profit.**

The details of our selling proposition are **very attractive** to all motorcycle firms. We could sell thousands of "Tigers" allowing a **lower margin to the dealer,** but we are equipped for **big production** and **are basing our liberal terms to our merchants on a large output.** "Tiger" Agencies will be at a **big premium** before October 1st.

## Write for Details of

# Biggest Money-Making Motorcycle Agency Proposition!

**Clinch the exclusive rights** to your field by applying **first, by wire**—especially if you are at a distance—then by sending your signed contract, after we have answered your wire with complete proposal to you. If you are **nearby,** using the Coupon will suffice.

Only a short time in which to act—only a few days before hundreds and thousands of agencies, from coast to coast, will be **closed to stay closed**—for the biggest selling success known in the motorcycling business.

# The Autobike Company

## 2233 Prairie Avenue, Chicago, Illinois

----------SEND THIS COUPON FOR DETAILS----------
OF OUR LIBERAL AGENCY CONTRACT

**The Autobike Company, 2233 Prairie Avenue, Chicago.**

Forward at once your Agency Terms and Contract for exclusive representation in _____, including statement of your Advertising Campaign in the Magazines and Motorcycle and Automobile Publications this fall and during 1916.

FIRM NAME .....

INDIVIDUAL NAME .....

ADDRESS .....

TOWN ..... STATE .....

Present Agents For:

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# Bicycle Tires Again Reduced

$2.25 Each — Smooth Tread $2.50 Non-Skid

The usual price of other high-grade bicycle tires is upward of $4.00 each. Of course, there are lower grades and prices, but poor tires bring only trouble.

Now comes Goodyear-Akron with the third price-cut in eighteen months, saving the user in all one-third former prices. This is due to the demand for Goodyear quality that has more than *doubled* our sales the past year.

The new Goodyear-Akron price is $2.25 each for the smooth tread, $2.50 each for the Non-Skid.

And these Goodyear-Akrons are fully guaranteed.

Goodyears hold top-place in Tiredom. For automobiles and motorcycles they outsell every other make. And Goodyear-Akron Bicycle Tires are made in the same great factory, by the same expert men and methods. They come from the greatest tire plant in the world.

## Don't Accept Less

At the present prices of rubber—with our matchless output—we can give you the utmost in a bicycle tire for $2.25, smooth tread; $2.50 Non-Skid. So insist on this tire and this new low price. Any dealer can supply you from stock, or get you the Goodyear-Akron at once from a nearby Goodyear branch.

GOODYEAR AKRON

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Makers of Goodyear Fortified Automobile Tires and Blue Streak Motorcycle Tires

# These Bicycle Tire Ads

## —To Millions of Readers—Tell the Story of Goodyear's Three Great Price Reductions

Dealers! Proceed right now to cash in big on the increased demand for the Goodyear-Akron Bicycle Tire.

In one short year its sale has risen 119 per cent. For here is a quality tire at just about half of what the usual high-grade tire costs. And it's the easiest-selling bicycle tire on the market—the *guaranteed* tire that wins and holds trade for thousands of dealers.

Our prices are low, due mainly to mammoth output. Goodyear-Akrons are made in the world's largest tire plant, where up to 15,000 pneumatic tires are made per day.

### Prices Maintained Profits Protected

We don't attempt to "force" the trade by offering various discounts. We have one price to all dealers—one price to all consumers.

We keep these tires moving, constantly multiplying the demand. All dealers secure our one best price without buying heavily. They need not overstock—there's a Goodyear branch within quick shipping distance.

Our masterly advertising educates riders to Goodyear quality—and *to paying one standard price*. By turning stocks quickly, dealers never have to cut prices on Goodyear-Akrons, demoralize their trade and sacrifice their profits.

The advertised price and the Goodyear-Akron quality enable dealers to use this tire in winning against mail-order competition.

### Today! Get Our Sales Plan

The coupon brings full details—how we give our dealers valuable sales assistance, local selling plans and advertising material.

Hundreds of dealers are making big gains by the aid of Goodyear selling service. And never was there a better time for you to start than now, when we're announcing our new low prices to millions of readers. Mail the coupon today.

**The Goodyear Tire & Rubber Co., Dept. 227, Akron, Ohio**
Makers of Goodyear Fortified Automobile Tires and Blue Streak Motorcycle Tires

**Dealers! This Tells How**

The Goodyear Tire & Rubber Co.
Dept. 227, Akron, O.

Without any obligation to me, send your winning Bicycle Tire Proposition to dealers.

*Dealer's Name*.....

*Address* .....

.....



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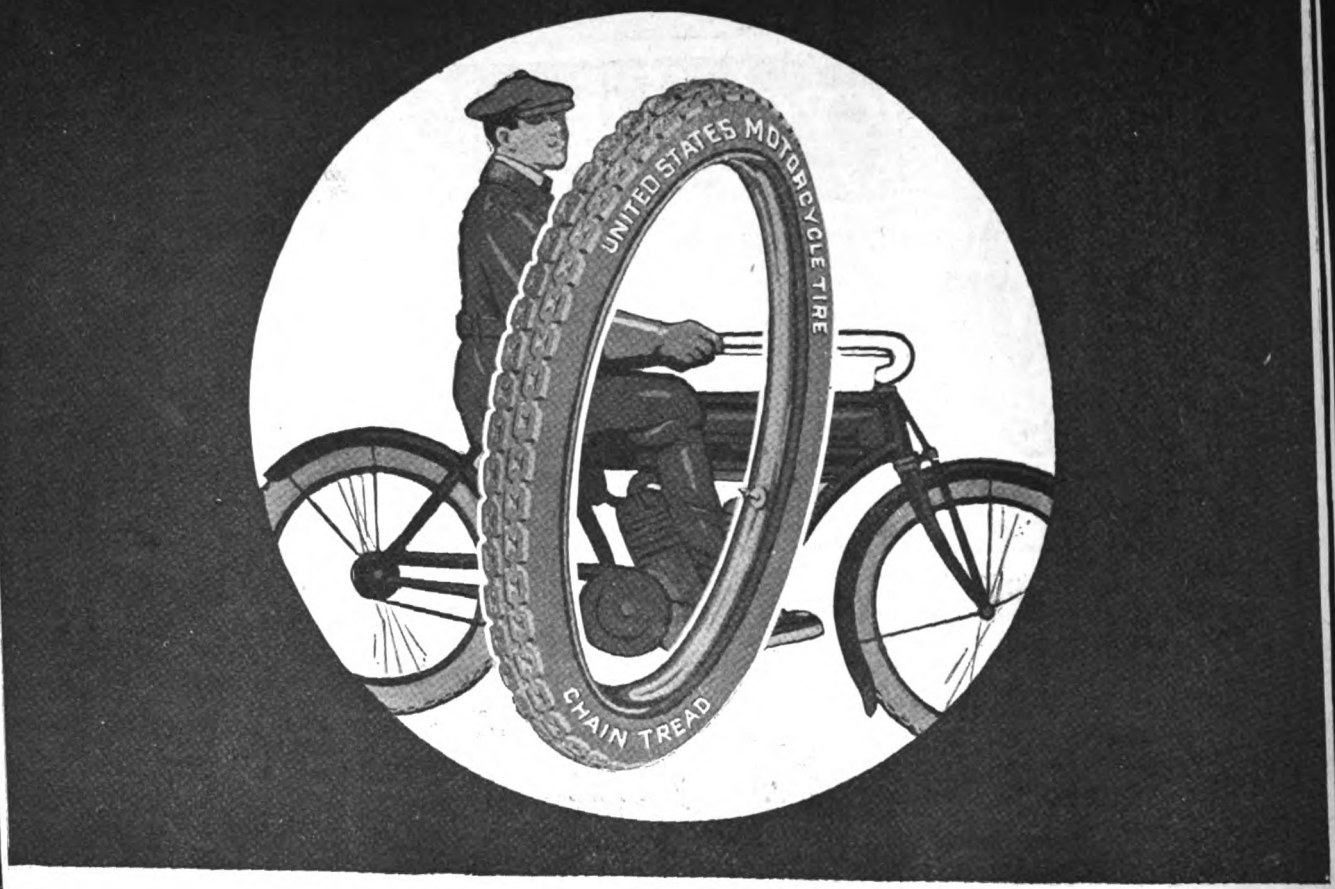


# "Chain Tread" Tires for Motorcycles

THE "Chain Tread" Tire is today the sensation of the Automobile World.

The "Chain Tread" Tire for motorcycles has the same heavy automobile construction,—the same strong fabric,—the same road-resisting rubber,—and the same practical, anti-skid tread as the "Chain Tread" automobile tire.

Following the example of the leading automobile manufacturers, motorcycle manufacturers are rapidly adopting the "Chain Tread" Tire as standard equipment.

You can buy "Chain Tread" Tires from good dealers everywhere.

## United States Tires

Made by the Largest Rubber Company in the World

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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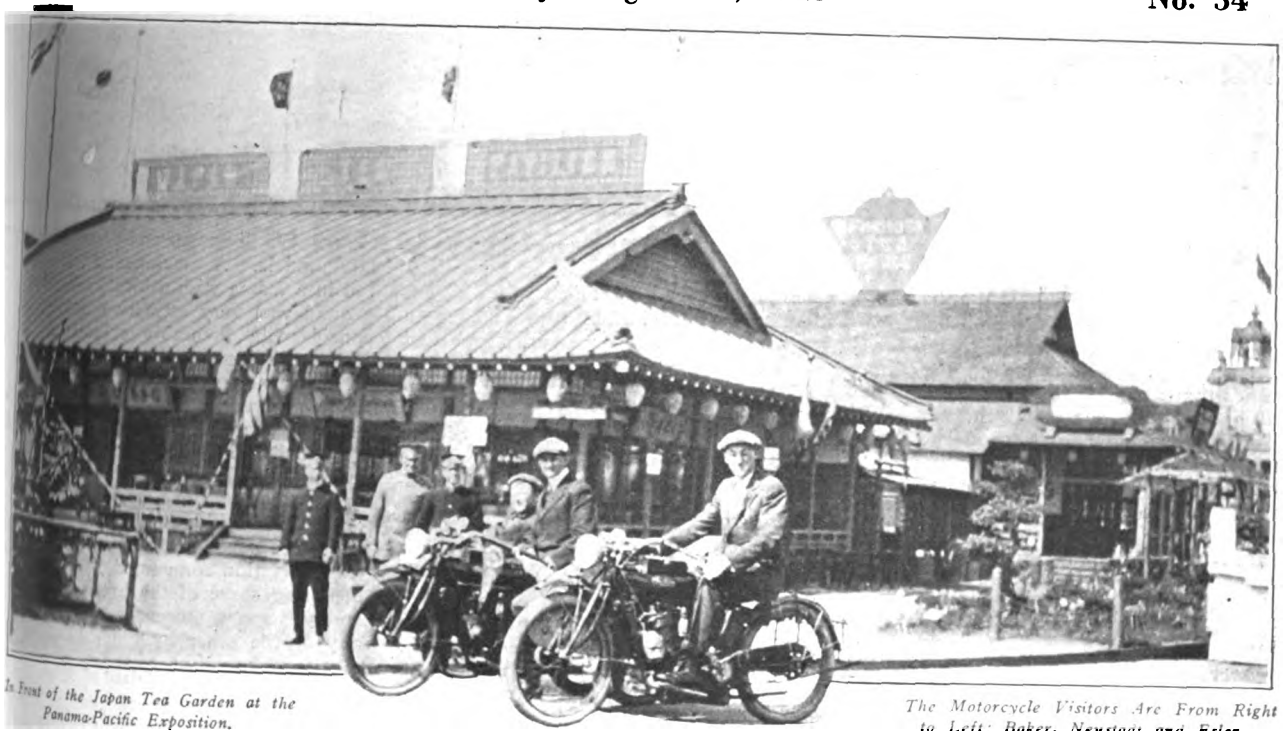
MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
NEW YORK

Vol. 10 Thursday, August 26, 1915 No. 34



In Front of the Japan Tea Garden at the Panama-Pacific Exposition.

The Motorcycle Visitors Are From Right to Left: Baker, Neustadt and Esler.

# Blazing a Motorcycle Trail Through the Panama-Pacific Exposition

*By J. ESLER*

**The Accompanying Photographs Are the First to Be Published Showing a Motorcycle Party on a Tour of the Exposition Grounds**

FOR a motorcyclist to tour the Panama-Pacific Exposition is not as simple a matter as would appear at first thought. When E. G. Baker, the old "War-horse," suggested the tour to the writer, "Hap" Alzina and Bert Neustadt, of the Hendee Branch, little did we think of the difficulties we would have in securing permission to make the trip. I was delegated to get permission from the Fair management for two sidecar outfits to make the trip, and after several visits to the Press Bureau I was able to secure the necessary credentials through the courtesy of Mr. Wright and Mr. Perry, of the Division of Exploitation.

We were instructed to be at the emergency gate, at the Fillmore street entrance, before 8:30 Tuesday morning, and were told that we would have to be out of the grounds by nine o'clock, and to make our arrangements accordingly. Leaving the Hendee branch, on Van Ness Ave., about 8:30 with Neustadt driving one sidecar outfit and Alzina the other, and the the writer and Baker as passengers, we halted before the emergency gate about 8:45, presented our credentials, and after walking through the turnstiles we were allowed to ride into the grounds and see all the wonderful sights on our motorcycles.

**Permit Given to Take Photographs**

Securing a permit from the attendant near the gate to take photographs, which cost us 25 cents, we headed for the Festival Hall, which is one of the finest buildings on the grounds. We found here one of the greatest organs in the world. Some of the best musicians have appeared here.

On our right was the Palace of Varied industries, where we found many exhibits that showed in a general way

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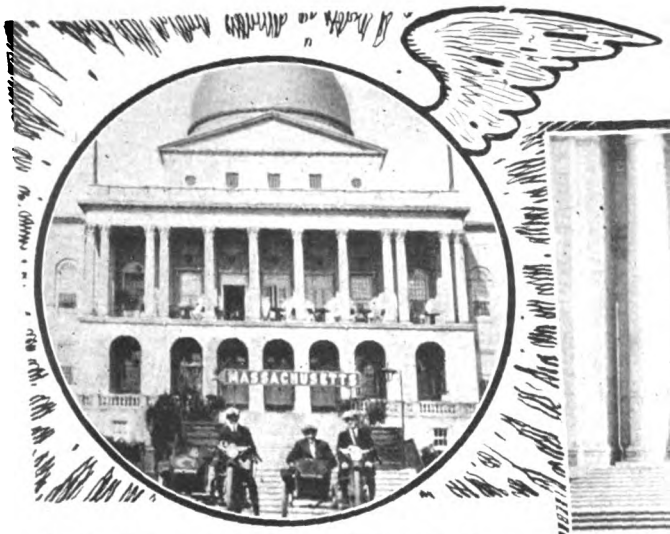
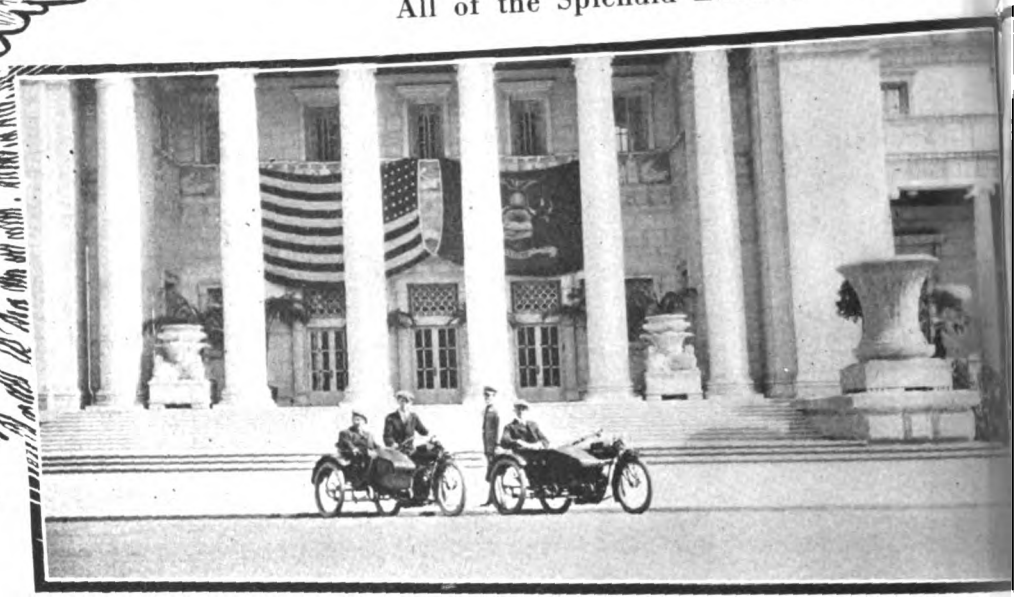
# What the Motorcyclists Found

## All of the Splendid Exhibits Were Quickly



Above, the Motorcycle Party, Before the Massachusetts State Building at the Exposition. Right, In Front of the New York State Building

finest and most artistic products of the various manufacturing industries. The leading nations of the world were represented by samples of their best work, and even Germany and Austria made a fine showing, notwithstanding the difficulties that attended the shipment of the exhibits since the war began. Famous porcelains from Denmark, and rugs and tapestries from the Balkan States made very artistic exhibits. Several of the large American manufacturing concerns had complete exhibits, such as the Waltham Watch Co., showing the processes of watch manufacturing, while the exhibit of the Butterick Co. showed fashions from every country in the world.

We next visited the Manufacturers' Building and spent some time going through the wonderful Japanese exhibit, showing the arts and crafts of Japan in detail. There was also a fine exhibit of Italian marbles, and many of the leading American industries were represented by complete and clever displays.

### The Beautiful Tower of Jewels

Emerging from this building we paused before the Tower of Jewels. This wonderful tower is 450 feet in height, and the reflecting jewels with which it is decorated were imported especially from Austria for use at the Exposition. At night searchlights play on this tower, and the sight is one long to be remembered.

We next entered the Horticultural building; over five acres of floor space in the building proper and nine acres of outside grounds are included in this exhibit. Rare orchids vie for attention with palms from Cuba over two thousand years old. Cuba has a very elaborate display of palms and ferns, while in the economic section all fruits that are shown are in box quantity. Holland has a very complete exhibit, as well as several of our own States.

### Samples of Color Photography

On our right we entered the Liberal Arts Palace, where we viewed a wide range of subjects from photography in colors, as shown by the Eastman Kodak Company, to the $100,000 typewriter of the Underwood Typewriter Co., which weighs twenty-eight tons, is 21 feet wide, 15 feet high and prints letters three inches in height. The operator sits several feet forward of the large machine and uses an ordinary typewriter, which is connected in detail with the larger instrument. There are also exhibits of the wireless companies, and a very complete exhibit for the United States Government.

In the Education Building we found exhibits by all the leading schools and colleges in this country and many foreign countries. Even Japan and China had very complete representation. The Department of the Philippines made a very creditable showing along educational lines, and the progress of the country since Uncle Sam has been in charge is shown to have been marvelous.

Following the Lagoon, we stopped at the Palace of Fine Arts, where pictures by famous artists all over the world were on exhibition. The guide told us that the building contained 102 galleries, in which were hung over 4,000 canvases and more than 2,000 prints.

Then we visited the Food Products Building, where the United States Government has a very complete exhibit, showing the chemical and nutritive values of various foods. Many of the larger manufacturing firms of the country were represented by complete exhibits, one company showing the national dishes of the various countries.

### In the California State Building

After leaving this building we paid the California State Building a visit, and found many fine exhibits from all over the State. We visited the Palace of Agriculture, where we found complete exhibits of agriculture and agricultural machinery from this country and many foreign countries, and later entered the Transportation Building, which interested the boys more than any other feature because the various motorcycle manufacturers were represented there.

The Indian exhibit was in charge of George W. Sherman, and showed all the late models. A machine in translucent red in a frame with a black velvet background was very attractive and created considerable favorable comment. The Harley-Davidson exhibit, in charge of H. C. Garner, showed all of the models, while next to it was the Excelsior display, in charge of Neil Cochran. The Dayton had a complete exhibit, and featured their fire-fighting motorcycle apparatus very prominently. This was in charge of Mr. McClellan. In this building were also exhibits of the various transportation companies of the country, including some of the leading railroads, and we spent more time here than in any of the other buildings.

### Inspecting the Palace of Mines

The Palace of Mines showed a very complete U. S. Government exhibit. Special prominence was given to mine rescue work, while the U. S. Steel Corporation showed the process of steel-making from the rough ingot to the finished product.

The next building was the Palace of Machinery, where there were many wonderful exhibits from all over the world. Printing presses, engines of various kinds and heavy machinery of every type made the building a very interesting one to the riders.

We decided that we had had enough of the exhibits, and wanted to get a little amusement, so we took a trip up the Zone. While we did not take time to visit any of the attractions, we particularly noticed the Panama Canal Concession, which is an authentic model of the Canal and has created a great deal of interest. We made a return trip down the Zone, following the Avenue of Palms, to the Foreign Buildings.

We visited the buildings of several of the larger countries, Japan, France, Canada and Sweden. The Canadian Building was particularly interesting, as the exhibit struck us as being complete in every respect.

### Barred from the Presidio

The various State buildings attracted our attention, especially that of New

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# On Their Tour of Wonderland

## Seen by the Visitors in Their Sidecar Outfits

Left, Esler, Baker and Alzina Before the Indian Village at the Exposition; Above, On the "Marina"; Cruiser "Milwaukee" in the Distance

York, and the Pennsylvania headquarters with the Liberty Bell. At the end of the Avenue we found the Massachusetts State Building, which was a copy of the old State House of Massachusetts. Virginia was represented by a duplicate of the home of Washington at Mt. Vernon.

We next made a quick run to the race track, which we found to be fast, and returning we wanted to go through the Presidio, but found that the government refuses to allow motorcycles to enter the grounds. Any other kind of vehicle can do so.

On our return trip to the Fillmore Street entrance we passed through the Court of the Universe. The statues in this Court typify the various races. We next entered the Court of the Four Seasons, featured by its statues, Summer, Fall, Winter and Spring. Leaving this Court, we slowly rode toward the Bay, where we followed the Marina to the hangar of Art Smith, the aviator. Here we took several photographs, including one showing several of Uncle Sam's battleships, and one of the submarines that were anchored nearby.

As it took us several hours to make this trip, we were stopped occasionally by the Exposition Guards to explain our mission on the grounds, but as our credentials were always found in good order, they allowed us to proceed after examination. We could not stay for wonderful illuminations at night or the great display of fireworks, and even had to pass up the daredevil flights of Art. Smith, the corkscrew aviator. We had "done" the exposition (fairly well) in one-tenth the time it would have taken us by any other method, and we were not fagged out, as would have been the case otherwise, thanks to the sidecar outfits.

# Choosing a Suitable Pair of Goggles

ONE of the best-known eye specialists in the United States said not long ago: "The two worst enemies that an automobilist has for his eyes are himself and the man who sells him goggles." This is doubly true of motorcycle riders for several reasons, the first of which is that they are more frequently using goggles than are the motorists. The second reason is that they do not wish to pay so much as the car-occupants for protecting their eyes. A third lies in the desire of the salesman to get rid of the goggles for a price, without regard to their suitability for the purchaser.

It ought to be said in justice to the dealer, as a class, that he does not intentionally try to force something unsuitable on the rider in the goggle line. He or his shopman may not know the damage which will result to the eyes of the purchaser through the wearing of improper goggles. The rider is partly to blame for an incorrect pair of eye protectors, as a little trial will quickly convince him of the suitability or otherwise of any pair.

In selecting a pair of goggles try out one with clear glass or celluloid lenses first. Not every eye can stand amber or the other tints frequently supplied. If in doubt as to what color lenses to get, borrow a pair with clear glasses and try them out for two or three hours, then see how your eyes feel. If they smart or burn, use amber lenses. If the eyes act similarly with tinted glasses on first trial, use clear glasses.

One of the best little devices yet brought out in the goggle line is an upper sector of green in each lens. This, with clear glasses, gives the wearer a reserve in case of brilliant sun, snow, alkali desert or other extraordinary light conditions with the clear portion of the lenses for ordinary use. These goggles cost a few cents more than the common or garden variety, but they are worth it.

In trying out goggles, if there is a feeling of oppression around the eyes, crying or a stinging sensation, more ventilation is needed. The goggles should be changed for a better pair, or perforated on the under and upper side of the lenses. The perforations should be small in size—needle holes or slightly larger will do—as if too big, dust will filter in, to the discomfort of the wearer.

The goggles should fit close to the face, so as to allow no dust to get to the eyes. The supporting band, when used, should be just tight enough to keep the goggles in place, for the wearer is courting headaches and eye strain if the band is too tight. The goggle with spectacle bows is a nice one, but if the wearer should come off, his goggles will leave him. The bows are there to snap or bend in case of accident, and the type that has a band around the head is therefore preferred by the writer. Chinese mandarin spectacles for motorcycles belong in the boulevard class of accessories along with the duck-hunter's hat and the sport-shirt.

To get most of these desirable things in a goggle means that it will cost more than 29 cents at retail. But a man's eyes are his most valuable asset, and they certainly are worth 50 to 75 cents at the least—the price of a pair of eye protectors which will give good satisfaction without eye strain to most motorcyclists. Cut out a few Meccas or Lottie Lees and put the difference in a pair of good goggles and enjoy riding in all kinds of weather.

### VISITED INDIAN FACTORY

Springfield, Mass.—Among recent visitors to the Hendee plant were T. B. Harvey and S. H. Getz, both of Pittsburgh, Pa. The pair left the Smoky City on their Indians and came to Springfield, via Philadelphia, Atlantic City, New York and Hartford. They will go from here to Buffalo, where they will take the boat to Detroit and afterward ride to Pittsburgh. Getz works in an automobile accessories house.

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# That Coast-to-Coast Sidecar Trip

## How Lee Amsbrey and I Got Into New Mexico

By A. G. HERRING

Herring and Amsbrey Sidecar Outfit in Camp Near Glorietta Pass, N. M.

TRANSCONTINENTAL motorcycle trips are fastly becoming common these days, but I venture to say that the experiences which Lee Amsbrey and I ran across stamp our sidecar journey from coast to coast as a stunt of distinct individuality. To be sure a great part of our jaunt had nothing extraordinary about it. We started as most aspirants to transcontinental fame do—with a letter from the mayor of Binghamton, N. Y., to the mayor of San Francisco, Cal., which was handed to us on the day of our departure late last September. And while grinding our way to Chicago nothing of great moment occurred, except perhaps the fact that I had an opportunity to see how very many relatives my partner Amsbrey had. It was after we had paid our respects to the Windy City and had left it that the interesting adventures started to break.

### The Trip to Chicago

I can, therefore, dismiss with but a few words that leg of our journey which took us to the great metropolis of the Middle West. Leaving Binghamton on the morning of September 19, we first stopped at the town of Auaqua, where we had dinner at the home of Amsbrey's sister. Here we remained a while and then proceeded to Andes to turn in for the night. The next day's journey was marked by a trip through the beautiful Catskill mountains and into the scenic Hudson valley. At ten o'clock that night we entered the city of Poughkeepsie, N. Y., at which point we found it necessary to make some repairs to our two-speed. New York City was our destination for the following day's ride and we got into the big city without any trouble.

Lee Amsbrey's relatives certainly came in handy while en route to Buffalo. At their homes we stopped during the nights and were invariably treated to splendid meals. From the Bison City to Cleveland was an easy trip and we enjoyed it thoroughly. At Toledo we were the guests of President Coffman, of the F. A. M. The rain caught us on our trip into Chicago and we were forced to seek refuge, while but a short distance from the Windy City, in an old decrepit barn. We slept in the barn that night and dreamt of the great motorcycle show which was then in progress in Chicago. The next day we saw that show. Only one puncture and a few broken spokes were the entire mechanical trouble we had had on the trpi thus far.

Gosh, that surely was some show at Chicago! Amsbrey and I liked it so well that we spent a week at the exhibits, looking them over and over again. We'd have stayed longer if the show had lasted more than a week. But with the show over, our minds centered on something which made us get into our outfit and hustle along. Amsbrey had another relative living at Osage, Ia. And that relative, Lee told me confidentially, had planned a great time in our honor.

### Meeting the Pest Gumbo

It took us from four to five days to reach Osage, and there was no little trouble getting there. The greatest pest we had ever met up to this time was "gumbo." That's the rather picturesque name of a certain kind of mud which has the pernicious habit of rolling up under the mudguard and sticking to the spokes; it seems to weigh about one pound to the square inch. Gumbo was encountered over a stretch of road nineteen miles in length and it required just nine hours to traverse the distance.

We arrived at Osage on October 26 and stayed there for three weeks. There were parties almost every night and during the day we were invited to automobile trips to points of interest about the town. After this long vacation we resumed our journey, and continued on to Dixie. Cold weather began to set in. An icy hurricane was blowing after we had left Dixie and were bound for Humboldt, Ia. Snow was fastly falling when we were greeted by the members of the Ft. Dodge Motorcycle Club. We had thus been traveling for several days under our first real hardships, for at times the thermometer came mighty near registering below the zero mark.

### Repairs and a Shave

The next important city we reached was Omaha, Neb., after two days of hard riding over frozen and snow covered roads. On our way into the city, the spring on the sidecar broke and we had to use a two by four and wire it under the body. Two days of sight-seeing were spent at Omaha, during which time a new sidecar spring was secured. Lincoln, the capital of the State of Nebraska, was passed through and then Minden, where we were greeted by a couple of youngsters at the post office with, "Hey, mister, you need a shave!" While we were placing ourselves at the mercy of tonsorial artists, the local garage men were putting the sidecar combination into shape and found that the frame of the motorcycle had been cracked. With all repairs completed we left in a heavy fog on a Sunday morning.

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### Snow and Zero Weather

We traveled through and stopped at a number of small towns; nothing extraordinary happened. We had a few punctures and came across a prairie dog village in which thousands of the little canines could be seen standing at the top of their mounds and dodging in and out of their sand homes. The city of Denver was attained in the midst of a heavy snow storm. We spent two days there trying to thaw out; the weather continued cold and windy while the snow kept piling up on the ground. But we decided to make a break and left Colorado's metropolis behind us. We had hardly covered twenty miles when the snow made further progress impossible. Lee and I, therefore, stopped at the town of Louviers. The next morning there were two feet of snow on the ground and the mercury was playing tag with zero.

A great deal of time was being lost and we felt that we ought to risk plowing through the snow rather than spend another day at Louviers. Up into the mountains on toward Palmer Lake, near Pikes-Peak, Lee Amsbrey and I, numb with cold, kept the old engine working and finally reached the lake, where we stopped to replenish our supply of gas. Next we entered a beautiful valley which wound along the precipitous walls of the huge mountains that towered above us, and led us into Colorado Springs. We entered a restaurant at the Springs and I ordered up some Chili. Amsbrey, who seemed to be absorbed in deep thought, absent-mindedly told the waiter that he would "have the same." After eating some of the dish which was set before him Amsbrey said that he began to feel uncommonly hot.

"And what do they call this fodder?" he asked, unbuttoning his coat.

"Chili," I replied laughing.

"Gosh! That darn stuff is hot enough to make Satan smile."

After dinner we left for Pueblo, and arriving there spent the night in that

**A Stop at the Local Motorcycle Agency in Albuquerque, N. M.**

town. The jinx seemed to accompany Lee and I as we left Pueblo, for the chain broke, the two-speed refused to work and water, getting into the carbureter as we were fording a river, froze. It was getting darker and colder every minute and we had no light. Shelter had been asked for at a ranch, but was refused. While within a few miles of the town of Walsenburg, we came upon a fort and greeted the soldiers, who insisted upon playing a strong searchlight on us until Amsbrey and I reached the town.

### A Perilous Ford

Coming upon the Santa Clara river, which we had to ford, we had no idea as to how deep it was and just splashed right into it. When we reached the middle of the stream the water had reached the level of the carbureter and flooded it. The engine stalled. The farther half of the river was frozen quite hard, so that I, with the exercise of a great deal of caution, was barely able to crawl over the ice and onto the shore. Amsbrey followed me. Finding a long piece of wire, Lee managed to get back to the machine and fastened the wire to it. Then both of us set to work trying to pull the combination ashore, but the step of the sidecar would catch on the edge of the ice and down would go the whole outfit. Finally a man came along on horseback. Seeing our predicament, he fastened the wire to the horn of his saddle and succeeded in getting the horse to pull the machine out of the river. With the outfit on dry land once more, we spent some time in thawing out the carbureter and were soon able to get the engine working again.

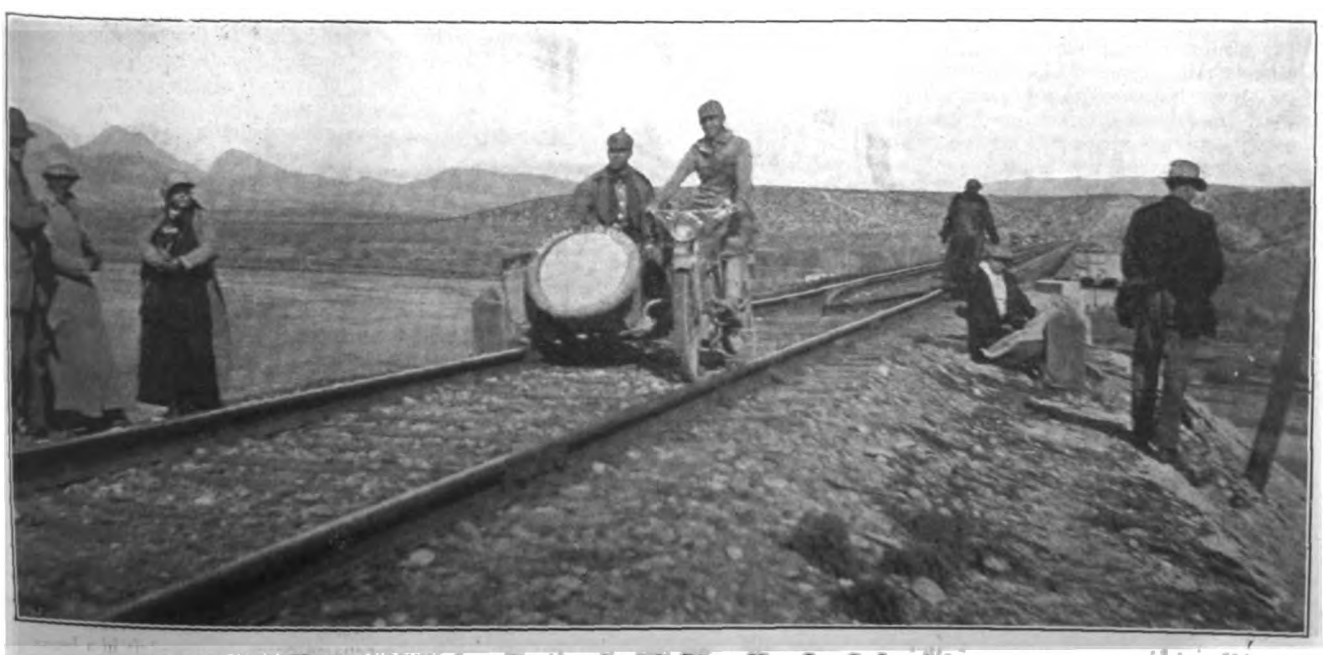
### Through Raton Pass

After a few days of difficult traveling we managed to reach the city of Trinidad, Col., where we stopped awhile and then left for Raton, New Mexico, through the Raton Pass. The grades leading through the pass were steep and adobe mud made the going hard, but we succeeded in reaching Raton, which is located at an elevation of thousands of feet above the sea level. The view was beautiful from this vantage point, for we were able to see the valleys and mountains for miles and miles around. Going down from Trinidad was dangerous, for the grades were extremely steep and the turns were often sharp and abrupt.

Getting into the valley below Amsbrey and I found that the snow was three feet and in some places four feet deep. With Lee in the saddle, I found it necessary to get out of the sidecar and push the outfit through the drifts. We were soon again ascending the mountain and finally arrived at San Jose, New Mexico, where we stopped at a place kept by a Mexican and had some more Chili, black coffee and tortilla, after which we retired. The next morning the journey was continued westward.

Late in the afternoon we came upon the camp of two genial prospectors from whom Lee and I were able to get some water. Amsbrey asked if there was a town nearby, but neither of the prospectors could give any definite information.

**(To be continued.)**



**Herring and Amsbrey Crossing the Gila River, Near San Carlos, Ariz.**

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Taken at the Recent Gathering of Harley-Davidson Riders at Springfield, Mo. The Outing Was Given by the Local Representative and the Party Included the Cream of the Missouri Speedsters on Both Road and Track as Well as Resident Private Owners

# MATHEWS' TEAM WINS AT TOLEDO

## Indian Pair Captures Hundred-Mile Relay at Fair Grounds —Merkelites Are Second

TOLEDO, O., August 23.—The Indian team consisting of Shorty Mathews and Fred Meyers won the 100-mile relay at the half-mile fair grounds track in this city yesterday afternoon. Mathews crossed the line first for his team; about one hundred yards behind came C. F. Pineau, of the Jones-Pineau Flying Merkel team. Third place was obtained by L. S. Taylor, of the Taylor-Verrill Indian team. The time for the 100 miles was 1:54:21, somewhat slower than that made by Jones-Pineau a few weeks ago.

The relay race was close and exciting all the way. The Mathews-Meyers team held the lead steadily for the first few miles, but the Jones-Pineau pair were right on their heels, and were dangerous at all times. Reliefs were frequent in the early stages. At 12 miles Jones shot ahead of Verill, with Mathews still in the lead. The 25-mile mark saw "Shorty" going great guns, and still in first position, with Jones and Taylor coming next. There was no change in the order up to 50 miles.

Meyers then relieved Mathews, and Pineau began to creep up. At 60 miles, with Mathews riding, Pineau was so close that the Indian rider opened wide, thus saving his lead. At 75 miles "Shorty" had chalked up 1:25:14 on the time schedule, with Jones riding second, and Verrill third. Verrill here suffered motor trouble, and the team lost precious time in putting in Taylor. It was getting dark by this time.

Meyers was riding in the 91st mile, when his motor died at the head of the home stretch. Mathews was shot out in relief, but the team's lead was now very scant, so Mathews rode his mount wide open, taking chances. He finished in 1:54:21, with Pineau and Taylor second and third for their respective teams.

The Mathews-Meyers team will get the handsome silver cup offered to the winning team, in addition to the cash prizes. The following teams were entered in the relay race: Mathews-Meyers, Verrill-Taylor and Herrold-Fox, all on Indians; Jones-Pineau, Flying Merkel; Fletcher-Myer, Harley-Davidson; Marks-Sudduth, Thor; Wilkins-Forbes, Excelsior; Stohan-Bailey, Yale. Only two Indian teams and the Flying Merkel pair finished.

### EMPIRE CITY RACING PROGRAM

On the Empire City track, on Labor Day, in connection with the Greater New York Fair and a big athletic meet, there will be staged three amateur motorcycle and bicycle races. The distance for the motorcycle events will be five miles and ten miles respectively. The bicycle race will be a five-mile handicap.

Among those already entered in the bicycle race are Franklin Fisher, of the Twenty-third Regiment, who will ride from scratch; Joe Crowley, Hollywood Inn, forty yards; J. Bellow, Empire City Wheelmen, forty yards; J. Nunzati, Empire City Wheelmen, sixty yards. The race will be open to all amateur riders, and handicaps up to two hundred yards will be given.

The prizes for both the motorcycle and bicycle events will be gold, silver and bronze medals.

### ELLIS OUT TO BEAT RECORD

Yonkers, N. Y., August 24.—George A. Ellis, the newly appointed F. A. M. commissioner for the State of New York, will try to break his own record for a twenty-four-hour run. He will start on midnight, September 18, from Columbus Circle, N. Y., and ride through the State. The course of the run has not yet been selected. Ellis at present holds the twenty-four hour record, having covered 638 miles, and he will endeavor to raise the mileage to the 700 mark.

### POLICE ORDER FOUR

Louisville, Ky.—The police department of this city has just placed a contract with the Century Cycle Co., local Indian agent, for four 1915 machines to be fitted with several of the 1916 improvements. The mounts will be all of the single-geared type as they are for use on streets.

# MOTORCYCLES IN "WAR IN INDIANA"

## Military Spectacle to Fea'ure Modern Methods of Warfare - Aviators Will Drop "Bombs"

INDIANAPOLIS, Ind., August 24.—The motorcycle is to be given a place in the military spectacle being produced on Labor Day in Indianapolis under the head of "War in Indiana," for the benefit of the fund for the erection of the new city armory in the capital. Carl Fisher, of the Indianapolis Motor Speedway, who is taking active charge of the arrangements for the maneuvers, has asked State F. A. M. Commissioner Jack Carr, to have at least one hundred motorcyclists to take part. The riders will be costumed in regular military dress and will be stationed at various points around the track to act as dispatch bearers for the troops.

"War in Indiana," instead of being the usual military exhibition of drills, making camps, etc., is to be, as nearly as possible, a reproduction of the methods of warfare now employed in the European war. There will be trench fighting, attacks through barbed wire fences, long range artillery duels and rapid-fire guns in action. There is to be an aviation squadron trained by DeLoyd Thompson for scout duty, while Captain George Bumbaugh will drop "bombs" from a dirigible balloon. European villages will be erected, which will be destroyed by shell fire. Barney Oldfield and Howdy Wicox will drive armored cars around the track, such as are being used in the wars in Europe.

The battle front will be from one-half to one mile in length. It is said that the battle is to be the largest ever staged in the United States. Two thousand five hundred men, including members of the Indiana National Guard and troops of the United States cavalry will be engaged in the production.

To participate in the war maneuvers a rider must become a member of the F. A. M. and wear regular military costume. Moving pictures that will be shown in every city in the country will be taken of this exhibition.

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# JOHNS STARS AT PORTLAND MEET

## Takes Three Out of Four Events —Berreth (Harley-Davidson) Accounts for Ten Mile

PORTLAND, Ore., August 23.—In spite of the roasting hot sun that kept burning down on the Rose City speedway, Don Johns, astride his Indian, showed the way over the tape in three out of four events which were held here yesterday afternoon. Johns carried away the ten, five and twenty-five mile races and finished in each event in good time.

The second ten-mile stripped stock race for 7 hp. saw Berreth, Harley-Davidson, romp home the winner in 8:53. Langman, Indian, finished second, and McDonald, Harley-Davidson, third.

Berreth was second across the tape in the initial ten-mile event, and in the twenty-five-mile open, the first of which was captured by Don Johns in 8:10 and the second in 21:07. McDonald brought down third money in each of these races.

In the five-mile affair Johns' winning time was 4:14. Langman, Indian, was right on his heel, he in turn being hotly pursued by Berreth.

In one of the races "Dusty" Farnum threw his front tire and sustained some severe bruises when his machine turned over on him. The first scheduled race of the day was cancelled on account of the lack of 4 hp. machines, all the other events being for 7 hp. The consolation race was also called off, for all of the entrants managed to get some of the bacon. The attendance at the speedway was very small, due to the sultry weather.

### SUGGESTS F. A. M. AMENDMENT

Toledo, O.—President A. B. Coffman, of the F. A. M., announces that Gus Castle, director of the South Atlantic district, has suggested an amendment to the constitution and by-laws. The amendment states that the South Atlantic district is too large for one man to cover thoroughly, and suggests that the States of Maryland, Virginia, West Virginia and Kentucky, with the Federal district, be added to the North Atlantic district. This will leave seven States: North and South Carolina, Georgia, Florida, Alabama, Mississippi and Tennessee, in the South Atlantic district.

### BAKER LEAVES FOR VANCOUVER

Los Angeles, Cal., August 24.—Erwin G. Baker, accompanied by Paul Derkum, left at noon today to ride to Vancouver, B. C., where he will start on his International Three-Flag Record trip. Derkum will ride with Baker through Southern California. It is intended that other Indian riders will convoy the "War Horse" on his passage northward to the British Columbia city, after Derkum leaves him a short distance from San Francisco.

### GREGG WINS MATCH RACE

Pittsburgh, Pa., August 23.—Wallace Gregg, riding a 1914 "Indian" 2-speed, defeated Lou Crist on a 1915 3-speed "Harley," in a special match race from Pittsburgh to Bedford and back yesterday morning. An all night rain, which continued until after the race, hampered the riders, considering which Gregg's time of 5 hours and 5 minutes for the 200 mile ride over the mountains was good. Crist, handicapped by three blowouts, finished 25 minutes after Gregg Gregg did not have an altogether sweet time of it either, for he had three nasty spills, in one of which he put his clutch control lever out of business. The purse, $200, and about $600 in bets changed hands as a result of the race.

### EIGHT EVENTS FOR READVILLE

Boston, Mass.—Eight events are scheduled for the Labor Day meet at Readville Park track, September 6. Two of these will be professional feature events: a 25-mile 30½-cubic-inch class and a 50-mile 61-cubic-inch class. The other professional events are a ten-mile, two five-miles, and a three-mile for sidecars. There will be a three-mile novice and a ten-mile amateur, the latter for 61-cubic-inch motors, stripped stock.

### NOT AN ASSAULT BY FORCE

Louisville, Ky.—In an opinion handed down by Judge Thomas R. Gordon on August 19, an accident in which a person is injured by being run down by a motorcycle cannot be designated as an assault by force and arms under the statute governing that feature of assault and that the owner of the motorcycle cannot be sent to jail in default of payment of a judgment obtained against him.

# R. F. D. RULING IS TO BE MODIFIED

## Messrs. Hendee and Davidson Held a Conference With Post-Master Burleson

WASHINGTON, D. C., August 25.—At this writing it is practically certain that Postmaster Burleson, after today's conference with Messrs. George M. Hendee and Walter Davidson, representing the Motorcycle Manufacturers' Association, will modify his recent order prohibiting the use of motorcycles and bicycles in the R. F. D. postal service. It can safely be stated that the use of sidecars and vans will be permitted, and it is quite possible that still better arrangements will be made.

Although the motorcycle manufacturers have brought no pressure to bear upon the situation, the effect of the attitude of thousands of carriers has already been felt at Washington. As a result, the department officials, showing a commendable disposition to handle the problem in fairness to all, has made an investigation, particularly with reference to the use of sidecars and van attachments. Today's conference, beginning at 11 o'clock this morning, between Messrs. Burleson, Hendee and Davidson is generally expected to result in a material modification of the order recently issued by the department.

### DEALERS TO HOLD LABOR DAY RACE

Chicago, Ill., August 22.—The twelfth annual Labor Day road race is now a reality. The cycle dealers of this city have come together and have planned a 20-mile affair for that date over the Rogers Park course.

There has been much talk about the Labor Day race, but not a single club out of the 19 cycling bodies in Chicago cared to get behind and give the affair the necessary impetus. Fred Nelson, the bicycle dealer on South Michigan avenue, laid the matter before the Dealers' Association finally, and that body promptly started things moving. Entry blanks have been mailed to every amateur rider in the city as well as in the country surrounding Cook County, and if former races are any indication, the entry list will be a large one.

A big list of prizes has already been worked up.

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# Sacramento Committee Upholds Hess Protest

BELOW is given the text of the protest prepared by John Hess, Excelsior rider, of Sacramento, Cal., for consideration by the F. A. M. Competition Committee as a whole, against the awarding of the Bosch Trophy and the F. A. M. amateur championship to Thomas Liggett, Indian entrant, in the F. A. M. convention races at Sacramento. Referee John L. Donovan declared Liggett to be the winner of the Bosch cup according to the point system approved by the Bosch Magneto Co., but Hess argues that some of the points credited to Liggett were not legitimate. Hess states his case as follows:

"1. That the referee gave to and credited to said Liggett points that he was and is in no way entitled to and not earned by him.

"2. That the giving and crediting said points was and is contrary to the meaning, reading and understanding of Section 6 of Article 7 of the Competition Rules, which is as follows:

"Section 6. Competitors may resort to pedaling at any time, unless the contrary is stated on the entry blank or programme, but a rider must cross the finish line under power in order to be considered as having completed the contest.

"3. That said Liggett did not finish or cross the finish line under power or in any manner whatsoever.

"4. That said Liggett removed his machine wholly and entirely from the track for a long time previous to appellant finishing and crossing the line under power and that appellant was the only rider to so cross the finish line under power, as required by aforementioned rule.

"5. That appellant was the only rider in competition and riding on the track at the time of the conclusion and finish of the race, which was the Fifty-Mile National Amateur Championship.

"6. That under the code of points as provided by the Bosch Magneto Company the appellant has the highest number and is the true and rightful winner of said trophy and is entitled to the possession of the same.

"7. That the referee in awarding the said trophy took into consideration facts not a part of the specifications as declared by said Bosch Magneto Company and said facts and considerations were and are contrary to the expressed meaning of the manner of determining the winner.

"8. That the method of determining the winner as declared by the Bosch Magneto Company are as follows:

"The winner is determined by the Bosch Point System as applied to the National Amateur Championships and no other restrictions other than the standard F. A. M. rulings are in force.

"9. That the decision of the referee was and is not a standard F. A. M. ruling.

"10. Appellant, therefore, respectfully requests that the members of the entire Competition Committee, legally qualified to act herein, make due investigation of claims of the appellant, and the same being found true and in accord with the rules of the F. A. M. and the declaration of the Bosch Magneto Company as to the determination of the winner, adjudge the appellant to be the winner of the Bosch Trophy and order the same into his possession."

## COMMITTEE UPHOLDS HESS

Sacramento, Cal.—The special committee appointed by the Capital City M. C., of Sacramento, to consider the advisability of appealing from the decision of Referee Donovan concerning the awarding of the Bosch trophy, has submitted its report, in which it declares that Hess is entitled to 31 points while Liggett's score should be 26. The original announcement credited Liggett with 31 points, but the committee states that five points must be deducted from this score owing to the fact that this rider was disqualified by the referee in the 5-mile race for riding a motorcycle which did not belong to him.

The report of the committee, which was made up of Lee Borland, W. M. Langley, Ben Bolt, R. Orpinela and F. M. Woodson, states that Hess "should be declared the legitimate winner and rightful possessor of the trophy in question."

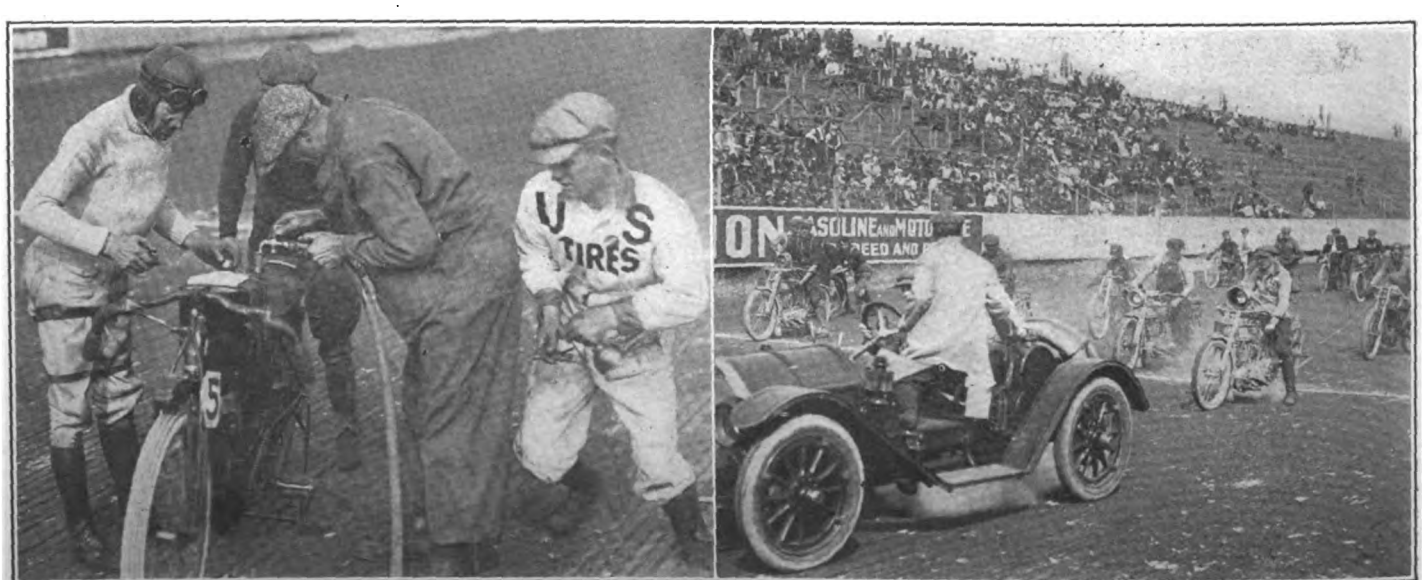
## PROTEST BLOCKED BY RULES

Chicago, Ill.—Competition Chairman John L. Donovan, of the F. A. M., after having studied the protest of John Hess, Excelsior rider of Sacramento, Cal., against the awarding of the Bosch Trophy to Liggett, states that the protest in no way complies with Article 16, Section 1, of the F. A. M. Competition Rules. The section states that protests "respecting any other cause of dispute" (after mentioning piston displacement, etc.) shall be made in writing within 30 minutes after the conclusion of the last race, and must be accompanied by a fee of $5. The question of Hess' status was not brought up till the end of the second day of racing (July 25), nothing having been said at the end of the first day (July 24). The formal protest was not received by Mr. Donovan until August 21.

Touching on the point raised in the Hess protest that Liggett removed his machine from the track, Mr. Donovan states that Liggett and his mount were at all times during the race on the track, as was Lueders and his mount also. The awarding of the places in the 50 mile Championship race was done by the chairman at his discretion, following the custom in long distance motorcycle events.

"Article 7, Section 1, points out that Liggett is the National amateur champion, according to F. A. M. rules," says Chairman Donovan. Hess was unable to give satisfactory evidence of ownership of the machine he used, the Chairman further states.

**TAKEN AT TACOMA SPEEDWAY ON AUGUST 15 DURING 300-MILE CLASSIC**




Left, Armstrong at Pits Filling Gasoline Under Pressure and Making Quick Tire Change—Total Time for Change and Refill Was 15 Seconds. Right, Starter Marks in Motorcar Heading Contestants and Their Towing Machines for Rolling Start

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# Harley-Davidson Clan in Picnic

Upper Left, A Dead Heat in the Girls' Potato Race; Upper Right, "They're Off" in the Men's Sack Race; Center, Those Who Participated in the Outing—The Children Were by No Means Left at Home, As Front Row Shows; Below, Near the Tape in Ladies' Sack Race for Twenty Yards

MILWAUKEE, Wis., August 20.—The employees of the office force of the Harley-Davidson Motor Company held their first annual meeting at Army Lake, an affair immensely enjoyed by everyone from the office boy up to Prexy Davidson. In fact, the heads of the concern had just as much fun out of the affair as did their employees.

This was shown in the men's three-legged race where Walter Davidson and William S. Harley, chief engineer, showed that they could do effective team work in other things than making and selling motorcycles by capturing a place in the event. Arthur Davidson, sales manager, and William A. Davidson, works manager, were there, too, and they all brought their families. Many of the children shown in the foreground of the group picture, are from the Harley-Davidson families.

The party went to the picnic ground in two special trolley cars. The committee members had arranged an excellent program of games and this, interspersed with swimming and boating, made the day one long to be remembered by the Harley-Davidson clan. It is needless to say that the Harley-Davidson office picnic will be an annual affair hereafter.

One of the bright features of the day's entertainment was the music furnished by Staff Photographer Osborne's orchestra. Osborne, besides being one of the best photographers in the business, is the greatest banjo player in Milwaukee and the music furnished by his trio kept the crowd in the best of spirits all day long.

The main cortege, forty-five strong, left the South Michigan avenue agency at 5:45 in the morning and were joined at various places on the road by other Harley-Davidsonites. It was a happy crowd that parked their mounts at the Beach, and all hands turned in for a swim as soon as the preliminaries were settled. After the swim, baskets with lunch were brought out and everyone fell to. Impromptu sports followed, and toward evening all returned to Chicago, after having voted the affair a big success.

## HARLEY-DAVIDSONITES' PICNIC

Miller, Ind.—Harley-Davidson riders from Chicago gathered at the Beach on August 22, after traversing the 35 miles of indifferent roads from the Windy City to Miller under the guidance of C. H. Lang, Chicago representative for the Silent Gray Fellow.

## ENDURANCE RUN AT DECORAH

Decorah, Ia., August 19.—A motorcycle endurance run of one hundred miles will be held on Sunday, August 29, under the joint auspices of the Decorah M. C. and the Decorah Public Opinion. It is estimated that more than twenty-five riders will participate in the event.

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# How the Show Helps the Jobber

## Business Insight Demands That He Step Forward and Seek His Patronage on Broad Lines

*By Fred I. Willis*
*Former President National Bicycle Jobbers' Association*

THE bicycle jobber should exhibit at the motorcycle shows, as well as all other favorable industrial shows, because the jobber should express an independence and let his business stand out with such prominence as to reach the dealer-agent and make him recognize that the jobber is just as alert to the business conditions as the manufacturer himself.

It is a mistaken idea that the jobber should not advertise. Advertising that gets his name favorably and prominently before the buying public is of as much value to the jobber as it is to the dealers themselves. The jobber's province is to distribute mechandise that is collected throughout the various parts of the country, and to carry them in suitable quantities for quick delivery in a given locality. And it is just as important to advertise the fact that he has these goods to sell as it is for him to have the goods on his shelves for sale. He cannot expect to deliver these goods to the dealer without letting the world at large know where his place of business is, what his stock consists of, and that he is alert to the present day marketing conditions.

A jobber who will conduct his business on legitimate jobbing lines will soon realize that the dealer will make his a depending supply house, and order goods almost daily and consistently from his favorite jobber.

It is true that a jobber cannot specifically advertise the individual goods that he has for sale, but by exhibiting at such a national exposition as the Motorcycle Show, he can let the world at large know that he has a dependable line of goods, and that service is his chief asset.

### The Personal Element

We often hear that personal friendship has no place in business. If this was ever true it is not true today. The large or small merchant who can put the personal touch into his business is the merchant that is succeeding today, and by exhibitions of this magnitude the purchasing dealer can get into very close communication with the heads of the companies with whom he desires to do business. This factor is the all important one that the Motorcycle Show gives to manufacturer, jobber and dealer alike.

Whether we are so called large or small merchants, we appreciate the personal touch that gets the business and the fact that all concerns enter heartily into the support of an exhibit of this magnitude brings closer this personal relation that all wideawake merchants are courting at the present day. The dealer who stays at home and feels that there is nothing for him in an exhibition of this character is looking upon the narrow view of real commercial life, and he should awake to the fact that the wideawake merchant is the one who studies the conditions at home as well as abroad.

Time, money and energy should go to the promotion of an industry that we believe in, and from which we make our daily livelihood. It is entitled to our loyal and never-ending support. That the jobber may come in personal contact with his customers, become better acquainted, know their wants, their likes and their dislikes, and meet and greet them personally, and thank them for the part that they had in building the jobber's business is why the jobber exhibits at a show of this kind.

# Show Lists Are Growing Rapidly

FOLLOWING are the applications so far received by Manager Coffman for space in the Chicago Motorcycle, Bicycle and Accessory Show:

American Wood Rim Co., Onaway, Mich.
Aurora Automatic Machinery Co., Chicago.
Autobike Co., Chicago.
*Bicycle News*, New York.
Bosch Magneto Co., New York.
Cycle Mfg. & Supply Co., Chicago.
L. H. Cornish, Stamford, Conn.
Diamond Chain & Mfg. Co., Indianapolis.
Duckworth Chain & Mfg. Co., Springfield, Mass.
Eclipse Machine Co., Elmira, N. Y.
Emblem Mfg. Co., Angola, N. Y.
Elcelsior Cycle Co., Chicago.
Excelsior Motor Mfg. & Supply Co., Chicago.
Flxible Side Car Co., Loudonville, O.
Great Western Mfg. Co., La Porte, Ind.
Harley-Davidson Motor Co., Milwaukee.
Hawthorne Mfg. Co., Bridgeport, Conn.
Hearsey Willis Co., Indianapolis.
Hendee Mfg. Co., Springfield, Mass.
Henderson Motorcycle Co., Detroit, Mich.
Jones & Noyes, Chicago.
Kokomo Rubber Co., Kokomo, Ind.
*Motorcycling & Bicycling*, Chicago.
**Motor Cycle Illustrated**, New York.
Miami Cycle & Mfg. Co., Middletown, O.
Persons Mfg. Co., Worcester, Mass.
Rogers Mfg. Co., Chicago.
Reading-Standard Co., Reading, Pa.
A. Schrader's Son, Inc., Brooklyn, N. Y.
A. O. Smith Co., Milwaukee, Wis.
Splitdorf Electrical Co., Newark, N. J.
Harry Svensgaard Sales Corp., Detroit, Mich.
Van Cleef Bros., Chicago.
Victor Auto Parts Co., Cincinnati, O.
Wald Mfg. Co., Sheboygan, Wis.
G. H. Westing Co., Indianapolis Ind.
Pope Mfg. Co., Westfield, Mass.
Askew Saddlery Co., Kansas City, Mo.
Roller Saddle Attachment Co., Boston.
Cleveland Motorcycle Mfg. Co., Cleveland, O.
Houghton Side Car Co., Marion, O.
Haverford Cycle Co., Philadelphia.
Aniana Society, High, Iowa.
Prestolite Co., Indianapolis, Ind.

### LIST OF NEW YORK SHOW EXHIBITORS TO DATE

The applicants for space in the New York Show to date are given below. Additions to these lists will be announced by Manager Coffman as fast as the space is contracted for. The list:

American Wood Rim Co., Onaway, Mich.
Autobike Co., Chicago.
Aurora Automatic Machinery Co., Chicago.
*Bicycle News*, New York.
Duckworth Chain & Mfg. Co., Springfield, Mass.
Eclipse Machine Co., Elmira, N. Y.
Emblem Mfg. Co., Angola, N. Y.
Flexible Side Car Co., Londonville, O.
Great Western Mfg. Co., La Porte, Ind.
Harley-Davidson Motor Co., Milwaukee.
Hawthorne Mfg. Co., Bridgeport, Conn.
Henderson Motorcycle Co., Detroit, Mich.
Hendee Mfg. Co., Springfield, Mass.
Kokomo Rubber Co., Kokomo, Ind.
*Motorcycling & Bicycling*, Chicago.
New York Sporting Goods Co., New York.
The Root Heath Mfg. Co., Plymouth, O.
A. Schrader's Son, Inc., Brooklyn, N. Y.
A. O. Smith Co., Milwaukee.
Splitdorf Electrical Co., Newark, N. J.
Harry Svensgaard Sales Corp., Detroit, Mich.
Pope Mfg. Co., Westfield, Mass.
Miami Cycle & Mfg. Co., Middletown, O.
Cleveland Motorcycle Mfg. Co., Cleveland, O.
**Motor Cycle Illustrated**, New York.
Bosch Magneto Co., New York.
Haverford Cycle Co., Philadelphia.
Excelsior Motor Mfg. & Supply Co., Chicago.

### FAVOR EARLY SHOW DATES

Referring to the selection of early dates for the Chicago and New York motorcycle, bicycle and accessory shows, a number of letters expressing approval have been received by Manager A. B. Coffman. A typical one, forwarded recently by the Toledo Rubber Co., through Manager F. A. Alford, is printed below:

Mr. A. B. Coffman,
414 Ohio Bldg., Toledo, Ohio.

Dear Sir.—In reference to our preference as to show date, we are in favor of having the Jobbers' and Manufactur-

**(Continued on page 38)**

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# In the Racing Realm

## CHICAGO CLASSIC WILL BE THRILLER

### "Red" Parkhurst After Preliminary Spins on Whirlwind Saucer "Sees" Record Falling

MILWAUKEE, Wis., August 23.—"Red" Parkhurst and "Curly" Fredericks are back from the Windy City where they took some preliminary spins to test out tires on the two-mile whirlwind saucer, in anticipation of the 300-mile classic to be held there September 6.

"Well, how does she look," "Red" was asked.

"Ooooh, zowie," and "Red" held up one hand that told more in its silent action than words can portray. "The guy that wins that Chicago race is going to ride the fastest 300 miles that he ever rode in his life.

"There is no limit to that track in the way of speed possibilities. Nobody is going to shut off anywhere, any time and nohow. The fellows who have been down there all ride the track the same way from start to finish. You don't have to change positions in riding a bit. The machine sets upright all around the track.

"The greatest difficulty that most of the riders will have will be keeping awake. The smooth track, mile after mile, without a bump to relieve the monotony, is going to put the rider to sleep along about the 250th mile and then he will have an awful time fighting the numbness that begins creeping over his whole body, first his hands, then his feet, finally his back.

"It will simply be a case of pound the scantlings mile after mile. There ain't going to be anybody in the slow class either, for the suction on that Chicago speedway is something awful. I really believe a fellow can keep in the pace of the man ahead of him even though he is 75 feet behind. Ninety miles an hour will be the low average at Chicago. If a fellow can't make that he's gone before he starts.

"I think that Chicago will lower the mark set at Tacoma by Armstrong because the so-called straightaways at Tacoma are not really straight. They have slight bends in places that detract a fraction of a second from a fellow's time. At Chicago the riders sweep by the grand stand at absolutely the fastest speed because they are just coming out of one of the bowl turns and are coming down hill.

"Do you think the motorcycles will come anywhere near the time set by the automobiles?" we asked real innocent-like.

"Red" smiled that big boyish grin of his. "We won't do it if we don't have to.

"Well, I got to keep moving," and the big lanky redhead stepped on the pedal of one of the gray battleships that have carried the lovable, good natured Parkhurst into the limelight in more than one big event.

"You see," said "Red," "I'm conditioning," and he glanced at the speedometer. "Five hundred and twenty-miles in two days. That ain't so bad, is it? If I win at Chicago I want to be wide awake when I do it.

"Let's go down to Lake Geneva this afternoon, Curly. That'll ring up another hundred miles or so."

### LOUISVILLE SPEEDWAY PROMISED

Louisville, Ky.—Louisville motorcyclists are in a fair way to have their dreams of many years realized in the building of a new two-mile speedway south of the city, adjoining the Douglas Park dirt track, which is used principally for four-legged racers. The proposed track will be of the saucer design and will be surfaced in wood, and of the same general design as the new track at Chicago. Arrangements are about completed whereby articles will be filed incorporating the Louisville Automobile Speedway, with a capital stock of $250,000.

The enterprise will be backed by Carl G. Fisher, one of those in control of the Indianapolis Motor Speedway; Louis Seelbach, president of the Seelbach Hotel Company, the largest concern of its kind in Kentucky; P. J. Hanlon, former vice-president of the American Tobacco Company; Basil Doerhoefer, a local capitalist, and Frank Fehr, a wealthy brewer. Three hundred acres of flat land have been purchased or leased south of Douglas Park, and it has been announced that contracts will be let inside of sixty days for the grandstand and track. George L. Martin, of the real estate firm of Mueller & Martin, is the promoter of the speedway.

### HOLIDAY RACES FOR HARRISBURG

Harrisburg, Pa., August 23.—An interesting program of races has been arranged by the Keystone Motorcycle Club of this city to be held on Labor Day, September 6. The race meet will take place on the Lebanon Fair grounds track. Entry blanks will be mailed to all of the important clubs of the State. Individual riders desiring blanks should communicate with Secretary C. H. Uhler, 1317 Derry street, Harrisburg, Pa. The races will be held under an F. A. M. sanction.

## SAVANNAH RACE PLANS ON FOOT

### Club Bristling with Action—Hold Melon Outing, Fight Legislation, Go After Stars.

SAVANNAH, Ga., Aug. 21.—Thirty-five members of the Savannah Motorcycle Club enjoyed their first watermelon cutting of the season last Tuesday night when they rode out on their machines to Winters Garden, where the melons awaited them. The melons were on ice for three days. So cold and refreshing were they, that at the next meeting of the club another outing of this kind will be announced.

Riders of Savannah and vicinity must come to the assistance of the club now if they expect to ride their motorcycles in 1916 without buying a tag from the state. The present session of the legislature came to a close last Tuesday and nothing was done on the bill that was presented to have the tax on motorcycles reduced to $2.

The present injunction suit will come up in the supreme court within the next sixty days. The Savannah M. C. is making arrangements to send their lawyer, Charles Donnelly, to Atlanta to fight to a finish. Of course, should the supreme court rule against the motorcyclists, then the case will be appealed by the club to the United States Supreme Court. In this way the present injunction suit will probably be in the courts for a year or more.

To call upon the riders in person and try and get them to enter the third Grand Prize 300 mile race here on Thanksgiving day, the Savannah Motorcycle Club has appointed George Porter, first vice-president, to represent the club at Chicago, when the 300 mile event will be held Labor day.

While the club has not as yet officially announced the event, it will probably be forthcoming just after the big event in Chicago. The sending of Mr. Porter as a personal representative of the club practically assures the event, which will no doubt be received with great interest.

### SIX RACES AT ELLSWORTH

Ellsworth, Kan., August 31.—Over a thousand spectators attended the motorcycle races which were held on Sunday, August 15, on the local track under the auspices of the Central Kansas M. C. Six events were run off. The three-mile open was captured by Johnson, Indian, in 3:43, while the three mile stock went to Henry, Indian, in 3:48. Johnston also accounted for the five-mile handicap

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event in which Warner and Henry, both mounted on Indians, captured second and third positions respectively. Warner sailed in first in the one-hour race, covering forty-eight and one-half miles in that time. The three-mile amateur race saw Medcaff, Indian, cross the tape the winner in 4:06. Warner showed the way home in the sidecar race, run in one-mile heats, and was closely followed by Johnston.

### MIXED RUN FOR PASSAIC CLUBSTERS

Passaic, N. J.—Members of the Passaic M. C. of this city are planning to hold a 150-mile boulevard run, with endurance features. The course as now projected will consist of 100 miles of good roads, with the balance of such surface as will tax the best of endurance riders. The run will be restricted to club members only and a sealed time schedule will be adopted. The date has not yet been decided upon.

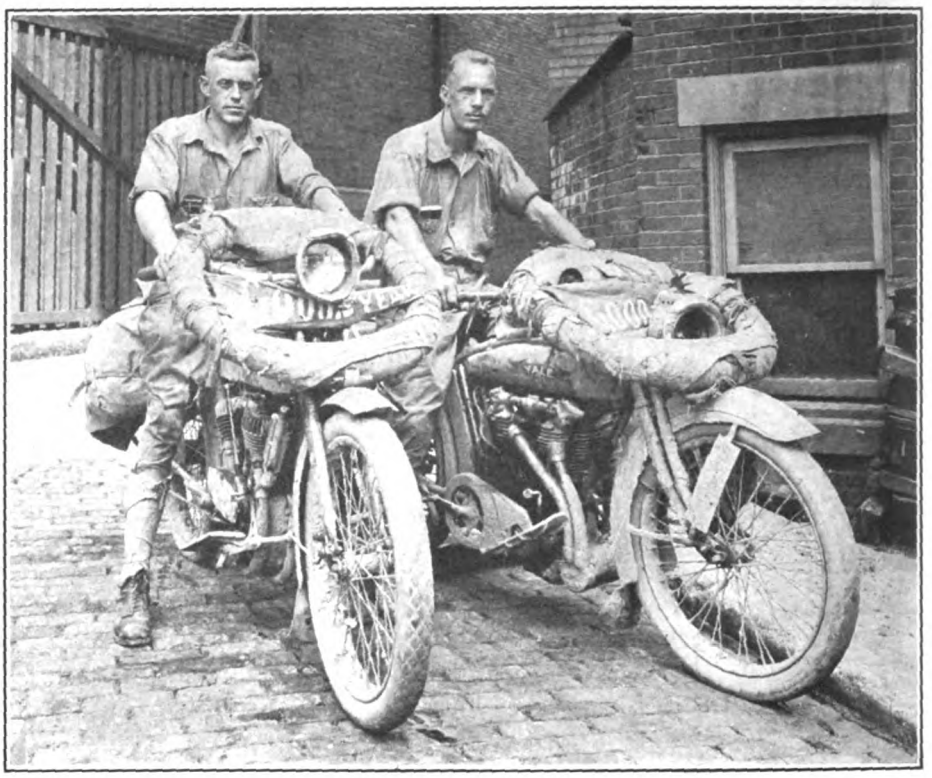
### ORDERS TWO MACHINES

Owensboro, Ky., August 14.—The City Council at its meeting on Monday evening accepted the report of the police committee, and ordered that two machines should be purchased for the use of the motorcycle department. The contracts for the machines were split, one machine going to Henry F. Pardon, the Indian agent at $322. The other contract was awarded to W. F. Richwine, the Harley agent for $329.60. Both orders call for full electric-equipped machines of the three-speed variety.

### WAUSAU CLUB FORMING

Wausau, Wis., Aug. 23.—V. G. Ringle is taking an active part in the organization of a Wausau motorcycle club, which will contain about fifty members in his charter membership. The new club is making arrangements for carrying out a schedule of outings and entertainments that promises to make the organization grow and be prosperous. Wausau has a population of about 20,000 and the roads abounding the city are fair. The club plans to hold races on the Wausau half-mile track

## Akron Riders Finish Their Long Grind

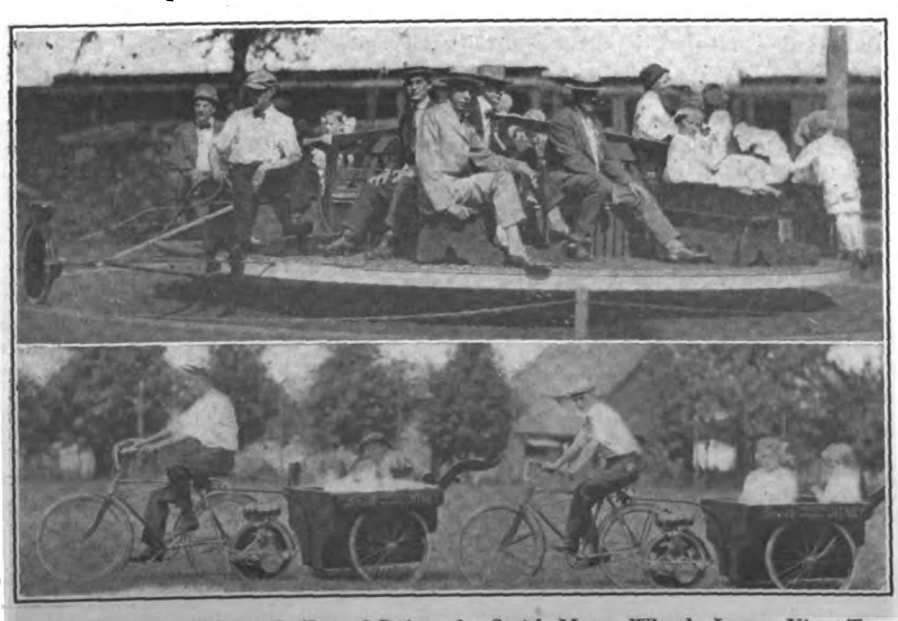


**Sutter and Hageman at Goodyear Factory with Unused Tires on Front of Machines**

Akron, O.—H. A. Sutter and Ed. Hageman, two Akron motorcyclists who rode to the San Francisco Exposition recently, returned to this city after two months and a half of riding. They covered 8,000 miles in all. Their machines were mud-bespattered from riding in the Western and Central States and showed the effects of hard going in other ways. The spare tires, wrapped in burlap on the front of each mount, were, however, not touched.

"We found that the spare shoes were unnecessary," said Hageman, speaking of the long trip to an official of the Goodyear Tire & Rubber Company, when the pair were at that plant. "That is, as far as having to be fitted to the rims were concerned. We both used Blue Streaks, back and front, and all the tires came through triumphantly. We might have used the spare tires as life preservers on some of the roads we passed through in the West." The photograph shows Sutter and his partner in front of the Goodyear plant in this city.

### UNIQUE AMUSEMENTS AT RECENT A. O. SMITH PICNIC



**Upper Picture Shows Merry-Go-Round Driven by Smith Motor Wheel; Lower View Two of the "Motor Wheel Jitneys" Used to Carry the Little Ones on Joy Rides**

### TRADE PEOPLE IN TOWN

Among the trade men who visited New York this week were Walter Davidson and George M. Hendee, on their way to confer with Postmaster Burleson, at Washington; Jim Ash, of the Miami Cycle & Mfg. Co.; A. B. Coffman, of Toledo; H. F. Rogers, of The Rogers Mfg. Co., of Chicago, accompanied by Mrs. Rogers; Jess Campbell, of Boston, and L. J. Mueller, of Cleveland.

### WINNER'S EQUIPMENT AT TACOMA

Tacoma, Wash.—Earl Armstrong, who piloted his Indian to victory in the 300-mile race on the speedway in this city, used a Dixie magneto, V-Ray sparkplugs and Duckworth chains. Otto Walker on his Harley-Davidson had Renold chains, Schebler carbureter, Bosch magneto, Wright sparkplugs. Both Armstrong and Walker used Firestone tires on both front and rear wheels. Don Johns, Indian, was also another Firestone tire user.

### INDIANA MEET POSTPONED

Indianapolis, Ind., August 24.—The racemeet of the Indiana Racing Association, which was scheduled to be held here on Saturday, August 21, has been postponed on account of rain.

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# News of the Clubs

### DURABILITY RUN FOR OCTOBER 3

Hackensack, N. J.—The Hackensack M. C., of 149 Main street, this city, will hold its first annual durability run on October 3. This run, covering 204½ miles in all, will be from Hackensack through West Caldwell, Greenwood Lake, Hohokus, Congers and Canterbury and Hackensack. Entry fee is $2, with post entry at $2.50. There will be secret checks in this run.

Six cups are offered. One of these is for the best performance made by a three-man team, all on one make; a second will go to the best three-man mixed team. The third cup will be awarded to the best performer in the pro. sidecar class, and a fourth for the F. A. M. club getting highest score. The two other cups will go to the Hackensack M. C. three-man team getting the best total score and to the best single-geared machine performance. The schedules will be as follows: Solo, side-by-side and tandem mounts, 20 miles per hour; sidecar, 18 miles per hour.

### PUYALLUP CLUB ACTIVE

Puyallup, Wash.—The Puyallup Motorcycle Club during the past six months has been most active and has accomplished much good in getting the riders together in the Puyallup Valley. Quarters have been opened in the Stewart building, where meetings are held twice a month. H. S. Potter, the local speed officer, is the president, Leroy Debolt, the Indian agent, vice president, while A. B. Hickey, Excelsior representative, is the club's secretary-treasurer. Jas. Harlan is first lieutenant; Ben Overhold, second, and B. Forbes, captain.

### NEW CLUB MAKES BRISK START

Indianapolis, Ind.—George Evans, newly-elected president of the Motorcycle Road Club of Indiana, is completing the details of the club's first tour to witness the 300-mile race on Labor day at the Chicago Speedway. Evans is making personal calls on the dealers and riders of the state in an effort to obtain as many entrants as possible in the tour.

John Merz, of Indianapolis, who was elected road captain for the first year, will take active charge of the run to Chicago, and is already appointing his assistants.

Korky Harwood, the new secretary, is on the job with both feet and is preparing the literature that will be mailed to every F. A. M. member in the state and to as many other riders as possible. It is expected that Marion, where Harwood is the Indian agent, will have one of the largest delegations in the run. Marion has two live clubs, both holding charters in the national body.

It is the aim of the charter members of this organization to make a charge of fifty cents to all members joining the club from this time on to help defray expenses.

### GIRLS AND BOYS—FIFTY-FIFTY

Tucson, Ariz., August 23.—No member of the Tucson Motorcycle Club who could not produce a feminine tandem passenger was allowed to participate in the club's first strictly tandem run, which was held Sunday, August 15. Fourteen members qualified, and as many young women enjoyed the day immensely. The run was to Agua Caliente, over splendid mesa roads. There a picnic lunch was enjoyed. On the way back the party ran into a shower and two or three machines went down in the mud, but no one was hurt.

### BUTLER COUNTY CLUB PLANS

Hamilton, O.—The Butler County M. C. has decided to have the next social event a chicken dinner and dance, to be held some time in September. The affair will be for club members only. It was originally intended to have the social event in October, with a dance as a feature of a pleasure run.

### TO HOLD MOONLIGHT RUN

Newark, N. J.—The New Jersey M. C. will hold a moonlight run to Old Mill Pond, Chatham, N. J., on Thursday, September 2. The total distance of the run will be 30 miles. At the Pond, there is an excellent dancing pavilion, and dancing and boating on the lake can be indulged in by the riders. A light dinner will also be a feature of the run.

### RAIN INTERFERES WITH RUN

Bronx, N. Y., August 23.—Rain in and around New York caused the postponement of the start of the New York division of the Bronx Motorcyclists' Association for Savin Rock, near New Haven, Conn. New Jersey, Brooklyn and Long Island riders therefore did not start on the run, as well as the metropolitan contingents. The run will be held August 29.

Several Association members rode to Bridgeport on their own, and in that city met about 50 riders from the Western division. The crowd was entertained by the local club and went on to the Rock, where the New England contingent, 100 strong, was already parking their machines. Those present enjoyed themselves in spite of the non-success of the rally as a whole, and promised to join next Sunday, August 29.

### BRIDGEPORT CLUB IS HOST

Bridgeport, Conn., August 23.—About one hundred out-of-town riders were entertained by the local Excelsior club at its rooms on Sunday, August 22, most of the guests coming from Connecticut. The occasion of the gathering of the motorcyclists was the outing at Savin Rock, which proved to be quite a success. About the middle of September the local club will stage a picnic on one of the big farms just outside of Bridgeport. All motorcycle clubs are invited to attend the affair. Refreshments and drinks will be served.

Those Who Waited at Bridgeport for New York Contingent of Bronx Association; Out-of-Town Riders and Members of Excelsior M. C. Item Above

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# Indian Wins 300 Mile Tacoma Rac

You get quick results from advertisers when you mention MOTOR CYCLE ILLUSTRATED.

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# Even The Remarkable Dodge City Time Beaten

## Dodge City Time: 3:55:45
## TACOMA TIME: 3:45:27 9-10
## A NEW WORLD'S RECORD
## 79:83 MILES PER HOUR

# INDIAN DID IT!

At Tacoma, August 15, Earl Armstrong on an Indian showed the red machine's championship mettle by covering 300 miles at the rate of 79.83 miles per hour—an average exceeding the Dodge City figures by 3.49 miles per hour.

Don Johns, finishing third, also bettered the Dodge City time, giving a conclusive performance of Indian sustained speed.

So again, with the 1915 racing season advancing, the Indian takes the throne as "Master of Them All."

With the 300 Mile world's record, with the majority of F. A. M. National Championships, with the world's economy record, with the world's non-stop record, the Indian is the one machine that can have justly written upon it the word

# CHAMPION

## Hendee Manufacturing Company

*(Largest Motorcycle Manufacturers in the World)*

**Springfield, Mass.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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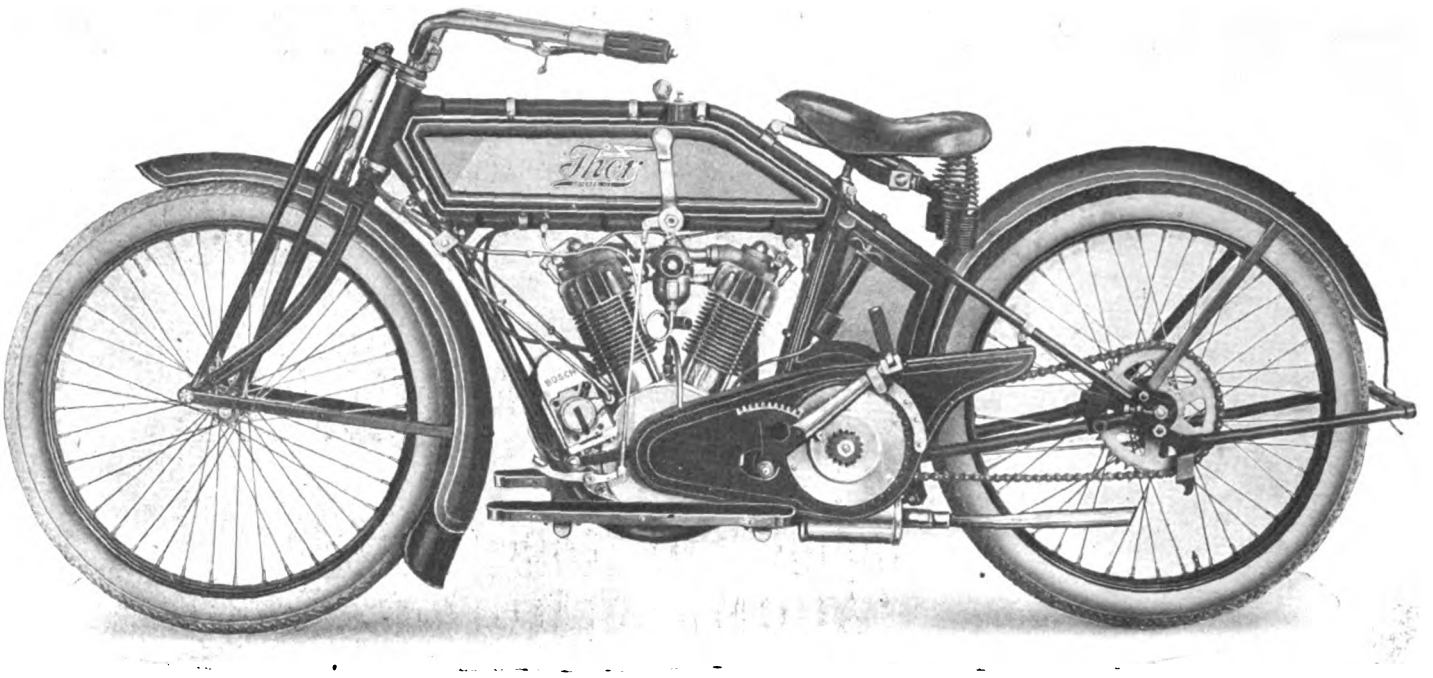
# Two 3-Speed Thor Twins for 1916

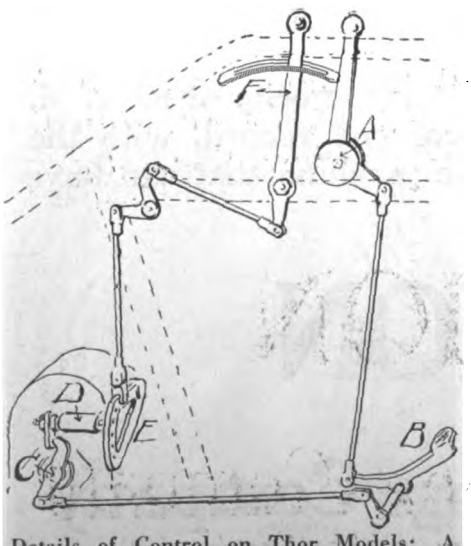



**Lightweight Model 16-V, Showing New Spring Fork, Dual Clutch Control, Foot-Starter and Modified Chain Guard**

TWO new models, each fitted with a three-speed gearset, new clutch and foot-starter and new muffler, are the offerings of the Aurora Automatic Machinery Company, of 1307 Michigan avenue, Chicago, Ill., for 1916. The first of these models, known as the 16-U, is a 12 horsepower twin, while the second, the 16-V, is a light-weight, engined with a twin motor of 38.4 cubic inches displacement and rated at 6 horsepower. It weighs 125 pounds less than the 1915 Thor twin model.

### Countershaft Chain Drive

The 16-U twin is fitted with a motor which is practically identical with that used on the 1915 12 horsepower twin, with the exception of having no undergear. The pedals of the 1915 and previous models are done away with, a kick-down starter being used instead. The drive on this model is of the countershaft-chain type, as the gearset is countershaft mounted.




Details of Control on Thor Models: A, Clutch Lever with Friction Lock; B, Clutch Foot Lever; C, Release Rocker for Clutch; D, Gearshift Lock; E, Shifter Quadrant; F, Gearshift Lever

The gearset is of the sliding gear-dog clutch type, using dog-clutches for the high and low positions and a slider carrying a spur gear for the intermediate speed. The side-shaft, carrying the three side-gears is above the main shaft, the gears and their sleeve rotating upon a fixed shaft running from side to side in the gearbox. The main shaft is borne upon adjustable ball bearings, adapted to care for thrust as well as radial loads. Shifting is by a yoke, on a shaft borne at each end to insure accuracy in operation regardless of wear. The forwardly-projecting end of the yoke shaft carries a quadrant, whose long side is drilled to engage a lock fitted to the end of the gearbox when the gears are in their proper position for any speed for for free engine. Shifting is accomplished by a short ball-grip lever at the right side of the tank, actuating the quadrant through rockers and rods.

### New Dry Plate Clutch

This three-speed gearset is used on both the 16-U and the 16-V models, and the control of the shift is identical on both machines.

The clutch used on both the 12 horsepower twin and the lightweight model is at the left, mounted on the end of the main shaft of the gearset. The driving member is carried on the shaft, while the driven member rides on a sleeve and connects to the primary drive. The clutch is of the dry plate type, with five plates faced with friction fabric. Six spiral springs cause engagement of the plates, the tension of these springs being regulated from the exterior of the clutch. Small plates in the facing, in fact, give access to the adjusting screws for this purpose.

The clutch is operated by a through-rod within the main shaft of the gearset. At the right is a quick-pitch screw upon which acts an L-collar connected to a rocker pedal at the left side. This L-collar has a short foot at its upper part, so that when the pedal is pressed downward and forward, the foot draws back on a spring plunger whose end fits into the drillings on the gear shift quadrant and permits of shifting the gear. This plunger acts as a shift-lock, preventing the gears from being shifted unless the clutch is first disengaged.

### Dual Clutch Control

On the left end of the through-rod there is a mushroom head which acts on one member of a ball-thrust bearing, the latter being in operation only when the clutch is released. The clutch can be operated by a hand lever as well as by the pedal, there being a link between the rear end of the pedal and the short arm of the clutch lever mounted conveniently on the left side of the frame. This lever is fitted with a friction device, so as to stay at any position to which it is moved. A rearward motion of the lever or a forward motion of the pedal gives the released position of the clutch, and vice versa, and the pedal can be used to control the clutch without interfering with the setting of the hand lever.

The gear shift lever, when drawn to the rearmost position on its quadrant, gives low speed; on moving it forward, a neutral, the intermediate speed, another neutral and high gear positions are obtained. There is a distinct neutral point between each speed, thus enabling any speed to be quickly engaged to start. The brake, which is of the band type, is operated by a foot lever on the right side of the machine. The 16-U twin is fitted with long, horizontal footboards providing a comfortable position for the rider without regard to his height or length of leg.

### Other Details

The muffler is new on this model, giving the minimum of back pressure. A tail pipe

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is fitted, extending along the left side of the machine. Oiling is by the same efficient system used on Thor motorcycles during 1915 and preceding years. The front fork and motor controls, as well as the frame forward of the seat post, have not been changed, but the bottom bracket is of course new to take the gearset. The foot-starter is of the sector and pinion type, the sector being attached to the lever with its hinged pad, while the pinion, ratchet fitted acts on the outer portion of the clutch. A downward motion of the lever and sector, causes the latter to act on the pinion, rotating the motor through the primary drive. A spring takes the sector back to its out-of-gear position, the lever being held in a clip out of the way of the rider's leg, yet ready to be acted on by turning the hinged pad to a horizontal position.

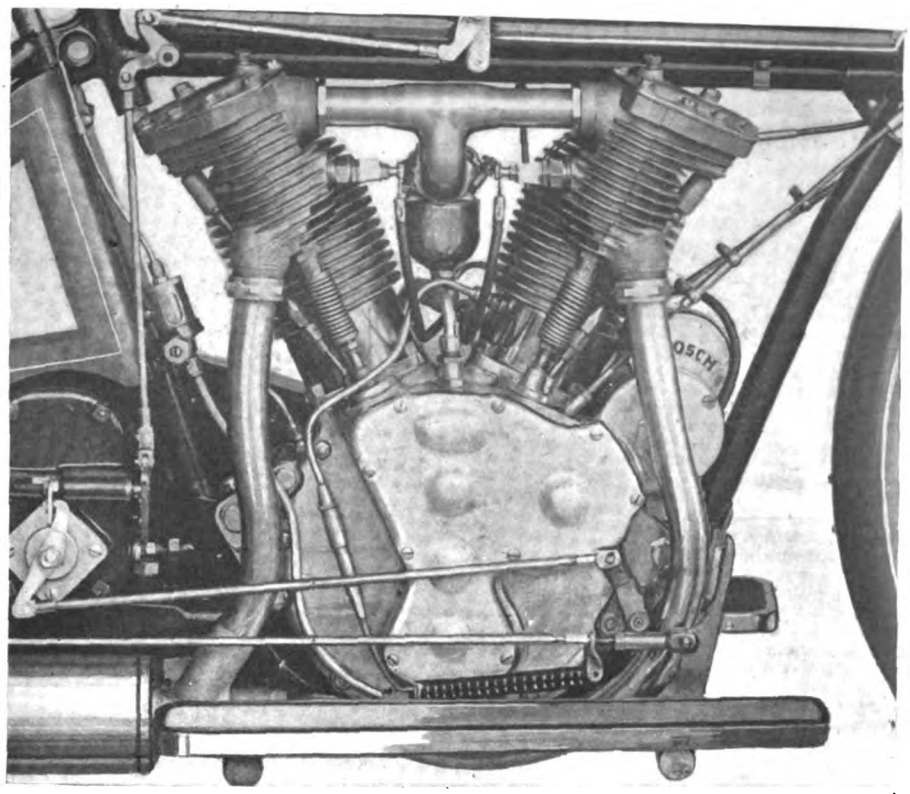
### The Lightweight Model

The 16-V model, of the lightweight class, has an entirely new design of motor. The bore is 2¾ inches, and the stroke 3¼ inches, giving a displacement of 38.4 cubic inches. It is rated at 6 horsepower. The cylinder heads are made detachable, the same inlet over exhaust arrangement used on Thor motors for a number of seasons being retained, with the difference from 1915 construction that the rockers and push rods for the inlets are exposed. The inlet manifold is of the straight line type, as in general Thor construction, and a ¾-inch Schebler carbureter is fitted. Ignition is by Bosch magneto, fitted in front of the motor, with enclosed gear drive. Lubrication is of the recognized Thor type.

### New Spring Fork

The spring fork on this model is new. The movable members have their upper ends acting on a plunger within a cylinder, this plunger being fitted with shock springs above and recoil springs below. The sides of the cylinder are cut away to permit of the entry of the movable fork ends reaching to the plunger. A sleeve within the cylinder prevents the ingress of dirt. The rigid members consist of the main fork sides and a pair of braces, one to a side, reaching from the tips to the upper part of the fork cylinder. The cylinder attaches to the steering head by a substantial clip at the top and to an extenison of the crown at the base. The motion of the movable members is a straight-line one approximately.

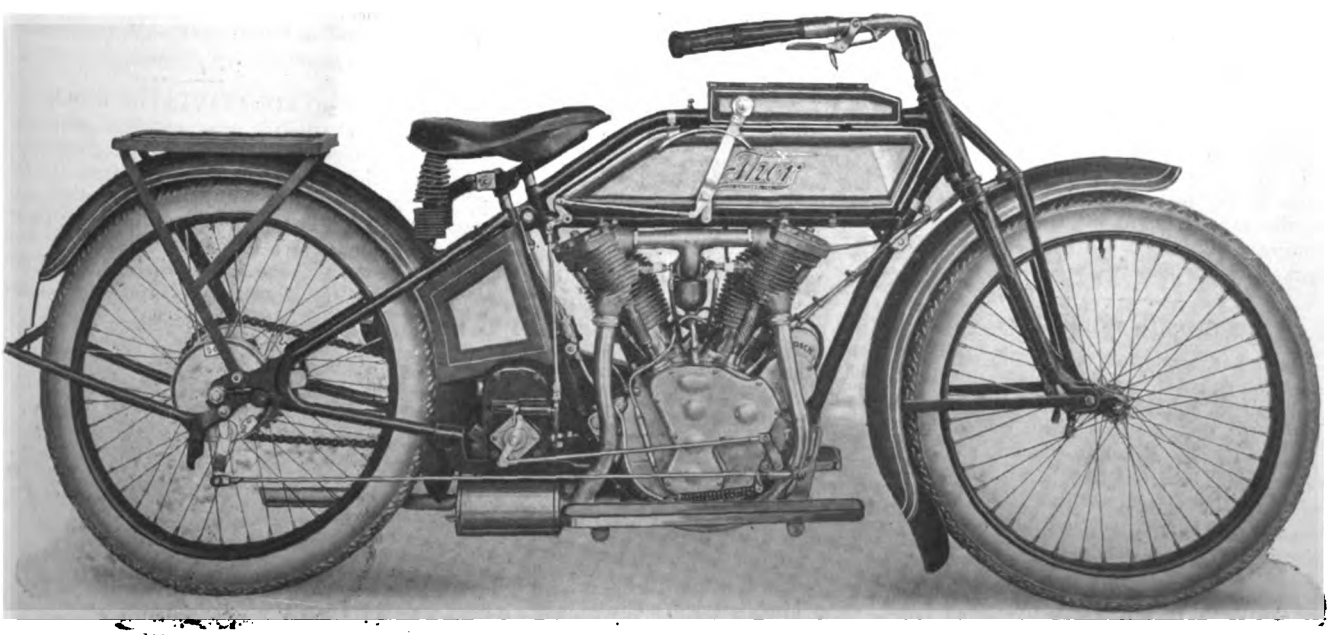
The handlebars on the 16-V model are the same design as those on the 16-U twin, but the grips are shorter and the entire assemblage made somewhat lighter to conform with the lighter machine. Clutch control, brake control, starter and chain guard are the same as on the large model. Like its bigger twin sister, the 16-V is substantial in all its parts and will stand hard service. The weight is 125 pounds less than that of the 1915 twin Thor. Prices on this model and on the 16-U twin have not yet been announced.



**Power Plant of Three-Speed Thor, Model 16-U, Showing Brake and Clutch Rods**

### BUFFALO METAL TRAVELER

Buffalo, N. Y., Aug. 13.—The Buffalo Metal Goods Company have added George Williams to their staff of "pioneer and missionary workers." He will travel New England and New York State.



**Model 16-U, Thor 12 Horsepower Twin with Countershaft Three-Speed Gearset and New Control for Gearshift on Right of Tank**

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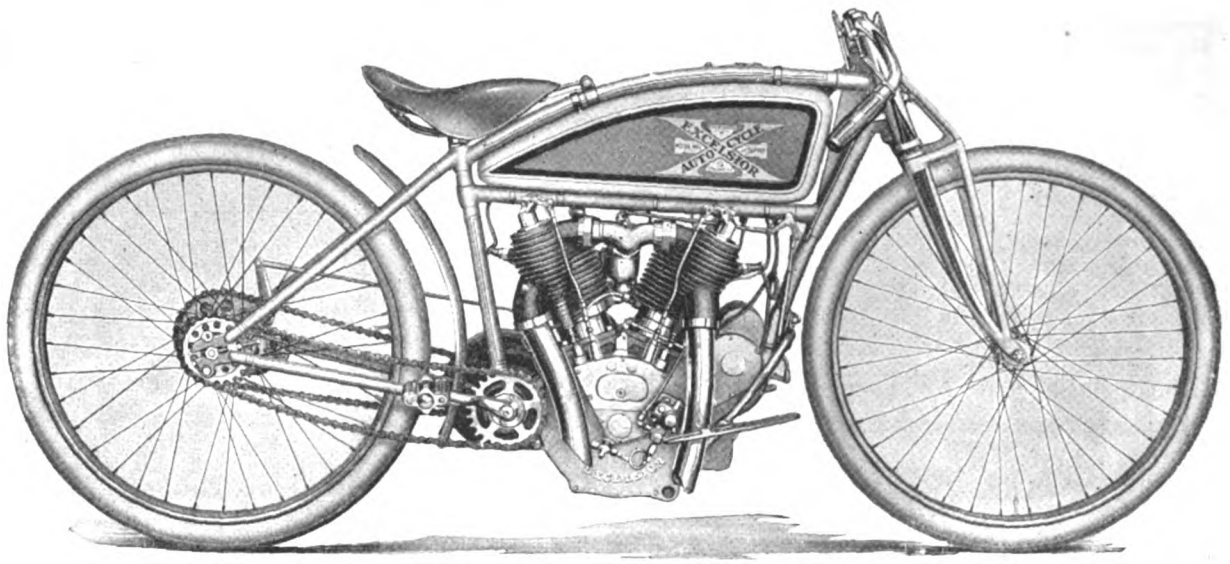
# New Speed Model for Excelsior



**Short-Coupled Twin Model, with Extra Large Valves, Inlet Manifold and Exhaust Pipes and Removable Footboards**

FROM the Excelsior Motor Mfg. & Supply Co., of 3703 Cortlandt street, Chicago, Ill., comes the announcement of a new speed model, the 16 Short Coupled, a machine built for high speeds coupled with great endurance. It is fitted with a twin motor on the general line of the regular Excelsior 61 cubic inch model, but having extra large valves, inlet manifold and exhaust pipes. The motor is finished smooth inside to facilitate the entrance and escape of gases and is capable of sustaining great speed for any length of time. The model is priced at $250.

The 16 Short Coupled model has countershaft chain drive, pedal chain with pedals and a brake operated by foot lever at the left. Ignition is by Bosch magneto, as in regular Excelsior construction, and mechanical lubrication with auxiliary hand-pump is fitted. The carbureter is a Schebler of special design. The frame incorporates the one-piece drop-forged head used on the 15 models, together with the heavy-walled tubing and forward motor bearer. Its lines are very like those of the 15 Short Coupled, with a tank similar to that used on the regular 15 models.

### Frame and Equipment

The front fork is of the truss type, rigid model, with racing handlebars. A rear mud-guard is fitted, running from the line of the seatpost top to below the countershaft level. Removable folding footrests are part of the standard equipment. Color is standard "X" gray with red panels and striping, the characteristic Excelsior emblem being placed on each tank panel. The price complete is $250.

A trial of this model of speed machine by Bob Perry on the Chicago Speedway resulted in Perry cutting 13 seconds from the ten-mile record made by Lee Humiston on an Excelsior at the Playa del Rey track in 1913. Perry made two of the two-mile Speedway laps in 1:12 flat on his 16 Short Coupled mount. Taking the new speed model all in all, it should prove a very worthy successor to the 1915 fast "X."

Attention is called to the fact that the motor used in this model can be fitted to the regular 15-3 frame at an additional cost of $25.

## FIRESTONE ISSUES HOUSE ORGAN

News about Firestone activities, from the factory in Akron to the coasts of the United States is embodied in the first two issues of *The Firestone*, the house organ of the Firestone Tire & Rubber Company, of Akron, O. The first issue is devoted mostly to the factory and the personnel, while the second, or August issue, describes the big picnic for the most part. Interesting in particular to the dealer and Firestone tire user are the valuable hints on safety and other prominent subjects which are to be found throughout the two issues.

## AWARDS IN IRISH TRIALS

Word has been received by the Hendee Mfg. Company, at Springfield, Mass., of the awarding of gold medals to Indian entrants in the recent Irish End-to-End Trials. C. B. Franklin, Indian sidecar combination, received a gold medal in addition to the sidecar prize, while W. H. Freeman, of Dublin, carried off the second prize in the solo division and a gold medal.

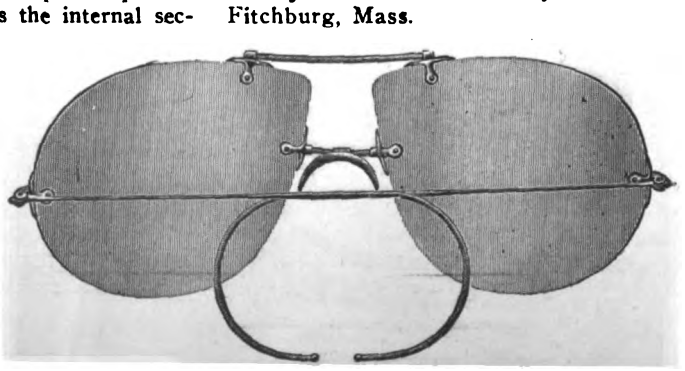
## HAPPY AT DIXIE'S TACOMA WORK

Dan Walls, the genial publicity man of the Splitdorf camp, is rubbing his hands in undiluted gratification at the splendid performance of the Dixie Magneto on the record-smashing Indian that carried Earl Armstrong to victory at Tacoma. "Specially noteworthy," says Dan, "is the fact that through that gruelling 300-mile grind, Armstrong never even had occasion to look at his ignition."

## CHICAGO FLEXIBLE GOGGLE

One of the most recent additions to the line of eye protective devices manufactured by the Chicago Eye Shield Company, of 128 South Clinton street, Chicago, Ill., is a new flexible center goggle, known as the Chicago Flexible goggle. This goggle, the lenses of which are pear-shaped to protect the eyes at all times, has the internal sections of each lens flexible, thus enabling the goggle to conform exactly to the face of the wearer, with ease and comfort.

The folding features of the hinged type of goggle are thus obtained, without the added parts essential to a good hinge design. The lenses are connected by cable temples, while the nose-piece keeps them in their correct relative position and gives a good and comfortable fit without interfering with their bending. The new goggle retails at $2.50 with lenses in amber color. Jobbers and dealers should communicate with the company at Chicago.



**Chicago Flexible Goggle**

## TWO CONTRACTS FOR BOSCH

The Bosch Magneto Company announces that it has just signed contracts with two motorcycle manufacturers for the use of Bosch magnetos on their machines during the coming season. These concerns are the Aurora Automatic Machinery Company, Chicago, Ill., and the Iver Johnson's Arms & Cycle Works, Fitchburg, Mass.

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MOTOR CYCLE ILLUSTRATED
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VOL. 10 THURSDAY AUGUST 26, 1915 No. 34

# PURPOSE AND BENEFITS OF THE NATIONAL CYCLE SHOWS

THE value of the approaching motorcycle and bicycle shows, in New York and Chicago respectively, is realized more fully than ever before, if the number of applications for space is any criterion. Although application blanks have been out only a short time, manufacturers and jobbers throughout the country have already proven themselves in sympathy with the plan to conduct the New York as well as the Chicago Show as separate exhibitions, distinct and away from the automobile shows.

### A Good Business Proposition

The great majority of those who have exhibited at previous shows know that they have been vastly benefitted thereby and, in nine cases out of ten, such concerns are only too glad to have an opportunity to exhibit under the favorable conditions produced by the holding of separate cycle shows in the two largest cities in the country. We thoroughly believe that the conditions this year are absolutely ideal, that is, with reference to the time at which the shows are to be held and the close proximity of the two national exhibitions.

### Held At the Right Time

Experience has demonstrated that late Summer and the early Fall is the right time for holding motorcycle and bicycle shows. The success had with separate shows in Chicago has also proven that the best results are thus achieved, as against the former and unsatisfactory arrangement of the sandwiching of motorcycle and bicycle exhibits among those of the automobile manufacturers, by which the former were invariably overshadowed.

### Most Effective and Economical

The Motorcycle Manufacturers' Association has made its arrangements wisely, and not only does the Association deserve the support of its own and allied trades, but all who are interested in the manufacture and sale of motorcycles, bicycles, parts and accessories will find it entirely to their advantage to be properly represented at both Chicago and New York. There is no other way to get into close and intimate touch with so many dealers and other important buyers in so short a time, at so little expense, and under such satisfactory circumstances. The cycle shows, as they are conducted today, are strictly business propositions through which each exhibitor is given many times the value of his small investment.

### Crystallize Trade Sentiment

Then, again, the shows, by bringing together the trade leaders from every section of the country, serve the purpose of crystallizing trade sentiment. The exchange of ideas between men who seldom have an opportunity to meet one another except at the shows, is of itself a good enough reason for holding these annual exhibitions.

### Also Helps the Dealers

Finally, the shows are not conducted for profit, and what profit does accrue is intelligently used to promote the business and help dealers, all over the United States to solve their business problems. In other words, whatsoever funds remain after the expenses of the shows are paid, are devoted to business promotion and to aid dealers in increasing their profits.

### Get In Your Application Now

Applications should be made at once. Drop a line to Show Manager A. B. Coffman, Ohio Building, Toledo, O. We guarantee a prompt reply, and business-like service throughout. Get your application in early, before all the best spaces have been sold. Support the Shows for your own good, as well as that of the cycle industries.

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# On the Pacific Coast

## GOLDEN STATERS RIDE TO JOYLAND

### Procession of Machines Three Miles Long Rolls From Los Angeles to Ocean Beach.

LOS ANGELES, Cal., August 21.—"Come to the Capital of Joyland and you will have the time of your life." Thus spake the committee of the Los Angeles Motorcycle Club. And in answer to the call nearly a thousand motorcyclists journeyed on Sunday, August 15, to Ocean Park on their annual trip to the beach. The line of motorcycles as it rolled over the boulevard was over three miles long.

**Part of the Huge Crowd of Southern California Riders Who Participated in Run, Watching an Interesting Performance in the Bowl at Ocean Beach**

It was a great day. The motorcyclists took advantage of the fine bathing, the visiting concessions and the dancing; throughout the day the Ocean Park officials were very courteous in their treatment of the visitors and placed rest rooms at the disposal of the ladies.

All of the Los Angeles dealers and distributors were on hand, as well as a large representation of riders from every corner of Southern California. Out of town dealers who brought parties of riders with them were Fred Low, James Slaybaugh, Santa Barbara; M. G. Anlauf, Anaheim; Richmond & Jones, S. P. Hunsacker, Pomona; S. D. Palmater, Pasadena; P. A. Murphy, E. D. Maltby, Long Beach.

There was considerable excitement when three horses and two colts running wild joined the parade. Fortunately nobody was hurt, but a Thor rider was just saved from a spill by getting bumped by a horse on the "off" side a second after being shoved by one on the "nigh" side.

### HAWAIIAN MANAGER VISITS 'FRISCO

San Francisco, August 21.—E. K. Paris, general manager for E. O. Hall & Son, of Honolulu, Indian distributors for the Hawaiian Islands, is a visitor in San Francisco. He reports the motorcycle trade in the islands to be in a very satisfactory condition, with prospects favorable for a larger volume of business during the fall and winter months.

### STEINER IS BUSY

Los Angeles, Cal.—Louis Steiner, local Smith Motor Wheel agent, states that he has difficulty in keeping the little motor devices long enough to uncrate, so great is the demand for them. On July 23 he received a shipment of eight, and these were all gone before July 26. Nine more were due on July 28, but Steiner had to order as many more for delivery on that date in order to keep up with demands.

Steiner is now talking to the telegraph and telephone companies regarding the adaption of a Motor Wheel equipped bicycle to their long distance messenger services. He has placed a number with collectors for these and other companies already.

### TACOMA ENFORCES CUT-OUT LAW

Tacoma, Wash.—The City of Tacoma is strictly enforcing the muffler cutout ordinance, and in fining offenders from $15 up for each violation. The ordinance reads as follows: Every motorcycle using an internal combustion engine shall use an exhaust muffler and the same shall not be cut out or discontinued within the limits of any incorporated city within the State of Washington. A number of other cities in the State are enforcing this ordinance similarly.

### CHANGE HENDEE BRANCH STAFF

San Francisco, August 21.—A number of changes have recently taken place in the personnel of the sales force of the Hendee Manufacturing Sales Company of this city. B. Neutsadt, traveling salesman, has resigned his position and will leave soon for Honolulu, to engage in business with his father. A. J. McKinty, who has been in charge of the parts department, has severed his connection with the company to accept a position with the local branch of the Bosch Magneto Company, and has been succeeded by Chas. Meyer.

### HENDEE CLUB AT OUTING

San Francisco, August 21.—The second outing of the Hendee Outing Club took place last Sunday with a run to Warm Springs in Alameda County. There were six in the party—Doc Carlson, Chas. Meyer and M. Leavitt and three ladies. The trip was made in sidecar outfits. The outbound journey was made by way of San Jose, and the return through Oakland. A very enjoyable time is reported by the participants in the outing.

### RECENT SALES BY FINK

Stockton, Cal.—Among recent sales by J. Fink, Harley-Davidson distributor for San Joaquin and Sacramento Valley, were two 1915 twins to the State Forestry Department for ranger service, and a third to the Sonora Telephone Company for "trouble hunting." Practically all sales this season have been three-speed twins, only three singles having been disposed of in all.

### CYCLONE AGENCY MOVES

San Francisco, August 21.—Ludenclos & Henry, northern California distributors for Cyclone motorcycles, have moved from 1506 Market street, to 1592 on the same street, where they have larger and more centrally located quarters, with two street entrances. Dave Kinney, the Cyclone rider, is at the factory in St. Paul, awaiting the completion of a machine which he is to ride in the Labor day races at Chicago.

### MILLER GETS TESTIMONIAL

San Francisco, Cal.—The sales force of the local branch of the B. F. Goodrich Rubber Company, of Akron, O., has presented H. C. Miller, retiring manager, with an elaborate punch bowl and outfit as a testimonial of their esteem. Mr. Miller has been manager of Pacific Coast sales for the past five years and leaves on September 1 to take charge of the sales division of the Diamond and Goodrich brands at the Akron headquarters.

### CLUB ENDORSES C. F. GATES

Los Angeles, Cal.—At a meeting of the Los Angeles M. C. on August 10 a resolution was adopted endorsing the candidacy of Charles Fuller Gates for the position of F. A. M. Commissioner for southern California. A copy of the resolution has been forwarded to Vice-President C. S. Pixley, of the F. A. M.

### FAULKNER SELLS THREE

Oakland, Cal.—George A. Faulkner, Harley-Davidson distributor in this city, has just sold a 1915 model to the Pacific Gas & Electric Corporation, as well as one to the H. C. Capewell department store and a third to the Jackson Furniture & Carpet Establishment.

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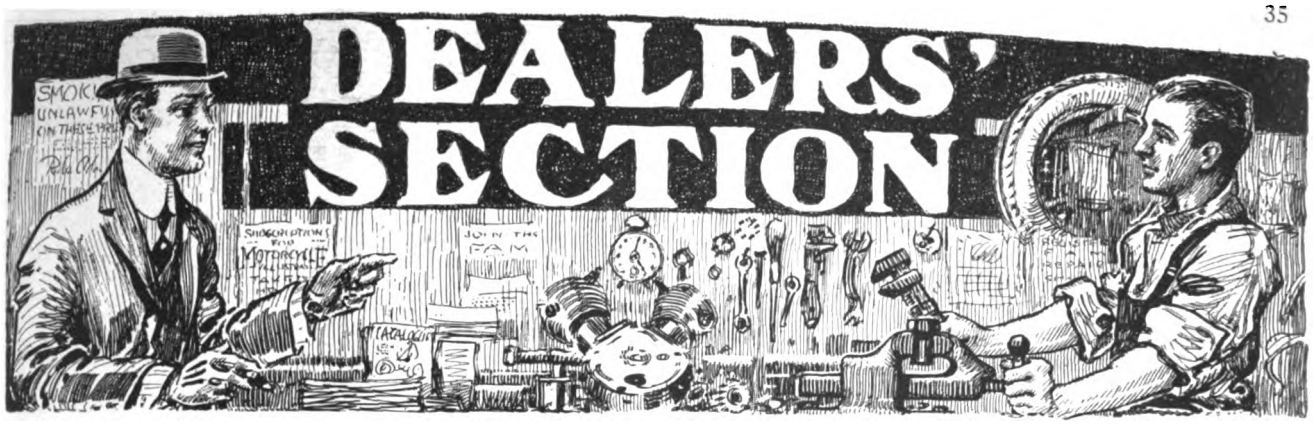



### FORD SELLS HIS SIXTY-FIFTH

White Plains, N. Y.—W. A. Ford, Harley-Davidson distributor for Westchester County, has sold his sixty-fifth Silent Gray Fellow for 1915. His second-hand sales have amounted to 12 twins and two singles of various makes. "Westchester motorcyclists do not take to the sidecar as much as they should," said Ford, in a recent interview, "and I have only disposed of about eight new cars so far." Ford is going to erect a new concrete headquarters for next season, in order to care for his steadily-growing motorcycle trade and his Westchester representation of two makes of automobile. He will retain his present quarters on Lexington avenue for some time to come.

### SALES PICKING UP, SAYS FRASER

San Francisco, Cal.—Jack Fraser, of the local branch of the Appeal Mfg. and Jobbing Company, Harley-Davidson distributors, states that sales are rapidly picking up in his territory and that many of the riders who put off buying new mounts until after harvest are getting them now. Some riders are holding back until the 1916 models appear, he says. The bicycle is selling nicely around Frisco, but there is a growing demand for the highest grades of wheels that has necessitated a number of re-orders, owing to the company not having sufficient on hand or on order. Fraser is strongly in favor of a machine which will be of lesser power and price than the present big twin, for 1916.

### A BOOMLET IN BUFFALO

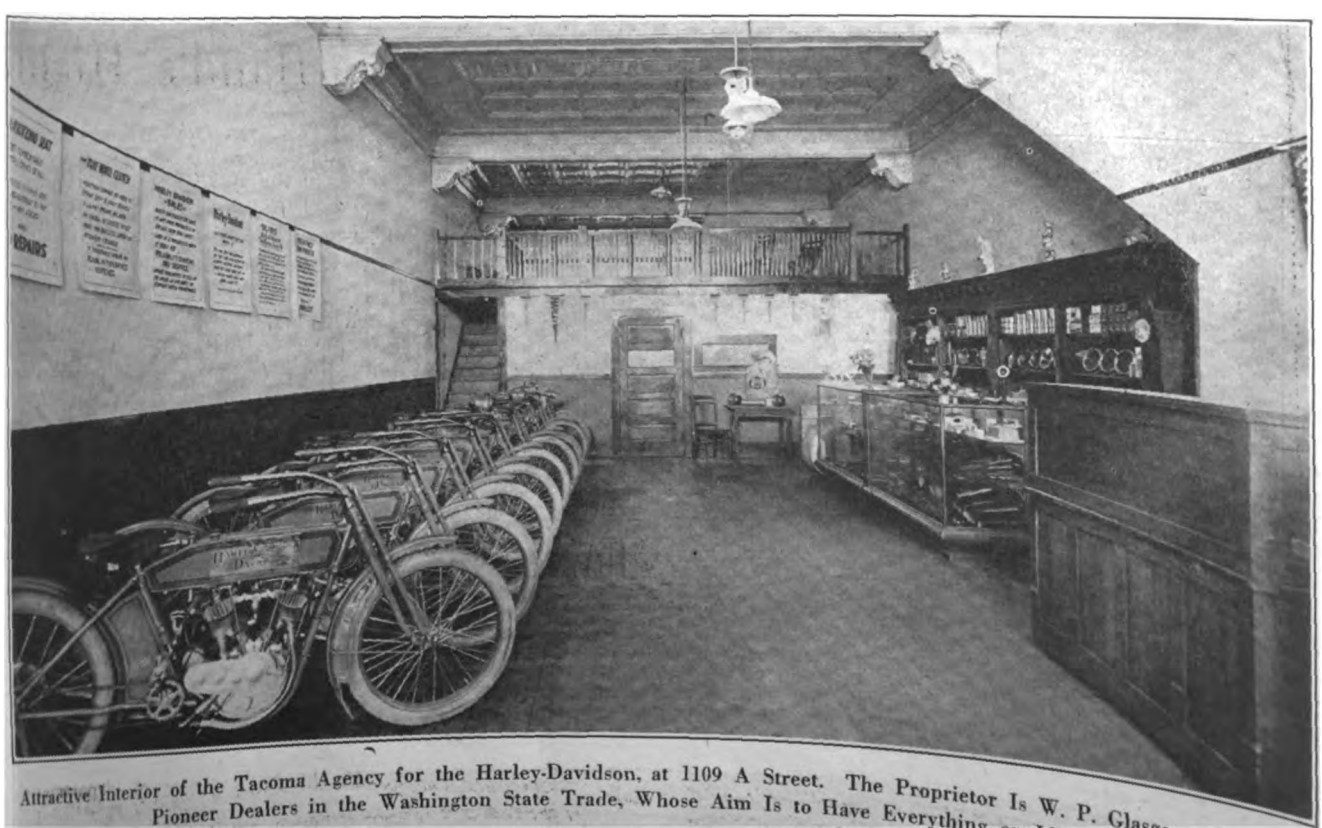
Buffalo, N. Y., Aug. 13.—This has been one of the most quiet motorcycle season's in many a year for the local dealers, weather conditions having been extremely unfavorable. But despite this state of affairs, Neal, Clark & Neal, the Bison City Indian agents claim that a boomlet has made its appearance at their doors. They assert that the last three weeks have been extremely good. Every new machine they had in stock was disposed of in addition to the large number of second handed machines. They also report that during the past week they sold nine sidecars.

### LAYTON VISITS NEW YORK

H. B. Layton, Indian dealer from Spartansburg, S. C., is visiting New York City on a business trip this week. He reports business conditions in the South as somewhat slow, but looks forward to a very fine season for 1916, in view of the increasing popularity of the pastime. This popularity has been fostered by Layton and H. Gibson, the Spartansburg Harley-Davidson agent, by means of runs and a race meet given recently. At the meet, a crowd of 1,500 saw the races, and sales were made as a result of the competition. Spartansburg, says Layton, has 20,000 inhabitants, most of whom are colored people.

### TO SHOW AT STATE FAIR

Columbus, O.—The Belt-Barr Motor Company, Indian distributors for Central Ohio, will have a large display at the annual Ohio State Fair, to be held at the Columbus Fair Grounds, during the week of August 30. The display will be in Machinery Hall. It will consist of a number of solo machines and several sidecar combinations.



Attractive Interior of the Tacoma Agency for the Harley-Davidson, at 1109 A Street. The Proprietor Is W. P. Glasgow, One of the Pioneer Dealers in the Washington State Trade, Whose Aim Is to Have Everything on Ideal Lines

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# DEALERS' SECTION

### McKAIG ON VACATION RIDE

Springfield, O.—James H. McKaig, Indian dealer in this city, is now in the White Mountains of New England with Charles T. Henderson, on a summer vacation. The pair stopped over in Springfield, Mass., to visit the Hendee factory on their way to Crawford Notch, N. H.

McKaig and his riding partner covered 803 miles in three days, leaving here on Sunday and arriving in Springfield, Mass., on Wednesday. They expect to go 2,500 miles before coming home, taking in Boston and Portland, Me., on the way.

### AFTER MOTOR WHEEL RECORD

Lou Guterman, of the Wm. H. Cahn Company, Eastern distributors for the Smith Motor Wheel, announces his intention to establish a New York-to-Chicago motor wheel record. Guterman will leave New York some time in September, with the object of reaching Chicago at the time of the opening of the National Motorcycle Show. This will be the first attempt to make so long a trip with a Smith Motor Wheel, and Guterman, who expects to ride day and night, hopes to cover the distance between the two cities in about a week.

### IN PROBATION OFFICER'S SERVICE

Oscar Brant, manager of the motorcycle department of the New York Sporting Goods, Indian distributors in New York City, has just sold a twin model to the Jewish "Big Brothers" Association. This machine is to be used by a probation officer to round up juvenile delinquents and to carry the officer to court, etc. The officer who uses the mount states that he is already covering five times as much territory as when using street-cars and the subway and that his work has been reduced to a minimum.

### SOLD THIRD TO HIGHWAY DEPT.

Lodi, Cal.—Graffigna Brothers, local Harley-Davidson agents, have just sold a third three-speed twin to the San Joaquin county highway department. This machine, like the two others, will be used by road patrols. All sales by the Graffignas so far have been three-speed twin models, and the big farmer population in San Joaquin county has been buying motorcycles of this type in considerable numbers. The bicycle sales from Graffigna agency, at 108 North Sacramento street, have been greater up to the present week in 1915 than in the corresponding period in 1914. The Dayton and other high-grade bicycles are regularly carried.

### RETURN FROM LONG TRIP

Paterson, N. J.—Roy Havenstrite, of the W. Edw. McDougall Co., Harley-Davidson distributors, recently returned from a 935-mile trip through Pennsylvania, Maryland and Virginia, taken in company with Thomas Lee. The two riders on their three-speed twins covered the distance in seven days, having stopped over at Lee's home town in Kent's Island, Md., for three days on the way. They were gone ten days in all.

### ALASKAN MOTOR WHEEL DEALER

Seattle, Wash., August 11.—Another Alaskan dealer has been added to the Smith Motor Wheel list. Thomas Keel, Fairbanks, Alaska, has been appointed agent there by Ellis Bros., Seattle, Wash., and the initial order was for four machines.

### BERRYMAN TAKES ON CYCLONE

Washington, August 16.—Local agency for the Cyclone has been secured by John S. Berryman, a pioneer Washington dealer, and that machine will be handled in conjunction with the Pope line which Berryman has carried for several months.

### BOYD & WILLIAMS MOVE

Denver, Colo.—Boyd & Williams, local Indian representatives, have moved from 1252 Broadway to 1313 Broadway. The partners have better facilities for handling trade and have more storage space in the present location.

### VETERAN EXCELSIOR AGENT

Modesto, Cal.—C. R. Weeks, operating the Weeks Cyclery at 921 Tenth street, has just celebrated his sixth anniversary as representative of the Excelsior motorcycle in Modesto. He has had a large electric sign fitted in front of his building and finds the publicity thus obtained to be a considerable factor in increasing his business. In addition to his motorcycle representation, Weeks has the agency for the Pope line of bicycles. His leading bicycle brand at present is the Clipper, retailing for $30.

### NOW GODFREY & GILMORE

Bakersfield, Cal.—B. R. Gilmore has purchased the motorcycle business of Godfrey & Baer, in this city, and has changed the firm name to Godfrey & Gilmore. The firm will continue to sell the Excelsior, and has added the Pope, Eureka and Excelsior line of bicycles. Gilmore's old store at Taft, Cal., will be under the management of H. E. Gerner.

## Describing Two of Portland's Highly P

PORTLAND, Ore.—Among the hustling shops in the Northwest are those of the F. P. Keenan Company, at 190 Fourth street, and the Motor Cycle Repair Shop, at 89 Broadway, this city. The Keenan company, whose personnel is seen in front of the doorway at the left, is agent for Pope motorcycles, as well as holding the distributing agency for the Pope line of bicycles for the entire Northwest. As in all Pacific Coast stores of the first class, a full line of both motorcycle and bicycle accessories and sundries is kept on hand at all times.

The Keenan establishment is the headquarters of Pope enthusiasts in Portland and the surrounding parts of Multonomah and Washington Counties. Bicycling is fostered as well as motorcycling and every assistance is given to patrons as regards touring. Maps and detailed route books are provided and the latest road information is posted.

The Motor Cycle Repair Shop, of which Charles W. Howard is the proprietor, devotes its energies mostly to

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# DEALERS' SECTION

### SAVANNAH TRADE CONDITIONS

Savannah, Ga.—Much enthusiasm among motorcycle dealers has arisen by reason of the statement of the bankers of the South that they will support and finance farmers on their cotton crops this year. The decision made by the financial men was arrived at during the recent Bankers' Convention at Galveston, Tex.

As a result of this decision, farmers who have had to make an uphill fight of it will now be looked after. It is figured that money will be plentiful, but while the cotton output will be reduced, the prices per bale will be larger than in 1914. Motorcycle dealers in Savannah and other cotton centers will benefit accordingly.

The Balfour Hardware Company, Indian representatives in Savannah, have sold 30 machines so far this season, as compared with 65 in 1914. R. R. Oakman, an Indian agent, announces that he will retire at the end of this season. He has sold 15 machines only. J. L. Hetzel, Excelsior agent, has disposed of six, as compared with 25 in 1914, while Cleary, who handles the Thor, has only sold about half-a-dozen twins and singles. There is a good chance for a live man to take up the Indian for 1916, trade men say. Rumor has it that "Bobby" Walthour, the crack pedal cyclist, may take over the Savannah Wigwam representation for the coming season.

### PAULSEN IS ACTIVE

Tacoma, Wash.—T. Paulsen, who handles the Henderson and Thor in Tacoma, is planning Sunday runs when not busy in the shop or demonstrating. The runs laid out by Paulsen are always well attended, and are characterized by the large number of Hendersons and Thors spinning along the road in company.

### SMITH MOTOR WHEEL AGENCY

Los Angeles, Cal.—Located at the junction of Main street and Broadway, where the motorcycle and automobile sections begin to mingle, the Smith Motor Wheel is housed in very attractive quarters since its removal from farther south. J. A. Benson, who is distributor for southern California, has built up a good list of agents. Louis Steiner is in charge of the local end of the business and in addition to the Smith Motor Wheel carries a line of bicycles and accessories.

### WERNER HAS FINE SEASON

Passaic, N. J.—Joseph B. Werner, local Harley-Davidson representative, has sold fifteen of the Silent Gray Fellows so far this season. He also disposed of nine separate sidecar combinations. Werner is well pleased with his 1915 showing, which is far in excess of that made last season.

### MADE SEVEN COMMERCIAL SALES

San Francisco, Cal.—Maggini & Perkins, who handle the Harley-Davidson in this city, have just sold sidevan outfits to the Sierra Meat Market, the Pig'n Whistle Candy Store and the New Phoenix Meat Market. They have also delivered four three-speed twins to the Pacific Telephone & Telegraph Company, for use in the trouble department.

### NEW ZEALAND DEALER TO VISIT U. S.

E. G. Lees, proprietor of the Nonpareil Cycle & Motor Company, of Palmerston North, New Zealand, will be in this country in the early part of September. His object is to secure agencies for American goods for New Zealand consumption, in the motorcycle and bicycle lines. Mr. Lees will visit the different motorcycle and bicycle shows, as well as make personal calls at a number of factories. He can be addressed care of Messrs. Thomsen & Co., 90 Wall street, New York, after August 21.

### COOK WITH AUTO FIRM

Buffalo, N. Y., August 20.—A. D. Cook, formerly with Neal, Clark & Neal, has resigned his position with H. L. Peters, the Bison City Harley-Davidson agents, to accept a position with the Ford Motor Car Company as salesman.

### KIPP IN DETROIT

Detroit, Mich.—Herb Kipp, Indian distributor in Toronto, Can., was a recent visitor in Detroit and called at the Detroit store of the Indian. Mr. Kipp, after taking in the Detroit sights, left at ten o'clock one Sunday morning and arrived in Toronto at six o'clock, in time for supper, a distance more than 300 miles.

### PICNIC SET FOR AUGUST 29

Louisville, Ky.—Kline Brothers, Harley-Davidson agents for this city, announce that the 1915 Harley picnic will be held on Sunday, August 29 at the Zehnder farm near St. Mathews. It is expected that 150 riders will take part in the picnic. Baseball and other sports are to be held.

## ...perous Sales and Repair Establishments

...repair work. Located on North Broadway, one of the thoroughfares on the principal touring routes in the Northwest, the proprietor has found the carrying of gasoline and oil to be most profitable, and the sidewalk installation shown in the photograph on the right is kept busy during the touring season supplying the needs of motor vehicles of all kinds. Oil in any quantity is carried, and thus the needs of automobilists, motor truck man or motorcyclist can be filled at once.

The most improved machines and small tools, combined with quick and accurate work, has set up a reputation for this shop which has brought plenty of custom, not only in Portland, but from the smaller towns in the surrounding counties. The shop employees are picked men, familiar with all models of motorcycles and consequently, the work is of the highest class. "It pays to keep the right sort of men in our employ," says Proprietor Howard, "as our books show at the end of each season. We made a reputation and we are going to live up to it."

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# Of a Personal Flavor

O. P. Hand has been appointed director of publicity for the Burd High Compression Ring Company, makers of Burd piston rings, at Rockford, Ill. Mr. Hand was formerly advertising manager for a large Minneapolis hardware concern.

Cliff Knoble has been appointed assistant advertising manager for the Hyatt Roller Bearing Company, of Detroit, Mich. He was formerly with the National Cash Register Company.

Ralph H. Upson, of the Goodyear Tire & Rubber Company, of Akron, O., has been honored with a place on the Advisory Committee of the Naval Board. Upson won the international balloon race which started from Paris in 1913, and has since given much time to devices for the application of airships and aeroplanes in warfare.

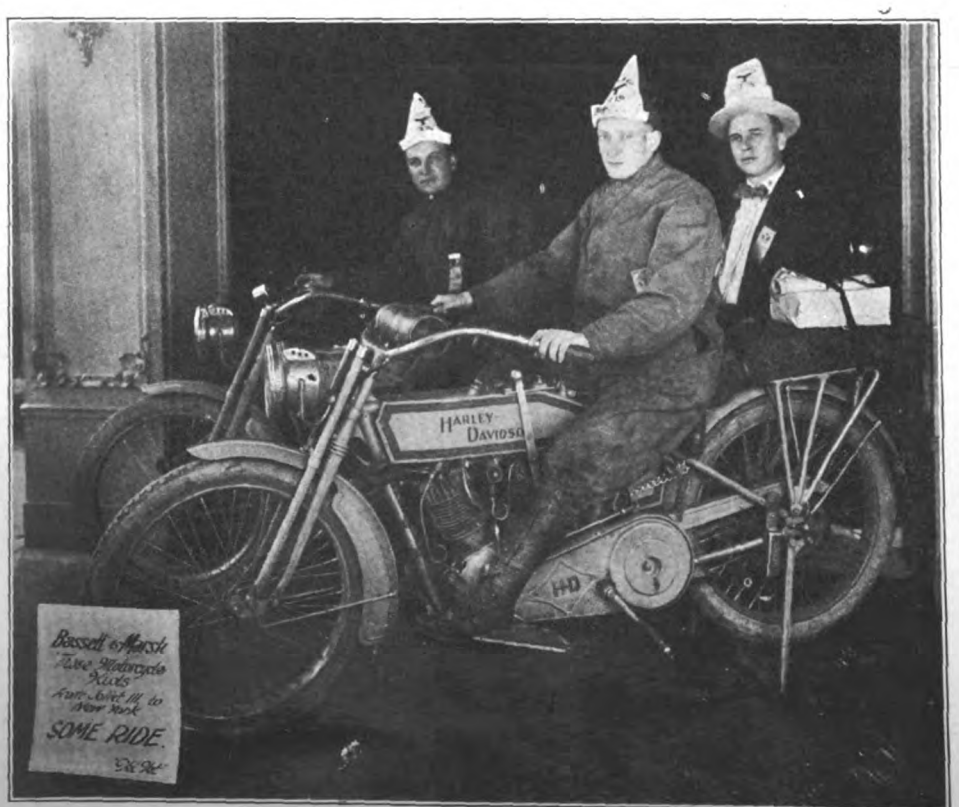
A. H. Stuber, foreign traveling representative for the Motor Wheel Division of the A. O. Smith Company, is now in the West Indies. He will cover the islands and then go through Central America.

Walter Davidson, president of the Harley-Davidson Motor Company, of Milwaukee, Wis., until recently was about the only one of the Harley-Davidson family who did not care much about fishing or hunting. When he returned from California and announced that he had caught a 32-pound yellow tail off the Catalinas, his remark was received with smiles by the other members of the clan. It was not until the trophy, ready mounted, was hung up above Mr. Davidson's desk that his story was believed. The yellow tail measures 46 inches in length, and Prexy Davison's reputation as a fisherman is now firmly established.

William S. Harley, chief engineer of the Harley-Davidson Motor Company, of Milwaukee, Wis., recently demonstrated that breaking clay-pigeons was another sport at which he was in the first rank. During the shoot of the Parker Gun Club at Milwaukee, Mr. Harley was high gun, with 92 out of a possible 100. He thus showed that he was as handy at bringing down Blue Rocks as live ducks, for his gunning trips always mean a big bag of wildfowl.

Stuart S. Hostetter has resigned his position as head sales correspondent with the Prest-O-Lite Company, of Indianapolis, Ind., and affiliated himself with Hurst & Company, of that city, as manager of the sales and advertising department.

## RODE TO NATIONAL DISPLAY MEN'S CONVENTION




Bassett and Marsh, Advertising Men, Who Came On Their Machines From Joliet, Ill., to New York to Participate in Big Gathering of Publicity Specialists

## FAVORS EARLY SHOW DATES

(Continued from page 24)

ers' Motorcycle and Bicycle Show as early as possible. To our way of thinking the most suitable time for this show is between active seasons, and, inasmuch as considerable solicitation of spring orders during the months of October and November takes place, it would be better to have the show before such solicitation began. The month of September is about as quiet a time of the year as can be had, with the exception of the week between Christmas and New Year's, and on account of the undesirability of this latter date we do not favor that.

The extremely seasonable weather in September would be an additional advantage. The writer recalls with distinct disgust the weather which attended the show last year in October, and while October is usually a beautiful month, yet it is beyond the realm of certainties in the matter of weather.

With best regards, we are,

Very truly yours.

(Signed) THE TOLEDO RUBBER CO.,
F. A. Alford, Mgr.,
Motorcycle and Bicycle Dept.

## MINIATURE DESERT IN WINDOW

Los Angeles, Cal.—When Wells Bennett got a hunch for a desert window featuring the Excelsior his "think tank" produced a real idea. He beat it out into the wilderness and gathered a bunch of three or four varieties of cactus and greasewood, bought a load of sand, and got in with a shovel and fixed her up right. Then Willis A. Rowe, the Excelsior agent at San Fernando, came across with a bunch of rattlesnakes and gopher snakes that made it the real thing. The result has been a crowded sidewalk in front of Girton-Hoffer's window.

## TOOK NINE FOR ALASKA

Seattle, Wash.—Ellis Brothers, distributing the Smith Motor Wheel in this city and vicinity, recently landed a nice order when Thomas Keel, of Fairbanks, took nine of the bicycle boosters to be shipped to Alaska on August 26. The brothers operate the "Daylight Shop" at 1030 Jackson street, this city, handling the Dayton and Reading Standard motorcycles, as well as the Dayton bicycle.

## AGENCY FOR FIVE CITIES

Modesto, Cal.—C. D. Johnson and E. E. Parsons have taken the agency for the Harley-Davidson for Modesto, Empire, Oakdale, Salida and Tracy. They have opened the Harley-Davidson Cyclery at 914 Commercial Way as their headquarters. Their latest sale was a three-speed twin to J. T. Towson, Stanislaus county motor patrolman.

## PETERSON SELLS FIVE

Tacoma, Wash.—E. E. Peterson, representing the Excelsior in this city, has all he can do to keep up with the repair work coming to him. His sales of Excelsior models numbered five during the first week in August.

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# Ohrt World's Amateur Champion

NEWARK, N. J., August 23.—Hans Ohrt, the blond-haired rider from San Francisco and holder of the national amateur cycling championship, annexed the World's Amateur Championship here on Sunday afternoon by decisively beating Arthur Spencer, of Toronto, and Frank J. Whitney, a Newark boy who rides for the New York Athletic Club. The race was at one mile and Ohrt was the victor by about two lengths.

Ohrt rides for the Olympic Club, of San Francisco, and is but 20 years old. When Ohrt swept by the grandstand a winner he received a great ovation. He was handed a large bouquet of flowers and draped with a silk scarf.

Whitney made his bid to win the race a lap and one-half from home and went into the last lap of the race far in the lead, but by the time he reached the middle of the back stretch, Ohrt drew up on him and with Spencer on his wheel they passed the Newark boy. Spencer gave Ohrt quite a hard fight for the last half lap, but the cyclist from the "Golden Gate" pushed his pedals at top speed and shot down the home stretch a winner.

In the first semi-final, Ohrt eliminated Cobert and Weimar. In the second Spencer was a winner over Krushell and Lang, while in the third Whitney won out over Taylor and Grimm. It was Taylor who pressed Ohrt for first place in the national championship and it came as a great surprise to see him eliminated in the semi-finals. Eddie Kane and Walter White, two of the best amateurs at the local track, were eliminated in their respective heats.

The trial heats of the professional world's championship were also contested and were ridden at a half-mile with practically all of the stars qualifying. The finals will be ridden on Sunday afternoon when the world's professional champion will be determined. Those who qualified were Frank L. Kramer and Harry Kaiser, who will represent America. Alfred Goullet, Alfred Grenda, Reginald McNamara and Robert E. Spears will ride for Australia. Francesco Verri and Cesar Moretti will try to bring the Italian colors to the front, while Iver Lawson will be the representative of Sweden. The only "stars" to be eliminated in the trial heats were Jackie Clark, Frank Cavanagh, Joe Fogler, Thorwald Ellegaard and Marcel Dupuy.

Iver Lawson and Frank Cavanagh celebrated their return from Chicago by winning the one-mile team match race from Dupuy and Egg as well as Moretti and Verri. The cyclists who have just returned from the Windy City accomplished the trick in two straight heats, Lawson doing the sprinting each time while Cavanagh was there to give him a great "pull."

Bob Spears retained his Brassard title, defeating Francesco Verri, Italy, in the one-mile match race which carries with it a reward of $50. Spears went into the last lap leading and looked like an easy winner, but, taking the first turn, Verri got started and gave Bob a hard fight right up to the left pole on the back stretch. Then once more Spears drew away from the Italian rider, only to have to battle with him again in the homestretch, but the Australian displayed the greater amount of speed and won out. The summaries:

Hans Ohrt

World's Championship (professional).—Heats at half-mile: First heat won by Robert E. Spears, Australia; Jackie Clark, Newark, second. Time, 1m. 22⅖s. Second heat won by Reginald McNamara, Australia; John Schlee, Newark, second. Time, 1m. 11⅗s. Third heat won by Frank L. Kramer, East Orange; William Hanley, San Francisco, second. Time, 1m. 20⅘s. Fourth heat won by Francesco Verri, Italy; George Cameron, New York, second. Time, 1m. 16⅕s. Fifth heat won by Alfred Grenda, Australia; Fred Hill, Boston, second. Time, 58⅘s. Sixth heat won by Harry Kaiser, New York; Cesar Moretti, Italy, second. Time 1m. 5⅗s. Seventh heat won by Alfred Goulett, Australia; Raymond Eaton, Elizabeth, second. Time 1m. 15⅖s. Eighth heat won by Iver Lawson, Salt Lake City; Donald McDougall, Newark, second. Time, 1m. 5⅘s. Repechage heat won by Cesar Moretti, Italy; Fred Hill, Boston, second. Time 1m. 1⅘s.

World's Championship (amateur).—Heats at half-mile final at one mile: Won by Hans Ohrt, San Francisco; Arthur Spencer, Toronto, second; Frank J. Whitney, Newark, third. Time, 2m. 35⅕s. Last eighth-mile 12⅗s. First semi-final won by Ohrt. Time, 1m. 13s. Second semi-final won by Spencer. Time, 1m. 26⅘s. Third semi-final won by Whitney. Time, 1m. 28s.

One-Mile Tandem (professional).—Won by Alfred Grenda, Australia and Fred Hill, Boston; Menus Bedell, Lynbrook, L. I.; and William Cobrun, Newark, second; George Cameron, New York and William Hanley, San Francisco, third; Robert Spears, Australia and Reginald McNamara, Australia, fourth; Jacob Magin, Newark, and Norman Hansen, Denmark, fifth. Time, 2m. 32s.

Two-Mile Invitation (amateur).—Won by Hans Ohrt, San Francisco; Fred Taylor, Newark, second; Arthur Spencer, Toronto, third; Edward Kane, Newark, fourth. Time, 4m. 53⅗s.

Three-Mile Open (professional).—Won by Reginald McNamara, Australia; Alfred Grenda, Australia, second; Frank Corry, Australia, third; Robert Spears, Australia, fourth; William Hanley, San Francisco, fifth. Time, 5m. 59⅗s.

The Brassard at one mile (professional).—Robert Spears, Australia, versus Francesco Verri, Italy. Won by Spears. Time, 2m. 57⅕s. Last eighth-mile, 12⅕s.

Miss-and-out (professional).—Won by George Cameron, New York; William Hanley, San Francisco, second; Raymond Eaton, Elizabeth, third; Jacob Magin, Newark, fourth; Norman Hansen, Denmark, fifth. Time, 4m. 50s. Distance, two miles, two laps.

One-Mile Team Match (professional).—Won by Iver Lawson, Salt Lake City, and Frank Cavanagh, Newark; Marcel Dupuy, France, and Oscar Egg, Switzerland, second; Cesar Moretti, Italy, and Francesco Verri, Italy, third; First heat won by Lawson and Cavanagh. Time, 2m, 18⅗s. Second heat won by Lawson and Cavanagh. Time, 2m. 33⅗s.

One-Mile Invitation Handicap (amateur).—Won by Jerry Nunsiata, Empire City Wheelmen (30 yards); Edward Byron, Australia, (scratch), second; Alfred Baker, Nutley (35 yards), third; Eric Paetz, Germany, (25 yards), fourth. Time, 2m. 1s.

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Newark, N. . J., August 20.—Frank Kramer is today only two points behind Alfred Goullet in the race for the American bike championship.

Foul riding and rough riding made Kramer's task at the Newark Velodrome last night a hard one. In the semi-final, in which Goullet was eliminated by the champion, the Australian ran Kramer off the track on the last lap, which gave him a lead of ten lengths.

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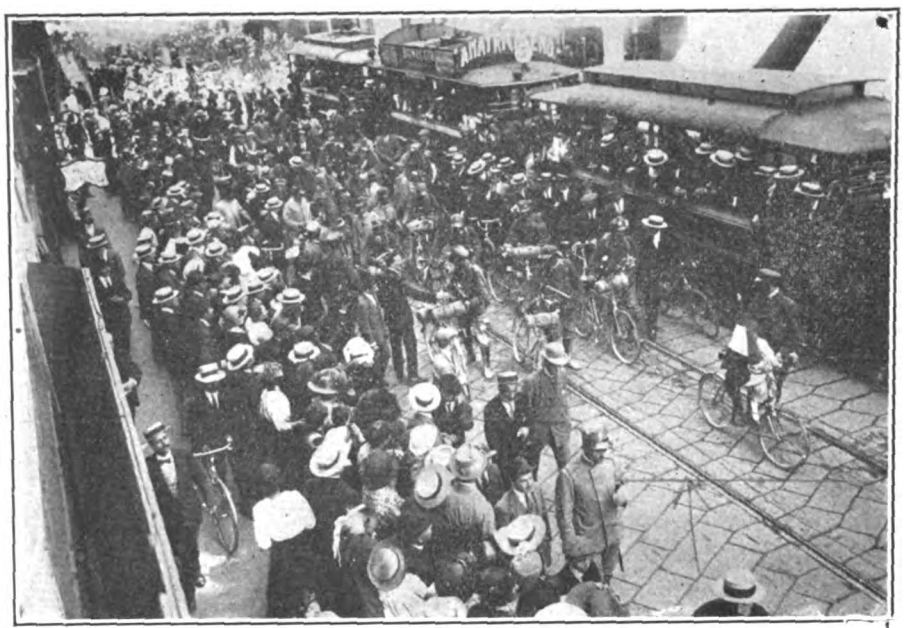

## Italian Volunteer Cyclists Off to Front

ROME, Italy, August 15.—Quite a number of contingents of volunteer bicyclists are leaving this city at regular intervals for the Austro-Italian front. The cyclists are paraded before the headquarters of the Ministry of War, and there subscribe to the oath of service, afterward being reviewed by one of the general staff. Upon the completion of the ceremony, they ride off to the railway station, or take to one of the main highways leading toward Siena. The riders are in full campaign kit—gray uniform, with black, stiff leggins, regulation infantry rifle and cartridge belt arranged to take clips. The haversack is carried from the shoulders, while the pack is divided along the handlebars and under the top tube of the cycle. Goggles are worn by all.

These volunteers receive a rousing send-off from the town-people, being saluted with "Evvivas" and showered with flowers. They will serve as despatch bearers between brigade and division headquarters in small units, or as mounted infantry in large bodies. Many of the volunteers are veteran amateur bicyclists, while others are professionals, but one and all are offering their services to their country with the full knowledge of what they are doing.

The bicycles used by the volunteers are of British and Italian make, and are rigid in the frame, as compared with the regulation army mount, with its folding construction. The folding cycles, allotted to the Bersaglieri and line infantry cycle detachments at the beginning of the war, are all in service, and only the factory-built machines are now available. Each of the mounts furnished to the volunteers is fitted with two hand operated brakes, one by cable to a drum on the rear wheel, and the other direct to shoes on each side of the front rim. Coaster brakes are unknown.

### TERMINAL WHEELMEN ENTERTAIN

Stockton, Cal.—Over 200 riders from the San Francisco Bay district, including wheelmen from San Francisco, Oakland, San Jose and the northern district around Sacramento, as well as from the San Joaquin Valley section, attended the watermelon feast given by the Terminal City Wheelmen of Stockton. More than 200 melons disappeared in short order and everybody had a big time.

The Terminal City Wheelmen are now conducting monthly road race meets and making a success of them. The club officers: Frank Klotz, president; J. Brady, vice-president; Walter Jones, captain; George Gorham, treasurer; William Thompson, secretary.

# AMATEUR TEAM RACE EXCITING

### Hoffman and Munson Take Simon Pure Ten-Mile—Drobach Wins Champ. Event

CHICAGO, Ill., August 23.—Herman Hoffman and Myron Monson, the first a member of the Chicago Cycling club and the second a member of the Conquer Athletic Club, won the ten-mile amateur team race at the Riverview Velodrome last night. After the finish was over it was announced that Egisto Davini and P. Guidotti, the Italo-American Cycling Club team, had won the race, while Hoffman and Monson were not placed. The rules called for no change in the last mile, and Davini and Guidotti had broken that rule, and upon protest of other riders they were disqualified. Hoffman and Monson were then placed first, as they had finished second in the final sprint, their scorer claiming that they were on even terms with the leaders. Ernest Kockler and Bert Nelson, the Riverview Cycling Club team, ran second, and Charles Minnetti and Ed Kays, also from the Riverview Club, were the third team to finish. Twelve teams started and all but one finished.

Peter Drobach, the South Boston paced star, took a hand at sprinting last night and captured the Western championship for the professionals at two-thirds mile. Martin Ryan finished second; Charles Piercey was the third man to cross the tape, and Lloyd Thomas finished fourth. The standing in the race for the Western title is as follows: Thomas, 9 points; Piercey, 7 points; Ryan, 6 points; Lawson, 6 points; Cavanagh, 6 points; Drobach, 5 points; Walker, 3 points; Madden, 2 points.

The third-mile handicap for the professionals saw Eddie Root, the Boston Swede, come to life as a sprinter. Root won from Floyd Krebs, Steve Senhouse, Albert Krebs and Bob Diefenbacher in the order named. The time was 36 seconds. Charles Piercey disposed of Gus Wohlrab, the Jersey City rider, in a mixed match race, taking the sprint heat at two-thirds mile and the pursuit race at a mile. John Bedell, the Long Islander, who divides his time between sprinting and following the motors, defeated Norman Anderson, the Dane, in two heats of a five-mile motor-paced race in rather handy fashion. Summary:

Two-third-mile Western championship, professional—Won by Peter Drobach, South Boston; second, Martin Ryan, Newark; third, Charles Piercey, Australia; fourth, Lloyd Thomas, San Francisco. Time, 2:14.

One-third mile handicap, professional—Won by Eddie Root, Boston, 25 yards; second, Floyd Krebs, Newark, 35 yards; third, Steve Senhouse, Australia, 55 yards; fourth, Albert Crebs, Salt Lake City, 50 yards. Time, 36 seconds.

Mixed match race, professional—Won by Charles Piercey, Australia; second, Gus Wohlrab, Jersey City. Piercey won sprint heat at two-thirds mile in 2:13 2-5 and one-mile pursuit race in 2:06.

Five-mile motor-paced race, professional—Won by John Bedell, Long Island; second, Norman Anderson, Denmark. Bedell won first and second heats. Time, 7:02 and 7:01 2-5.

Ten-mile team race, amateur—Won by Herman Hoffman, Chicago, C. C., and Myron Monson, Conquer A. C.; second, Ernest Kockler and Bert Nelson, Riverview C. C.; third, Charles Minnetti and Ed Kays, Riverview C. C.; fourth, Willie Kell and Louis Kuehl, Chicago C. C.

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# WILEY TRAVELS IN 50-MILE RACE

## Beats Out Seres After Losing Seven Laps by Puncture in Motor-Paced Event

BOSTON, Mass., August 18.—George Wiley, of Syracuse, demonstrated his fitness as titleholder for the American middle distance championship tonight by beating out Georges Seres by four and a half laps in the fifty-mile motor-paced event, after losing seven laps on a puncture. The crowd went wild over Wiley's riding in this race, and many said that the riding on all sides was the best performance of the season behind motors. The third entrant in the race, Clarence Carman, finished three miles behind Wiley. He came through in spite of a leg bandaged from ankle to hip, because of his fall last Saturday night.

Victor Linart, the fourth man in the race, was thrown by a puncture in the thirteenth mile, but remounted and started to ride out. He was unable to finish owing to his bruises, however, and soon retired.

Seres gave his best exhibition behind pace on this occasion. In the seventh mile he jumped away from Wiley and held the lead until the twenty-first, when the Syracuse flier pulled up on the bank and passed him, but dropped back when his rear tire punctured. This cost him seven laps.

Carman had a puncture and was miles behind and Linart retired on account of his bruises, and it was up to Wiley to regain lost ground and beat the Frenchman. The fun started in the twenty-fifth mile. Seres fought Wiley off for five laps, losing pace, and then jumping up to it until it got too hot, and he fell back. When he slowed down Wiley took the opportunity to regain three of his laps, and did not let up until, in ten miles more of riding, he came into the stretch on even terms with Seres.

Again Seres fought for five laps to hold the lead, but the American champion let out another burst of speed that shook his opponent, and then to the finish it was easy sailing. Time, 1:09:08 1-5.

In the two-mile professional lap race, Pat Hogan took first money again for the fourth time in two weeks. L. C. Rollins, of Everett, was second, with Willie Turville, of Revere, third. Warren Holbrook, of South Boston, won the half-mile professional from the 85-yard mark, with Hugh McPartland, of Boston (65 yards), second, and Dennis Connolly, of Everett (50 yards), third. Tim Sullivan, of New Haven, and Tom Connolly, of Everett, tied for fourth place in their first appearance in professional racing.

The summaries:

Five-mile open amateur race—Won by Fred McKenzie, Revere; John Barry, Cambridge, second; Elmer Duncan, Everett, third; John Fardig, Orient Heights, fourth. Time, 11:43 1-5.

Half-mile professional handicap race—Won by Warren Holbrook, South Boston (85 yards); Hugh MacPartland, Boston (65 yards), second; Dennis Connolly, Everett (50 yards), third; Hardy Jackson, Revere (80 yards), fourth. Time, 55 4-5.

Mile invitation amateur race—Won by Kenneth Plummer, Revere; Fred Hansen, Revere, and Lewis Hill, Revere, two laps each; Mike Barber, Brighton, and Fred McKenzie, Revere, one lap each. Time, 2:13 4-5.

Two-mile professional lap race—Won by Pat Logan, South Boston, 51 points; L. C. Rollins, Everett, 40 points, second; Willie Turville, Revere, 32 points, third; Tim Sullivan, New Haven, and Tom Connolly, Everett, tied for fourth. Time, 4:6 1-5.

Fifty-mile motor-paced race—Won by George Wiley, Syracuse; Georges Seres, Paris, second.

"IN TIME OF PEACE PREPARE FOR WAR!" SAYS BOB LAWSON

**The Veteran Cyclist at Santa Monica, Cal. He Will Soon Complete His Trip Through Southern California and Proceed to New York**

## N. E. W. Ready for Ten Mile Road Race

THE annual ten-mile handicap road race of the New England Wheelmen of New York will be held over the Floral Park, L. I., course, on Sunday, September 12. In case of rain the race will be run on the following Sunday. There will be thirty place prizes, headed by an Iver Johnson racer and including seven pairs of tires. Five time prizes have been hung up, the feature being a Victor phonograph. The total value of the prizes is said to be $300.

All entrants will be handicapped by the official committee of the Interclub Amateur Cycle Road Racing League. Entries will close with D. J. McIntyre, chairman of the racing committee, 3759 Barnes avenue, Bronx, N. Y., on September 7, at eight o'clock in the evening. The race starts promptly at 10 a. m. on September 12, and no post entries will be received. To the club having the largest number of entries a handsome silver loving cup will be presented.

**New England Wheelmen on a Sunday Cycle Run**

### WELLMAN IS BANKRUPT

Sheepshead Bay, N. Y., August 23.—William H. Wellman, the manager-owner of the Sheepshead Bay Velodrome, who recently severed his relations with the Cycle Racing Association because of financial difficulties, has filed a petition in voluntary bankruptcy. No plans have yet been announced as to the disposition of the Velodrome.

### TAKE ON MOTOR WHEEL

Dinuba, Cal.—Vetta Brothers, motorcycle and bicycle agents in this city, have taken the Smith Motor Wheel representation for Dinuba and vicinity. They report an increase in the sale of bicycles, both with and without the motor attachment.

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ALONG THE PALISADES

Members of C. R. C. A. on Hudson Boulevard in Recent Run Through New Jersey

# THOMAS AHEAD IN WESTERN SERIES

## Battle for the Western Championship Close—Kockler Still Capturing Races

CHICAGO, August 22.—Eddie Madden, the fleet Newarker, handed Gordon Walker, the Australian, a fine surprise package in their match race at a half-mile on Saturday night at the Riverview Velodrome. Riding from the rear in the first heat Madden jumped by the Antipodean in the last lap and was never headed, winning by three lengths. In the second heat Madden again forced Walker to the front. In this heat Madden waited until the stretch and nipped Walker at the tape.

Charlie Piercey, another native of the Antipodes, captured the two-mile Western championship for the professionals, beating Lloyd Thomas, Martin Ryan and Gordon Walker in the rush to the tape. The standing at the present time is as follows: Thomas, 8 points; Cavanagh and Lawson, 6 points each; Piercey, 5 points; Ryan and Walker, 3 points each; Madden, 2 points.

The professional handicap at one-third-mile went to Ned Young, the Salt Lake City rider who became a father during the week—a boy, thank you—and second place went to Bob Diefenbacher, both having 50 yards. Steve Senhouse, the Australian, copped third place and Albert Crebs was placed fourth. In the ten-mile handicap motor-paced race, in which Eddie Root, the Boston Swede, allowed Norman Anderson, the Dane, a half-mile handicap, the former won by gaining back the distance and then leading the Dane by fifty yards.

Ernest Kockler, the star of the Riverview Cycling club, won the "miss and out" for the amateurs, while Olaf Lodal, the Dane, won the half-mile handicap for the same class. Summary:

Half-mile handicap, amateur—Won by Olaf Lodal, Danish-American A. C., 70 yards; second, C. Schroeder, unattached, 85 yards; third, H. Hendrickson, unattached, 95 yards; fourth, George Klasen, Danish-American A. C., 35 yards. Time, 56⅘ seconds.

Miss and out, amateur—Won by Ernest Kockler, Riverview C. C.; second, Willie Wohlrab, Jersey City; third, Fred Samlow, unattached; fourth, Andrew Andresen, Conquer A. C. Time, 3:34. Distance, 1⅔ miles.

One-third-mile handicap, professional—Won by Ned Young, Salt Lake City, 50 yards; second, Bob Diefenbacher, San Jose, 50 yards; third, Steve Senhouse, Australia, 60 yards; fourth, Albert Crebs, Salt Lake City, 45 yards. Time, 35 seconds.

Two-mile Western championship, professional—Won by Charles Piercey, Australia; second, Lloyd Thomas, San Francisco; third, Martin Ryan, Newark; fourth, Gordon Walker, Australia. Time, 3:58.

Half-mile match race, professional—Eddie Madden, Newark, vs. Gordon Walker, Australia. Won by Madden in straight heats. Times, 1:45 and 2:20.

Ten-mile handicap motor-paced race—Won by Eddie Root, Boston, scratch; second, Norman Anderson, Denmark, half-mile. Time, 13:31.

### SHERMAN LEADS IN CRESCENT CHAMPIONSHIP RACES

Baltimore, Md., August 23.—Welby Sherman was again the victor in the twenty-five-mile club championship race of the Crescent Bicycle Club, Sunday, August 22, Fred M. Sanborn finishing second, Langdon M. Sanborn third, Walter Doersch fourth and Wm. H. McAvoy fifth. The race after the first two miles resolved itself into a three-cornered duel between the first three men, L. M. Sanborn, however, being put out of the battle for first place by a puncture nine miles from the start.

Sherman and F. M. Sanborn then continued together to a point two miles from home, where Serman, by a clever and well timed sprint, opened up a gap which Sanborn was unable to close, finishing with a lead of 100 yards. Standing of the first five men to date: (1) Welby Sherman, 19 points; (2) Langdon M. Sanborn, 14 points; (3) Fred M. Sanborn, 13 points; (4) Wm. H. McAvoy, 7 points; (5) Walter Doersch, 2 points.

### INCREASE FOR POORES

Fresno, Cal.—Poore Brothers, who represent the Appeal and Dayton line of bicycles, report a 10 per cent. increase in their business so far in 1915 as compared with the corresponding period of 1914. They sell for both cash and time payments.

## C. R. C. of A. Century and Mileage Competition Report

THE Century Road Club of America has just issued a report showing the standing of its members in the century and mileage competition up to July 1. The report of the chairman of the roads' record committee, Noble O. Tarbell, of Lake Geneva, Wis., follows:

### National Century Competition

1, J. Zabelicky, New York; 2, E. J. Gerard, N. Bergen, N. J.; 3, W. T. C. Yorke, Philadelphia, Pa.; 4, W. J. Lock, New York; 5, A. L. Everard, Ridgefield Park, N. J.; 6, K. F. Hart, New York; 7, L. A. Fraysse, New York; 8, Abe Rief, Brooklyn; 9, E. Taborelli, West Hoboken, N. J.; 10, Wm. Muller, New York; 11, J. G. Schmidt, Ridgefield, N. J.; 12, Wm. Goll, New York; 13, A. J. Hubbard, Brooklyn, N. Y.; 14, J. H. Eisenberg, Brooklyn, N. Y.; 15, L. Zabelicky, New York; 16, H. B. Hall, Whitestone, L. I.; 17, F. H. Peterson, Bloomfield, N. J.

### National Mileage Competition

1, H. H. Hintze, Newark, N. J.; 2, W. T. C. Yorke, Philadelphia, Pa.; 3, J. Zabelicky, New York; 4, L. A. Fraysse, New York; 5, E. Taborelli, West Hoboken, N. J.; 6, E. H. Gerard, North Bergen, N. J.; 7, W. J. Lock, New York; 8, Abe Rief, Brooklyn, N. Y.; 9, N. O. Tarbell, Lake Geneva, Wis.; 10, A. L. Everard, Ridgefield Park, N. J.; 11, W. J. Schneider, New York; 12, E. I. Perreault, Malden, Mass.; 13, J. Eisenberg, New York; 14, C. G. Perreault, Malden, Mass.; 15, E. Stegeman, West Hoboken, N. J.; 16, Wm. Muller, New York; 17, C. E. Nylander, New York; 18, C. B. Walker, Brooklyn, N. Y.; 19, J. G. Schmidt, Ridgefield Park, N. J.; 20, H. B. Hall, Whitestone, L. I.; 21, L. Zabelicky, New York; 22, T. W. Davis, Peoria, Ill.; 23, E. E. Fraysse, West Hoboken, N. J.

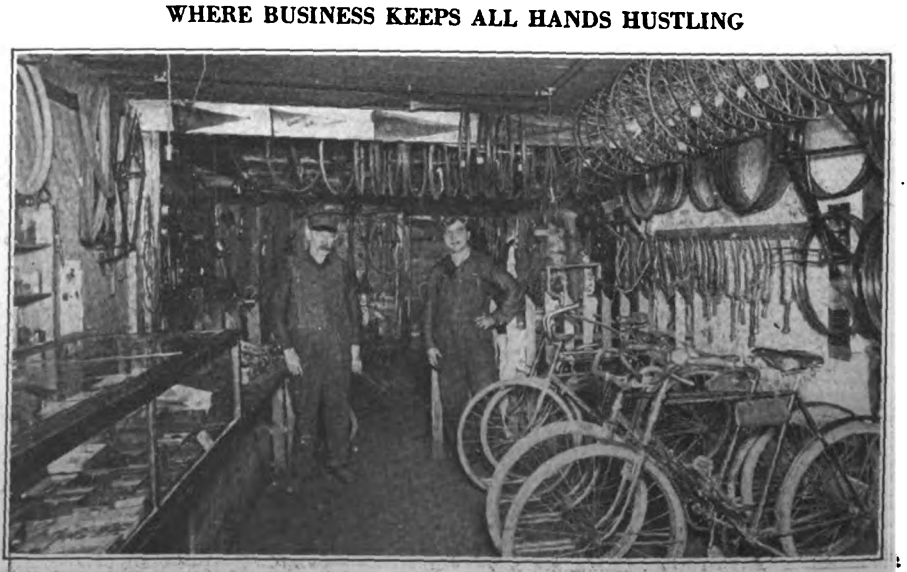
### CRESCENTS WILL SEE GETTYSBURG

Baltimore, Md., August 23.—On Sunday, August 29, the Crescents will hold their annual century run to the National Battlefield of Gettysburg, leaving the Fulton avenue entrance to Druid Hill Park at 4 a. m. Although this is a hard run, due to the distance and the hilly roads, the hills have no terrors for the Crescents. Captain Langdon M. Sanborn and Color Bearer Wm. T. Wright, who will be in charge of the run, expect a good turnout if the weather permits.

### CLARK OPENS A STORE

Oakland, Cal.—O. B. Clark has opened an up-to-date bicycle supply establishment at 2007 Grove street under the name of the California Cycle Supply Co.

### WHERE BUSINESS KEEPS ALL HANDS HUSTLING



Joe's Bicycle Store at 266 Taylor Street, Portland, Ore., an Establishment That is Kept Busy All Season—The Genial Proprietor Is at the Left

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### SOUTHWEST LIKES R-S BIKES

Los Angeles, Cal., Aug. 23.—"No, that's only a few. Wait till you see the lot that is on the way to us now. We're selling more Reading-Standard bicycles in Arizona and southern California, where we distribute, than ever before," said Edward Lebell, manager of Pacific Motor Supply Company, Los Angeles. "It makes me feel good, because I came near not having any. A few years ago when we had our first big growth in motorcycle business I got tired of the small two-wheelers and fired every bike out of the store. Then we learned that in order to sell a lot of motorcycles we didn't have to fill up the whole salesroom floor, and as we had the space I put in some bicycles again. We are certainly doing a fine business in them now."

### WALD SHOP SOLD

Sheboygan, Wis., Aug. 24.—The bicycle shop of the Wald Company, located at 325 North Eighth street, has been sold to A. Goedeke. Goedeke has been employed at the North Eighth street store of the Wald Company for the past four years. Pawsarat Brothers, former managers of the store, involved in the sale, will devote their entire time to the manufacturing plant at North Eighteenth street and Martin avenue, Goedeke intends to conduct his store along the lines of a general bicycle business.

### CYCLISTS ELECT IN FRESNO

Fresno, Cal.—The Raisin City Wheelmen, of Fresno, have elected Joe Dunlavey secretary-treasurer, and Wendell Peterson president for the 1915 season. The club will hold an Australian pursuit race in the latter part of August, under the direction of Arthur Handgian, the recently-elected road captain, at Fresno Park.

### STORK PAYS YOUNG A VISIT

Chicago, August 19.—Ned Young, the Salt Lake City cyclist now performing at the Riverview Velodrome, was around the track today all wreathed in smiles despite the fact that the races were called off last night on account of chilly breezes. The reason for the said smiles was the fact that Dr. Stork, ably assisted by Dr. Richard M. Roach, the track physician, called at Ned's house yesterday afternoon and left a nine-pound boy, said boy being husky enough to be a bicycle rider.

### BIKE BUSINESS IN DALLAS

Dallas, Tex.—E. J. Cortines, president of the Cortines Supply Company, reports good bicycle business. "We are not making any unusual records," said Mr. Cortines, "but the demand is steady from day to day. Last week we sold twenty-five Pierce wheels and did about as good the week before. Payments are satisfactory and indications point to a lively fall trade."

### SOLD NINE IN ONE MONTH

Pasasic, N. J.—Louis Lipchitz, a prominent bicycle dealer and a member of the Passaic Board of Assessors, reports the sale of nine Smith Motor Wheels within a month. "There is a steady demand for stock bicycle," said Lipchitz recently, "and we are in a position to take care of everybody in that line."

### FORM Y. M. C. A. BIKE CLUB

Saginaw, Mich., August 23.—Dr. Frank A. Poole, boys secretary of the Y. M. C. A., has issued a call to all association boys who own bicycles to form a boys' bicycle club. A membership of 40 is expected, and it is planned to have a series of trips to towns in the vicinity, going as far as 25 or 30 miles and returning the same day.

### WEEK-END ST. LOUIS RUNS

St. Louis, Mo., August 23.—The members of the St. Louis Cycling Club went on the regular Saturday run from Blair Monument to Ballwin. A large crowd turned out for the Sunday run, the destination of which was Eureka. The cyclists started out at eight-thirty in the morning and returned early in the evening.

### ADDS BICYCLE DEPARTMENT

Dinuba, Cal.—J. D. Woodhouse, Harley-Davidson agent at Dinuba, has added a bicycle department to his establishment. He handles the Miami line of wheels.

### THRIVING CHICAGO CYCLE HEADQUARTERS

Interior of Store of Earle Harlon, at 5205 North Clark Street, One of the North Side's Biggest Establishments—Everything in the Bicycle Line is Stocked

### NEW GOODRICH TIRES ANNOUNCED

SAN FRANCISCO, Cal.—The new bicycle tire line-up for the 1915-16 season has just been announced by the Bicycle and Motorcycle Tire Department of the B. F. Goodrich Rubber Company, at 401 Mission street. The star tire of the line is the Great Black safety tread, a bicycle tire with black tread and white walls, and one that is running mate to the Coal Black Tread motorcycle tire.

When the first lot of Goodrich samples arrived from the Akron factory, F. L. Ryan, J. H. Rodda and J. P. Schiller, of the Bicycle and Motorcycle Tire Department in San Francisco, opened the case with due ceremony. The photograph shows the trio of tire boosters at work on the sample case.

Messrs. Ryan, Schiller and Rodda are all very enthusiastic over the new line. Orders already received indicate that Goodrich bicycle tire business on the Pacific Coast for the coming season will greatly exceed that of past season.

### WANT MODERATE-PRICED WHEELS

Modesto, Cal.—President E. A. Ingham, of the Yale Cyclery, at 914½ Tenth street, this city, reports that the bicycle demand in his territory seems to run toward the cheaper wheel ranging between $25 and $30. He has sold a number of Pierce and Dayton high-grade mounts this season, nevertheless. Practically all bicycles are sold on the time-payment plan, with $5 to $10 down and from $10 upward per month thereafter. The Cyclery is an exclusive bicycle shop, no motorcycles or other vehicles being handled.

### BICYCLE IMPORTS IN BAHIA

Imports of bicycles into Bahia, Brazil, during 1914 were valued at $1,076, while during the year 1913 the value was $1,771. The difference is said to be due to the withdrawal of German bicycle representation, and the slacking up of British exports to South America caused by the European war. Data as to the value of American machines imported during both years is not obtainable.

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# Our Canadian Letter

## Toronto Happenings

TORONTO, Ont., August 23.—No applications for the annual motorcycle championships of the Canada Motorcyclists' Association having been received, Chairman Walter Stoner, of the association's competition committee has under consideration a plan to hold the national titular meet in Toronto under C. M. A. auspices on or about Thanksgiving Day. A meeting of the executive is to be held in one week's time when this and other matters will be discussed.

There have been few race meets in Canada since the holiday on July 1, with the exception of the contests on the local saucer in which Canadian riders do not participate for various reasons. Steps are to be taken to encourage a revival of the dirt track sport.

Another matter which will receive attention will be the professionalizing of Wilfred Morrison in a so-called motor-wheel race early this season. Morrison, an amateur, rode with Tommy Smith, a local professional, but there was no prize and the event was only called an exhibition.

A decision by Magistrate Cohen of the Toronto Police Court has caused considerable concern among local riders. He has made a ruling that not only must a motorcyclist stop for standing street cars, but it shall be necessary that the trolley pass on ahead before the machine can proceed. The first rider who ran foul of this interpretation was Harry H. McLean, who possesses a bicycle with a 20-pound Cyclemotor attachment. He was fined $5 without costs.

It is expected that at least ten Buffalo bicyclists will compete in the two bicycle events on the card of the Exhibition race-meet at Toronto on Saturday, September 11. Probably over 75 cyclists will appear on the local half-mile track for the brace of sprints.

### RECRUITING FOR PROVISIONAL CORPS BRISK

Ottawa, Ont., August 23.—Recruiting for the third Divisional Cyclist Corps to be raised in Canada during the present war has been very brisk. In fact the applicants for service have been so numerous that the recruiting officers have been able to make selections of preferable men. Candidates who have had backwoods or exploring experience and who can ride a bicycle as well have been chosen whenever possible. It is understood that the entire unit of over two hundred cyclists, including officers, has been secured although announcement about the corps was made only two weeks ago.

According to official statements issued, it is the intention to reorganize the corps of Guides so that this permanent branch of the service will be entirely equipped with bicycles instead of horses, as heretofore. In other words the bicycle is to supplant the equine in the scouting department of the Canadian forces. This change is to be made almost immediately.

## C. W. A. WILL HELP RIDERS AT FRONT

### Important Session Held at Toronto —Will Amend Racing Rules to Prevent Professionalism.

TORONTO, Ont., August 23.—A very important session of the Canadian Wheelmen's Association was held in the Queen's Hotel on Saturday, August 21, with President Louis Rubenstein of Montreal in the chair. The appeal of the two racing men, Norman Webster and Pat Brown, and the trainer, W. Larkin, from the decision of the association's executive to suspend them for alleged misconduct in connection with the dispute between the cyclist and the local board track, was heard, with the result that it was unanimously decided to raise the suspensions immediately. At the same time a protest against F. A. O. Johnston, a member of the executive and also an official at the Toronto saucer, which had been entered by one of the riders, was dropped.

Owing to considerable talk of professionalism among the racing men, the association officers conducted a thorough investigation, but absolutely no traces of money-grabbing by the amateurs were discovered. Evidence was submitted not only by the riders but by the board track management and by several officers of the C. W. A. who are in direct control of the racing. President Rubenstein gave notice of motion, however, to amend the racing rules so that promoters will be compelled to display all prizes at a track for any bicycle race-meet. This motion will receive consideration at the next annual meeting.

It was decided to raise a fund with which to provide comforts for the Canadian bicycle riders at the front. Over eighty dollars was collected at the meeting and several large amounts were promised. President W. Marr of the Bicycle Riders' Association announced that the racing men who are staying at home would assist in this movement. It is expected that the campaign will result in the raising of at least $500.

### CANADIAN CYCLISTS IN ENGLAND

Russell Whyte in Saddle, with Edw. Swan, at Weybridge Crossroads

### INDIAN PICNIC POSTPONED

Toronto, Ont., August 23.—The big Indian picnic arranged by the Hendee Manufacturing Company, Limited, and the H. M. Kipp Company, Limited, local agents for the Indian, for Saturday, August 21, had to be postponed on account of rain. The picnic, which was to have been held at Eldorado Park, a summer resort not far from Toronto, will probably attract four hundred motorcyclists when it is held on the 28th inst., the date to which it has been postponed.

### DEALERS FAVOR ROAD RACE

Toronto, Can., August 23.—It has been practically decided by the Toronto Dealers' Association that no motorcycle endurance run will be conducted by the organization this year, but efforts will probably be directed toward the holding of a bicycle road race this fall. The officers of the Toronto Motorcycle have announced that the club is not in a position to carry through an extensive reliability trial this season and the club members have been confining to weekly Sunday runs and individual trips.

### BAD WEATHER HIT RACING

Toronto, Can., August 23.—Over half of the scheduled race meets at the Toronto saucer during August were postponed on account of indifferent weather. For the remainder of the season meets are to be held on Saturday nights of each week only.

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Champion Reliability didn't "just happen."

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We tried out Champions at every speed and brake load. We made them endure every possible hardship in the motorcycle engines they were built to serve.

The result is evidenced by the lasting Champion popularity among motorcyclists.

Riders everywhere demand Champions.

Do not accept a substitute. Look for the name "Champion" on your spark plug porcelains. It stands for Reliability—Dependability—Endurance.

**The Champion Guarantee** Perfect satisfaction to the user—free repair, replacement or money back.

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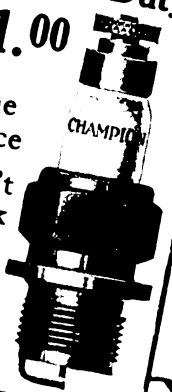
Heavy Construction Throughout




**Champion Motorcycle Mica**

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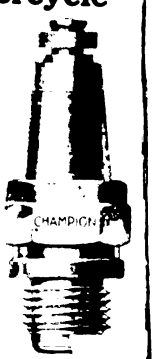
Special Oil-Resisting Construction




**Champion Motorcycle Porcelain**

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The Ever Popular Two-Piece Plug

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## Sidecar Invaluable, Says Saleswoman

FORT WORTH, Texas.—Miss McPherson, traveling representative for the Postum Cereal Company, at Battle Creek, Mich., spent three weeks recently in this city canvassing for Postum products. The Burton Supply Company furnished Miss McPherson with an Indian sidecar combination at the start of her campaign, with a mechanic to care for the rig, and she commenced her round of calls.

Very shortly it developed that the combination was much more mobile than the street cars or buggy outfits which she had used for six years, and after a period of three hours, Miss McPherson's calls were all made. She thus saved some eight hours by the use of the motorcycle and sidecar. On leaving Fort Worth, she procured a list of Indian representatives in the other cities to which she was going and announced her intention of using Indian sidecar combinations on all occasions. She frankly stated that it would be greatly to the advantage of her company to employ a sidecar wherever it could be obtained.

Miss McPherson, Postum Demonstratrix (in Center), with Sidecar Combinations Used in Sales Campaign in Forth Worth, Texas. Picture Taken at Local Indian Agency

### MOTORCYCLE MADE CAPTURE EASY

Passaic, N. J.—The motorcycle played an important part in the capture of a murderer. In a dispute between members of the Riker and Fredericks families at Delawanna, one of the Rikers shot and killed the head of the Fredericks family. Notice of the event was sent to the Acquackanonk Township police station and Motorcycle Policeman Frank Van Houten rode the three miles to the scene of the crime and arrested Riker before he had time to get away. Riker is now in Passaic County jail awaiting trial.

### A BOOM IN TAIL LIGHTS

Louisville, Ky., August 14.—The local motorcycle shops have had trouble during the past few days in securing enough tail lights to supply local riders. The demand for rubber tubing, copper piping, etc., has also increased in leaps and bounds. This condition is due to recent activity on the part of constables in this section.

### ARMY TRANSCONTINENTALIST

Lieut. Hoffman, 2nd Infantry, U. S. A., Who Rode His Indian from San Francisco to Boston in War Department Interests


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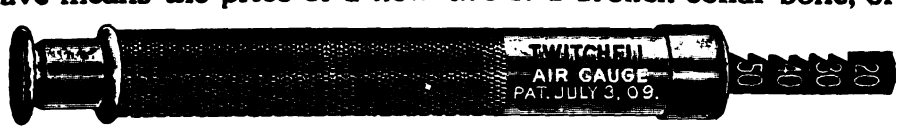


**Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.**

**Write for table of air pressures recommended by the tire manufacturers.**

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**




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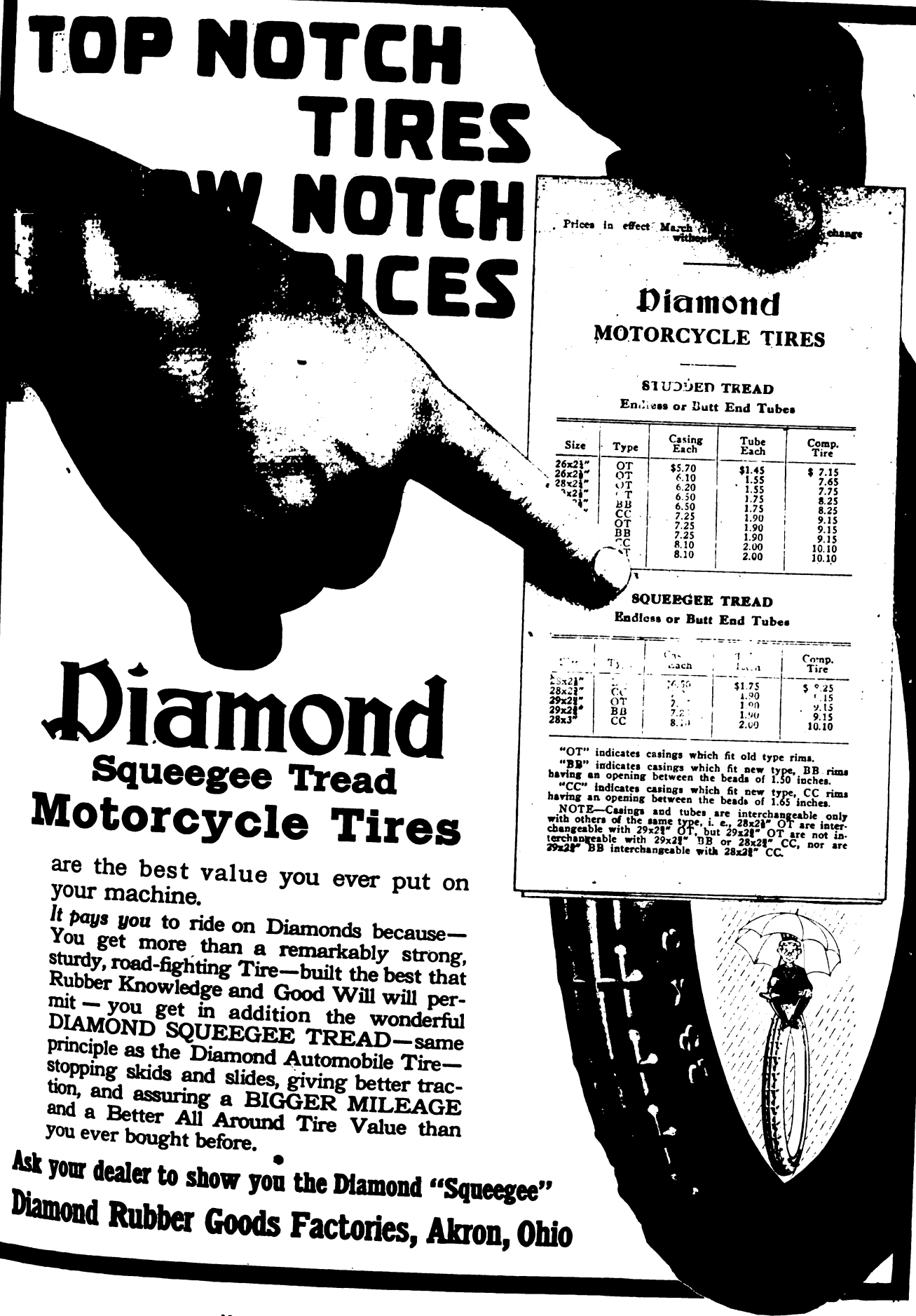
# TOP NOTCH TIRES
# W NOTCH ICES



Prices in effect March ... without ... change

## Diamond
### MOTORCYCLE TIRES

**STUDDED TREAD**
**Endless or Butt End Tubes**

| Size | Type | Casing Each | Tube Each | Comp. Tire |
|---|---|---|---|---|
| 26x2½" | OT | $5.70 | $1.45 | $ 7.15 |
| 26x2¾" | OT | 6.10 | 1.55 | 7.65 |
| 28x2½" | OT | 6.20 | 1.55 | 7.75 |
| ...x2¾" | OT | 6.50 | 1.75 | 8.25 |
| ... | BB | 6.50 | 1.75 | 8.25 |
| ... | CC | 7.25 | 1.90 | 9.15 |
| ... | OT | 7.25 | 1.90 | 9.15 |
| ... | BB | 7.25 | 1.90 | 9.15 |
| ... | CC | 8.10 | 2.00 | 10.10 |
| ... | ... | 8.10 | 2.00 | 10.10 |

**SQUEEGEE TREAD**
**Endless or Butt End Tubes**

| Size | Type | Casing Each | Tube Each | Comp. Tire |
|---|---|---|---|---|
| 28x2½" | CC | 7.25 | $1.75 | $ 9.25 |
| 28x2½" | CC | 7.25 | 1.90 | 9.15 |
| 29x2½" | OT | 7.25 | 1.90 | 9.15 |
| 29x2¾" | BB | 7.25 | 1.90 | 9.15 |
| 28x3" | CC | 8.10 | 2.00 | 10.10 |

"OT" indicates casings which fit old type rims.
"BB" indicates casings which fit new type, BB rims having an opening between the beads of 1.50 inches.
"CC" indicates casings which fit new type, CC rims having an opening between the beads of 1.65 inches.
NOTE—Casings and tubes are interchangeable only with others of the same type, i. e., 28x2½" OT are interchangeable with 29x2½" OT, but 29x2½" OT are not interchangeable with 29x2½" BB or 28x2½" CC, nor are 29x2½" BB interchangeable with 28x2½" CC.

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## Squeegee Tread
## Motorcycle Tires

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**Ask your dealer to show you the Diamond "Squeegee"**

**Diamond Rubber Goods Factories, Akron, Ohio**



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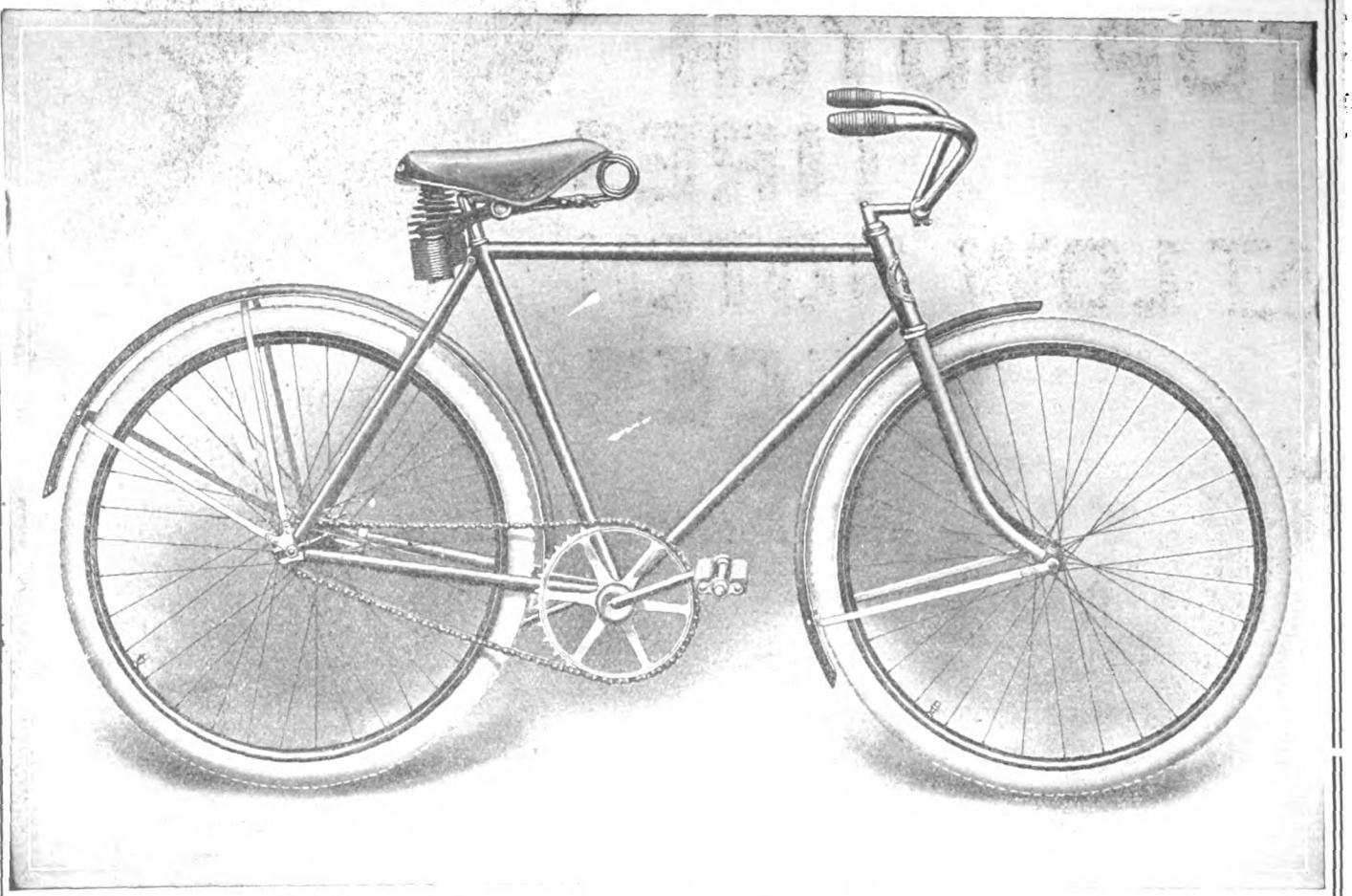

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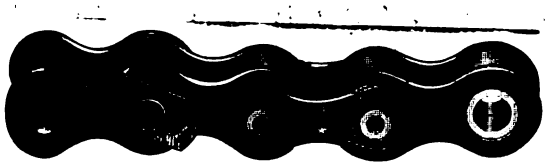
# Duckworth Chains

## Shatter 3 World's Records

***Proving conclusively their claim to supremacy***



"Red" Armstrong and his Indian put their trust in Duckworths at Tacoma, August 14th—and they brought them through that gruelling grind of 300 miles—*victors;* with three new world's records in their belt.

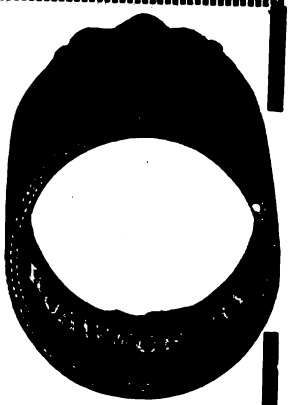
***Can you ask for a more convincing demonstration of chain-goodness?***

Put your trust in Duckworths

## Duckworth Chain & Mfg. Co.

**SPRINGFIELD, MASS.**

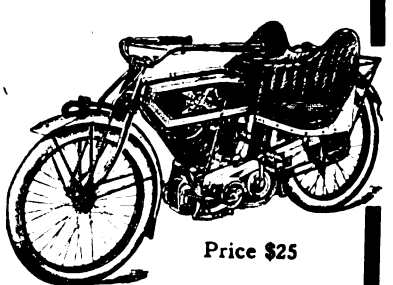
# JUMPED *at the* CHANCE



One big buyer and seller of cycle supplies jumped at the chance of purchasing a part of our BIG TIRE BARGAIN at the remarkably low prices asked. Many a bicycle dealer can do likewise and make a substantial profit. **But Act Now.** Don't wait till they're gone before deciding to buy.

Fourteen different brands, **all strictly first quality,** are represented in this bargain lot and money can be made by either selling them or using them for replacement. By purchasing **many thousand** pairs direct from the factory we were able to obtain them at a very low figure. We offer them at an unprecedented price. Write for our Tire Special, it will give you an idea of the wonderful value offered by these tires.

# The Miller Triplex Side Seat



Price $25

You cannot beat the Triplex for demonstrating purposes; it places the prospect in exactly the right position to hear every argument and see every demonstration. He is at your side and you talk to him face to face. Then, too, the riding qualities of the Triplex—its classy appearance and convenience attract many prospects and convert them easily into buyers after they have once ridden in it.

Don't take our or anyone's word for it! Try it and convince yourself of the selling possibilities of the Triplex.

**Why not drop us a line today asking for Illustrated Booklet and New Proposition.**

**OUR BARGAIN BULLETIN IS READY—send for it.**

**HAVERFORD CYCLE CO.**

**827-829 Arch St., Philadelphia, Pa.**

**You'll find all that's worth while in our 1915 Catalog and Trade Price List.**



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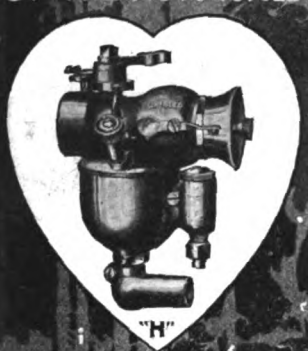
# The SCHEBLER CARBURETOR

America's Standard
Supreme through Merit

THE HEART OF THE MOTORCYCLE




WE EQUIP

THOR
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BRANCHES AND SERVICE STATIONS
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# THE MOTORCYCLE MANUAL

124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

## 25 Cents a Copy

All About Motorcycles — Trouble Chart — Complete Dictionary — Trade Directory, Etc., Published by

**Motor Cycle Illustrated**

13 Park Row New York

# Positive Grip

due to the generous design and construction—we think it is the best and strongest rat-trap pedal you ever put your foot on.

## The No. 4 Standard

is a big, substantial, motorcycle-type pedal. It stands for the utmost mechanical value.

With a pair of these pedals on your wheel you are equipped with correct, up-to-date foot-holds, fairly representative of our business in the cycle industry.

Our products comprise:

Diamond E Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

THE STANDARD COMP. NY
TORRINGTON, CONN.

No. 4 STANDARD RAT TRAP PEDAL




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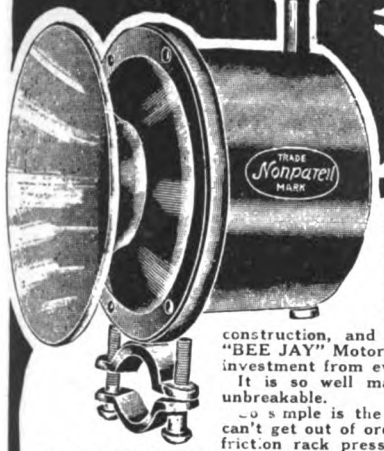
# Think of the Price Last




Examine THIS horn, compare its efficient warning note with any other motorcycle signal — consider its lightness, compactness, appearance and simple and durable construction, and you'll find that the "BEE JAY" Motorcycle horn is a sound investment from every view point.

It is so well made as to be almost unbreakable.

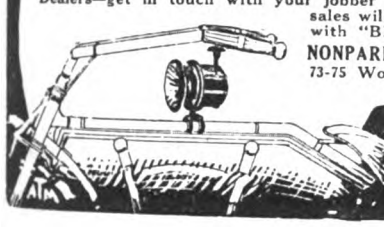
So simple is the "BEE JAY" that it can't get out of order. A spring release friction rack presses a ratchet against an adjustable diaphragm, and presto—a harsh, growling roar is created.

Now think of the price, $2.50, and you'll wonder how such a motorcycle horn can be procured for this low cost.

The "BEE JAY" is light, weighing only 21 ounces.

Dealers—get in touch with your jobber at once. Your horn sales will take a decided jump with "BEE JAY" in stock.

NONPAREIL HORN MFG. CO.
73-75 Wooster St., New York



$2.50

# Says Old Man Comfort :

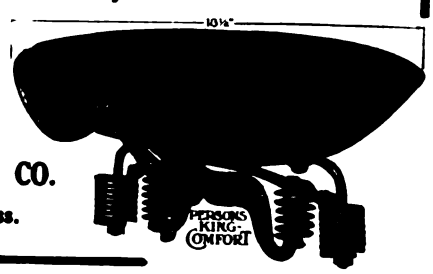
Be wise, my good friends, and don't dare complain, if the saddle you ride does make you lame.

A complaint won't remedy bad pains and aches. Try a new saddle—see the difference it makes. A "King Comfort" motor seat is what I advise. Its softness and comfort will furnish a surprise.

## Persons King Comfort Motor Seat

By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

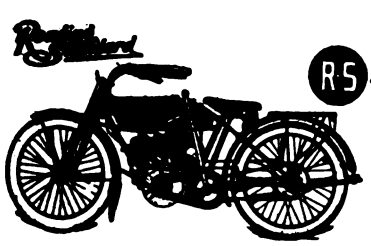
Write for full "dope" on the greatest saddle of them all.




PERSONS MFG. CO.
Worcester, Mass.

# R-S EXTREMES

$150




$250

The lowest priced and highest powered motorcycle in the country. The R-S is the most complete machine of the day.

All orders filled same day received.

Bosch magnetos used exclusively.

Write for catalog and agency proposition.

READING STANDARD COMPANY
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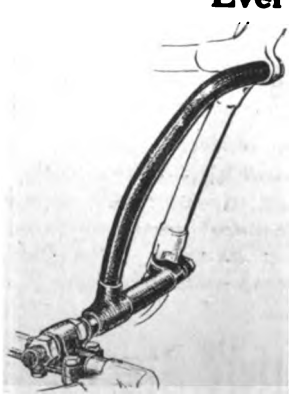
Pullman

THE HARRY SVENSGAARD SALES CORP. DETROIT.

FEATURE

The Strongest and Most Rigid Frame Connection Ever Made



The New PULLMAN Triangular Frame Brace.

No More Broken Lugs or Twisted Frames.

Absolutely Eliminates All Side and Twisting Strain on the Motorcycle Frame—Write for details or see the Dealer

The Harry Svensgaard Sales Corporation
471-73 Woodward Ave., Detroit, Mich.

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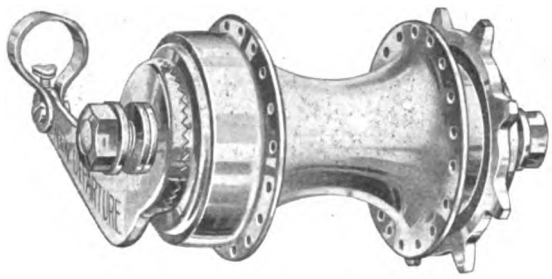


# NOW

--at the height of the season--Go over your list of prospective buyers.

Now is the time to sell a few more bicycles fitted with the

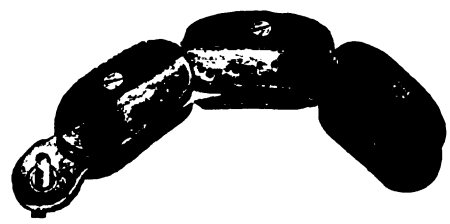
## New Departure Coaster Brake

All of those—"I expect to buy a little later"—prospects, can be closed today if approached at this—the Cyclelogical time.

We have a sales plan to meet each and every condition that confronts the bicycle dealer—Write us about it.

**The New Departure Mfg. Co.**
**BRISTOL, CONN., U. S. A.**

# Mesinger "V" Shape
## LEATHER LINK BELT



A durable, non-slipping and noiseless "V" belt for driving Motorcycles is of better lasting quality than any other belt for that purpose.

We recommend 3/4", 7/8", or 1" size for Motorcycle use.

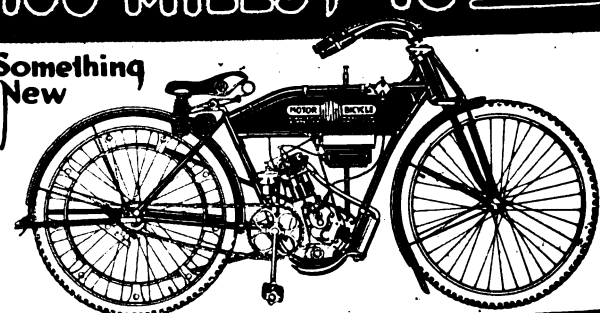
Write for prices.

**H. & F. Mesinger Manufacturing Company**

**Austin Place & East 144th St. NEW YORK**

"100 MILES for 10 cents"

Something New



THE MIAMI MOTOR BICYCLE
SAFE - SILENT - CLEAN
WEIGHS 110 Lbs. COSTS $125.00

## *DEALERS*

Here's quick profits for you. Something you can sell for cash to an unlimited market.

*WRITE FOR TERMS*

**The Miami Cycle & Mfg. Company**
"America's Greatest Cycle Makers"
**100 Mobile Avenue, Middletown, Ohio, U.S.A.**

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# See that Plug?

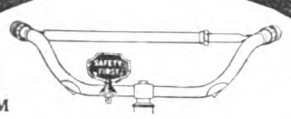
No Cement
No Cleaning
No Patches

## 1½ Minutes for a Permanent Repair—

Here, at last, is the perfect puncture repair. It takes a minute and a half to permanently seal the worst puncture with the SAMPSON FEATHER-EDGE INNERTUBE PLUG. You need no patches, no sticky cement.

**Sampson Feather Edge Innertube Plug**

Just insert plug with forged steel tool provided with kit, snap off threaded bolt and you're through. WE GUARANTEE THE SAMPSON PLUG TO MAKE A PERMANENT, SATISFACTORY REPAIR. Money back any time if you want it. Price, including forged steel tool, six plugs of various sizes in stout canvas wallet—$1.50.




SAFETY FIRST EMBLEM

PRICE 75c.

Join the great national campaign by displaying one of these popular emblems on your machine. Attractively finished in green and white enamel. Base highly polished nickel.

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## *Always Ready, the—*

**CORBIN**

# DUPLEX COASTER BRAKE

At all times and in any situation the powerful grip of the Corbin Duplex can always be relied upon.

It is this power of grip and reliability of action that has made the Corbin Duplex the most popular and successful brake on the market.

Furthermore the Corbin Duplex is extremely simple to operate. By merely a pressure of the foot instant or gradual control may be gained as the occasion demands. When coasting, the rider's feet remain at rest on pedals, in proper position to apply brake.

In construction, the Corbin Duplex is strong and durable. Its large ball-bearings reduce friction and produce an unequalled smoothness of running. By utilizing the maximum of brake surface the maximum of power and control is secured.

Specify the Corbin Duplex. Equip it to your old wheel. Order one for your new.

Sold and equipped by dealers everywhere. Write today for catalog.

**The Corbin Screw Corporation**
The American Hardware Corporation
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NEW BRITAIN, CONN.
Branches: New York, Chicago, Philadelphia
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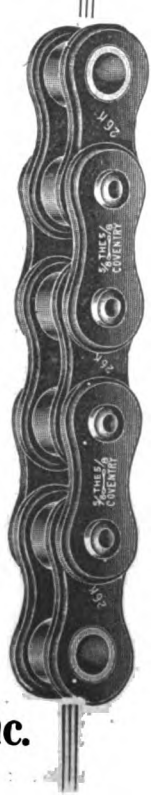
# Buy the Chain Your Dealer Recommends

Just go to your dealer and ask him what he thinks of "The Coventry" Chain, with its countersunk rivets, its marvelous breaking strength, that makes it by far the strongest chain in the world. If he is wise, and knows by experience the various values of the chains on the market he will say, "Buy"

## "The Coventry"

*"The Motor's True Mate"*

"The Coventry" Chain, by its superior strength and construction guarantees *extra service*—under all conditions. Through sand, mud, up the steepest hills, it will unfailingly deliver the motor's "Punch" to your rear wheel.




Write for the interesting booklet,

*"The Motor's True Mate"*

**Herbert F. L. Funke Co., Inc.**
112 BROAD ST., N. Y.

# OLD SOL

**Universal and Adjustable BRACKETS**

**Recognized by all riders as the only practical brackets for Motorcycles.**

Combination bracket for headlight for either gas tank or carbide generator.

Additional weight makes steering easy and holds front wheel steady on the road. There are many other styles of Old Sol Brackets other than those here illustrated.

The lamp shown in connection with the brackets is the popular Old Sol No. 8 Electric Motorcycle Lamp. Price $6.50. The peer of motorcycle lamps.

Send for Old Sol 1915 Catalog

Pacific Coast Representatives—Bailey-Drake Co.
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**HAWTHORNE MANUFACTURING COMPANY, Inc.**
Manufacturers of Old Sol Lighting Systems
*for Automobile, Motorcycle, Motorboat, Carriage, Bicycle and Hand Use*
74 Spruce Street BRIDGEPORT, CONN.




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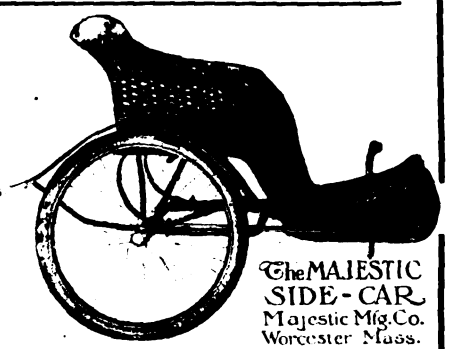
# Your Time Is Short

The Standard Models, which Majestic first sold for $65.00, with all 1915 improvements and refinements. **Lightest, Strongest and Most Comfortable Side Cars** made.

**PRICE $35.00**



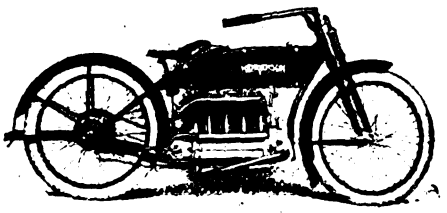

Get your order in **NOW.** There are only a very few of these cars left at these prices. **Remember,** at these prices you get **Majestic Quality.**

Majestic DeLuxe Models formerly sold at $90.00. The quality is the same as at the higher price. Don't delay until they are all gone, and they sure are going fast at this low price.

**PRICE $39.75**

**ORDER TODAY**

**MAJESTIC MFG. CO.** Worcester, Mass.



**FREEDOM from vibration, due to the steady flow of power from four cylinders, is one reason for the durability and long life of all parts that mark the**

**HENDERSON**

**HENDERSON MOTORCYCLE CO.**
1158 Cass Ave. Detroit

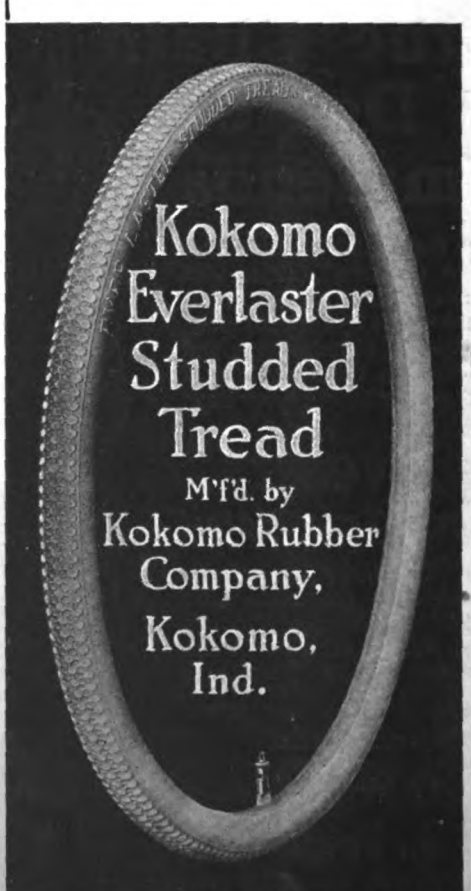
# "149"
## Extra Strong

The No. 149 is the motorcycle chain with rollers that DO NOT BREAK.

Built extra strong—No. 149 will solve your transmission troubles.

You ought to have the No. 149 on your machine. See your dealer—he has it in stock. If not, write us.

**Diamond Chain & Mfg. Co.**
Indianapolis, Indiana




**The Original Motorcycle Fabric Bicycle Tire.**

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**ALL WHITE ALL GOOD**

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# SOLAR LAMPS ARE UNRIVALED FOR BRILLIANCY

WHETHER GAS OR ELECTRIC IS PREFERRED, "BADGER" LAMPS GIVE THE UTMOST IN LIGHTING EFFICIENCY

Son 156—Gas

"Sonny," Our LATEST large size medium price Gas Motorcycle Headlight is particularly powerful. Outside diameter of door 8½", depth over all 6". The body and flare are made from one piece of heavy gauge metal. Is fitted with a 6" Solar short focus mirror, and front aluminum reflector. Door glass, lens mirror and front reflector are easily removed.
All Nickel or Black and Nickel, Each $6.00

Em 2 S—Electric

E M 2 S—Electric is a two bulb Motorcycle Headlight. The small light is a G. 6, 2 c.p., 6 volt two wire bulb, and is intended for city use to meet light ordinances.

Nickel, Each $5.50

Write for catalog

THE BADGER BRASS MFG. CO.

Kenosha, Wis.

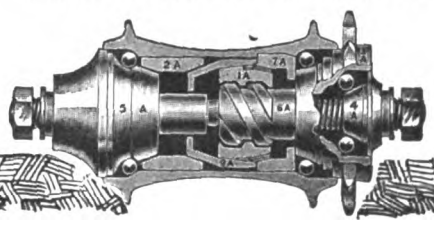
# ATHERTON Coaster Brake 500% Safe

*A Dealer says:*

Am pushing your brake right along and it is giving excellent satisfaction. Boys all come and tell me it is the best brake they ever used.

*Send for Literature*

Buffalo Metal Goods Company
Buffalo, New York
Licensed Coaster Brake Manufacturers



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$2.50 With Cord and Push Button

Motor Cycle Electric Vibrator

Standard Equipment on "Harley-Davidson"

Low Amperage — Easy on Your Batteries

*See your dealer or write us direct*

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CLEVELAND
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To your customers that Neverleak Tire Fluid is the one RELIABLE TIME-TESTED puncture-healing preparation, the best for them to use. Tell them that

# NEVERLEAK

has been giving absolute satisfaction for 20 years.

It's so good that thousands of riders put it in their NEW tires to PREVENT leaks. Suggest that idea to your tire customers.

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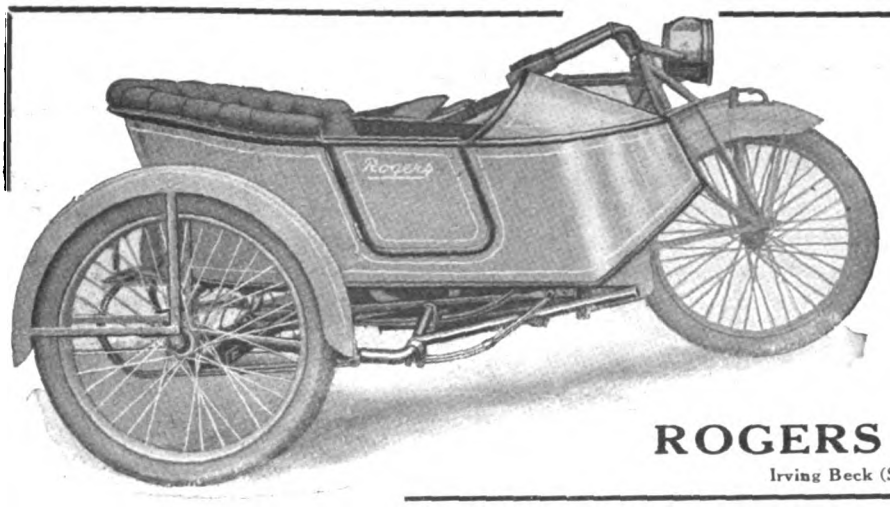

**Rogers Quality**

**Outside and In**

The Beautiful Design, Heavy Tufted Upholstery and Spacious Body appeal instantly to the casual observer.

The welded all steel chassis, Perfect Spring Suspension and No-Strain Ball and Socket Connection are features of still greater importance that show their superiority in actual service.

Compare the Rogers point by point with any other Sidecar ever built and you will readily see why there are practically as many Rogers Sidecars in use of all other makes together.

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**ROGERS MFG. CO.,** 328 West Madison Street CHICAGO

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Equip your Stoll and F.-N. Tandems with the

**Weed Folding Spring Backrest**

*"The great comfort necessity"*

The Weed Folding Backrest is made to fit practically all saddles and will also attach very well to the Stoll and F. N. tandems.

Let your tandem passenger ride in absolute comfort and safety with a Weed Folding Spring Backrest.

Don't get that "hunch" in your back. If it's there, take it out with a Weed Backrest.

*Dealers: Write us today for proposition*

**WEED FOLDING BACKREST CO., Stamford, Conn.**

**Firestone**

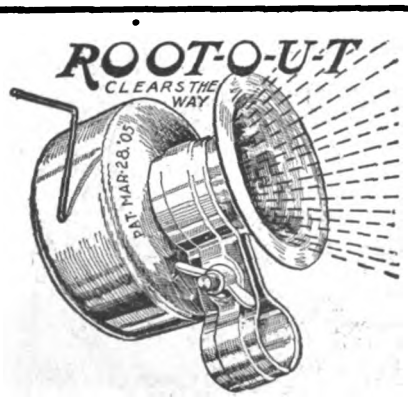
**Motorcycle Tires**

Same Quality and Materials as Used in the Firestone Automobile Tire.

Firestone Tire & Rubber Co.

*"America's Largest Exclusive Tire and Rim Makers"*

Akron, Ohio—Branches and Dealers Everywhere




**Bicycle Mechanical Operated Horn**

No Batteries or Wiring required

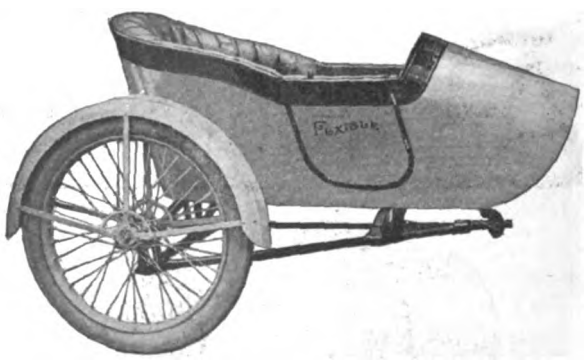
RETAILS AT

**25 CENTS**

ASK YOUR JOBBER OR DEALER

**THE SEISS MFG. CO., 432 Dorr St., Toledo, O.**

**THE NEW FLXICAR**



*The one you will eventually buy.* *Write for Folder*

**THE FLXIBLE SIDE CAR CO.,**

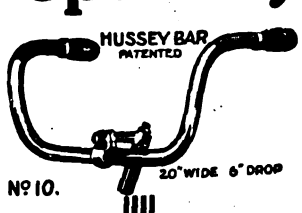
338 North Spring Street Loudonville, Ohio

# Hussey Bars

Riders naturally prefer bicycles fitted with Hussey Bars because the wide range of riding positions insures comfort and effectiveness for all conditions—and the grips are always the same distance apart, a big advantage.

# Lead in Popularity

*Any bicycle sells more readily if equipped with Hussey Bars. Wise dealers insist on this when stocking up.*

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THE

**CONSOLIDATED MFG. CO.**

1730 Fernwood Ave., Toledo, Ohio

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## SCHWARZE ELECTRIC HORN No. 7

The ideal horn for Motorcyclists. Meets every requirement of the rider. Write for circular and price list.

There is still some good territory open for jobbers.

**SCHWARZE ELECTRIC COMPANY**
Adrian, Mich., U. S. A.

*The best light for riding by night*

*is a 20th Century Lamp.*

It lights the pathway of more bicyclists and motorcyclists than any other lamp made. Attractive in appearance. Easily cared for. Always dependable.

20th Century Mfg. Co. 41 Warren Street NEW YORK, N. Y.

## Bargains—Motocycle Tires

While some of these high grade motocycle casings are marked "second" and others have the serial number buffed off, they are, in most cases, regular in every way. Though not guaranteed, they are recommended as excellent value for the price charged. When ordering, please mention "JOB."

THESE PRICES INCLUDE DELIVERY

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|---|---|---|---|---|---|
| 26x2¼ | Casing, Each | $2.25 | 28x2½ | Casing, Each | $4.50 |
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| 28x2 | " " | 3.00 | 28x3 | " " | 5.25 |
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15 and 17 Warren Street, near Broadway, New York

## REMY

This Electric Lighting-Ignition Equipment for Motorcycles is a **proved** success. It has been tested by thousands and thousands of motorists, all of whom give it the highest praise. See it on a Harley-Davidson 1915 Model.

**REMY ELECTRIC CO.**
ANDERSON, IND.

## You Have Done Fine

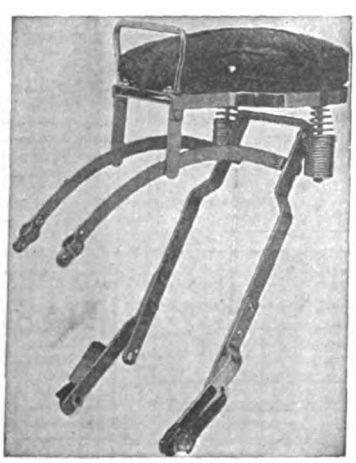
Mr. Dealer, but don't rest on your laurels. Keep up the good work of selling

## F-N TANDEMS

The rider who hasn't one will buy if you will show him the *comfort* and *convenience* of the Nation-wide Famous F-N.

*ORDER NOW*

**Fentress - Newton Mfg. Company**
DETROIT - MICH.



## NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

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A FEW OF THE PROMINENT DISTRIBUTORS OF PIERCE BICYCLES:

New York Sporting Goods Co., New York City.
Hub Cycle Company, Boston, Mass.
Elmira Arms Company, Elmira, New York.
Buckeye Motor & Cycle Company, Akron, Ohio.
Cortines Supply Co., Dallas, Texas.
Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah.
Spokane Cycle & Supply Co., Spokane, Wash.
John T. Bill & Company, Los Angeles, Calif.
Henry Keidel & Company, Baltimore, Md.
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THE PIERCE CYCLE COMPANY
BUFFALO NEW YORK

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**5000 Pounds Breaking Strength**

Here's a husky, reliability-proven chain that is yet the lightest on the market.

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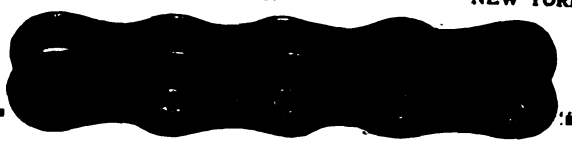




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# National Dealers' Directory

## NEW YORK CITY

**Audubon Motorcycle Garage**
H. RAOUL
**Indian Agency**
Gaulois Tyres—All Indian Parts in Stock.
4198 Broadway, near 179th St. F. A. M. Shop.

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
993 Washington Ave. Near 164th St.
VICTOR PELIZARRE, Mgr.

**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3986 Chelsea.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**HARLEY-DAVIDSON SALES CO.**
Of New York, 583 W. 110th St. (near B'way), New York, and 15 S. Lexington Ave., White Plains, N. Y. Distributors for Harley-Davidson Motorcycles and Sidecars, and Accessories. Complete stock of Motorcycles and Parts.

**EXPERT REPAIRING**
Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
Broadway Auto Repair & Supply Co
248 West 166th Street C. Lurie, Prop.

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 2304 Broadway, Near 88d St.
Deliveries from stock for cash or time payments. Exchanges arranged. Full stock of parts and factory service. Bargains in used machines. Open evenings.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies. Dealers, Attention.
Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
583 W. 110th St., Near Broadway, New York.

**Metropolitan Motorcycle Repair Co.**
Garage and repair shop for all makes, two and three-speed. Specialist in frame building. Stock of N.S.U., Indian and Harley parts. Pope service. A. L. Cocchi, 227 W. 83rd St., Tel., Schuyler 7903.

Flying Merkel Motorcycles, Miami Power Bicycles
We specialize in parts for all machines, particularly obsolete makes. Try us for satisfaction. Repairing Storing
THE MIAMI-MERKEL SALES CO.
1777 Broadway, Room 456, Phone Columbus 549

**HARLEY-DAVIDSON**
Bronx Co. Headquarters
H. SCHEEREN
3119 Third Avenue, near 159th Street

**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Agent for Excelsior and Smith Motor Wheels. F. A. M. Repair Shop.
1491 Fifth Avenue, between 119th and 120th Streets. Telephone, Harlem 2237.

**T. J. SIXSMITH**
283 W. 100th Street.
Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN, EXCELSIOR and HENDERSON motorcycles. Columbia, Hartford and Fay Juvenile bicycles.
WE CARRY IN STOCK
parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 2¾ Firestone Non-Skid..... 5.65
These tires are fresh stock practically perfect, but slightly discolored in spots
E. J. Willis Co., 85 Chambers St., N. Y. City

Phone, Lenox 1933. Open Day and Night.
**The Yorkville Motorcycle Repair Co.**
All Kinds Motorcycles Bought, Sold and Exchanged.
345 EAST 82nd STREET NEW YORK
Renting, Repairing and Supplies.

**EXCELSIOR**
**M. WORKSMAN, Agent**
Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
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**1915 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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155 Howard Ave. Phone: Bush 3039.

**BROOKLYN DISTRIBUTOR FOR THE INDIAN AND HENDERSON**
Machines sold on easy payments, and all makes taken in trade. Full line of parts and supplies. Repairs to all makes of machines—Official F. A. M. Shop. A. H. PATTERSON, 1080 and 1082 Bedford Ave.

**Thor Motorcycles**
Easy payments. All makes taken in trade. Full stock of parts. Expert repairs.
B. RUDERMAN
1031 Bedford Ave. Phone Bed. 766

**Bedford Motorcycle Repair Shop**
Motorcycle repairing of all descriptions. All work guaranteed.
Full line of accessories—Used machines.
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WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

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A Large Stock of Second Hand Machines Always on Hand. $40 and up.
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**CYCLONE**
**GEO. A. ASHLEY** Distributor for Greater N. Y.
1213 Bedford Ave., Brooklyn

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EXCELSIOR DISTRIBUTORS
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
INDIAN MOTOCYCLES
Machines Sold on Easy Terms. Phone: 2045
Expert Repairing—Storing—Gasoline. Astoria.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

**HARLEY-DAVIDSON**
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
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**INDIAN AND HARLEY-DAVIDSON**
**S. HURVIN**
Indian, H-D and Excelsior Parts, Accessories; First-Class Repairing.
447 Fulton St. Jamaica.

**INDIAN MOTORCYCLES**
NICHOLAS ROSE
All makes of bicycles—expert repairing.
30 MAIN ST. FLUSHING, N. Y.
Phone 498J Flush.

## NEWARK, N. J.

1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $35 and up.
WALTER GOERKE
321 Washington St. Newark, N. J.



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Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
162 Van Houten St., Paterson, N. J.

**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
91 Broadway, Paterson
Real Values in used machines

## BRIDGEPORT, CONN.

**JAMES G. BURROUGHS**
Fairfield County Distributor for the
**EXCELSIOR**
Complete Line of Parts and Accessories
160 STATE ST. BRIDGEPORT, CONN.

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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. P.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

**EDWARD RYAN,**
233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
**EXCELSIORS**
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. SWENSON, 522 Broad St., Providence, R. I.

## CHICAGO

**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

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Harley-Davidson Distributor for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

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**SALESMAN**

16 Years Cycle Trade Service—Shop, City, Road New York-Philadelphia Inclusive to Chicago. Manufacturing and Publicity Experience.

—OR—

Factory Representation
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Delaware
Have Complete Office with Show Window, Philadelphia Wholesale District.
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MOTOR CYCLE ILLUSTRATED

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**Parts for all Motorcycles**
Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
**WESTERN SUPPLIES COMPANY**
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Largest Cycle and Motor House in the West.

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by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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IT IS ALWAYS NICE to know where one can procure parts for his machine promptly. WE SPECIALIZE IN PARTS. Our stock represents thousands of dollars; much of it for parts of machines now obsolete. Curtiss, F-N, M-M, R-S, N. S. U., Thor, Indian, Merkel and Pierce. We have also at all times 25 or more used machines, $25 and up. Expert repairing. The Miami-Merkel Sales Co., 1777 Broadway, New York, Room 450, Phone Columbus, 549. Try us for satisfaction.

MOTORCYCLE—New Era, two-speed, thoroughly overhauled, in new condition. Price $50. John F. Sollars, 820 South Center street, Springfield, Ohio.

FOR SALE—One 1915 15 h. p. three-speed Indian, fully equipped, $245; one side car (Indian), in good shape, 1915, $45; one 1915 single-speed 10 h. p. light twin. Leon R. Smith & Co., Logan, W. Va.

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FOR SALE—Harley-Davidson motorcycle, 1915 model, three speed, twin cylinder; Prest-O-Lite and horn. Lite never used. Machine run less than one hundred miles. Cost me $298; will sell at best offer. Henry Prehn, Kimball, Minn.

FOR SALE—1915 new Rogers sidecar, attachments for Indian; been run 220 miles. Too hilly here for sidecar. $45. S. F. Cornwell, R. F. D. No. 3, Lafayette, Tenn.

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"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

## RAJAH MOTORCYCLE PLUG

The short, substantial electrodes are made from specially imported wire, and are guaranteed not to burn off.

Thousands of motorcyclists depend on Rajah! Every careful motorcyclist should!

**"Ignition Absolutely Sure"**

Price with thumb-nut terminal $1.25 Postpaid

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The Oldest Supply House in America

You can't be up-to-date without it.

*Write today to*

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Hammondsport, New York

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LOS ANGELES, CAL.

## Motorcycle Supplies

EVERYTHING FOR THE MOTORCYCLE RIDER AT LOW PRICES. WRITE FOR OUR LARGE CATALOG. SPECIAL OFFER TO DEALERS.

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ST. PAUL, MINN.

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## Expert Overhauling

Most Modern Repair Shop in the Country. Motor Overhauling, Frame Straightening, Re-enameling, Rebuilding, Cylinder Boring. Send your Motor for Estimate. Work Guaranteed.

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Complete Stock of Wagner Motorcycle Parts

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One TANDEM like this to every Dealer. Dealers write us today for the offer and get an $8.00 Tandem—FREE.

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## Factory Rebuilt Indian Motorcycles at Exceptionally Low Prices

We have purchased from the Hendee Mfg. Company 100 factory rebuilt machines—models ranging from 1911 to 1914—Single and twin cylinders—Multi-speeds—prices $50 to $160. These machines are not to be compared with the average second-hand machines, as they have been completely overhauled, re-enameled and re-nickeled by the Indian factory itself. They are practically new machines. Write today for complete specifications and prices.

**THE MOTOR SALES CO.**

**705 Main St. - - Worcester**

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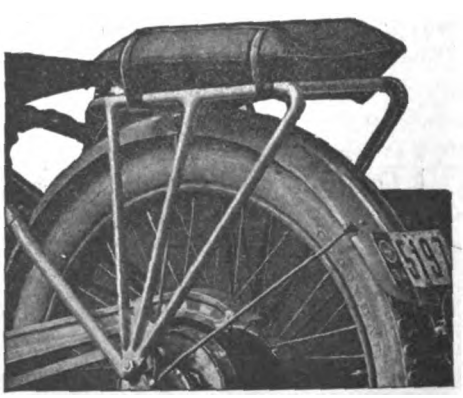

INSIST ON COMFORT AND EASE, BY USING THE PNEUMATIC AIR CUSHION.

Is inflated without use of pump and deflated and carried in pocket or tool kit. Radically different and far superior to any article used for this purpose. FITS ALL LUGGAGE CARRIERS and can also be used for any other purpose, such as camping, fishing or any other place where you want comfort.

**PRICE $3.50**

Write for literature today.

MOTORISTS' ACCESSORIES CO.

Ashland, Ohio

Cyclone

JOERNS MOTOR MFG. CO. ST. PAUL, MINN.

*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*
*Cyclone Deliveries Being Made Daily*

**JOERNS MOTOR MFG. CO.**

2235 Hampden Avenue Saint Paul, Minn., U. S. A.




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# TWO MORE CLEANUPS

# Excelsior Model 16-S.C.

## at Columbus, Ohio, August 28

### 5 Mile Open Professional

FIRST HEAT—Stokes "X" First
Perry "X" Second

SECOND HEAT—Montgomery "X" First
Goudy "X" Second

FINAL HEAT—Perry "X" First
Stokes "X" Second
Goudy "X" Third

200 Mile Relay
Two Man Teams

Goudy and Perry, EXCELSIOR, First
Stokes and Montgomery, EXCELSIOR, Second

Time—178 minutes; average speed, 67.92 miles per hour, breaking all World's Records for motorcycles and automobiles for 200 miles on dirt tracks.

At Indianapolis, August 29

10 Mile Professional

Stokes "X" First
Montgomery "X" Third

20 Mile Pursuit

Stokes "X" First

The 50 mile would have been the same story, Stokes leading at 48 miles when the rear terminal came off his spark plug, thus preventing another clean sweep for the

## "GOOD OLD X"

"The best their factories could produce, etc., also ran."

**Excelsior Motor Mfg. & Supply Company**
**Office and Factory: 3703 Cortland Street, Chicago**




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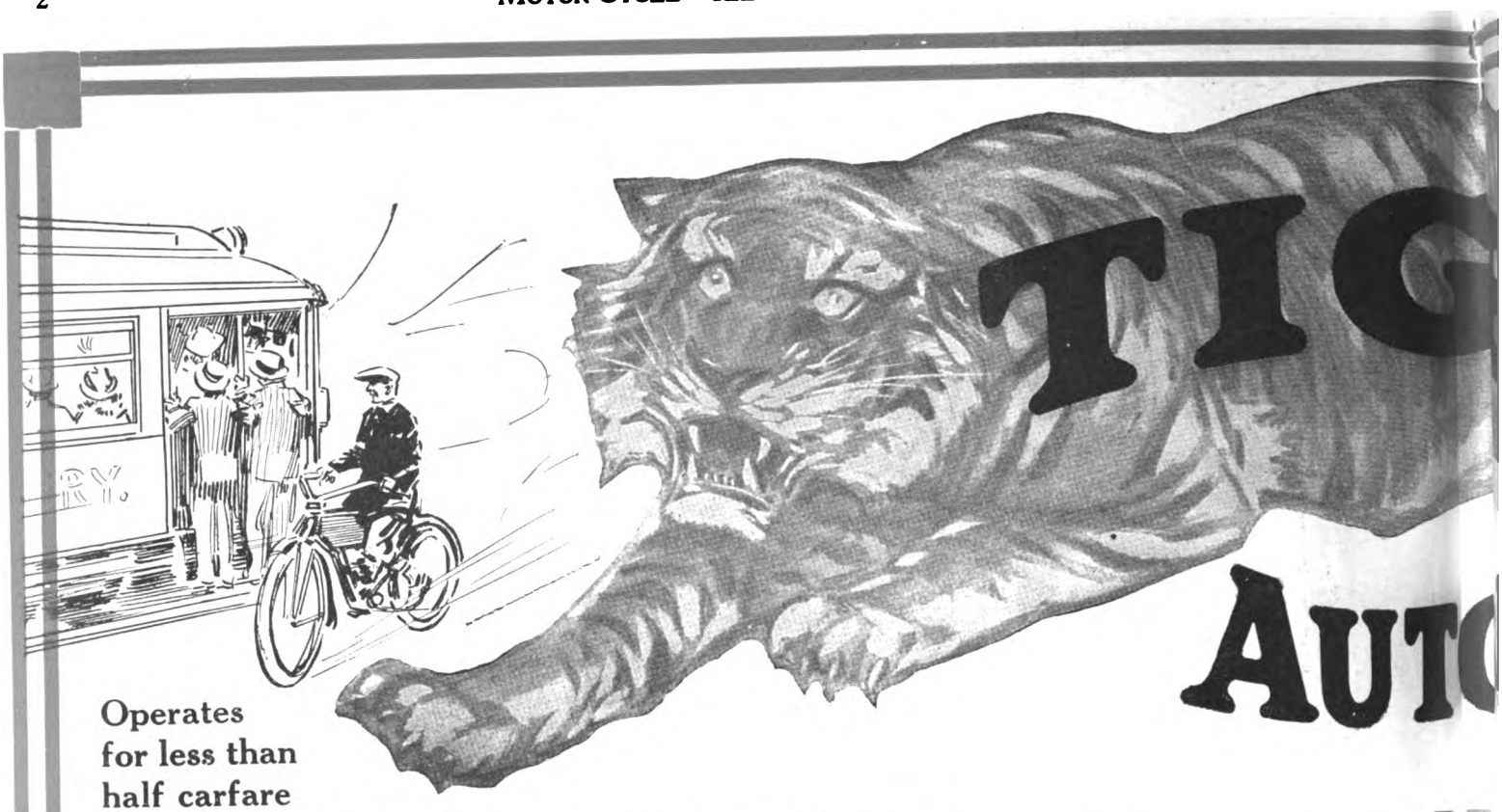



**Operates for less than half carfare**

# ON THE WAY! The Greatest M

A **tremendous countrywide interest** followed our big Four-Page Announcement to Motorcycle Dealers last week—**the wires were kept hot!**

When the sensational features of the Tiger Autobike are placed before the general public—as they will be immediately by a long list of publications circulating to millions everywhere—the demand for Tiger Autobikes will come by **leaps and bounds—will surpass anything that ever happened in the motorcycle field.**

## The Cheapest Transportation on Earth

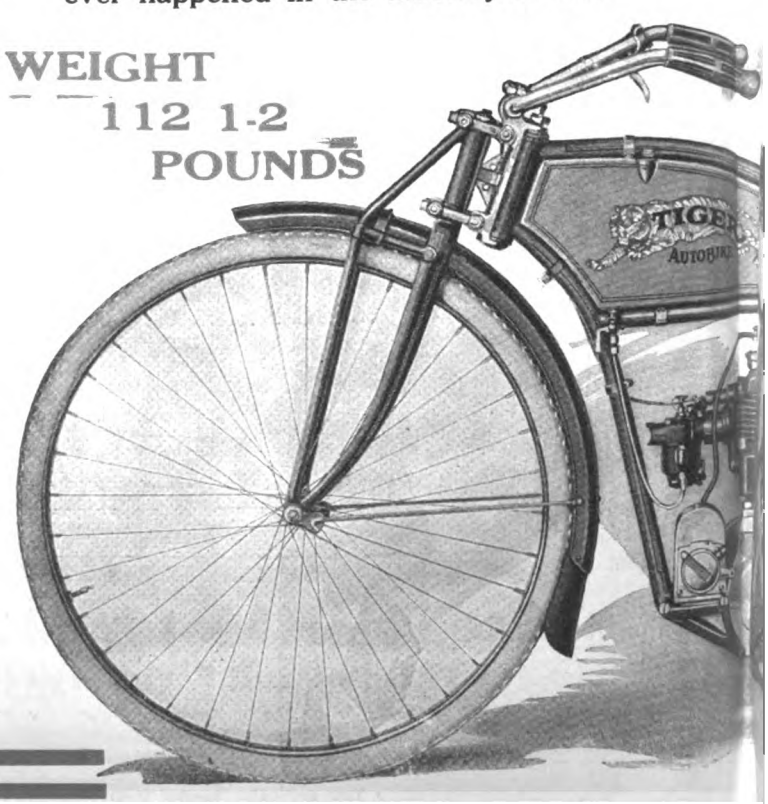
Operates for **ONE-TENTH of a cent a mile!** Goes 140 miles on one gallon of gasoline. Runs 3 to 50 miles per hour on one control—**wonderful flexibility!** Anybody can get on the Tiger Autobike and ride right off—**as easy to handle as a bicycle.** The **convenient** motorcycle! Only **one-third** the component parts of standard heavyweight machines! Clean! Carbonless! Portable! Handsome design—finished high lustre tiger yellow with black striping. For everybody's everyday use.

The popular need at last realized in a motorcycle!

## SPECIFICATIONS

**MODEL 1916 TIGER AUTOBIKE**

*MOTOR — Single cylinder two-stroke motor. Bore 2½ inches, Stroke 3 inches. Tests 4½ horsepower at 1100 R. P. M.*
*LUBRICATION—Oil mixed with gasoline which insures positive lubrication in proportion to speed of motor.*
*IGNITION — High tension magneto, gear driven. Oil and dust proof.*
*CARBURETOR — Improved float feed with auxiliary air-valve.*
*MUFFLER — Highly efficient pressed steel construction. Direct cut-out.*
*FRAME—Same gauge and quality of seamless tubing used by heavy-weight machines.*
*FRONT FORKS — Specially designed front fork, easy riding and guaranteed to stand all strains.*
*CONTROL—Complete control with one lever. Fixed spark.*
*HANDLE-BARS — Nickel steel seamless tubing of original design.*
*BRAKE—Coaster brake in rear hub.*
*WHEELS—28 inches. Best quality spokes and rims.*
*TIRES—28 x 2 inches.*
*STAND — Heavy folding type locks to rear guard when not in use.*
*SADDLE — Heavy, comfortable saddle.*
*FINISH—Tiger yellow, black striping. All exposed metal parts nickeled.*
*WHEEL BASE—48 inches.*



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# BIKE

**The "Ford" of Motorcycles**

# otorcycle Demand Ever Known!

The Frederickson Motor is the **foundation** of this superb simplicity and economy. Tested by Clayton Frederickson—the inventor of aviation engines—and technical colleges **for six years, it is a matured product**—new only to the public. ONLY THREE MOVING PARTS! One-third the weight of the heavy 4-cycles.

Here is the 2-cycle that, running at 1100 R. P. M., develops 4½ H. P. and that gives full power on the **last kick.** Not a departure from standard practice. With a valve in the head of the cylinder and the carburetor at the top, the new mixture is forced into the top of the cylinder—**can never "back-fire"—always cool—spark plug never gets red!** Instantaneous explosions for high speed.

The 12-pound pressure of gas keeps cylinder **free of** carbon!

Mixing oil with gas gives automatic lubrication. All adjustments in plain sight means no experienced repairman needed. All parts standard, supplied by any accessory store. **Troubleless! Foolproof! Fully protected by strong patents and our guarantee.**

Dealers who have demonstrated the Tiger Autobike wear big smiles, realize it means enormous sales **to all classes and kinds of people.**

**PRICE**
**$112.50**
**COMPLETE**

## Get This Money Making Agency

Reach hundreds and thousands of **more people** with the Tiger Autobike. The margin we allow on every individual sale **is lower than you think possible** on a motorcycle in such enormous demand!

We are equipped for a **large** output—giving the benefit to users and dealers. Agencies are in a big demand—**clinch your locality by wire now.** If nearby, send the Coupon.

## The Autobike Company

**2235 Prairie Avenue** **Chicago, Ill.**

**MAIL THIS COUPON NOW**

**The Autobike Company,**
**2235 Prairie Avenue, Chicago, Illinois.**

**Forward at once your Agency Terms and Contract for exclusive rep sentation in....., including statement of y Advertising Campaign in the Magazines and Motorcycle and Automobile Pub cations this fall and during 1916.**

**Firm Name** .....

**Individual Name** .....

**Address** .....

**Town**..... **State**.....

**Present Agents For:**.....

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# THE NATIONAL

# Motorcycle, Bicycle

AND

# Accessory Shows

## CHICAGO Coliseum

## Sept. 20th to 25th

## NEW YORK Madison Square Garden

## Oct. 11th to 16th

**Are Staged to create interest in Cycling and let the public at large realize the magnitude of the Industry. Incidentally, they also afford unequalled facilities to secure business and a closer personal touch with your customers.**

**So get in line promptly**

**A complete space of samples attractively arranged will bring results**

**All New Models Will Be Shown**

## COME

**Line up for the coming year and get a CYCLING education**

# Motorcycle Manufacturers Association

**For Space apply to**

**A. B. COFFMAN, Manager, 414 Ohio Building, Toledo, O.**




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# WE HAVE BOUGHT

## THE FACTORY, EQUIPMENT, ASSETS AND GOOD WILL OF THE POPE MANUFACTURING COMPANY WESTFIELD, MASS.

**And announce that we shall continue the manufacture and sale of Pope bicycles and motorcycles, broadening our field of usefulness, retaining the strong organization which has the confidence of the trade, and continuing the product which is known the world over for its quality and durability.**

**1916 will be a year of great importance to Pope dealers. We shall merit your confidence and trade**

# WESTFIELD MANUFACTURING CO.

**Successors to**

## THE POPE MANUFACTURING COMPANY

**11 CYCLE STREET, WESTFIELD, MASS., U. S. A.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.


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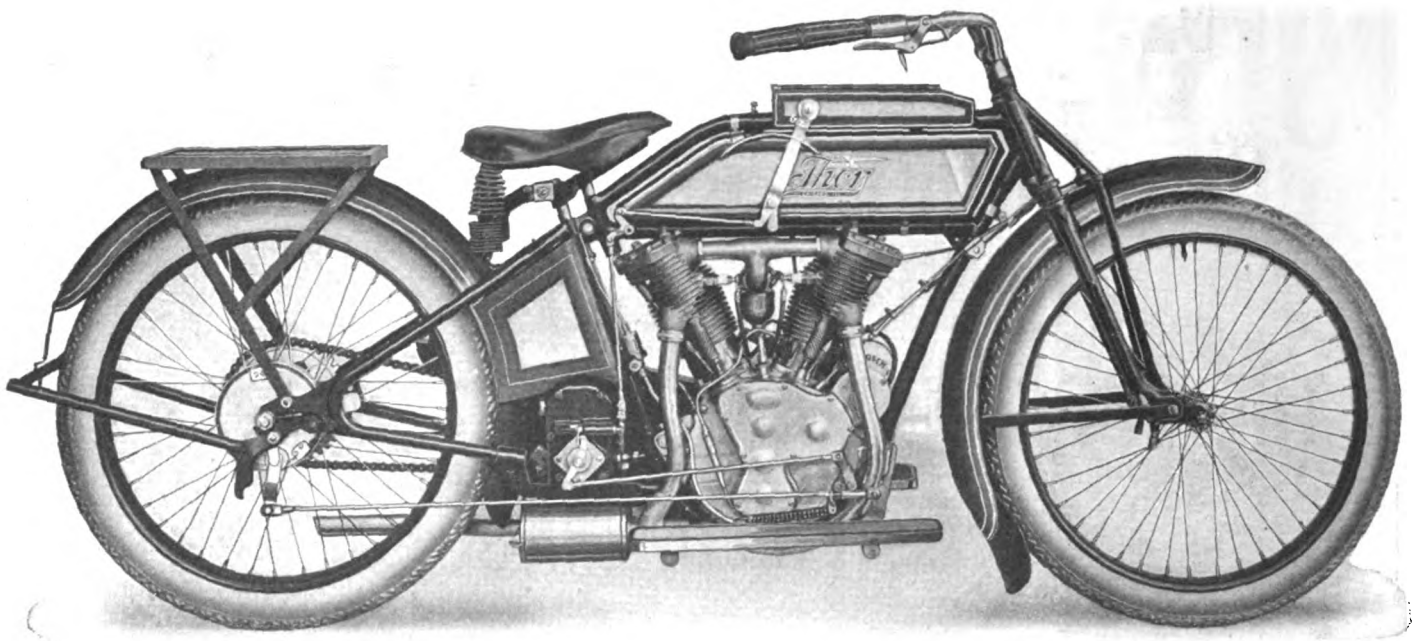
Thor

THE QUALITY MOTORCYCLE

# Giant Twin
## Master of Heavy Duty

Thor




Model U—12 H. P. Twin

RELIABILITY

CONSISTENCY

# The climax of high-powered service

**Now comes the new Thor model Twin. The embodiment of strength. Made for big things—built to perform a big service.**

# Strong, Powerful, Rugged

**A motorcycle that can withstand the strains of heavy duty with side car or the long hard pull of cross-country tours. Rough roads are no barrier—there is power enough to pull through and speed enough to do it in record time.**

***Applications for agencies are pouring in; have you sent yours?***

## Aurora Automatic Machinery Company

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

SPEED POWER



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# World's records crumble at Tacoma, Aug. 14th

## Never-failing V-Ray Spark Plugs

flash "Red" Armstrong and his Indian across the tape—thrice triumphant—in 3 hours, 45 minutes, 29 9/10 seconds.

## 300—200—100 mile
## dirt track records smashed

V-Ray Spark Plugs will win a victory for you, too, Mr. Rider. A victory over ignition trouble, over delays. And for you, Mr. Dealer, they will win sales—victory and the confidence and satisfaction of your customers:

**Two types for the motorcycle**
**Porcelain $1.—"Mika" $1.25**

## THE V-RAY COMPANY, Marshalltown, Iowa

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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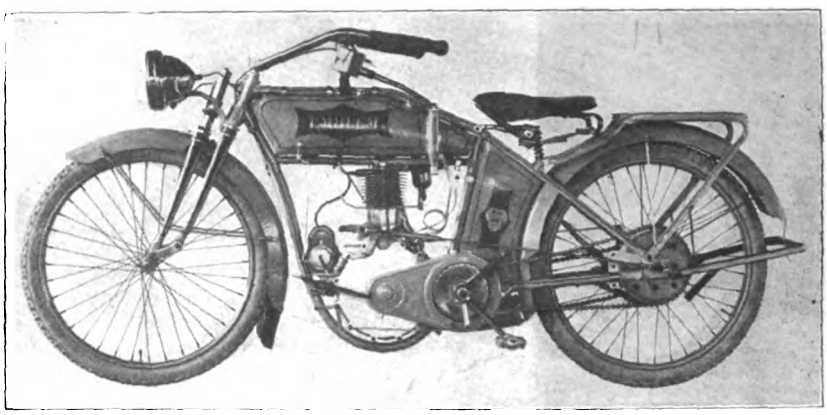
**"I have ridden motorcycles for the past nine years and I have not yet found any motorcycle that could climb a hill with a sidecar and two passengers like the EMBLEM"**

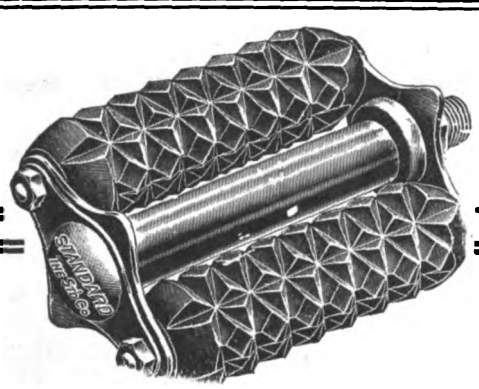
This is the tribute to Emblem Power from a man who has demonstrated it and calls the Emblem motor

**"The Strongest Motor In America"**

***RIDE AN EMBLEM***



**Emblem Manufacturing Co., Angola, N. Y.**




No. 3 MOTORCYCLE PEDAL

**No. 3 STANDARD MOTORCYCLE PEDALS**

Our products comprise:

Diamond "E" trade mark brand Spokes and Nipples for Bicycles, Motorcycles, Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals. Screw Machine Products.

When you buy a motorcycle, make sure that it is equipped with STANDARD PEDALS.

Most manufacturers have reasoned out that "STANDARD" EQUIPMENT means increased value on the machine.

STANDARD PEDALS are big, roomy, soft and minimize the shocks. Deeply corrugated to insure positive foot grip. Insist upon STANDARD EQUIPMENT.

**The Standard Company**

TORRINGTON, CONN.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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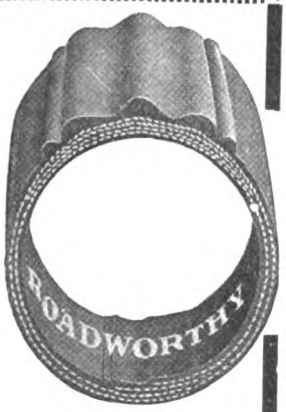
# JUMPED *at the* CHANCE




One big buyer and seller of cycle supplies jumped at the chance of purchasing a part of our BIG TIRE BARGAIN at the remarkably low prices asked. Many a bicycle dealer can do likewise and make a substantial profit. **But Act Now.** Don't wait till they're gone before deciding to buy.

Fourteen different brands, **all strictly first quality,** are represented in this bar-

gain lot and money can be made by either selling them or using them for replacement. By purchasing **many thousand** pairs direct from the factory we were able to obtain them at a very low figure. We offer them at an unprecedented price. Write for our Tire Special, it will give you an idea of the wonderful value offered by these tires.

# The Miller Triplex Side Seat

Price $25

You cannot beat the Triplex for demonstrating purposes; it places the prospect in exactly the right position to hear every argument and see every demonstration. He is at your side and you talk to him face to face. Then, too, the riding qualities of the Triplex—its classy appearance and convenience attract many prospects and convert them easily into buyers after they have once ridden in it.

Don't take our or anyone's word for it! Try it and convince yourself of the selling possibilities of the Triplex.

**Why not drop us a line today asking for Illustrated Booklet and New Proposition.**

**OUR BARGAIN BULLETIN IS READY—send for it.**

**HAVERFORD CYCLE CO.**
**827-829 Arch St., Philadelphia, Pa.**

**You'll find all that's worth while in our 1915 Catalog and Trade Price List**

# Think of the Price Last

Examine THIS horn, compare its efficient warning note with any other motorcycle signal — consider its lightness, compactness, appearance and simple and durable construction, and you'll find that the "BEE JAY" Motorcycle horn is a sound investment from every view point.

It is so well made as to be almost unbreakable.

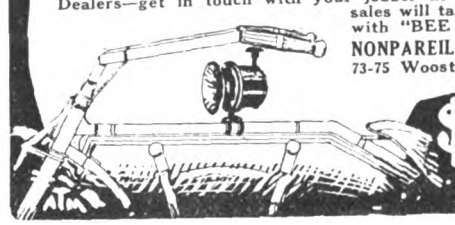
So simple is the "BEE JAY" that it can't get out of order. A spring release friction rack presses a ratchet against an adjustable diaphragm, and presto—a harsh, growling roar is heard.

Now think of the price, $2.50, and you'll wonder how such a motorcycle horn can be procured for this low cost.

The "BEE JAY" is light, weighing only 21 ounces.

Dealers—get in touch with your jobber at once. Your horn sales will take a decided jump with "BEE JAY" in stock.

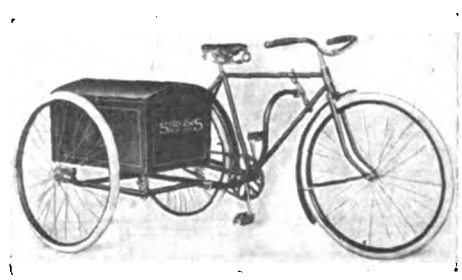
**NONPAREIL HORN MFG. CO.**
73-75 Wooster St., New York



**$2.50**

# STEVENS
## Service Side Car
***For Bicycles and Light Weight Motorcycles***

STRONG



PRACTICAL

**The ideal delivery vehicle. Can be attached or detached easily and quickly. Weight evenly distributed. No danger of skidding on wet pavements.**

**Fitted with weatherproof box with waterproof duck top. Size of carrier 24 inches long, 16 inches wide, 14 inches deep. Equipped with shock-absorbing springs. Capacity, 100 lbs.**

**List price $25—complete with all fittings.**

***Send for catalogue and further particulars***

**Stevens & Co., 374 Broadway, New York**

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# HOUGHTON "BI-CAR"

**$16.75**

**AN ACTUAL NECESSITY**

WITH
Commercial Body

Dealers everywhere are *pronouncing* it the only real practical device of the kind. It is not a plaything. Fits any bike. Detached in a minute. Scientifically balanced.

**NO LIMIT TO COMMERCIAL POSSIBILITIES**

Mammoth carrying capacity. No cost for upkeep. Extremely low price. Different styles of bodies interchangeable.

## SMITH MOTOR WHEEL DEALERS

The HOUGHTON "BI-CAR" will sell more Motor Wheels for you. Every try-out means a sale. It is the first and only low-priced and efficient method of delivery for every merchant. Inquiries coming from every section. Act quickly.

**HOUGHTON - - MARION, OHIO**

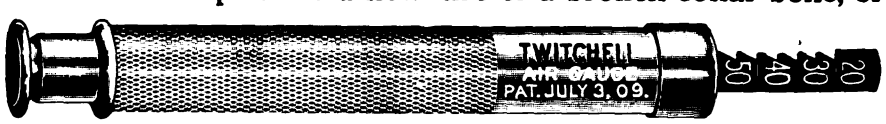
WITH
Smith Motor Wheel

# TWITCHELL AIR GAUGE

## *Guessing May Cost You Your Life*

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of five pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.



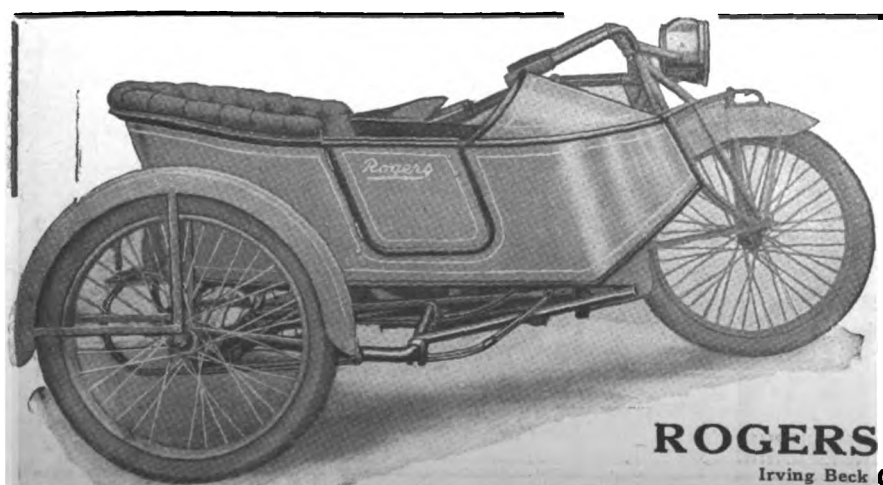

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**




# Rogers

## CLAIMS versus QUALITY

It is easy to claim any or all the virtues, but real Quality shows for itself.

Examine a ROGERS SIDECAR.
Note the All-Steel Welded Frame.
Flexible No-Strain Connections.
All-Steel Welded Body.
Heavy Tufted Upholstering over Genuine Curled Hair.
Graceful Comfortable Lines and Elegant Permanent Finish.

You will then appreciate the great preponderance of ROGERS SIDECARS. Now is the time to prepare for Fall Riding.

Get a ROGERS and be happy.

**ROGERS MFG. CO.,** 328 West Madison Street CHICAGO

Irving Beck (Service Station) 1493 Fifth Ave., New York

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# The Winner!

## The Blue Streak Motorcycle Tire

### Now in the Lead With Riders and Dealers

This year again Goodyear Blue Streak Motorcycle Tires have swept the field in the world's great contests for speed and endurance. They've smashed all former records for one mile, 100, 200 and 300 miles.

These famous Goodyear Blue Streak racing tires are now made for road riding, too. They have introduced Beauty, Luxury and *Class* into motorcycling.

And we're advertising Blue Streaks to millions of readers all over America. So they are gaining hosts of riders every month. They're gaining *volume* and handsome profits, too, for good live dealers.

### Like An Automobile Tire

Blue Streak Motorcycle Tires are built with four plies of extra strong fabric, a breaker-strip and the famous All-Weather tread. This tread—like that on Goodyear Fortified Automobile Tires—is tough and extra thick. So it resists punctures and multiplies mileage. We build it extra wide, so it grips the road securely when turning sharp curves. The swagger blue circle 'round the middle gives this creamy-white tire a touch of inimitable beauty.

The Inner Tubes can't leak. They're made like Goodyear Laminated Inner Tubes for automobiles—many thin layers of faultless rubber, vulcanized into one. They're 30 per cent heavier this year than last.

In these and other ways we're spending $50,000 extra for betterments in Goodyear Motorcycle Tires this year.

### Service Station Offer to Dealers

Write today and learn how we make your place a Goodyear Service Station. Get the intimate facts about our plan that's helping thousands win more trade in every line they handle. A postal brings it. Send *now*—today—and ride to profits on the Blue Streak tide.

**THE GOODYEAR TIRE & RUBBER COMPANY**
Dept. 301 Akron, Ohio

Makers of Goodyear Fortified Automobile Tires
and Goodyear-Akron Bicycle Tires

(2622)

### New Victories!

Memphis, Tenn.—200-Mile Endurance run, Memphis to Jackson, Miss., and return. Leon Taft won, W. F. Beck second. Both winners used Goodyear Tires. 90 per cent of entries equipped with Goodyears. None of these had any tire trouble whatever, despite deep mud and rain.

San Jose, Cal.—Goodyear Blue Streaks made a clean sweep of every event in a great card of races here. Every winner rode these tires. 2-Mile F. A. M. National Championship, Creviston won; time, 1:30 4-5. 5-Mile Professional, Creviston won; time, 4:09. 5-Mile Amateur, Leggett won; time, 4:51 3-5. 5-Mile Amateur, Leggett won; time, 4:42 4-5. 10-Mile Professional, Johns won; time, 8:21. 5-Mile Novice, Zettle won; time, 5:03 2-5. 5-Mile Free-for-All, Johns won; time, 4:10 3-5.

Milwaukee.—State Fair races. 5-Mile non-port won by Verrill on Blue Streak Tires; time, 4:21 1-5. 10-Mile non-port won by Carroll on Blue Streak Tires; time, 8:44 3-5.

Akron, Ohio.—Races at Silver Lake Park. 5-Mile Open, Barclay won, Taylor second, Jones third; time, 6:07 2-5. 10-Mile Open, Jones won, Amos second; time, 12:27. 3-Mile Match, Taylor won, Pineau second; time, 3:44 2-5. 15-Mile Open, Jones won; time, 18:31. All above winners rode on Blue Streak Tires.

Toledo, Ohio, August 9.—5-Mile Open, Verrill won, Jones second, Pineau third; time, 5:33. 100-Mile relay, Jones and Pineau team won; time, 1:54:00—a new world's record. Goudy broke track record and set new world's record for half-mile; time, 31 4-5 seconds. All winners rode Goodyear Tires.

GOODYEAR
AKRON, OHIO
Blue Streak
Motorcycle Tires



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# A Thriller From Baker

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

Form 12[illegible]

| CLASS OF SERVICE | SYMBOL |
|---|---|
| Day Message | |
| Day Letter | Blue |
| Night Message | Nite |
| Night Letter | N L |

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M C STOKES

U S TIRE CO NEW YORK

U S TIRES HAVE CARRIED ME TO GREATEST VICTORY EVER ACHIEVED IN THE MOTOR WORLD BY COVERING THREE FLAG ROUTE 1655½ MILES IN 3 DAYS 9 HOURS 15 MINUTES AVERAGE OF 475 MILES PER DAY NO TIRE TROUBLE WHATEVER HURRAH FOR U S TIRES

E G BAKER

543 AM

## UNITED STATES MOTORCYCLE TIRES ARE THE BEST TO BE HAD AT ANY PRICE

## CONVINCE YOURSELF BY EQUIPPING WITH THEM

United States Tires

Made by the Largest Rubber Company in the World

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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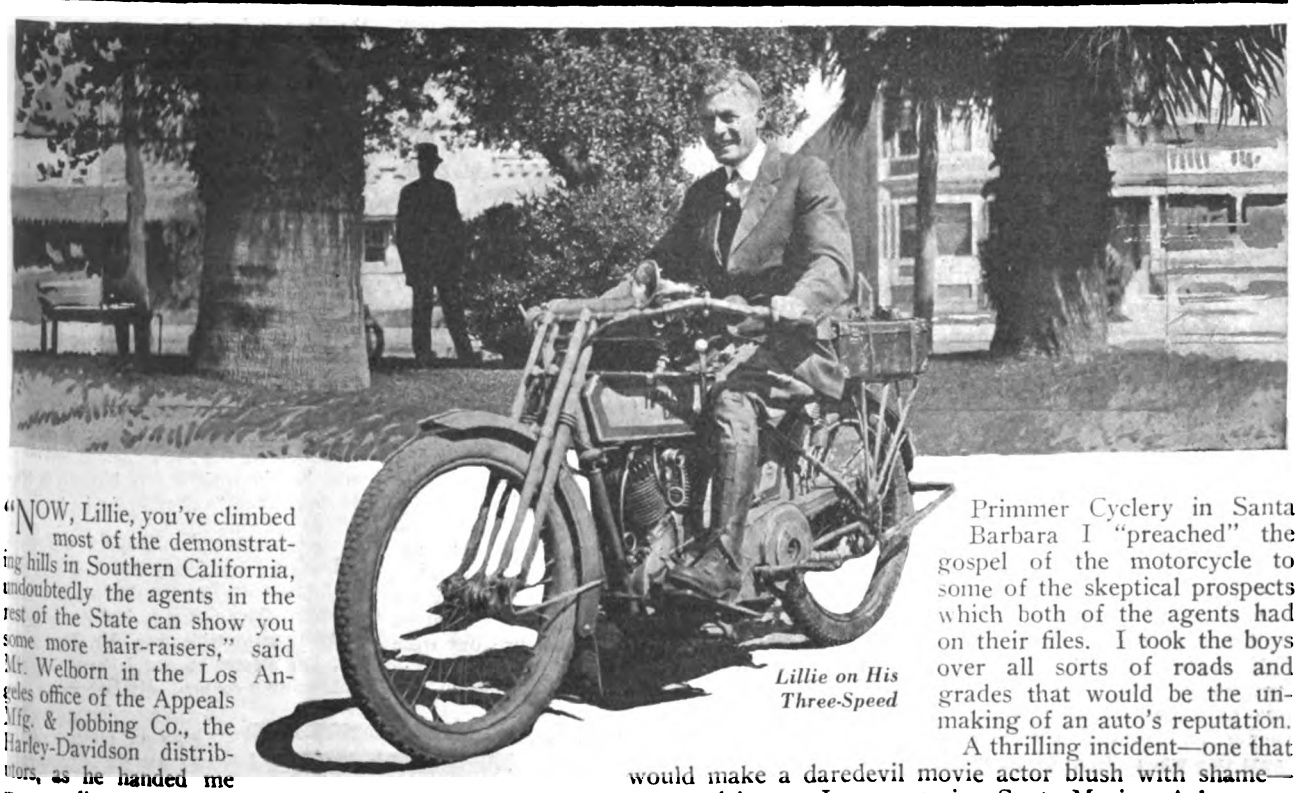
MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, September 2, 1915 No. 35

# A Motorcycle Missionary's Trip Through California

By H. A. Lillie



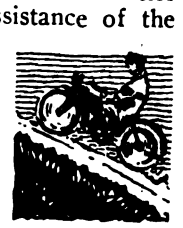
*Lillie on His Three-Speed*

"NOW, Lillie, you've climbed most of the demonstrating hills in Southern California, undoubtedly the agents in the rest of the State can show you some more hair-raisers," said Mr. Welborn in the Los Angeles office of the Appeals Mfg. & Jobbing Co., the Harley-Davidson distributors, as he handed me my route list. As I went out of the office to walk to my three-speed machine, Vice-President "Bob" Sayre said a few laughing words about California's being a large State. That was just what I liked about it—an immense territory in which to travel as the Harley-Davidson missionary; to show the fellows located in almost inaccessible nooks and corners what a modern three-speed motorcycle could do.

My trip, which began in the early part of last May, was to take me over a territory eight hundred miles north and south—up State and back and criss-cross, all on my machine. So out on the San Fernando boulevard I rolled, easy as on a Sunday jaunt, and in due time came to rough going and grades, over the mountains into Ventura. At this point where Walter M. Jones is the dealer and at the Primmer Cyclery in Santa Barbara I "preached" the gospel of the motorcycle to some of the skeptical prospects which both of the agents had on their files. I took the boys over all sorts of roads and grades that would be the unmaking of an auto's reputation.

A thrilling incident—one that would make a daredevil movie actor blush with shame—occurred just as I was entering Santa Maria. A late season rain that had lasted three days was still pelting down.

I easily got across the Santa Maria River, which was rushing past four feet deep, by placing my machine aboard a wagon, shown in one of the accompanying illustrations, and was safely brought to the other side of the mad stream. But a few hours later I came upon another ford and this time I found a team of horses and a rope to tow vehicles to the opposite bank. I declined the assistance of the driver, for I saw a hopeless job ahead of me trying to balance a two-wheeler in tow. He then pointed out a railroad trestle to which many motorcyclists had recourse during last spring.



"That trestle," said the driver, "is three-quarters of a mile long. A block signal

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At Left: Kind of Road Work Which the State Is Doing in "No-Man's-land," Where Ranches Are Miles Apart. Above: Little Mirror Lake in Humboldt Pass.

drops four minutes before the train hits the bridge. A train's due in 20 minutes."

**And the Block Signal Fell**

Would I cross the trestle in time? I took a chance and lost a good part of the twenty minutes in getting to the ties. Bumping the ties was like a very rough electric massage—for the timbers were a generous distance apart. Two-thirds of the way over I heard a dim shriek, the locomotive whistle. I looked up and the block signal fell. It was a race against time. I rode the grimest race of my life and just as I got to the bottom of the grade leading from the trestle the train whizzed by at a sixty-mile an hour clip. Whew! Some close shave.

H. A. Lillie in the Fruit Belt

"Come on, Lillie," one of the Johnson boys greeted me after I arrived at Soledad, and told them of my trestle thriller, "I've eighteen prospects, told 'em you were coming and they're looking for you."

We went out and found the boys here and there at work in the hay fields and alfalfa patches. We did some stunts in sand and showed them how to ride. Within two days some of them had made up their minds and bought new machines. My next stop was at Monterey Bay where Reed and Parlier handle the local agency. I was surprised to find that, though they lived in a very small town, they did a thriving business because both of these progressive merchants go out on the ranches after sales. In San Jose I was welcomed by the Powell Bros., who through the liberal service which they extend to riders, have built up a brisk trade.

**City Boys Eager for Rides**

Reaching San Francisco, after having had the pleasure of demonstrating for Maggini & Perkins, two of the livest and most thorough-going agents in the coast metropolis, I met J. D. Fraser, the 'Frisco Appeals Company manager, and he certainly kept me busy. The prospects insisted upon seeing the three-speed put through all kinds of stunts imaginable. They got all they wanted.

**Bad Going Over Mountain Roads**

Into Eureka I found one hundred and forty-five miles of the worst mountain roads that I had yet encountered on this missionary trip. I was frankly told that I would never get through. But I knew that with a three-speed no 'dobe mud and mountainous grades over which horses could drag would stop me from making at least twelve miles an hour. I plowed through from range to range and met seven unfortunate automobiles that were suffering from various characteristic ailments. When I had placed sixty odd miles between myself and Eureka I was in the midst of a virgin forest of giant trees—forest into which the sunshine never penetrates. Here the 'dobe mud was soft and sticky, but I managed to drill through it.

"Gasoline? Sixty cents a gallon. Highway robbery? Wal, ye got to hev it, ain't ye?"

That's what an old postmaster and gas vender wheezed through his ugly nose, when I found myself out of gasoline shortly before reaching Eureka. But I had a bet on at Ukiah, a town some distance out from San Francisco, that I would get through in twelve hours. I, therefore, permitted myself to be "soaked." Natives seemed to have a grudge against strangers. At the "hotel" I was charged seventy-five cents for a meal that I wouldn't sell to a dog for a dime! I lost most of my grouch before getting into Eureka, and when I arrived I telephoned to Ukiah and won the bet.

Interested Lumber Jacks in Westwood

While demonstrating at Eureka I showed some of the fellows how much money they could save by using a motorcycle. A trip from San Francisco to Eureka by train costs eighteen dollars; by motorcycle a man can travel the distance at an expense of about five dollars. He can make it a pleasant two-day trip and camp out in a beautiful country, if he wants to. That argument made a hit with prospects.

Leaving the Greek-named town behind I crossed the range again and rolled through the beautiful and prosperous agricultural valleys to the east and visited the towns of Calistoga, Napa, Sonoma and Vallejo. Dealers throughout that district have had a good season and everything points to a splendid harvest that will put money into the jeans of many motorcycle prospects. The men on the ranches I found were eager to see the motorcycle demonstrated and are prone to regard the horse as a relic of some bygone age.

The Harley-Davidson interests at Vallejo are taken care of by A. Hellerman who is very keen on giving his riders the best possible service. He has a locker for every fellow who stores his machine at the store and adequate lavatory facilities, thus enabling the riders to wash up.

The next leg of my journey was over into the Sacramento Valley. In looking over my route sheet to determine what towns I was to stop at, I first fully realized what a large State California is. I had already traveled thousands of miles and only covered half the trip the office had laid out for me. Southern California, big as it is, seems no more than "a drop in the bucket."

**Visiting the Mining Towns**

I was well entertained by Graffigma Bros. at Lodi, and after treating me to a hearty western dinner they invited me to accompany their outside man, Mr. Lease, on a trip to Westpoint and Jackson through a gold mining country. At Jackson we found a typical mining town with plenty of saloons such as one may see in the western drama shown frequently in moving pictures. The mines were working at full blast and lots of bright young chaps crowded about the new machine I was riding. The only motorcycle in town proved to be an old 1909 model.

One miner was given a demonstration on the tandem that made him yell as though his head was coming off. It was evident that he enjoyed his ride immensely, but when he discovered what the price of the machine was, he figured that he would have to save eight years to buy a mount. However, I found on my trip many a boy who went out and

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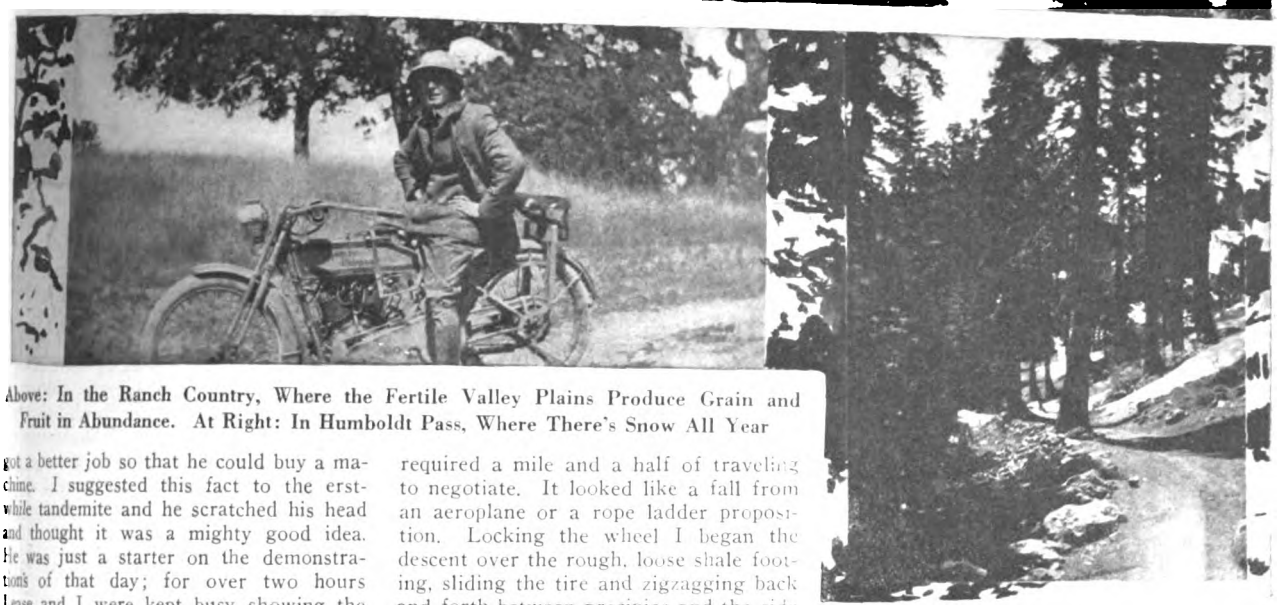


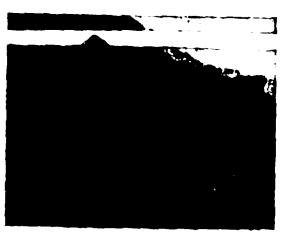
Above: In the Ranch Country, Where the Fertile Valley Plains Produce Grain and Fruit in Abundance. At Right: In Humboldt Pass, Where There's Snow All Year

got a better job so that he could buy a machine. I suggested this fact to the erstwhile tandemite and he scratched his head and thought it was a mighty good idea. He was just a starter on the demonstrations of that day; for over two hours Lease and I were kept busy showing the miners what a three-speed machine could do in the valley and up the mountain side. Here's something important I discovered at Jackson: The easiest to a girl's heart is by buying a motorcycle. I actually believe that the girls who rode on my tandem became real fond of me.

The next day Lease and I made for Westpoint which lay up the mountain. This was the day when the jinx hit me hard. The road was so bad that people at the hotel in Jackson said that we couldn't get through. It was composed of fine sand, often one and a half inches deep, with sharp rocks at the base. The road was narrow and clung to the side of a very precipitous mountain, with plenty of slides, switchbacks and other horrors. If a fellow slipped off the side, it would require a gang of men and a thousand feet of rope and perhaps two days' time to get the remains of the accident. My tire kept slipping and I pulled my valve stem off fourteen times. We negotiated the grade and got into Westpoint after having an interesting encounter with a monster rattle snake which we deprived of its rattle.

**Riding to a Lonely Power House**

Putting out their share of machines from as well-equipped a store as any rider would want to find in a town of its size, I met Rock & Young, the dealers at Marysville, hustling after business. They sent me on the hardest ride of my entire trip over thirty-five miles of mountain roads to a lonely power house in the Feather River Canyon, where several fine fellows were working. Rock accompanied me on part of the trip, but after five miles decided to transfer to the stage coach. That left me alone to complete the ride.



Carrying Machine Over Santa Maria

I made thirty miles up and down a rocky mountain road that did everything but wind itself into a spiral. Finally I saw a white dot that turned out to be the power house; the road dropped down two thousand feet to the house in a lot of switchbacks that required a mile and a half of traveling to negotiate. It looked like a fall from an aeroplane or a rope ladder proposition. Locking the wheel I began the descent over the rough, loose shale footing, sliding the tire and zigzagging back and forth between precipice and the side of the mountain. When one spot in the tire became too hot, I would slip the brake for a fraction of second and let a new spot get on the shale. By using compression and brake, I succeeded in crawling down and met the station boys.

**Doubt Machine's Power**

When I had finished my demonstration everybody thought that I would not dare to return to Marysville on my motorcycle. They invited me to camp at the power station over night or else take the stage back to town. I realized that the most important part of my demonstration would be to ride back by motorcycle and thus prove to them that I could actually climb up the tough grades on my machine. I promised to telephone to the power station from a point five miles out. They thought that it would require about forty-five minutes for me to get there under my own power, for some of the grades were forty per cent. When I got to the telephone station I rung the fellows up and they told me that I had been gone just twenty-two minutes.

Ranchman Trying Out Three-Speed

Other interesting towns at which I stopped were Oroville, a good-sized lumber town, where the fellows were found using a lot of old models; Fresno, with its active and successful Ben Bresee, the local Harley-Davidson agent, and Bakersfield where Geo. L. Snider, better known as "Three-Speed Snider," tends to the wants of the local enthusiasts. Coming south over the desert I was in splendid physical condition; my weight had dropped from one hundred and sixty pounds to one hundred and forty. I was glad to get past the Tehachepi and ride through Bouquet Canyon beside running water, and along the gloriously beautiful San Fernando. At last I saw Los Angeles in the distance and was happy to roll once more into the best motorcycle town of them all.

## Carrying a Suitcase Properly on the Sidecar

ONE of the problems that confronts the touring sidecarist is the transportation of a suitcase to the satisfaction and comfort of both driver and passenger. This problem has grown somewhat acute in 1915, by reason of the widespread use of the sidecar as a passenger-conveying vehicle, and it threatens to become more so in 1916 if some far-sighted manufacturer does not furnish a solution.

The most generally-used and by far the easiest way is to toss the suitcase in the sidecar, on the passenger's lap, or on his or her toes. The passenger of either sex is not generally pleased with this arrangement, especially if the journey is a long one, with rough roads to be traveled at intervals. Another method, seen on an Indian combination on New Jersey roads, carries the bag on a wood rack bolted to the sidecar chassis, but this, while strong enough, has its disadvantages.

The rack is fitted behind the axle and the suitcase or bags strapped on top of it. While the load is quite secure, the principle is wrong, as the extra weight is not sprung and the machine and its passenger and driver get undue vibration.

A third method consists in bolting angle iron pieces to the under side of the body and riveting a steel plate to their projecting ends. The suitcase is strapped on this plate. The arrangement is good, as the load is sprung, but it is a question whether the car-springs would stand up for any length of time under the added weight.

Our English cousins enjoy any number of sidecar accessories that we are doing without at present and are very badly in need of.

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# Injecting the "Pep" for Speed Work

## Pointers on Tuning Both Singles and Twins

By WILLIAM JOHN BEACH

HAVING had a somewhat lengthy experience in connection with motorcycle engines of every type, as well as the best of facilities for experimenting, a few of my experiences and ideas on the subject may be of interest to readers of **Motor Cycle Illustrated**. I do not propose to give away any of the fine points of the game, but will, as we proceed, give riders who are after efficiency a good starting point.

My knowledge of the subject has not been gained from books. I can say without fear of contradiction, that I never read a paragraph on the construction or efficiency of engines in my life. What I know has been accomplished by actual study and experience.

I must admit that I have been very closely associated with some of the best men in England during a visit which I made to that country. Hugh Mason, the famous N. U. T. exponent, and myself were closely associated during his display of dogged determination to get speed out of his little rat of an engine. We tried it out on the road and experimented at Brooklands track together.

### Engine Performances Vary

I might say at the start that engines are queer beasts. The timing and adjustments which give terrific speed in one engine may not go in another engine of the same manufacture and of the same bore and stroke. This fact I have proven repeatedly. I have had engines develop terrific speed when they came fresh from the manufacturer—such engines require humoring, as they usually blow the lid clean off. I have had a brand new 350 cc. (25 cubic inches) engine hum along the road to the tune of 62 miles per hour and have felt certain that I had struck something that was going to turn out real "hot stuff," but, alas, all alterations and experiments would not improve it.

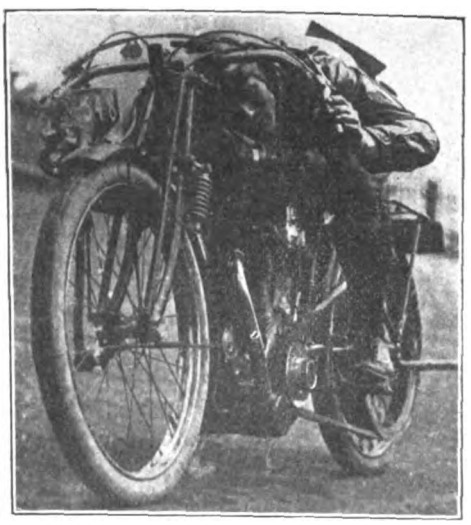
Some engines will never go, no matter what you do and how much time is spent on them. The fate of such engines should be one good crack with the heaviest hammer lying around. I have seen engines, also, that promised great things on the road, but three laps (10½ miles) on Brooklands track has finished them. Their cylinders were blue down to the fastening bolts, and they were badly warped and very much out of it thereafter.

The great success of an engine depends largely on the cylinders. A soft cylinder casting spells no speed in many cases. The best cylinder that I know of came from Belgium, where the foundries seem to be "top notchers" for air-cooled cylinder work.

### Favors Steel Cylinders

Now comes the question of whether it is necessary to cast cylinders or not. From my experience with steel cylinder engines with overhead valves, this type of cylinder appears to be the goods, and to my small way of thinking has a great future. When it is agreed that cast iron is a good bearing surface, I think that all the good points of the cast-iron cylinder have been put forward.

While on the subject of cylinders, I cannot help but notice that many firms constructing motorcycle engines obviously believe in ornamenting the cylinders with quite a number of fins. My experience has taught me that a considerable number of



W. J. Beach, the Australian, on N. U. T.-J. A. P. Twin Making One of His Records in 1,000 c.c. Class

these fins or flanges collect heat and do not dispose of it.

### An Australian Construction

It may be interesting to know that I once designed a 350 c.c. (25 cubic inch) horizontal-opposed cylinder engine, and as this took place in Australia, I was up against it as far as cylinders were concerned. As the engine was to be an all-Australian engine, I tried a little experiment in its construction. I had the cylinders turned from the solid according to the drawing, less the fins. I then had fitted copper rings in a most ingenious manner, and the way in which these rings disposed of the heat was really astonishing. But to build engines in my country from a commercial point of view, in this manner or in any other, would be as hopeless as trying to skate to the moon.

While on the subject of horizontally-opposed engines, I might say that this type, to my way of thinking, is the ideal one. A machine fitted with such an engine may be put on the stand and run at 1,000 revolutions per minute, while a coin placed on the lamp bracket will remain there. No special motorcycle fitted with this engine is necessary to accomplish this. I once saw an opposed engine placed on a work bench and run at 3,000 revolutions per minute without being bolted down.

### Outside Flywheel Desirable

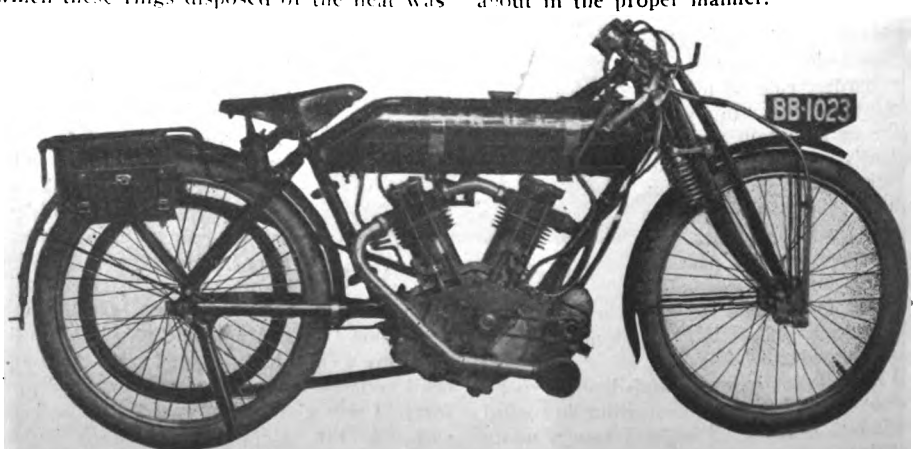
The idea of an outside flywheel of large diameter has always appealed to me. I never could see the wisdom of rotating heavy flywheels and counterweights in a bath of oil. Oiling the flywheels will not increase the speed or pulling power, but tends to greatly decrease both.

As a cheap and efficient type of engine I think there is much scope for a two-stroke opposed type, but let us hope that the transfer passages will not be cast on the cylinders as is the present practice. Instead, a detachable transfer should be employed. A great blob of a transfer passage cast on a cylinder must bring about distortion, but with the separate passage this change of form by heat cannot take place.

Referring to pistons, I have found that two rings are sufficient. I have had no experience with steel or aluminum pistons and so cannot express an opinion about them.

### Overhead Valves for Speed

I am naturally a great advocate of overhead valves for speed work, and cannot possibly imagine engines being built with side-by-side valves, considering all the good points of the overhead arrangement. Engines having four valves per cylinder and ports at the bottom of the stroke do not appeal to me much, as two valves can be made to give the desired result if gone about in the proper manner.




N. U. T. Twin Built to Beach's Specifications for Colonial Speed Work—It is Fitted with an 8 h.p. J. A. P. Overhead Valve Twin Engine and Is Pedalless

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Coming to the subject of carburetion, I feel that there is much room for improvement in this direction. I am prepared to admit that there are some carbureters better than others, but we are a long way off from having a perfect one. Personally, I use a special little apparatus fitted between the carbureter and the induction pipe which gives me great results, especially for high speed work.

Good results and long life of an engine are greatly assisted by proper lubrication. I cannot suggest anything better than the Vacuum Oil Company's products for the purpose.

**Balance and Synchronization**

Many riders imagine that the real secret of speed lies in the timing. This is not so much the case as the average rider imagines. Perfect balance is the real secret, and in the case of twin or multi-cylinder engines, in synchronization and balance is the business. Naturally, the valve timing must be that which is going to give the best results, but as some engines run better with overlap than do others, nothing but determination and lengthy experiments will give the best results from a timing point. If the following timing will be observed a good starting point will be had:

Taking the inlet valve first, this should open approximately 2 m.m. (0.078 inch) down on the intake stroke, and should be kept open for the full stroke and preferably over that. The exhaust should open 6/7 down the firing stroke and close approximately 2 m.m. over center. This timing is a good starting point, but nothing except experimenting is going to give the best results. In the case of the twin-cylinder engine, the game is to get the valves in the back cylinder opening and closing at exactly the same position as those in the front cylinder. Alterations in the opening and closing of valves are naturally accomplished by working on the bell-cranks or rockers, but much may be done at the tappets.

If one cylinder is timed faster than the other, it is often possible to get the pair to synchronize pretty closely by knocking the timing wheel on the crank pin one way or the other.

**Valve Position Device**

Even in these days I have seen experts driving down a compression tap with a spoke to find out where the piston is. This method at the best of times cannot be overaccurate. It is not necessary to even soil the fingers to find out when valves are opening and closing if you know how. I can tell to the fraction of the smallest measurement how much faster times one cylinder is than the other, and can also tell when the valves are opening and closing without having to fish down a compression tap or take the timing cover off. I use special devices for the purpose, but anybody who confesses to have a knowledge of engines should be able to think out a device to give this information. It is easy when one bears in mind that the piston reciprocates and the flywheels have a rotary motion.

Having said a little about valve timing, balancing and synchronizing, the timing of the magneto must not be forgotten. This is a problem to a certain degree, as some engines will take more lead than others, but the following may be observed and found useful: For ordinary touring purposes, fully retard the magneto and allow the break to take place when the piston is at the top of the stroke. For speed work, fully retard the magneto and allow the break to occur with the piston down 2 m.m. from the top of the stroke.

**Mr. Beach is one of Australia's best known motorcycle experts, and his long experience in tuning motors, both in his own country and in England, fits him admirably to discuss the speed possibilities of motorcycle power plants for American riders. He holds several records for speed on Brooklands track, having obtained astonishing results from small single and twin motors of 25 and 30½ cubic inches. Mr. Beach is at present in this country and is desirous of associating himself with an American motorcycle manufacturer.—Ed.**

**Ratings of No Value**

It is high time we ceased talking of engines being of so many horsepower. How does anybody know the power of an engine unless it has just come off the test bench? We can certainly talk of the capacity of an engine and imagine it should or is developing a certain horse power, but whether it is or not, is an entirely different question. I have seen an engine of 350 cc. (25 cubic inches), rated at 2¾ horsepower, develop 13 horsepower on a brake test. Again, I have seen a 1,000 cc. (61 cubic inch) engine develop only 4 horsepower.

Coming to transmission, I favor the belt, but am prepared to admit it is not so positive as the chain. Nevertheless, the belt has the advantage of being a most flexible drive, one that is clean and quickly adjusted. The life of an engine is greater with belt transmission than with a chain transmission. This latter feature should count for something. I could keep on writing for a week on this subject and tell of many little "dodges" to overcome complaints that arise to the average rider, and I may have another article later.

## Fastening Presto Tank with Straps in Emergency

THE somewhat heavy weight of a Presto tank makes it necessary that the bolts on the brackets which come with the tank be set up very tightly, which increases the chances that one of them will snap. This was my experience on the road some time ago, and for a time it looked as if there would be some difficulty in holding that tank in place. It rested between the head of the machine and the reinforcement across the handlebars. I had a heavy strap on the luggage carrier, and it occurred to me that this might be made to serve as a temporary bracket. The strap was a long one, and I found it an easy matter to lash the tank firmly in place between the two sections of handlebar tubing, though it did not touch either.

Later on the other bracket bolt also snapped, and a second strap was called into use. I rode the machine several hundred miles with the Presto tank thus strapped on, and had no trouble whatever. The leather tended to stretch slightly, and it was necessary to tighten the straps up a hole or two occasionally, but that was all. Finally the straps were replaced by substantial brackets of a sort that made the snapping of bolts impossible. But it strikes me that the idea is worth passing along; someone else may find it as handy as I did.

## Acetylene Flame Form Indicates Its Condition

CLEAN acetylene burners mean good light, and consequently freedom from accidents due to the flame popping out or the light going bad. The form of the flame gives an excellent indication of its condition; when all right it should have the general shape of a hoe-blade turned upside down as viewed from the front and should be shaped like a cold chisel when seen end-on. The characteristic whitish color of the acetylene flame should be present; if yellow, the gas may be poor (when generators are used in some cases) or the burner passages may be furry with tar or soot. A spitting flame means moisture in the piping, and draining should be seen to.

A burner that whistles spells clogged passages and the burner wire should be used.

## Correcting Slip in Different Types of Clutch

SLIPPING clutches, especially on sidecar machines, are sources of great annoyance in interfering with the proper operation of the machine or outfit. The obvious procedure when signs of slipping occur is to take up on the clutch members, but this may not be effective, particularly in multiple disc types.

"Wet" disc clutches—those which run in oil—may slip from having too much oil in the casing. This will prevent the plates or discs from squeezing out the oil between them when the clutch is engaged. The obvious remedy is to reduce the quantity of oil, and if necessary to clean off the discs with kerosene. But care must be taken not to run this type of clutch dry, or the discs will burn and become of no value, laying the outfit down on the road in extreme cases.

"Dry" disc clutches—which do not run in oil—should be examined for moisture of any sort and dried out, if slipping cannot be corrected by adjustment. If oil or water gets on the fabric discs, it can be absorbed by Fuller's earth.

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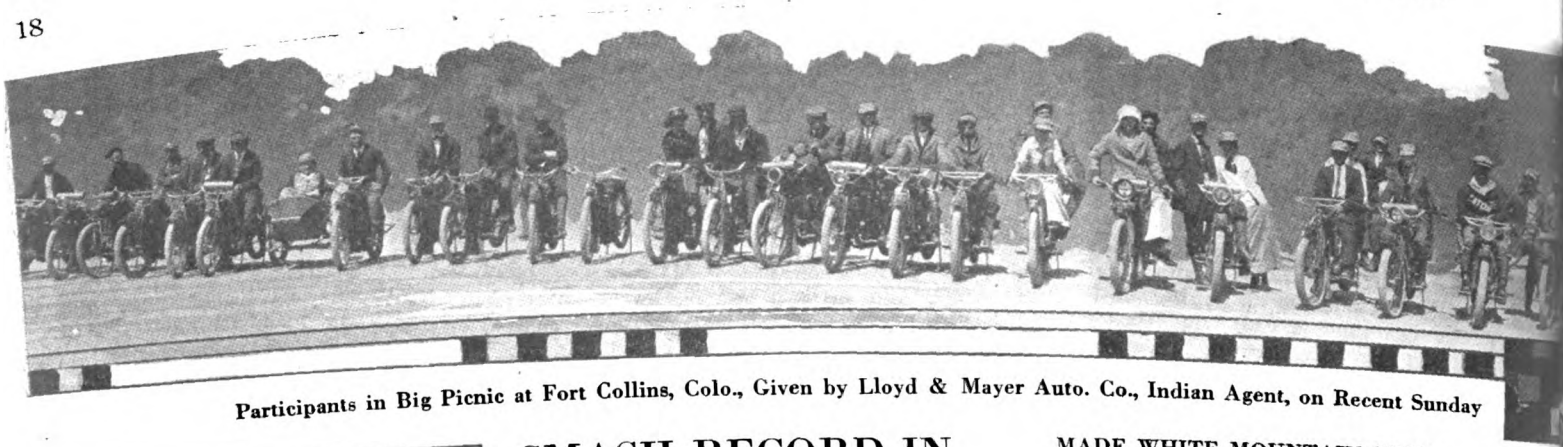
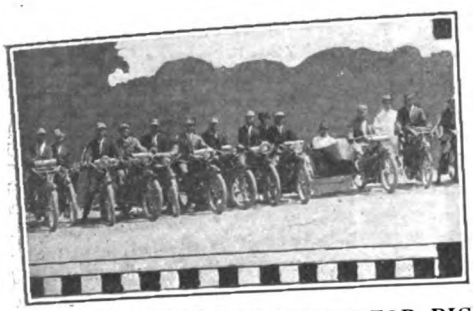


Participants in Big Picnic at Fort Collins, Colo., Given by Lloyd & Mayer Auto. Co., Indian Agent, on Recent Sunday



### INDIAN SPEEDSTERS LEAVE FOR BIG RACE AT CHICAGO

Los Angeles, Cal., August 30.—Don Johns and Marty Graves, the Indian speedsters, left this city in company with Mrs. Graves yesterday for Chicago. Johns and Graves will enter the big races on the Speedway in that city on Labor Day. Erwin G. Baker and Earl Armstrong left this morning bound for the same destination.

### BRONX—SAVIN ROCK RUN OFF

Bronx, N. Y., Aug. 31.—After postponing the run to Savin Rock for two consecutive Sundays in August, the Bronx Motorcyclists' Association has decided to cancel the trip altogether. Conflicting dates with other meets and runs is given as one of the causes of its abandonment.

### MEET FOR DECORAH CLUBSTERS

Decorah, Iowa.—The Winnishiek County M. C. will hold a race meet at the local track on September 11, to be followed by a dance on the same evening. The meet will be for $100 purses. On September 12, there will be a 150-mile run by club members. Applications for entry in the meet should be addressed to H. B. Montgomery, the secretary, in this city.

### FENTRESS SEES EASTERN DEALERS

F. O. Fentress, of the Fentress-Newton Company, of Detroit, manufacturers of F-N tandems, backrests and other accessories, spent a day or two this week in the Metropolitan district, visiting Irving Beck, eastern representative, and F-N dealer in this territory. Mr. Fentress intends to make a trip to the Pacific Coast after the Chicago show.

### SAVES LIVES IN FLOODED TEXAS

Washington, D. C., Aug. 30.—The terrific wind and rain storm which recently swept Galveston, Houston and other cities in Southern Texas gave the United States Weather Bureau an opportunity to prove the motorcycle's practical value and, according to reports from Washington, the bureau certainly made good. In Galveston, more lives were saved by the storm warnings than by the costly sea-wall. The observer sent motorcyclists along the coast to warn persons of the approaching danger. These modern Paul Reveres, astride their motor-driven two-wheelers, covered a large expanse of territory in a remarkably short time, and it is admitted by the Weather Bureau officials that the warnings thus given saved hundreds of lives. The motorcycle just fitted into the emergency, and materially helped the Weather Bureau in carrying out its life-saving efforts.

# SMASH RECORD IN 200-MILE RELAY

## Perry & Goudy Cover Double Century in 2:58 on Excelsiors at Columbus Meet

COLUMBUS, O., August 30.—Perry and Goudy, forming an Excelsior team, were the winners of the 200-mile relay race at the Driving Park here yesterday. Their time was 2:58, a record for the distance. Stokes and Montgomery, Excelsior team, were second, with Stokes about one mile behind Perry at the finish, while Myers and Verrill, Indian, were third. A mixed team, Davis, Indian, and Woodland, Harley-Davidson, came fourth. The meet was held by the Interstate Racing Association.

Five teams started in the long-distance relay event. These were Perry and Goudy, Excelsior; Myers and Verrill, Indian; Stokes and Montgomery, Excelsior; Ellis and Sargeant, Indian; Davis, Indian, and Woodland, Harley-Davidson. Only one mishap occurred during the double century, this being a skid by Woodland which ended in an involuntary dismount. The Harley-Davidson rider soon resumed the saddle and went on with the grind. Ellis and Sargeant went out at 150 miles.

Sweepstake prizes were awarded to the winning team at 50, 100 and 150 miles. The century mark was negotiated in 88:15 and the 150 miles by Perry in 134:24⅗. As a "curtain raiser" a five-mile event was run off in heats, Perry gobbling the final in 4:25, with Stokes second and Goudy third. The track was in fine shape and the attendance was large.

### MADE WHITE MOUNTAIN TRIP

Jersey City, N. J.—Ralph Donalson, the Harley-Davidson competition rider, in company with George Griffiths, has just returned from a two-weeks' trip through the White Mountains with his sidecar combination. They went first to Albany, then over through the Berkshires and on to Portland, Me. In the latter place a halt of three days was made. The actual tour of the White Mountains occupied nearly a week, the pair exploring the country pretty thoroughly. On reaching Jersey City, the speedometer showed 1,100 miles for the entire trip. "There was plenty of rain," said Donalson, "and it came in one-day cascades, as a rule. We weighed the rig at the finish and it scaled 900 pounds, when dry. Some pull for a twin motor, especially in the mountains."

### 16 ENJOY MOTOR WHEEL RUN

Huntington Beach, Cal.—Smith Motor Wheel riders to the number of 16 made this place the terminus of a run last week. The dealers' section of the party included Charles Belts, of Fullerton; W. G. Kern, of Anaheim; Carriker & Crowell, of Orange, who organized the run; Geo. Post, of Santa Ana, and J. A. Benson, of Los Angeles. Benson and his Los Angeles followers returned via Seal Beach, totalling 110 miles for the day.

### ROTH TO QUIT RACING

Altoona, Pa.—George Roth, "The Flying Dutchman," will quit racing at the end of this season. He will, however, continue to represent the Pope in this city. Roth was one of the first motorcyclists in this section to go on the track, and was holder of the Blair County championship trophy until the recent win of that cup by Abe Cohen, another Altoonan. Roth's speeding is not confined to summer by any means, as he is one of the pioneer motor-sled builders in the industry and uses this means of transportation when the snow is covering the ground.

### SVENSGAARD RETURNS FROM TRIP

Harry Svensgaard, of the Svensgaard Sales Corporation, of Detroit, has returned to that city after a trip to Toronto and New York, principally in the interest of his Pullman Side Car. Considering the fact that this is the first year for the Pullman, Svensgaard side car business has been nothing short of remarkable, greatly exceeding his expectations.

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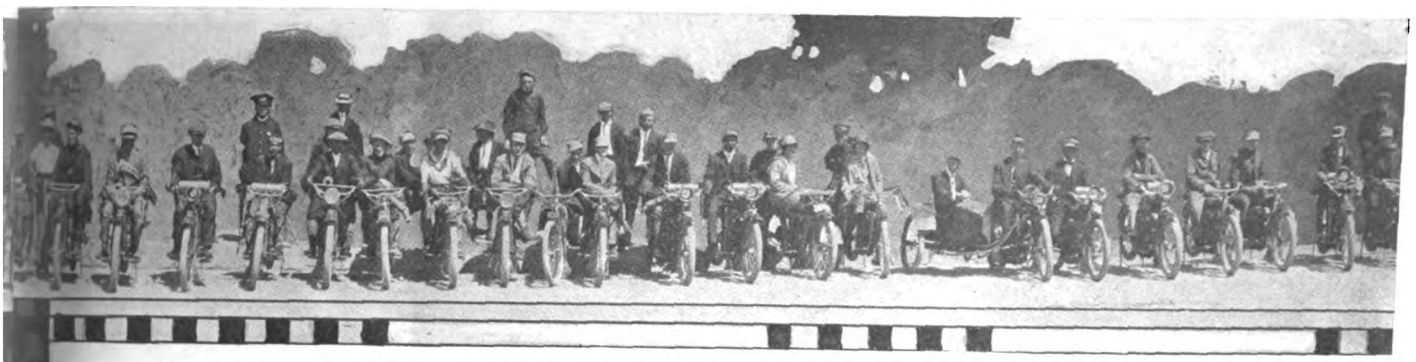


Panoramic Photo Was So Long That Artist Had to Cut It Into Four Sections in Order to Show the Entire Party of Motorcyclists

## Creviston Gobbles Big Events At Terre Haute Meet

TERRE HAUTE, Ind., August 29.—Ray Creviston, Indian, captured the ten-mile open, the pursuit race and the 25-mile open event in the meet held at the Fair Grounds track today by the Motorcycle Racing Association. The five-mile consolation race went to L. S. Taylor, Indian, while A. McMillan, also on an Indian, won the three-mile sidecar event. A bicycle race for two miles went to Clifford Best.

In none of the motorcycle events was there any serious competitor to Creviston, with the exception of Pineau, the Flying Merkelite. The ten-mile race ended Creviston-Pineau-Taylor, in 12:09⅗. The 25-mile race was won by Creviston, with Sudduth, Thor, second, and Pineau, third, in 30:35⅕. Pineau stopped for oil and thus lost second place in this event. In the five-mile consolation, Taylor was trailed in by Grelle and Voss in second and third positions, respectively. The time was 6:07⅗.

McMillan, Indian sidecar, won his three-mile event in 4.19, with half a lap to spare. Best's time in the bicycle race was 6:30⅗. The attendance was 2,500.

### KING WINS WINNISHIEK RUN

Decorah, Iowa.—J. King, Harley-Davidson, won the endurance run of the Winneshiek County M. C. starting from this city on August 29. King's score was 1,000 points. Grinna, Indian, and Hutsvedt, Thor, were tied with 994 points for second place. Gillett, Indian, scored 920, while Abbey, Indian, scored 907.

There were twelve starters in this run. Most of the going was over good roads, but part was deep sand, which cut down the scores of most of the contestants. The best Harley-Davidson performance was made by the winner, King, while the best Indian showing was made by Grinna. Vick scored highest for the Excelsior entrants.

### KLAPP SELLS MORE TO POLICE

Pomona, Cal.—Making a flying trip from Los Angeles to Pomona, Geo. A. Klapp sold one of the new short coupled Hendersons to Chief of Police Lyter. Just as a by-product Klapp established a new agency at Pomona and they absorbed enough "pep" from George to enable them to get into the game with a flying start. The agents have already sold three machines. A foreman of a hay baling outfit also bought a Henderson.

# BAKER SETS NEW 3-FLAG RECORD

## Rides from Vancouver to Mexican City in Three Days, 9 1-4 Hours —Former Mark 8 1-2 Days

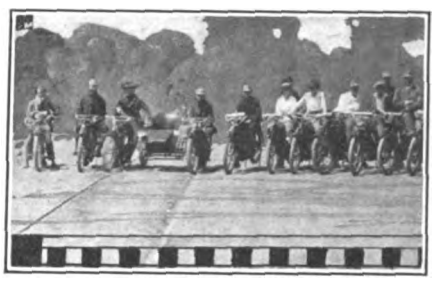
TIA JUANA, Mexico, August 28.—Erwin G. Baker on his Indian arrived in this city at 8:15 p. m., having covered the 1,655½ miles from Vancouver, B. C., in three days, nine hours and fifteen minutes. He was accompanied by Paul Derkum from Saugus, Cal., and James Urquhart, San Diego Indian dealer, from the latter's agency to this city. His average speed was 20.37 miles per hour for the whole trip.

Baker's time from Vancouver to Tia Juana beats the former record by over five days.

Starting at Vancouver at 11 a. m. on August 24, Baker rode for 32 hours to Sisson, Cal., 771 miles, for the first leg of the Three-Flag record run. He did not rest at all until Sisson was reached. After seven hours' sleep at Sisson, Baker was off again on Thursday morning, August 26, and reached Stockton at 10 a. m., where he spent two hours endeavoring to get rest.

Continuing his spectacular ride, the "Old War Horse" passed through Fresno on the way to Bakersfield, being accompanied by "Happy" Alzina, of the San Francisco branch of the Hendee Mfg. Co. Both riders reached Bakersfield at 9:40 p. m. that day. Baker then continued toward Los Angeles alone, but was met at Sagus by Derkum and the pair rode at speed into the Angel City, where they were welcomed by Agent Urquhart. Motion pictures were taken at Urquhart's store, whereupon Baker, Derkum, Urquhart and L. A. Hilton, manager of the local U. S. Tire branch, all shot off for the Mexican border.

A large crowd gathered in this city late in the afternoon to receive the intrepid rider who had traversed California at high speed, but it was not until the twilight came on that Baker and his companions sped into the town and the long grind was over. The run came to an end officially at 8:15 p. m. on August 27. Baker's advent was greeted with cheers and many pressed around him to give their congratulations. A flashlight was taken in order to record the event.



Baker crossed five mountain ranges in his long ride and traversed all kinds of roads. He did not appear excessively fatigued after his three-day and a fraction grind, when he dismounted after the flashlight had gone off and the preliminary handshakes had been gone through with. Derkum's arrangements with the police authorities through Southern California to have speed regulations relaxed, enabled the Three-Flag record-man to travel at his best and made possible the average of 20.37 miles per hour.

After the run was completed Urquhart tendered a banquet to Baker in honor of the event. Baker spoke in strongly-complimentary terms about the machine which he rode. The motor, which was of a new Indian type, was fitted with side-by-side valves, and Schebler carbureter. Ignition was by Dixie magneto, while Duckworth chains transmitted the power to the rear wheel. A Mesinger saddle and lamp made by the Badger Brass Company were fitted, as well as U. S. tires. Following a well-earned rest, the doughty Erwin G. left for Chicago this morning to take charge of Indian interests there.

### BALLS AND BEARINGS IN JUNE 1915

Imports of balls and bearings to this country in June, 1915, were in excess of the imports during the month of May, 1915, the figures showing a valuation of $108,206 for June and $59,618 for May. Both months, however, are below the imports made during June, 1914, when the valuation was $157,298. A loss is noted in the imports during the year ending June 30, 1915, when compared with the same periods ending in 1913 and 1914. Up to June 30, 1915, the figures reached $1,527,732, as compared with a valuation of $1,899,695 for the year ending June 30, 1914, and $2,410,861 during the year ending June 30, 1913. On June 30, 1915, balls and bearings valued at $357,241 remained in the warehouses. As of May 31, 1915, the valuation was $387,474, and on June 30, 1914, it was $504,206.

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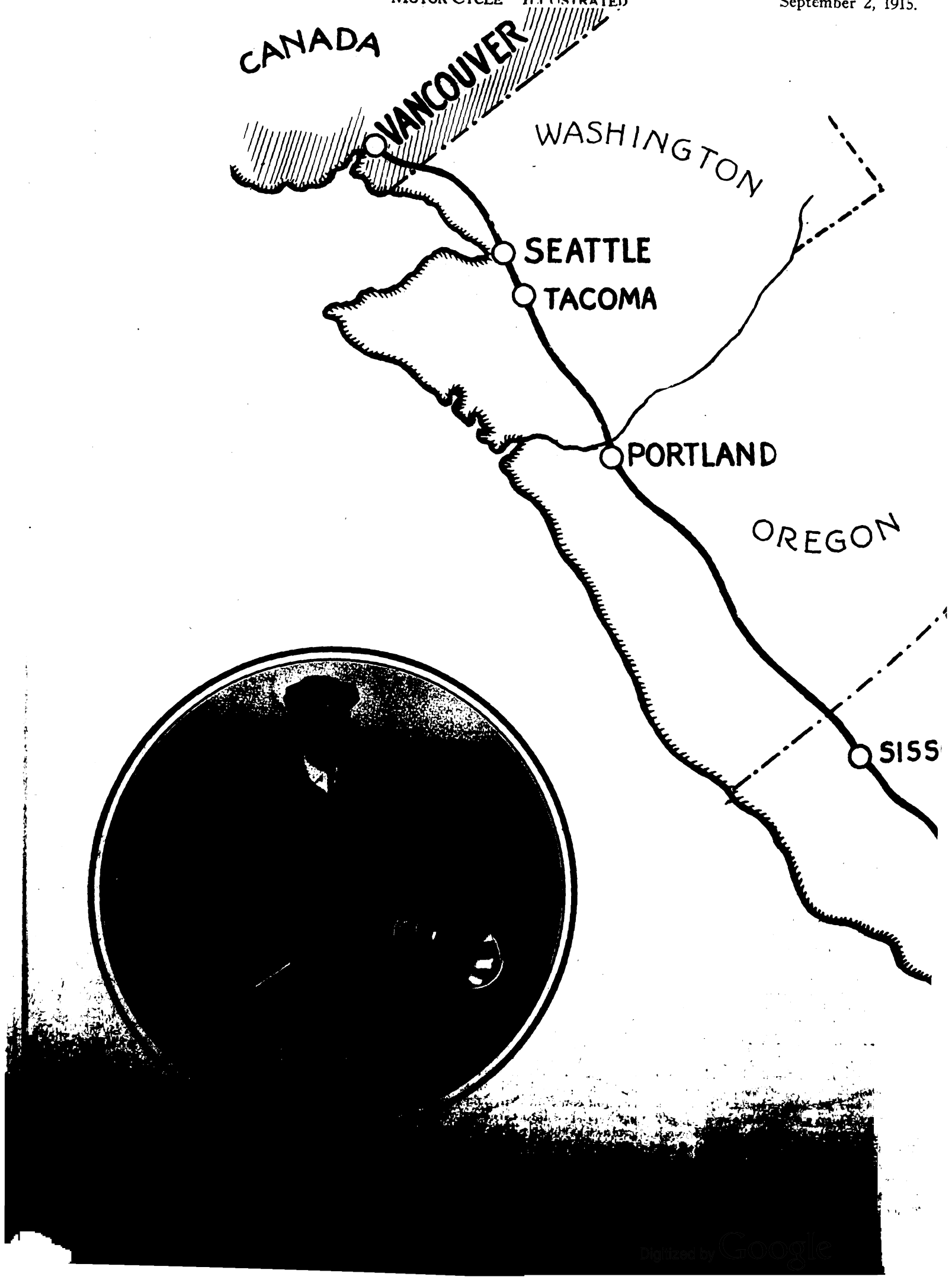


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# New 1916 INDIAN MOTOR Takes Tremendous Test and Makes Startling Record

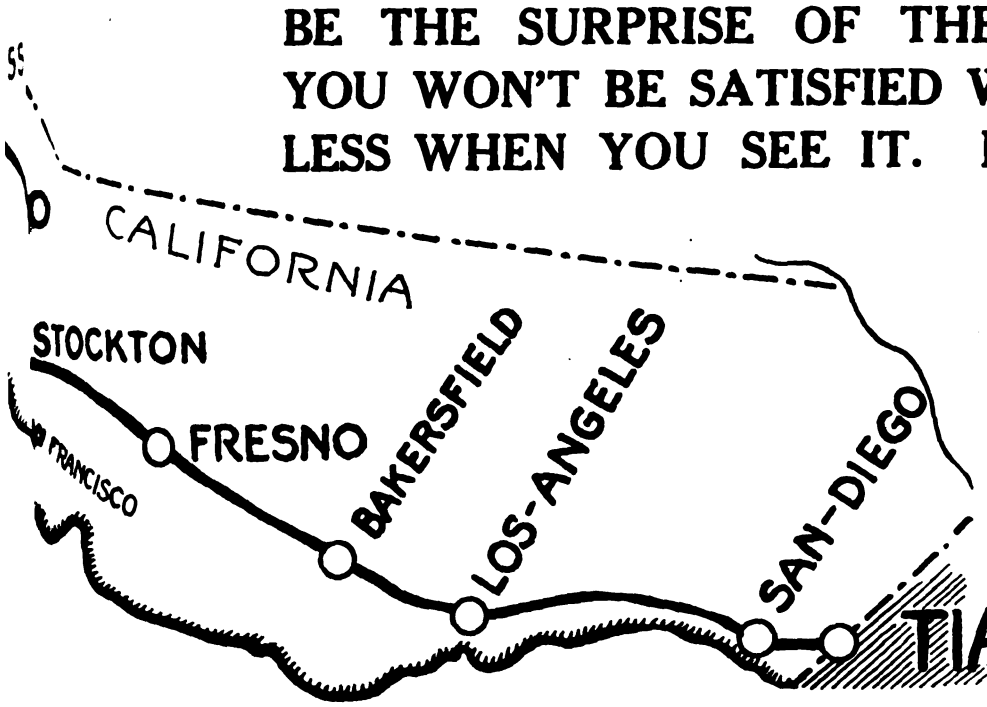
## 1655 1-2 Miles in 3 Days—9 Hours—15 Minutes

On August 24, E. G. Baker, driving an Indian equipped with the new type 1916 Indian motor, left Vancouver, British Columbia. It was the beginning of his "Three Flag Drive" through three countries—Canada, U. S. A. and Mexico. Less than 3½ days later he checked into Tia Juana, Mexico, after a run down the Pacific Coast through the States of Washington, Oregon and California.

Conquering five mountain ranges—dashing through four miles of forest fire—slashing through roads worse than those of his transcontinental ride, "Bake" laid down a record for himself and the new Indian motor which is the truly amazing performance of the year.

Sensation of every city and town through which he passed. Average mileage 475 miles a day. Rate of speed would take him *across the continent in 7 days.*

THE MOTOR THAT BAKER DROVE WILL BE STANDARD ON THE 1916 INDIAN. IT WILL BE THE SURPRISE OF THE 1916 SEASON. YOU WON'T BE SATISFIED WITH ANYTHING LESS WHEN YOU SEE IT. BIG ANNOUNCEMENT COMING SOON!




WAIT!

**IDEE MANUFACTURING CO.** Largest Motorcycle Mfrs. in the World **Springfield Mass.**



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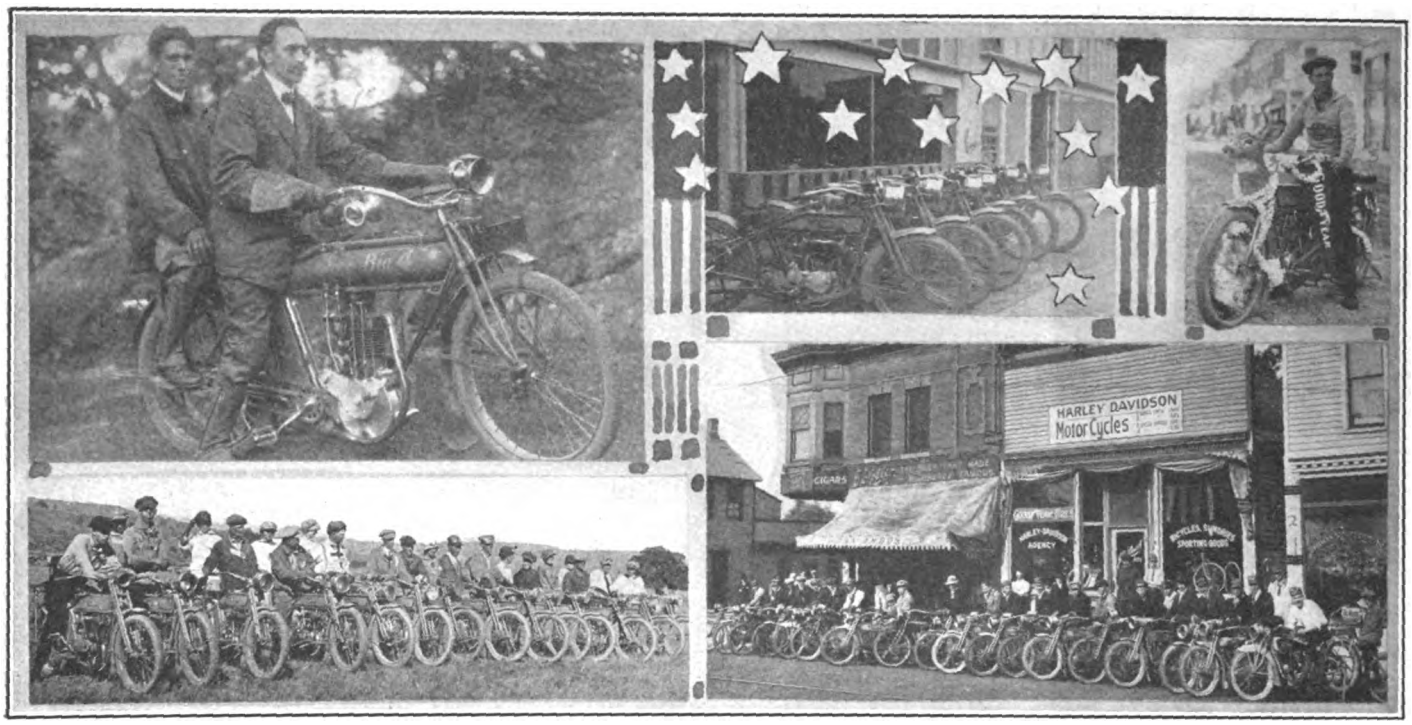
PICTURES FROM WIDESPREAD SECTIONS OF MOTORCYCLE ENTHUSIASM




**Upper Left, E. R. and F. C. Wilder Who Traveled 6,375 Miles on Pope "Big 4" from Collinsville, Conn.; Next to Right, Six Harley-Davidsons Purchased by U. S. Aviation Corps; Upper Right, Decorated Harley-Davidson Mount in Parade at Laramie, Wyo.; Lower Left, Hammond, Ind., M. C. Leaving for Picnic at Wheaton, Ill.; Right, Patrons at Brezee's Agency in Fresno, Cal.**

### RODGER ADDRESSES CLUB

Milwaukee, Wis.—Frank B. Rodger, Harley-Davidson publicity man, who represented the Milwaukee M. C. at the Sacramento F. A. M. Convention, addressed the club at the regular meeting last Saturday night on the subject of Federation and Pacific Coast doings. Mr. Rodger pointed out the benefits that the club and other Wisconsin riders had obtained by Legal Action Chairman Johnson in preventing the increase of license fees in the State, among other things.

He spoke on the barring of motorcycles from national parks, stating that the condition was one for which the riders were themselves to blame. The high speed at which motor vehicles travelled through big California cities was another subject touched on by the genial publicity man, as well as the need of promoters taking down fences in the infields of tracks to prevent accidents. He cited the death of Leuders as a case where the removal of the infield fence might have prevented the accident.

### DOCTOR USES MOTOR BICYCLE

Colesburg, Ky.—Dr. Thomas E. Craig, of this city, who four months ago purchased a Miami motor bicycle, is using the machine to call on his patients in the district. He reports that he has had no trouble of any kind, not even a puncture, and thinks the machine is ideal for his work, which takes him over some very rough country.

### POLICE MACHINES IN SERVICE

Owensboro, Ky., August 30.—The two new motorcycles recently purchased by the police department are now in service, and Chief Bell has notified all motorists to cut down their speed or suffer the consequences.

# MODIFIES R. F. D. CYCLE MANDATE

## At Manufacturers' Request, Postmaster-General Permits Use of Sidecar and Van

AS predicted in the last issue of **Motor Cycle Illustrated,** the committee of the Motorcycle Manufactures' Association, which waited on Postmaster-General Burleson at Washington last week, succeeded in inducing him to modify his order affecting the use of motorcycles and bicycles in R. F. D. service, so that the postal prohibition will not include motorcycles with sidecar or delivery van attachments.

The Motorcycle Manufacturers were represented at the conference by Ignaz Schwinn, of the Excelsior Motor Manufacturing & Supply Company; George M. Hendee and Jesse Edwards, representing the Hendee Manufacturing Company, and Walter Davidson of the Harley-Davidson Motor Company. The committee found the postmaster-general ready to listen to all their arguments, and had no serious difficulty in proving to him the practicability of using motorcycles with side car and delivery van attachments, in the R. F. D. service.

The principal point made by Postmaster Burleson was that, on account of the limited capacity of solo machines, they were not properly adapted to R. F. D. use since the introduction of the Parcel Post. He claimed that this situation had been instrumental in reducing the amount of cooperation secured from R. F. D. carriers in the matter of extending the Parcel Post service. It did not require much time or effort, however, to demonstrate to the postmaster-general the possibilities of the motorcycle with proper attachments, and at the conclusion of the conference he assured the committee that the order would be modified.

The committee desires to state that every courtesy was shown them by the postmaster-general and his assistants, all of whom showed a very commenable disposition to meet the motorcycle manufacturers half way. In consequence, it will not be necessary for anyone interested to write to congressmen or senators in regard to the postmaster's original order.

### CRUDE RUBBER IMPORTS HEAVY

Shipments of crude rubber to this country continue to be large, the month of June, 1915, showing a total of 18,785,812 pounds, 8,893,562 pounds of which came from the United Kingdom. Heavy shipments were also made from the East Indies, a total of 5,109,934 pounds reaching this country during the month. During June, 1915, the total shipments to this country were 9,428,700 pounds, and during May, 1915, the shipments aggregated 16,350,431 pounds. Shipments from Brazil during June, 1915, reached a total of 3,770,543 pounds.

During the year ending June 30, 1915, a total of 172,068,428 pounds of crude rubber reached this country. Of this amount 75,168,236 pounds came from the United Kingdom, 48,753,670 pounds from the East Indies. For the year ending June 30, 1913, the total shipments reaching the country aggregated 113,384,359 pounds, and for the year ending June 30, 1914, figures a total of 131,995,742 pounds.

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# Now Incorporated As Westfield Mfg. Co.

UNDER the direct management of Wilbur C. Walker, of Hartford, the Westfield Manufacturing Company, which has acquired by purchase the good will, entire plant and business of the Pope Manufacturing Company, located at Westfield, Mass., will continue the manufacture of bicycles and motorcycles. The new company has been incorporated under Massachusetts laws, and has issued the following securities:

Four hundred thousand dollars 6% serial debenture bonds; $400,000 7% convertible preferred stock and $800,000 worth of common stock.

The preferred stock of the company consists of four thousand shares, 7% cumulative, redeemable at 110. Two thousand preferred shares are issued for cash and two thousand for location in Westfield. Of eight thousand common shares, ten are issued for cash, four hundred and ninety for a location, one thousand for machinery, three thousand five hundred for merchandise and three thousand for bills receivable.

Charles H. Tenney, of Springfield, Mass., will be chairman of the board and the other directors will be Joseph Shattuck, of Springfield; Otto J. Thomen, of Redmond & Co., and Steven C. Millett, of Millett, Roe & Hagen. Redmond & Co. underwrote the preferred stock and Millett, Roe & Hagen took the bonds, all of which have been given over to the investors.

The Pope plant was bought at auction by a syndicate of leading Hartford business men and manufacturers. Mr. Wilbur C. Walker has been connected with the Pope Manufacturing Company's automobile department for years. Mr. Charles H. Tenney is president of the Springfield Gas & Electric Company. Mr. Joseph Shattuck is president of the Third National Bank, of Springfield.

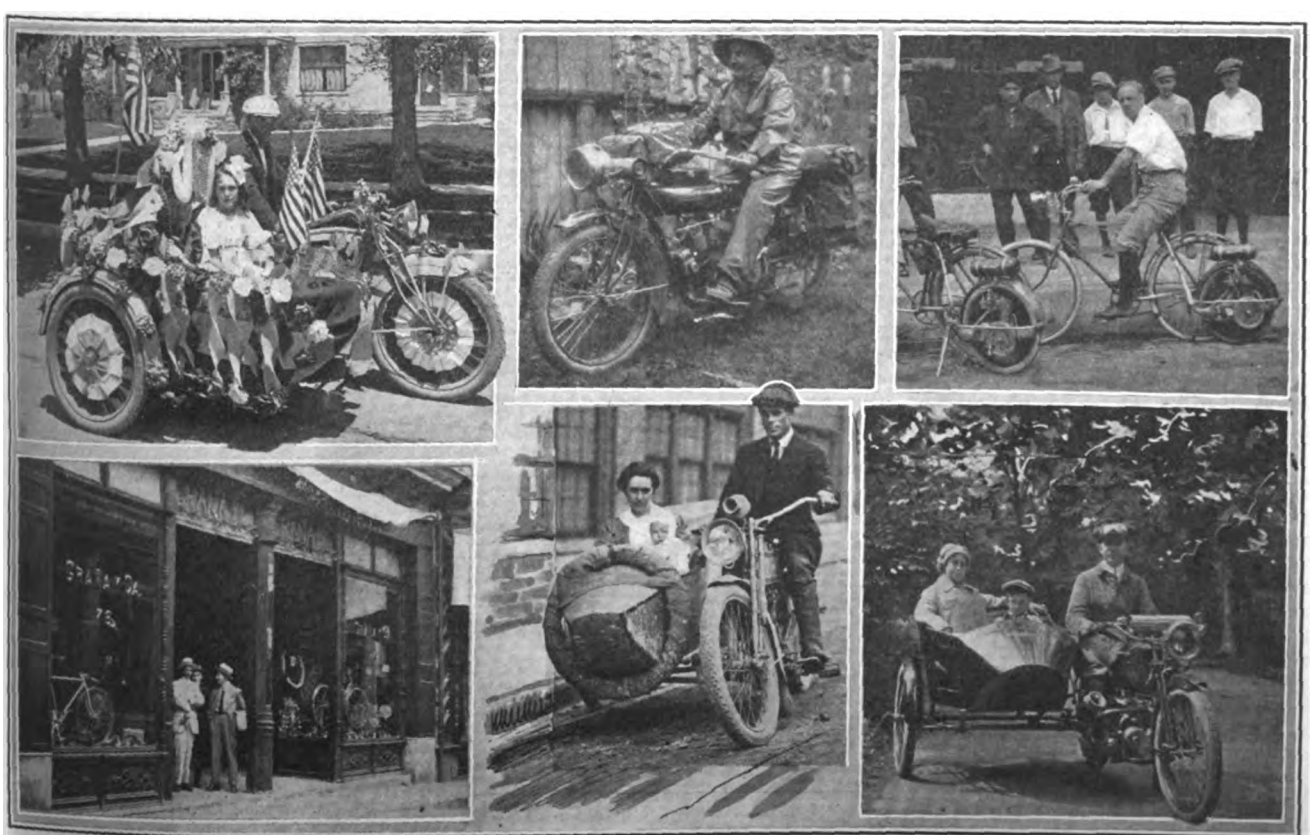
Although the charter authorizes the company "to manufacture, produce, purchase and otherwise deal in guns, amunition, etc.," it is stated on good authority that it is not the company's intention to manufacture munitions of war. The provisions authorizing such manufacture was inserted merely to make the charter broad enough to cover such manufacture should the occasion ever arise. In other words, the new company will devote itself practically entirely to the manufacture, purchase, sale, export and import, as stated in the charter, of "cycles, bicycles, tricycles, velocipedes, motors, motorcycles, etc."

The charter provides that additional common stock may be issued as required for issue to the holders of the preferred shares who may surrender their preferred shares in exchange for their number of common stock.

The holders of the preferred stock are entitled to receive from the net profits of the corporation or actual surplus of the corporation dividends at a rate not exceeding 7 per cent. per annum, from August 10, 1915, payable quarterly, and before any dividends shall be paid or set apart for the common stock and without any deduction therefrom for any United States, State, county, or municipal taxes, which the corporation may be required at any time to pay thereon or be required to retain therefrom.

The dividends on the preferred shall be cumulative and in case of a deficiency in the dividends on that class of stock in any quarterly period, the net profits and actual surplus of the corporation shall thereafter be first applied to the payment of such deficiency, so that no dividends shall be paid upon or set apart for the common stock unless and until the preferred stockholders have received full 7 per cent. thereon for all previous quarterly dividend periods. After full cumulative dividends on the preferred stock for all previous quarterly dividend periods shall have been declared and paid, the remainder of the net profits and actual surplus of the corporation may, in the discretion of the directors, be applied to the payment of dividends upon the common stock or may remain a part of the actual surplus of the corporation subject to its use for any and all proper corporate purposes.

## SOME SIDECARS, WITH TWO SOLO MOUNTS AND A CUBAN AGENCY



**Upper Left, Decorated Excelsior Entered by Japanese in Recent Parade at Fort Morgan, Colo.; Center, R. S. Spears, of Little Falls, N. Y., Riding to Pacific Coast; Upper Right, Bob Lawson Using Motor Wheel at Los Angeles, Cal.; Lower Right, Store of Grano y Cia., Pope Agents at Havana, Cuba; E. S. and Mrs. Moody on Run from Glencoe, Minn., to Milwaukee; Right, E. Netscher, of Long Island City, N. Y., with Two-Passenger Sidecar on Catskill Trip**

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# Chicago Show to Start Lightweight Year

WITH the opening of the doors of the Coliseum on Monday, September 20, the 1916 season, or the "Season of Lightweights," as it will undoubtedly be registered in American motorcycle annals, will be officially inaugurated. At least six of the 100-150 pound machines are expected to make their debut before the Show opens, but the total number to be exhibited will not be known until the curtains are drawn back on the opening night, for some makers are keeping their plans in this direction very secret at present. It is safe to hazard a guess that for the most part the lightweights will be fitted with two-stroke motors and will scale between 95 and 160 pounds.

Shows at Chicago and New York have always been noted for the amount of novelty in both machines and accessories, with Chicago leading in this respect by reason of holding the earliest exhibition each season. The forthcoming shows will be no different from their predecessors in this respect, and the lightweight field will give additional opportunity for ingenuity of design.

### Few Lightweights in 1915

At the last Chicago Show, with the exception of the Indian "Little Twin" there was not a lightweight on view during the whole week. The Smith Motor Wheel attached to a bicycle was the nearest approach to such a mount. But in New York, in the Grand Central Palace, there appeared the Miami Power Bicycle, weighing 110 pounds, with a single cylinder motor, and listing at $125, and the Schickel two-stroke, scaling 99 pounds and selling for $100. A season has passed since these two shows, and had either of the machines mentioned proved to be anything but a success, there would be no lightweights forthcoming for September and October exhibitions in 1915.

The two-stroke motor, which will probably be used to engine most of the little mounts, has never had but one exclusive maker in the United States, and though very simple, has never been properly understood. Norbert H. Schickel, the producer of the Schickel machines, has since 1907 advocated this type of motor, and is therefore the dean of two-stroke motorcycle men in this country.

### Two-Stroke Is Simple

The two-stroke motor is notable for its extreme simplicity, which of course spells reduced manufacturing costs as well as those for raw materials. The fewness of wearing surfaces reduces upkeep figures, also. Owing to there being one impulse per revolution, there is a steady flow of power from the single cylinder two-stroke, approaching very closely the effect obtained by a first-class four-stroke twin motor. It is also possible to operate the two-stroke motor without any oil reservoir, sight-feed, pump or mechanical device, as the oil can be effectively sent into the crankcase with the gasoline through the carbureter. The oil being mixed with the fuel in the fuel tank for this purpose, there is no chance of the bearings running dry, for lubrication and carburetion are effected simultaneously.

Prices, undoubtedly, will be the real surprise of the Coliseum show. Just what they will be, or even what their maximum and minimum limits will be, no one can foretell. It is safe to say that they will be sufficiently attractive, as far as the lightweights are concerned, to put these little mounts in the hand of many during the coming season who heretofore could not afford the outlay for machines of the heavier types.

### Social Side Cared For

While these and many other things will attract the dealer and rider at the Coliseum, the management has also done much for the accommodation of the fair sex. In the northwest corner a Japanese tea garden will blossom forth, and here the girls can congregate and partake of tea, coffee and dainty sandwiches. A smoking and lounging room will be provided for those of the other sex who prefer to discuss their business amidst a crowd of smoke, rather than in the private offices which are to be provided to each manufacturer for the transaction of business of a confidential nature. In this way it is expected the exhibits will be kept quite free of visitors who stay around either to chat or to transact business and interfere with the spectators in their efforts to get a glimpse of 1916's motorcycle offerings.

Indications are that the coming show will be very much larger and better in every way than the last years' exhibit. At that show more than 1,800 dealers registered, and, taking this as a criterion, it is expected that the tradesmen in attendance this year will reach the 2,000 mark. The business transacted on the floor at the last year's show was phenomenal, and with the tire makers lined up for the coming exhibit, with the season advanced a little over a month and with the motorcycle manufacturer ready to make delivery directly after the show, there is not a reason in the world why the coming exhibit should not be a world-beater in the way of stirring up new business.

One of the features of the coming show in Chicago is that it will be to all intends and purposes duplicated at the New York exhibit which is to follow so closely behind it—October 11 to 16. Unlike the New York shows of former years the coming exhibit is to be solely a "two-wheeler" affair. The motorcycle industry has reached a stage where a separate exhibit in New York is really necessary. The "two-wheeler" is a first class show all by itself, and recognizing this fact, the Motorcycle Manufacturers' Association has gone so far as to hire the whole of Madison Square Garden for the week. When it is remembered that that place housed the automobile shows for years the real importance of the motorcycle will be appreciated.

# Show List Is Growing Rapidly

CHICAGO, Ill., September 1.—No less than sixteen motorcycle manufacturers, three exclusive sidecar makers, and eight bicycle manufacturers have applied for space at the Coliseum exhibition which opens on September 20. To these must be added a long list of accessory men from all parts of the country and representative of all lines pertaining to the motorcycle and bicycle.

Following is a list of those who have requested space to date:

### Motorcycle Manufacturers

Aurora Automatic Machinery Company, Chicago, Ill.
Autobike Company, Chicago, Ill.
Cleveland Motorcycle Mfg. Co., Cleveland, O.
Davis Sewing Machine Company, Dayton, O.
Emblem Manufacturing Co., Angola, N. Y.
Excelsior Motor Mfg. & Supply Co., Chicago, Ill.
Harley-Davidson Motor Co., Milwaukee, Wis.
Hendee Manufacturing Company, Springfield, Mass.
Henderson Motorcycle Co., Detroit, Mich.
Joerns Motor Mfg. Co., St. Paul, Minn.
Militaire Autocycle Co. of America, Buffalo, N. Y.
Miami Cycle & Mfg. Co., Middletown, O.
Reading-Standard Motor Co., Reading, Pa.
A. O. Smith Company, Milwaukee, Wis.
Westfield Mfg. Co., Westfield, Mass.

### Sidecar Manufacturers

Flexible Sidecar Co., Loudonville, O.
Houghton Sidecar Co., Marion, O.
Rogers Mfg. Co., Chicago, Ill.
Harry Svensgaard Sales Corporation, Detroit, Mich.
Excelsior Motor Mfg. & Supply Co., Chicago, Ill.
Harley-Davidson Motor Co., Milwaukee, Wis.
Hendee Mfg. Co., Springfield, Mass.

### Bicycle Manufacturers

Emblem Mfg. Co., Angola, N. Y.
Excelsior Cycle Co., Chicago, Ill.
Great Western Mfg. Co., La Porte, Ind.
Haverford Cycle Co., Philadelphia, Pa.
Jones & Noyes, Chicago, Ill.
Miami Cycle & Mfg. Co., Middletown, O.
Arnold, Schwinn & Co., Chicago, Ill.
Westfield Mfg. Co., Westfield, Mass.

### Accessory Makers

Amana Society, High, Iowa.
American Wood Rim Co., Onoway, Mich.
Army Legging Co., Sand Springs, Okla.
Askew-Saddlery Co., Kansas City, Mo.
Badger Brass Co., Kenosha, Wis.
Bosch Magneto Co., New York, N. Y.
Champion Spark Plug Co., Toledo, O.
Corbin Screw Co., New Britain, Conn.
Cornish, L. H., Stamford, Conn.
Cycle Mfg. & Supply Co., Chicago, Ill.
Diamond Chain & Mfg. Co., Indianapolis, Ind.
Duckworth Chain & Mfg. Co., Springfield, Mass.
Eclipse Machine Co., Elmira, N. Y.
Electric Storage Battery Co., Philadelphia, Pa.
Ericsson Mfg. Co., Buffalo, N. Y.
Ero Mfg. Co., Chicago, Ill.
Fentress-Newton Co., Detroit, Mich.
Forsyth Metal Co., Buffalo, N. Y.
Frasse Co., Peter A., New York, N. Y.
Funke Co., H. F. L., New York, N. Y.
Hearsey-Willis Co., Indianapolis, Ind.
Hagerstown Shoe & Legging Co., Hagerstown, Md.
Heissler Storage Battery Co., Chicago, Ill.
Kelly Handlebar Co., Cleveland, O.
Kokomo Rubber Co., Kokomo, Ind.
Frank Mossberg Co., Attleboro, Mass.
New Departure Mfg. Co., Bristol, Conn.
Persons Mfg. Co., Worcester, Mass.
Prest-O-Lite Co., Indianapolis, Ind.
Louis Rastetter & Sons, Fort Wayne, Ind.
Rex Battery Co., Chicago, Ill.
Roller Saddle Attachment Company, Boston, Mass.
A. Schrader's Son, Inc., Brooklyn, N. Y.
E. A. Scoville Co., Manlius, N. Y.
Splitdorff Electrical Co., Newark, N. J.
Standard Welding Co., Cleveland, O.
Stewart-Warner Speedometer Corporation, Chicago, Ill.
Stoll Mfg. Co., Denver, Colo.
Troxel Mfg. Co., Elyria, O.
Van Cleef Brothers, Chicago, Ill.
Victor Auto Parts Co., Cincinnati, O.
Wald Mfg. Co., Sheboygan, Wis.
G. H. Westing Co., Indianapolis, Ind.
Wheeler & Schebler, Indianapolis, Ind.
J. F. Wilson Co., Toronto, Canada.

In addition to the above, the press will be represented by **Motor Cycle Illustrated**, *Motorcycling & Bicycling*, *Bicycle News*, and *Pacific Motorcyclist*.

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# In the Racing Realm

### RACES AT TANFORAN RACE TRACK

San Francisco, Aug. 28.—An F. A. M. sanction has been obtained by Messrs. McLinden & Claiborne, automobile, motorcycle and aeroplane racing promoters, for a motorcycle meet at Tanforan race track, near this city, on September 5 and 6, in conjunction with automobile and aeroplane races.

Three events for motorcyclists have been provided for; 5, 10 and 25 mile races for Class B professionals only. Among the local riders who are expected to participate are O'Berg, Fabian and Torres, on Indians, and Zettle, of San Jose, Excelsior, and Burns, of Sacramento, Pope.

### LABOR DAY MEET PLANNED

Yonkers, N. Y.—The Yonkers M. T. C., of this city, will hold a race meet at the Empire City track on Labor Day, September 6. There will be a ten-mile and a 25-mile race, for amateurs only, with three medals offered for each event. Entry blanks can be had of George A. Ellis, care of Mittenthal Film Co., Herriott street, Yonkers. The entry fee is 50 cents.

### LABOR DAY RACES AT NORWICH

Norwich, Conn.—Entries will close on September 1 for the Labor Day races at the New London County Fair, according to a recent announcement made by C. V. Pendleton, Jr., the man in charge at 35 Broadway, this city. The major event will be a 15-mile open for pros., ported motors allowed, 30½ cubic inch only. The first prize will be $85, the second $45, and the third prize $20. The entry fee will be $1.

### PERKINS MAY RIDE AT CHICAGO

San Francisco, Aug. 28.—Earl Armstrong, the clean-up man at Tacoma, it is announced, will go to Chicago to participate in the Labor Day 300 mile race. He will, of course, ride an Indian.

Dud Perkins, of this city, member of the firm of Maggini & Perkins, local Harley-Davidson dealers, has announced his intention of being in attendance on the Chicago races, but it is not known whether he intends to ride or not.

### SUNDAY RACING TEST CASE

Buffalo, N. Y., August 30.—Upon complaint of the Civic League of Albany against Sunday motorcycle races, Samuel L. Robertson, manager of the Buffalo Velodrome decided to make a test case so he opened the gates last Sunday afternoon and sold tickets for the speed events. After the first event between Brownie Carslake, the Australian champion, and Bob Barclay, of Denver, the deputy sheriffs arrested both and ordered the gates closed. Both were later released on a $500 bond each.

On Tuesday night the two motorcycle racers were hailed before a trial jury in the Town Hall of Kenmore, with Justice of Peace Russell presiding. For two hours the lawyers argued and submitted evidence, but it only took the jury ten minutes to return with a verdict of acquittal.

Bart Shanahan, of the district attorney's office, said that the case would be carried to the higher courts.

## RECORDS GO AT MEET IN INDIANA

### Sudduth and Stokes Set New Marks for Ten and Fifty Miles at Local Track

INDIANAPOLIS, Ind., Aug. 30.—W. Sudduth, Harley-Davidson, won the fifty mile race held on the track in this city on August 28, in 45:37, with Glenn Stokes, Excelsior, second, and H. Ellis, Indian, third. Sudduth's time constitutes a track record for the distance. Stokes won the pursuit race, passing all competitors save Dave Kenny, Cyclone, but was getting him when the race was called. In the ten mile event, Stokes again won, his time 8:36⅗, being a new track record. Kenny was second, and Montgomery, Excelsior, third in this event.

In the long race, Stokes led till the 43d mile, when his spark plug terminals got loose and forced him to stop. He lost position to Sudduth, and getting going again assumed the lead once more. A stop on the 4th mile put Stokes in second place, with Sudduth first and Ellis, Indian, third. Attempts by Perry, Goudy, Stokes, Montgomery and Kenny to break mile track record of 49 seconds failed. Following is the summary:

Ten-mile open.—Stokes, Excelsior, first; Kenny, Cyclone, second; Montgomery, Excelsior, third. Time, 8:36⅗.

Pursuit race, twenty miles limit.—Won by Stokes.

Fifty-mile race.—Sudduth, Harley-Davidson, first; Stokes, second; Ellis, Indian, third. Time, 45:37.

### MOTORCYCLE EVENTS AT FAIR

Cincinnati, O.—Harry Max, a local motorcyclist, won the motorcycle-aeroplane, automobile race at the annual fair at Erlanger, Ky., last week. Max distanced his two competitors handily in the two and a half miles of the race. H. Knox, of Omaha, Neb., won the five mile motorcycle race, with F. Quinn, of Covington, Ky., second and H. Feldman, of Newport, O., third. A large crowd of Cincinnatians witnessed the events.

### PLANS SHAPING FOR LOUISVILLE SPEEDWAY

Louisville, Ky., August 30.—George L. Martin, of the real estate firm of Mueller & Martin, who have been working for some weeks formulating plans prior to the incorporation of the Louisville Speedway Company, reports that things are now in excellent shape, and the papers are about ready to file. It is expected that all details will be completed inside of the next week, and actual work will probably start on the two-mile board speedway inside of the next sixty days. Mr. Martin stated that the company would endeavor to get the motorcycle people interested in the speedway, and that motorcycle as well as automobile events would be staged in Louisville.

### LABOR DAY RACE MEET AT SINGAC

Singac, N. J., Aug. 30.—A race meet will be held on Wilkies track here on Labor day, starting at three o'clock in the afternoon. G. Bley, Paterson's speed boy, will meet H. Drummond, of Caldwell, for a purse of fifty dollars in a fifteen mile event. Other races will be a twenty-five mile free-for-all, a twenty mile for singles, ten mile sidecar, and an exhibition by Orie Steele, the Paterson Indian dealer.

### SPEEDY RIDING BY GORDON

Cincinnati, Aug. 28.—The speediest racing of the season at the Lagoon motordrome occurred last Sunday, when Eddie Gordon won a two-mile dash from Harry Lewis at an average speed of 91½ miles, this being slower only than Marty Graves' 92 miles and Fleckenstein's 93 miles, in 1914. On Wednesday evening, in a trial against time, Gordon broke his own record and equalled that of Fleckenstein by making a mile in 38⅗, which is an average speed at the rate of 93 miles an hour.

### TACOMA SPEEDWAY BOARD TRACK

Tacoma, Wash.—An official statement regarding the record alleged to have been made by Earl Armstrong on his Indian on the Speedway, August 15, is to the effect that no previous dirt track records were broken, and that the Speedway is a board track and not a dirt one.

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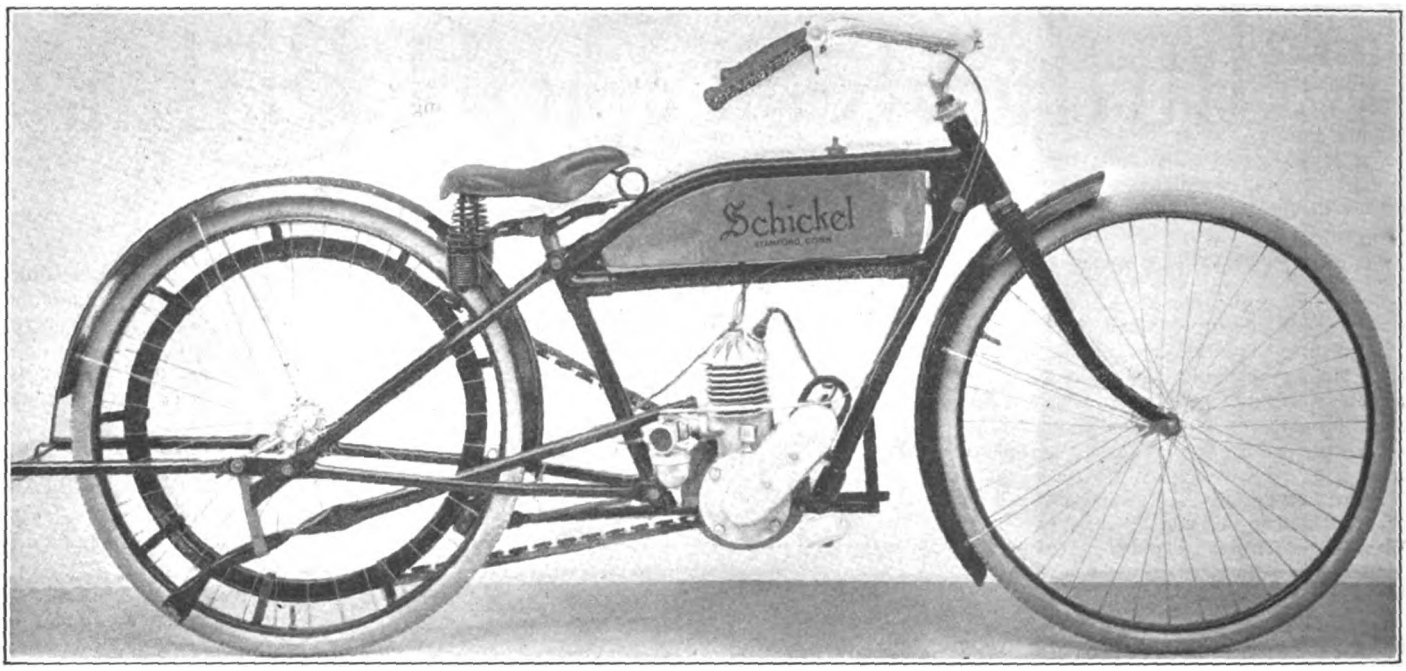
# Few Changes in Schickel Lightweight




**New Two-Stroke Lightweight Showing Dual Handlebar Control, Inclined Magneto, Novel Wheel Suspension and Flattened Exhaust Pipe**

IN consequence of the high development attained since the initial appearance of the Schickel Lightweight in 1915, only a few changes have been found necessary for this product of the Schickel Motor Company, of 59 Garden street, Stamford, Conn., for the 1916 season. These changes, however, have all been made to obtain increased comfort, safety and reliability, and are therefore by no means as minor as would appear at first sight of the new model.

The two chief changes from the 1915 lightweight are in the construction of the cylinder and the suspension of the rear wheel. The cylinder is made with a detachable head, attaching to the body by an ingenious joint on the interrupted-screw principle, and enabling the user to get at the interior of both head and body by a fractional turn of the former. The spark plug is located in the forward part of the head in place of being in the center as in 1915, while the compression release is fitted in the head-center instead of forward in a machined boss.

### Novel Wheel Suspension

The rear wheel is now carried on an upright steel piece extending from the junction of the rear forks and stays on each side. The axle-ends, in addition to fitting into the upper portion of these pieces, are also fitted in the ends of special short rods, threaded for some distance from their rear ends. These rods pass through bosses attached to the rear prolongation of the forks, and are fitted with nuts on both sides of the bosses, thus acting as belt adjusters, by moving the rear wheel in an arc to compensate for stretch and the like. The arrangement of wheel suspension gives a lower saddle position in combination with a change in the lines of the top tube as compared with the model of 1915.

Reverting to the two-stroke motor with outside flywheel, the bore and stroke are 2½ inches respectively, as in the previous model, but the position of the magneto has been changed somewhat. On the 1916 machine, the Berling magneto is inclined in relation to the axis of the cylinder instead of fitting with the magnets horizontal. The exhaust pipe comes off at a greater angle from the horizontal, and is flattened in different planes to give a quieting effect to the gases. It extends well past the rim of the rear wheel in order to carry the exhaust well away from the tire.

### Carbureter and Lubrication

The carbureter is of the float-feed type, with horizontal throttle in place of the special throttle used on the 1915 machine. Lubrication is by the injection system, the gasoline and oil entering the crankcase from the carbureter together and separating therein. Fuel consumption is given at better than 100 miles per gallon. With the carbureter fitted and the simple control used, no pedals are needed, a single push-off with the feet when the rider is mounted being sufficient to have the motor commence its characteristic powerful buzz, and the machine start off rapidly and smoothly.

V-belt transmission is continued for the new season, with block brake acting inside the rear pulley. The long leverage given to the brake-arm, which was remarked upon as more than ample in 1915, has been retained, but there has been an improvement in the pad-end of the arm. This end is doubled and works over a flat guide attached to the left footrest bar, thus ensuring a straight-line movement of the brake arm when in action, and keeping the pad always in a position ready for the pressure of the rider's foot. The stand is pivoted to the rear extension of the fork on each side, and latches in a horizontal position when out of use.

The control of the machine is by means of two Bowden-type lift levers, with friction position-retaining devices, on the right handlebar. The mechanism from these levers runs respectively to the throttle and compression release, and as both are mounted on different sides of the bar on the one fixture, the right hand can readily operate them simultaneously if desired. With these short levers and the brake, entire control is had of the Schickel lightweight, for the magneto has a fixed ignition point.

The frame gives a lower saddle position than in 1915, by reason of the new wheel suspension, and also of a change in the form of the top tube. The saddle is now 28 inches from the ground. The tank in which the charge of fuel and lubricating oil are mixed for passage through the carbureter, is changed in form to fit below the more gracefully-sloped top tube of the new model. The tank is filled through a short standpipe, whose aperture is closed with a priming-gun, and there is a needle-valve for controlling the flow to the carbureter.

### Other Details

The front mudguard is changed in form to better protect rider and mechanism. The forward extension is slightly raised out of the curve of the remainder of the guard. The handlebars are given a different curve, as is the short post connecting them to the steering-post, and the position of the bars is adjustable to suit the rider. Footrests of ample size are fitted. The wheelbase is 52 inches and wheels are 28 inches in diameter, with special tires for this weight and power of machine. Complete the machine weighs 95 pounds. It is priced at $100.

The maker offers the following options for the lightweight: Spring fork which will cost $10 extra; spring seat post, which is listed at $5 extra.

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# Cyclemotor Makes Its American Debut

ROCHESTER, N. Y.—The formal introduction of an international product, the Cyclemotor, which is an entirely new motor attachment for bicycles, is being made simultaneously at the Industrial Exposition in this city and at the Canadian National Exhibition at Toronto, Canada, and, incidentally, the announcement is made that arrangements have been completed for the manufacture and sale of the device from both American and Canadian factories.

### Will Be Made at Rochester

While the Cyclemotor is primarily of Canadian origin, having been invented and developed in the factory of John T. Wilson, Limited, Toronto, the invasion of the American market means that by far the greater production will be accomplished in the States, where the field is much greater. The American manufacturers will trade under the name of The Cyclemotor Corporation, behind which is a long-established factory of considerable dimensions, and the headquarters of this company are at Rochester. Facilities are ready for the immediate manufacturer of the little motor according to the designs, which have been thoroughly tested and tried during the past two years.

Many of the mechanical features of the Cyclemotor are very unique. The whole outfit, ready to be installed in the frame of a bicycle, does not weigh more than twenty-one pounds, so that it is far from being a burden of weight on the ordinary cycle. The motor is of the single-cylinder, air-cooled, two-cycle, high-speed type, with a piston displacement of only 91 cubic centimetres (5½ cubic inches), making it approximately one horsepower. Ignition is obtained from a specially designed waterproof high-tension magneto and vaporization of the gasoline is secured through an automatic float-feed carbureter. The engine is controlled by a single lever on the handlebar of the bicycle through a wire running to the magneto, and this wire also acts upon a relief valve or decompressor in the cylinder head for starting and stopping purposes.

### Transmission Described

The power is transmitted to the rear wheel through a chain and belt combination, a short roller chain connecting the crank shaft with the counter shaft. The half-inch Spartan round twisted belt runs over large pulleys, insuring proper traction and good belt service, and there is the usual belt tension pulley. The big rear pulley is made of one-piece rolled steel and is fastened to the spokes of the bicycle wheel with special clamps which cannot slip or cause undue strain. The whole device is merely attached to the bicycle by means of screw clamps and it can be installed, ready for the road, in an hour. No alterations are necessary with the bicycle, although it is usual to lower the saddle in order to give better seating position, and to bend the rear mudguard slightly in order to permit wider clearance for the belt.

Because of the very low gearing, twelve to one, and the great engine speed, a minimum of vibration is notice at low road speeds. At twenty miles per hour the tiny engine travels at the rate of 2,700 revolutions per minute. At 33 miles per hour, which was the road speed attained in a special test recently, the r. p. m. of the flywheel were no less than 4,200. Every Cyclemotor is guaranteed to produce power sufficient to travel from two to 20 miles per hour and to take a bicycle up all ordinary grades without human assistance.

### Gasoline and Oil Mixed

A feature of the Cyclemotor is that the gasoline and oil are mixed in the half-gallon tank in prescribed proportions and the tank capacity is sufficient to ride fifty miles. The mixing of the oil and gas makes for proper lubrication of all engine parts at all speeds and it is a fact that all tests so far have shown a minimum of carbonization in the cylinder. A very unique point about the power-plant is the flywheel, which consists of an exposed thin metal disk with a diameter of about ten inches. This has been found to be entirely sufficient for the small engine. The muffler, which is as large as the engine cylinder itself, is integral with the motor and is of the baffle-plate type with long extension pipe running to the bottom of the bicycle frame.

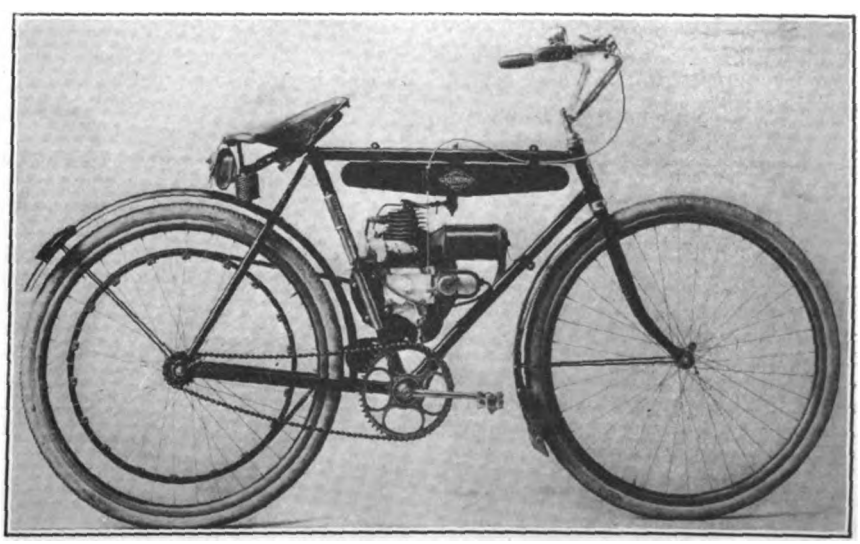
The crankcase is made of aluminum and, as usual with two-cycle construction, the vaporized charge of fuel is drawn into it by the suction of the rising pistons before it is forced through a port into the combustion chamber. The positions of the component parts of the motor are such that the entire power-plant is very compact and easily accessible. There are very few moving parts because the two-cycle design eliminates valves, cams, gears and push-rods, while the oiling system adopted does away with lubricating devices. Another interesting point is that the toughest and most durable connecting link of alloyed steel is used with the belt to overcome trouble with the belt fastener.

Every motor, after being assembled, is "run in" on a testing block, after which it is given a road test in ordinary cycles. The Cyclemotor is so simple and light in weight that its manufacture is comparatively easy and the factory output will soon mount into high figures. It fits nicely into a bicycle—it is neat in appearance and does not give the cycle an unbalanced look. In operation the Cyclemotor produces just a hum of sound because of the high-speed engine.

### Will Exhibit at Shows

Preparations are being made to exhibit the outfit at both the Chicago and New York motorcycle shows this fall and a lively selling campaign will follow during the winter. While the Cyclemotor sells in Canada for $70 f. o. b. Toronto, the price in the States will be only $55 f. o. b.

The officers of the Cyclemotor Corporation are D. M. Anderson, president and general manager, and D. L. Evans, chief engineer. The corporation is capitalized at $500,000.



**Cyclemotor Fitted in Bicycle Frame, Showing Tank, Integral Muffler and Flywheel**

## GASOLINE GOING UP

An announcement of an increase from 17 cents to 18 cents in the export figures for gasoline is declared by refiners to foreshadow higher prices generally to users of gasoline in this country. Within the last four months the retail price has climbed from 9 cents to 14 cents and it is expected that before long it will reach a price of 16 cents per gallon. The export demand is indicated by the statement of one refiner that an order from abroad for 30,000,000 gallons has been rejected.

With the warring nations heavy buyers and a large domestic call from the fast-growing number of consumers, for whom thousands of motorcycles and automobiles are being turned out practically every day, it is no wonder that Pennsylvania crude oil in the last month has jumped from $1.35 to $1.60 a barrel. The selling price of the refined commodity has kept pace with that of the raw product. Dearer gasoline is a genuine war tax upon a peaceful nation, and is one of the heaviest burdens that can fall upon the American public.

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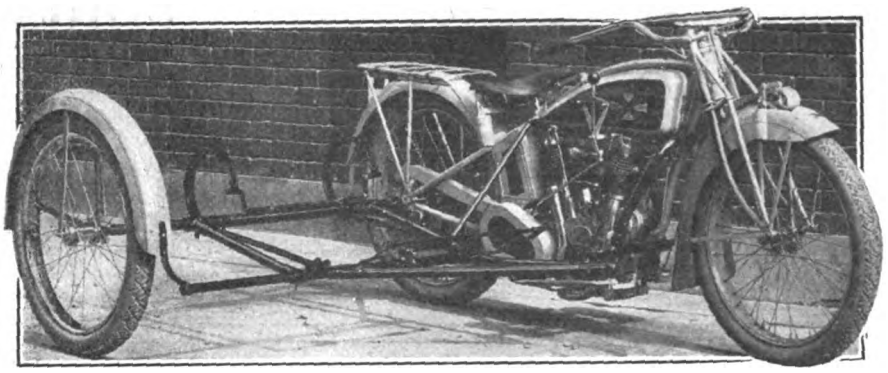
## NEW FRONT BRACE ON PULLMAN SIDECAR



**Pullman Sidecar Chassis Showing Hinged-Joint Rear Connection, Center Means of Attachment and Triangular Front Brace**

IN connection with the latest model of the Pullman sidecar, the Harry Svensgaard Sales Corporation, of 471 Woodward avenue, Detroit, Mich., has brought out a triangular front brace, for attaching the left longitudinal chassis member to the down-tube of the motorcycle so as to relieve the motorcycle frame of all twist or side strain. This brace has a threaded stud for the upper front connection to enter the permanent sidecar lug of the 1915 Excelsior and other frames so fitted, as well as a horizontal crossbar which is clamped to the down-tube just ahead of the motor at the outer end. This crossbar at the inner end terminates in a threaded stud, machined from the solid, passing through the movable lug on the sidecar chassis.

By this construction lateral adjustment is provided for the proper alignment of the sidecar wheel and a fore-and-aft adjustment to conform with the requirements of the motorcycle frame. There is no twist at any point of the frame, as the brace can only be deflected by a distortion of the whole of the latter owing to its form and method of mounting. This is an improvement on the preceding connection used in Pullman construction where any twist was applied entirely to and directly at the frame lug or clamp.

In addition to this new front brace, the Pullman sidecar chassis is fitted with a new rear connection. The left side of the sidecar axle terminates in a radially-corrugated clamp-lug and there is an extension bolted to this. The extension is capable of being adjusted vertically and carries the hinged frame connection at the other end. The construction allows of adjustment of the chassis to adapt itself to the motorcycle frame at the proper height and alignment, while the hinged joint relieves the frame from all distortion. The center brace runs from the seat-post cluster under the sidecar body and thence outwardly to near the center of the sidecar chassis member, where it is properly secured by means of a hinge joint.

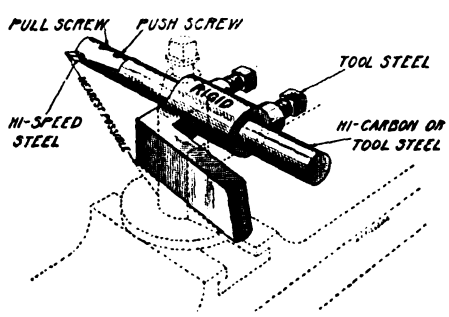
## RIGID BORING TOOLS

Boring sets for tool-posts on engine lathes as well as independent boring sets to fit in slide carriages are manufactured by the Rigid Tool Holder Co., of Baltimore, Md., following the designs of E. F. Gibbs, a practical machinist of Washington, D. C. The Gibbs devices, which are sold under the name "Rigid," are designed to follow out their name when once put in place on the lathe, and afford means of carrying tools for a variety of operations.

The Rigid tool-post set, for boring or thread-cutting, consists of a holder with a tail for clamping in the tool-post on the lathe slide carriage. The major part of the holder is cylindrical and is fitted with two set screws. These screws are of tool steel. A cylindrical bar or carrier of tool or high-carbon steel is clamped within the cylinder and is formed at its forward end to take a cutter, thread-tool, diamond-point or other small tool as desired. This small tool is positioned by means of a push screw and a pull screw, so that it is merely necessary to move one or both of these to set the tool to the desired position with reference to the work.

This set can be had in various sizes, the smallest being with 5/16 x ¾ shank with ½ x 9 x ⅛ cutter and bar at $3 for high-carbon and $3.40 for tool steel bars.

A cutting-off tool to set on the slide carriage is also manufactured by the company, as well as a series of boring tools. The latter fit into the T-groove on the carriage and have a simple means of adjusting the




**Rigid Tool Post Device**

height of the holder and tool with reference to the work. Swiveling means are also provided and means for cutting key-ways can be had. These tools are used in all the U. S. Government departments in Washington, D. C., which is a proof of their value, as all tools used in the Government shops have to pass severe examinations in competition before being adopted. For further information the makers should be addressed at Baltimore, Md. They will answer all inquiries promptly and fully.

## WRIGHT PLUGS WILL BE STOCK ON HARLEY-DAVIDSONS

Numerous important victories won by machines equipped with Wright Spark Plugs, manufactured by the New York Mica & Manufacturing Company, of Auburn, N. Y., has secured for that concern a place of prominence in this field. The latest achievement of the manufacturers of Wright plugs is that of securing the contract of the Harley-Davidson Motor Company for the 1916 equipment on their machines.

## MANY VISIT AT WESTFIELD

Westfield, Mass.—Good weather during the week beginning August 22, resulted in a large number of visitors coming to the big plant of the Westfield Mfg. Co., formerly the Pope Mfg. Co., to see Pope bicycles and motorcycles manufactured. Among the number were H. E. Fourcher, Augusta, Ga.; A. W. Urick, Newark, N. J.; Malcohm T. Heil, Walter Bartholomew, Allentown, Pa.; M. D. Rice, San Juan, Porto Rico; Harry W. Wagner, Allentown, Pa.; H. E. Teevens and J. E. Thompson, both of Woonsocket, R. I.; Ralph Hill and W. R. Rembert of Sumter, S. C.; Ralph C. Cowles, Canton, Conn.; Edwin R. Wilder, Collinville, Conn.; O. Ling, Birmingham, England; V. B. Carter, E. J. Lester, Huntington, W. Va.; Chas. E. Weaver, Cleveland, Ohio; L. F. Maynard and Mead Buck, Glens Falls, N. Y., and J. H. Farrell, of Cristobal, Canal Zone.

## GENERAL EXPORTS ALMOST DOUBLE

The exports of the United States for the month of July, 1915, were almost double the figures for the month of July, 1914. The total exports during July of this year were $267,978,990, as against $154,138,347, an increase of $113,840,042. Imports to this country during July, 1915, were $143,099,620, as against $159,677,291 a year ago.

A gain of 64 per cent. in exports is noted for the first seven months of this year as compared with the same period of 1914. Imports show a loss of 11.6 per cent. for the same period this year, compared with the first seven months of 1914.

For the seven months ending with July, the export balance fell only a little short of being a billion dollars, the total being $960,878,054, against $60,388,789 in the first seven months of 1914.

## LAMMS ADD THREE FLOORS

Baltimore, Md.—Lamm Brothers, the manufacturers of motorcycle clothing, will open up three more floors of their big building at 339 North Gay street, this city. This addition will give the firm an increase in floor area of 11,664 square feet, which will be used for manufacturing their goods.

## CASSEL HAS NEW DESIGN

Preston, Ont.—Lloyd Cassel, a local motorcycle enthusiast, is completing an original design of motorcycle which he calls the "Cassel." He constructed the whole machine himself and he intends to submit several of his ideas to prominent motorcycle manufacturers.

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### COUGHLIN OPENS IN BRONX

Bronx, N. Y.—The Harley-Davidson Sales Company of the Bronx had an informal opening of its new headquarters, 922 Washington avenue, corner of Brook avenue and 163rd street, on the evening of September 1. Gene Coughlin, who is in charge of affairs in the new company, played host to a number of rider and trade friends, all of whom admired the arrangement of the premises, and wished success to the new venture.

The establishment has a frontage of 26 feet on Washington avenue, with a double entrance which will permit the ready admission of any sidecar outfit. The front part of the store is given over to the show room and counters and shelving for accessories, with an office for the manager in one corner. The rear part is for storage, with a shop section on one side. The basement is to be fitted up for repair work of a light sort, while the yard adjoining the premises will be used in good weather as an outdoor repair place. A full stock of clothing, accessories and spare parts for the Harley-Davidson will be fitted in a few days, to supplement that now in the establishment.

Coughlin, who has been connected with the bicycle and motorcycle trade since 1907, was formerly manager for the Riverside Motorcycle Garage and the Harley-Davidson Sales Company of New York. He got his first experiences with the Castle Cycle Company, later T. J. Sixsmith, on West 100th street, and has done repair work on practically all makes of machines marketed during the last eight years. He has been in numerous road and track competitions, retiring from the latter branch of sport several years back.

### WILL ATTEND SHOW

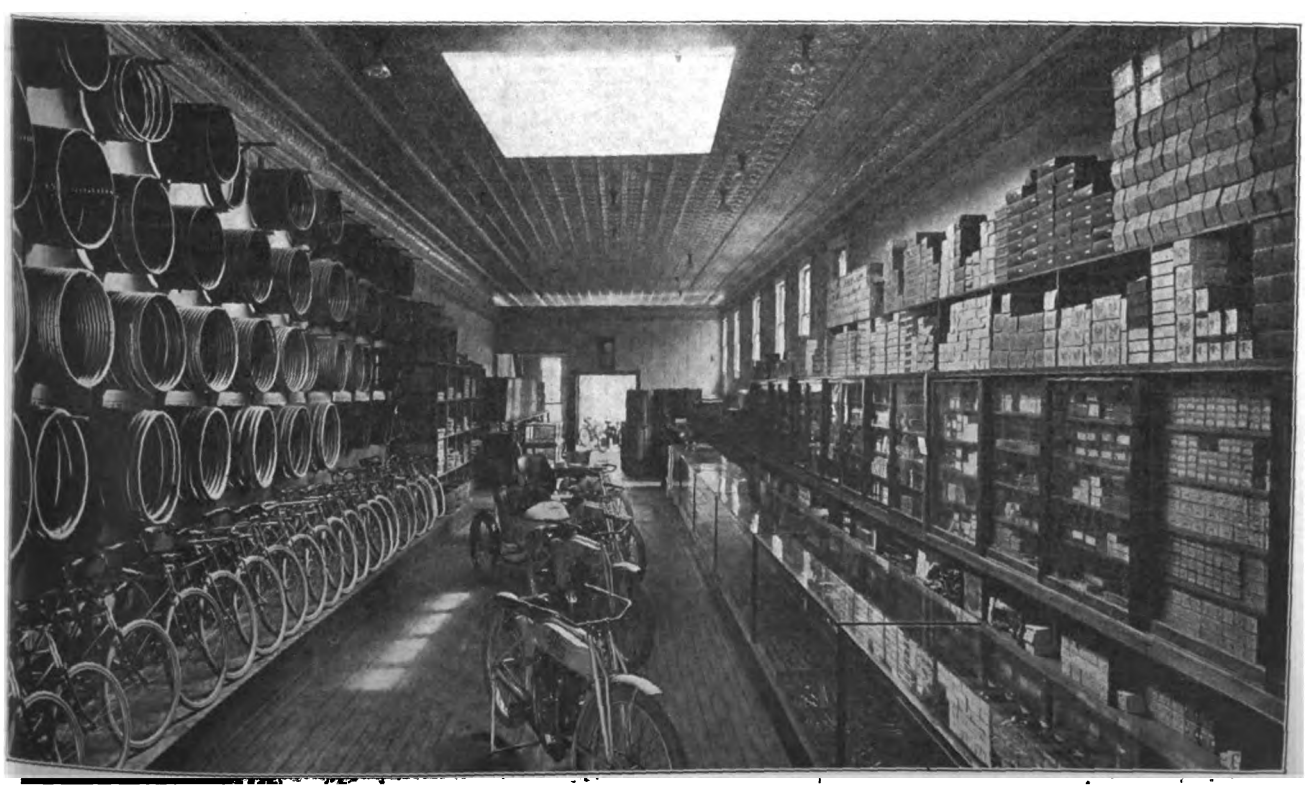
Louisville, Ky., August 30.—R. E. Hickey, manager of the Dow Wire & Iron Company, manufacturer and jobber of bicycle luggage carriers and dealers in bicycles, motorcycles and supplies, has announced his intention of attending the Chicago show, after which he will go East for his vacation.

### GOERKE ON VACATION

Newark, N. J.—After a busy selling season, Walter Goerke, the veteran Indian representative in Newark, is calking off at his mother's bungalow on the shores of Greenwood Lake, N. J. "After seeing red so much," says Walter, "it is a relief to look at green trees and grass." When he gets back to this city he will take a trip to Springfield, Mass., to pay his annual visit to the Wigman to see the new season's models.

### KLINE BROS. CLEAN UP SALES

Louisville, Ky., August 30.—Kline Brothers, Harley-Davidson dealers, have sold the last machine out of their contract for 1915. The total number contracted for was sixty, of which each of the Kline boys reserved one machine for demonstration purposes. It is probable that several more machines will be sold, however, before the 1916 models are on the market. Herb Kline reports that there is more interest in motorcycle riding in the city than ever before.



**Cleanly and Well-Lighted Establishment of R. H. Hofheinz, Representing the Thor at 210 East Commerce Street, San Antonio, Texas. The Proprietor Believes in Having an Extensive Stock on Hand at All Times, As the Picture Indicates**

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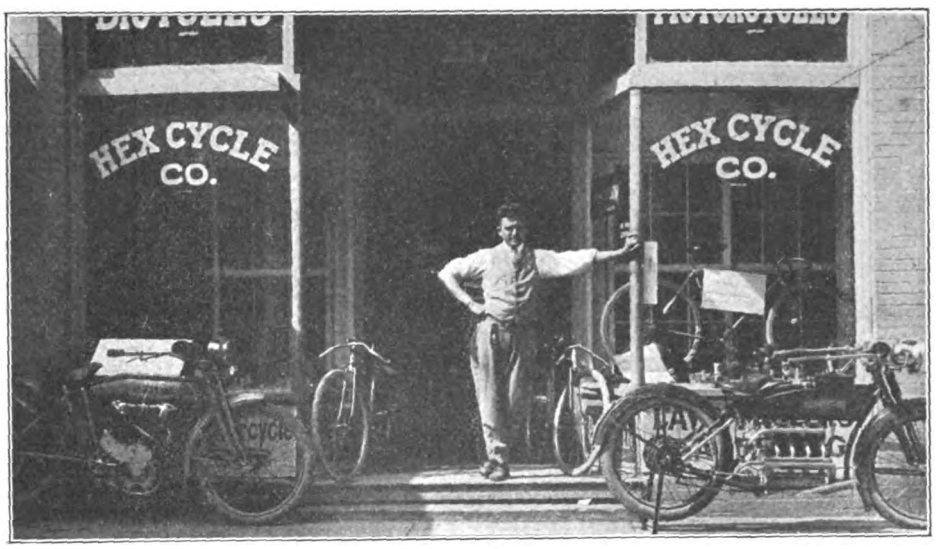
# DEALERS' SECTION




**Headquarters of the Henderson at San Antonio, Texas—The Hex Cycle Company, at 237 West Commerce Street. The Proprietor is in the Doorway**

### STEVENS AND BUSH JOIN

Newark, N. J.—Carl W. Bush, local Harley-Davidson dealer, is going into partnership with P. W. Stevens, the veteran rider of this city. P. Wilmer Stevens is one of New Jersey's pioneer competition and trade men, having made his debut in the game in 1901 on a 2 hrosepower Merkel. He has captained victorious Yale teams in endurance runs for several seasons, notably in the New Jersey M. C. affairs of 1910, 1911 and 1912. During 1913-1914 Stevens had charge of F. C. Cornish's Yale agency, leaving the latter to take charge of a local machine shop. His return to the motorcycle ranks will be welcomed by a large crowd of riders.

### CENTURY CYCLE CO. MOVES

Louisville, Ky.—The Century Cycle Company, which was organized early in 1915 and which established a handsome store at 405 West Broadway, has taken larger and better quarters at 660 South Fourth street. The new building is 30 x 200 feet and a large basement extends under the entire store. The floor space will be divided into about four different departments, which will include the main salesroom, the repair shop, a storage room and a room for second hand machines. The company handles the Indian in Louisville, and a large line of bicycles jobbed by G. H. Westing & Co., of Indianapolis. The store is by far the largest and most attractive bicycle and motorcycle store in this district.

### METZGER STORE COMPLIMENTED

Detroit, Mich., Aug. 23.—When the motorcycle manufacturers were in Detroit a few weeks ago and held a meeting at the Hotel Tuller during the same week that the National Rural Mail Carriers were holding their annual convention, a number of them personally visited the new store of the W. F. Metzger Co., among them being George M. Hendee, Walter Davidson, H. N. Kirk and Jesse Edwards. All of them paid Messrs. Adock and Purrinton many compliments for having given Detroit one of the finest stores of its kind in the United States.

### PARDON GOING AFTER 'EM

Owensboro, Ky., August 20.—Henry F. Pardon, the local Indian agent, is taking advantage of the large wheat and grain crops harvested in Kentucky this season to make a special endeavor to secure the business of the well-to-do farmers in the district. Few of the farmers have marketed their crops so far this season, due to low ruling prices on grain and other commodities. However, the money is undoubtedly there and by means of clever advertising and the offer of time payments Mr. Pardon is managing to get a portion of the delayed business. Four machines were sold last week to farmers in the vicinity of Owensboro.

### UNEXPECTEDLY LANDED A SALE

Phoenix, Ariz., Sept. 2.—Miss Laura Andrews, of Prescott, 18 years old, is the first Arizona girl to own and ride a motorcycle. She has purchased a twin-cylinder Indian from Ben Landis of the local wigwam. "Show me how that machine works," said Miss Andrews, dropping into the motorcycle shop and pointing at the reddest Indian on display there.

Good naturedly Landis explained the uses of the various levers and pedals. He never dreamed that Miss Andrews was thinking of buying the machine for herself and he nearly dropped dead when she said:

"All right, I'll take it if you'll teach me how to run it."

That was late on a Saturday afternoon. The next day Miss Andrews became so proficient that she took Landis on the tank and piloted the machine to Granite Reef, 28 miles from Phoenix, over a twisty canal bank.

### VISITS MOTOR WHEEL PLANT

Milwaukee, Wis.—A. E. Bregent, who represents the Smith Motor Wheel in Montreal, Canada, was a visitor to the A. O. Smith Company's plant on August 16. His main object was to arrange for a quick additional shipment of Motor Wheels, as well as for more rapid deliveries across the border.

Up to August 14, Bregent had sold 81 of the little motor attachments. His rush order at the factory was for 15, making a total of 96 Motor Wheels since July 9. Bregent has as his first assistant Fred St. Onge, the noted trick bicyclist.

### SHOWED RACING MACHINES

Altoona, Pa.—Every dealer in this city had one or more racing machines in his window or on his salesroom floor for a week recently. The Blair County M. C., in order to advertise the race meet of August 29, arranged to have the mounts of the contesting riders on view, along with the name of the owner, his records and prizes. The windows have been pretty well packed all day and motorcycle agents have already felt the good effects of this form of advertising.

### RECENT SALES BY SNIDER

Bakersfield, Cal.—George L. Snider, who handles the Harley-Davidson in this city, has just sold two twin mounts to the Bakersfield police department, as well as six to the employees of the Southern California Edison Company. The latter are used for riding to and from the big power station of the company up in the Kern River Canyon, over rough mountain roads.

### INITIAL ORDER WENT FAST

Altoona, Pa.—Business has been brisk for the last week for the Zeak Motor Car Company, when the first lot of Smith Motor Wheels were unpacked in their showroom. Four of the little bicycle boosters were soon fitted to the mounts of cyclists and the rest of the lot is going fast. The Zeak firm took the agency over a week ago, and are jubilant over their initial sales of the Motor Wheel.

### BERCKHEMER AGAIN IN CAST

Bronx, N. Y.—Ollie Berckhemer, the genial Indian agent at 993 Washington avenue, has had to have his leg put into a plaster cast again, owing to the bones not knitting properly. Ollie was injured in a collision with a mail truck some time back and was discharged from the hospital in a short time, but he removed the cast rather too soon.

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# DEALERS' SECTION

## ONE BIG STORE FOR HAVERFORD

Philadelphia, Pa.—The Haverford Cycle Company, Excelsior representative, will consolidate the Arch street and the Market street stores under one roof on or about October 1. The first of these stores is at 825-829 Arch street, while the second is at 325 Market street, this city. The new building will be at 503 Market street. Extensive alterations are being made at present, among them being a new terra-cotta front. With the six floors of the new structure at the firm's command, the much-needed space required by the Haverford business in its rapid expansion will be obtained.

## MORE TAKE ON MOTOR WHEEL

Among the dealers who have been recently added to the long list of Motor Wheel representatives in the United States and Canada, are the Arizona-Sonora Motor Sales Company, of Douglas, Ariz.; the Brownie Motorcycle Company, of Enid, Okla., and the Thom-McLerd Company, of Rushmore, Minn. The A. O. Smith Company gives as additions to these four the following: C. Hawn, Boos, Ill.; J. L. Morgan, Brownwood, Tex.; Finch & Co., Hammond, Ind.; R. A. Carter, Tahoka, Tex.; W. E. McCarthy, Stratford, Ont.; A. Asen, New York, N. Y.; R. L. Cowles, Canton, Conn.; Jos. F. Mills, Greenings, Ill., and the Ro-De Corporation of Geneva, N. Y.

## SIGNS FOR HARLEY-DAVIDSON

Bridgeport, Conn.—James T. Burroughs, the veteran dealer at 866 State street, this city, has signed up for the Harley-Davidson representation in this city and vicinity for 1916. Burroughs was for a number of seasons the local Excelsior representative, and is one of Connecticut's pioneer motorcycle tradesmen.

## DEALER THINKS RACING GOOD

Fresno, Cal.—L. H. Weilheimer, junior partner in the firm of Hertweck & Weilheimer, at 2028 Mariposa street, this city, is of the opinion that properly conducted racing is a good trade stimulant. "It creates a large amount of publicity," said Weilheimer recently, "for local newspapers cater to riders in their section by giving them the motorcycle news from all over the country. Almost every rider has sporting blood in him and wants his own men or crowd to win. Local racing conducted with an eye to safety will create a favorable local sentiment."

## SHOWS VALUE IN KNAP'S WORK

Fresno, Cal.—Hertweck & Weilheimer, Indian agents, sold A. B. Knap, the local representative of the San Francisco *Examiner and Chronicle*, an Indian three-speed with sidecar about nine months ago. Knap put it into use at once for delivering his papers, and has found that the sidecar is far and away the cheapest and quickest method he has ever used. As soon as business warrants it, Knap expects to purchase another sidecar rig.

## APPEAL BUSINESS IS BRISK

Los Angeles, Cal.—E. E. Welborn, sales manager for the Appeal Manufacturing & Jobbing Company, of this city, pointed to a stack of orders when asked recently about trade conditions with his company. "We have all that we can take care of without thinking of business as business, and we get them from all directions—these orders. If there has been any slackness, it has avoided our doors pretty consistently."

## DEALER WANTS AMATEUR TROPHY

Passaic, N. J.—An interesting situation has arisen here as to what really constitutes a professional under the F. A. M. rules.

Joseph B. Werner, of this city, the acknowledged winner of the Harley-Davidson cup for amateur sidecars in the recent run of the N. J. Motorcycle Club run from Newark to Wilkes-Barre and return, has not received it as yet on account of a protest being made by another rider.

Werner is engaged in selling motorcycles, and before entering the run, asked F. A. M. Commissioner Roy Pascal whether or not he was an amateur. Pascal informed him that as he has never competed for money, or on a track where admission is charged, he is an amateur pure and simple. According to information at hand, after the protest was lodged, the Newark association took the matter up with the F. A. M. and they reversed the referee's decision.

In the meantime, the cup has been engraved with Werner's name but is still undelivered. While Werner does not entertain any animosity against the F. A. M., he feels that he is entitled to the cup, and if it is not forwarded to him, will protest all races where dealers have been allowed to compete as amateurs.

## TRIES TO SMASH AUTO RECORD

San Francisco, Aug. 28.—C. J. Lutgens, Indian agent at Alameda, recently made an attempt to beat the automobile speed record between San Francisco bay and Los Angeles on an Indian. Notwithstanding the fact that he lost a great deal of time by being misdirected, he made the trip in 18 hours. The automobile record for the distance is 12 hours and 50 minutes. Lutgens will make another attempt to smash the record on Labor Day, and expects to have better success, now that he knows the route.

## MOSTLY BIG TWINS, SAYS "GOLDIE"

Louis Goldsmith, Indian and Yale agent at 92 St. Nicholas avenue, New York, says that 1915 has been a three-speed Indian season so far, with big twins predominating. "Although I have sold 19 little twins since January," said Goldsmith in a recent interview, "the big fellows have far exceeded that figure to date. Yales have gone nicely, the two-speed feature on all of them being a big sales-aid. My accessory trade has been larger than in the two seasons past, and the repair shop has been a good payer."

## 16 INDIANS FOR 'FRISCO POLICE

San Francisco, Aug. 28.—One of the largest and most important sales of motorcycles to be made in many months in this city has just been announced by B. Anderson, manager of the Hendee Manufacturing Sales Company, who has closed a deal with the city of San Francisco for the sale of 16 twin three-speed 1916 Indians, for use in the police department. Delivery is to be made early in October. The sale was made in competition with all of the other leading makes of motorcycles. Forty motorcycles already are utilized by the police department of this city.

**Interior of El Paso, Texas, Wigwam, the Allen Arms & Cycle Company, at 404 North Oregon Street. A Full Line of Motorcycle and Bicycle Accessories Is Carried**

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# News of the Clubs

### APPOINT FINANCIAL COMMITTEE

Hackensack, N. J.—At the last meeting of the Hackensack Wheelmen, held to look into the club's financial status, Charles S. Fountain, J. L. Fox and Guy M. Dell were appointed a special finance committee to continue the labors of President John C. Hoth, who has been taking care of such matters recently. The advisability of the wheelmen conducting a bazaar in the early fall was considered and referred to the entertainment committee. About 40 members of the club attended the meeting.

### MOTOR WHEEL CLUB FORMED

San Diego, Cal.—The San Diego Motor Wheel Club is the latest in California's big collection of motor sporting bodies. The president is Homer Crum, while Marlan Carmrike is vice-president and C. H. Connelly is secretary-treasurer. J. Parker is the road captain. The club has been organized a few weeks ago and has already planned to hold a race meet.

### HALEDON M. C. GOES FISHING

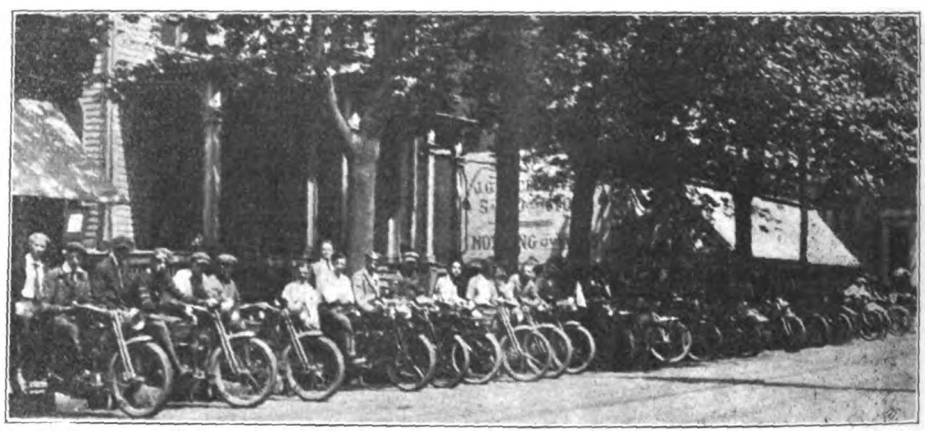
Haledon, N. J., Aug. 30.—Forty members of the Haledon Motorcycle Club participated in a deep sea fishing trip off Sheepshead Bay last Sunday. The clubsters caught a fine mess of sea bass and blue fish, and had a dandy time of it. They came home well sun-burned and with keen appetites for good fish suppers.

### 'FRISCO CLUBS ON SOCIABILITY RUN

San Francisco, Aug. 28.—Sixteen machines made the San Francisco Motorcycle Club run to King's Mountain, in San Mateo County, Sunday, August 22. Of these, six were Harley-Davidsons, two Indian singles, three Indian side cars and one Excelsior single. The party left San Francisco at 9 a. m., and arrived at the summit of the mountain at noon, where lunches were eaten. After resting for some time the return trip was started and San Francisco was reached at 6 o'clock in the evening.

The trip down was a strenuous one, more of an endurance affair than a sociability run, as the roads were rough and sandy and there were many steep grades. Fog hung so thickly between Mountain House and Kings Mountain that it collected on the trees and dripped off onto the roadway like rain, forming muddy pools. Climbing up out of the fog belt to the top of Kings Mountain, a beautiful view was seen.

### LINED UP FOR A PLEASANT SUNDAY OUTING



**Members of the Live-Wire Hackensack M. C. Ready to Start on One of Their Week-End Runs Through Eastern and Central New Jersey**

### DETROIT H-D CLUB ACTIVE

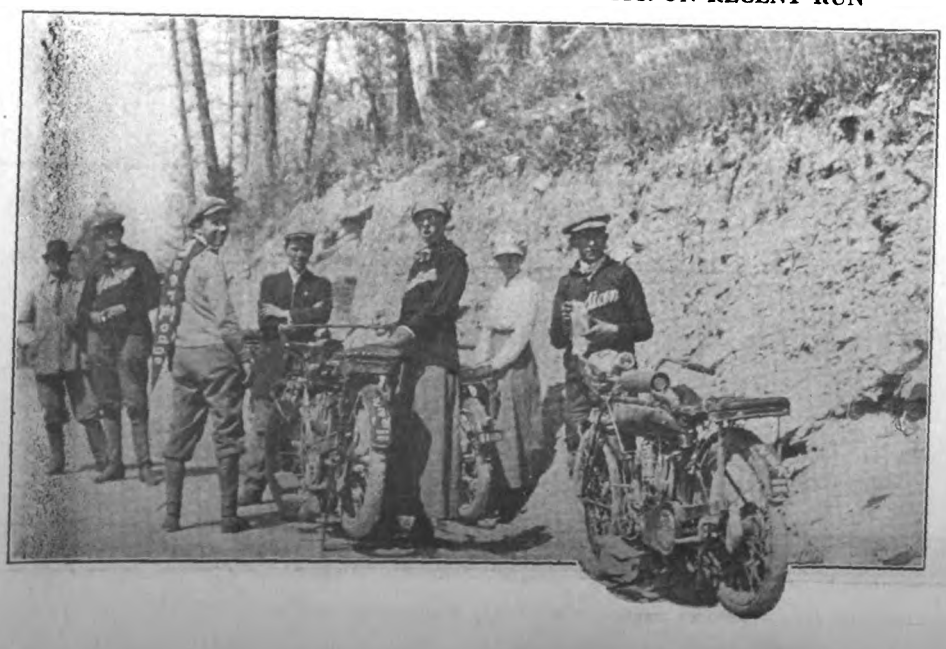
Detroit, Mich., August 28.—The Detroit Harley-Davidson Club is again holding frequent meetings and, if plans do not miscarry, it will hold weekly runs until the weather interferes. The first run was held Sunday, August 15. About 25 riders participated. They met at 9 a. m. in front of the W. E. Wandersee store, 129 Gratiot avenue, and arrived at Ann Arbor, the home of the famous University of Michigan, about 11:30.

They scattered for lunch and met again at three o'clock, arriving in Detroit in time to have supper at their own homes. C. H. Stevens acted as roadmaster. The trip was a very successful one, there being no accidents or trouble of any kind. The regular headquarters of the club are at 129 Gratiot avenue, where W. E. Wandersee has given over an entire floor for club purposes. Mr. Wandersee has given to each member a gold-plated watch fob attached to a leather strap. On the fob is the caption "Harley-Davidson Club."

### EXCELSIOR CLUB ELECTS

Chicago, Ill.—The Chicago Excelsior M. C., at its temporary headquarters, 1111 West Jackson boulevard, elected the following officers at its last weekly meeting: Bert Wallace, president; M. Mines, vice-president; Walter E. Schmuckal, secretary; Frank Snooks, treasurer; John Bowman, captain; Leo Munger and John Claskey, lieutenants. All Excelsior riders are invited to join the new club. Initiation fee is $2, with monthly dues of 50 cents. A dance is to be given soon, to which all riders are invited. The net returns of this affair will be used to get a new club room with all the modern conveniences.

### DEN LODGE (MONT.) M. C. IN ANACONDA MTS. ON RECENT RUN



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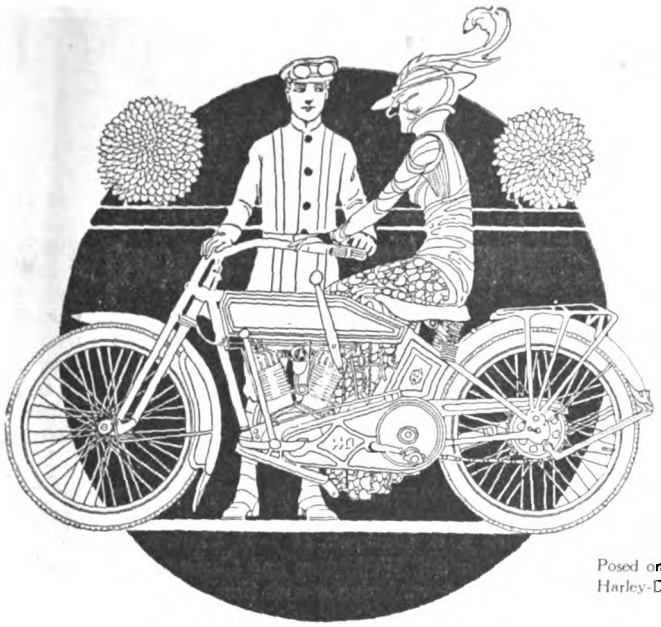

Posed on a Bosch-Equipt Harley-Davidson

# BOSCH

## MAGNETOS USED FOR SIX YEARS BY THE HARLEY-DAVIDSON COMPANY

MUCH can be said about the excellence of construction of Bosch Magnetos, but a good proof of their superiority is found in the fact that most motorcycle makers use Bosch and that one of the largest and best known, The Harley-Davidson Co., has used Bosch regularly since 1910—the year Bosch overwhelmed the unreliable battery and coil systems.

The Harley-Davidson Co. will use Bosch for 1915, of course. This makes it six years of Bosch Magneto Equipment on Harley-Davidsons.

Bosch Magnetos must be good to be so widely and so regularly used. They cost the makers a trifle more, but they positively eliminate puzzling ignition troubles and through their extraordinary reliability and efficiency give the machine a higher value.

BE SATISFIED — The motorcycle you buy can be Bosch-Equipt, too. Insist. — SPECIFY BOSCH

**BOSCH MAGNETO COMPANY**
**206 West 46th Street, New York**

A service station in every state.

BRANCHES: Chicago Detroit San Francisco Toronto



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# Our Canadian Letter

### CLUB PROTESTS ROAD CONDITIONS

Calgary, Alberta.—The despicable state of the highways leading out from the city of Calgary has driven the motorcyclists here, through the Calgary Motorcycle Club, to lodge a complaint with the civic authorities. A large delegation from the club waited upon Commissioner Garden, of the Public Works Department, to ask that temporary repairs, at least, be made at specified places within the city limits so that riding could be accomplished more easily, and he agreed to make improvements upon three of the hills where the roads are badly cut up. It was pointed out that the sand holes on the golf club grade made it impossible for motorcycles to ascend it and he decided to have the whole surface gravelled and rolled. The roads to the south of the city had been recently improved and the trail to Edmonton is in fair shape.

### MOTORCYCLE GUN IN WAR FILMS

Toronto, Ont.—One of the big free features of the Canadian National Exhibition now in progress at Toronto is a set of war films which were released to the fair by the British War Office on condition that they would be burned immediately after the fair is over. One whole reel is devoted to the portrayal of the uses in the present war of a motorcycle machine gun. It is shown being driven across very rough ground into a position from which an attack is repulsed, while other views show how it is driven rapidly to a point where a hostile aerial squadron is making a landing. An engagement ensues between the two motorcyclists and several airmen. The use of the war motorcycle in scouting work is also demonstrated.

### MACHINE IN RESCUE WORK

Niagara Falls, Ont.—Mrs. Emma Schwenk, 70 years old, of Buena Vista, has to thank the motorcycle for her rescue from the rapids above the Falls last Thursday. Horatio Collins, a local motorcycle policeman, was making his rounds soon after daylight when he noticed the woman clinging to a rock some fifteen feet from the shore. Dashing with all speed along the river boulevard he reached the shore and waded out into the treacherous water just in time to catch the woman whose grasp was slipping. In another moment or two she would have been swept down the river and over the cataract.

### TO HAVE FLYING SQUADRON

Montreal is to have a flying squadron of six motorcycle-mounted policemen for the purpose of checking speeders and for emergency purposes. Arrangements are being made to purchase the six machines.

## "U. S. HOT AFTER TRADE"-CLARKSON

### New Zealander in Canada on Business—Hard to Secure English Shipments

TORONTO, Ont., August 30.—"American manufacturers are straining every effort to secure our trade," was the message which J. B. Clarkson, of J. B. Clarkson & Co., Limited, Wellington and Christchurch, New Zealand, brought with him on his annual business trip to Toronto this year. Clarkson, who arrived in Toronto two or three days ago, pointed out that importation from the home market, Great Britain, is practically shut off on account of the employment of transportation facilities for military and naval purposes and because the British manufacturers are so busy with war munitions. He has come to Canada for the purpose of encouraging better commercial relations between the two British colonies, but he draws attention to the fact that the producers of the States are hot after the business.

Clarkson is the Colonial representative for the Douglas motorcycle and for several lines of British bicycles and accessories. It it impossible for him to secure shipments, however, and he is looking into several Canadian propositions. He declares that millions of dollars of money are "loose" in New Zealand—waiting for investment in Canadian or American goods. He advises North American manufacturers to investigate the immense possibilities in the rich New Zealand trade.

Another prominent motorcycle visitor at Canadian points has been Harry Svensgaard, of Detroit, who is making a personal investigation of the Dominion market. While in Toronto he placed an agency for Pullman sidecars with Percy A. McBride.

It has been semi-officially announced that the United Cigar Stores of Canada, Limited, with head office in Toronto, will branch into the sporting goods line and will handle bicycles and supplies.

Two Toronto dealers are now selling the Cyclemotor, the new motor attachment for bicycles. They are George E. Grove, the president of the Bicycle Dealers' Association, and Percy A. McBride.

Deliveries of three-speed, opposed-cylinder, Brough motorcycles, manufactured in England, are now being made here. No other new British machines are in sight.

### SMITH MOTOR WHEEL TOWS 1,207 POUNDS

Fredericton, N. B.—Fred St. Onge, the travelling representative for A. Bregent, of Montreal, was in this city recently with his Smith Motor Wheel demonstrator. As an effective proof of the power of the little cycle booster, St. Onge collected six bicyclists and had them link arms in a row, whereupon he started the Motor Wheel and towed the party along the various streets. The Motor Wheel stood up to the work bravely in spite of the 1,207 pounds of load that had to be hauled. St. Onge's order-book showed the happy results of such a demonstration.

He has been meeting with good success at all points.

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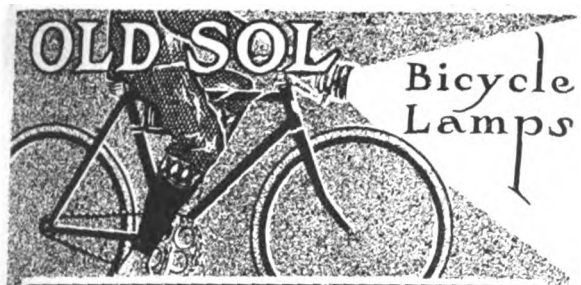
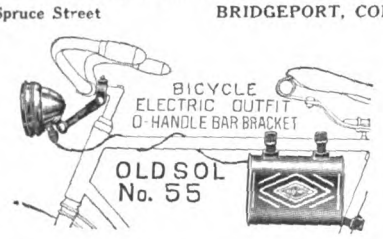



The fastest sellers on the market. Thousands of dealers have found them so. Supplied complete with bracket. Lamp nickel plated, silver reflector. Battery Box latest "OLD SOL" pattern with opening in front and concealed lock. Lamp head 5" in diameter, 2.8 v. bulb, 2 candlepower. Throws a powerful, penetrating ray of white light. Price, $2.25, less batteries.

**Hawthorne Manufacturing Company, Inc.**

Manufacturers of Old Sol Lighting Systems for Automobile, Motorcycle, Motorboat, Carriage, Bicycle and Hand Use

24 Spruce Street BRIDGEPORT, CONN.

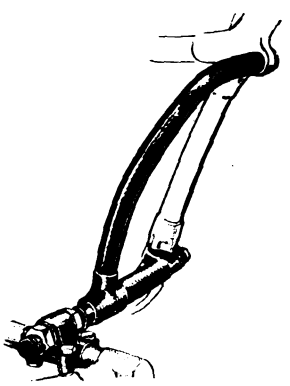



**DID YOU NOTE THE NEW**

**Pullman**

THE HARRY SVENSGAARD SALES CORP. DETROIT.

**NON-STRAIN TRIANGULAR FRAME CONNECTION**



**The Greatest Improvement in Sidecar Construction Ever Made**

Absolutely eliminates every particle of twisting strain on the motorcycle frame. Just another detail of Pullman supremacy. Write for catalog or see the dealer.

**The Harry Svensgaard Sales Corporation**
**471-73 Woodward Ave., Detroit, Mich.**

**Not Strength Alone But—**

**Lightness**
**Flexibility**
**Smoothness**

The possession of mere brute strength does not always insure proper performance of a motorcycle chain. It must possess, in addition, lightness, flexibility, smoothness of operation.

In addition to being the strongest motorcycle chain in the world,

**"The Coventry" Chain**

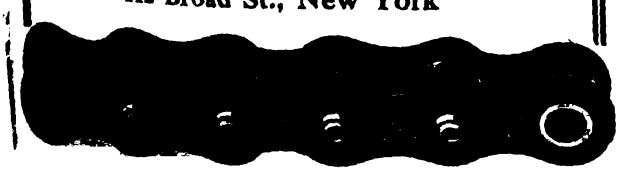
*"The Motor's True Mate"*

is the lightest for its breaking strength, lightning fast, uncannily silent and, when properly lubricated, the smoothest transmission in existence.

"The Coventry" Chain is the standby of thousands of dealers in the United States. It has so invariably made good their claims that they insure their customers' good will by PUSHING "The Coventry" at every opportunity.

JOBBERS, THINK THIS OVER

**Herbert F. L. Funke Co., Inc.**
112 Broad St., New York



**MESINGER**

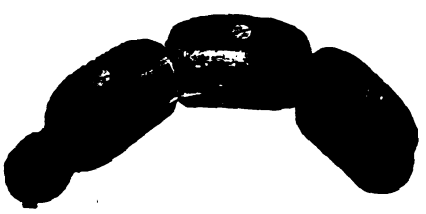
**"V"**

**Leather Link Belt**

A durable, noiseless, slipless "V" Belt, with steel links. Of better lasting qualities, more smooth running and more efficient than any other belt drive.

Stocked in ¾"—⅞" or 1" size for motorcycle use.

Prices upon application.



**H. & F. Mesinger Manufacturing Company**

**Austin Place & East 144th St. New York**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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# Looking Down the Stretch

September 4, 5, 6, Rockford, Ill.—Three-day good fellowship tour of Rockford M. C.

September 5-6, Toronto, Ont.—Endurance run of the Motorcycle and Bicycle Dealers' Association.

September 6, Chicago, Ill.—Three hundred-mile race on Chicago Speedway.

September 6, Coshocton, O.—Race meet at local track.

September 6, Trenton, N. J.—Motorcycle race meet under the auspices of the Mercer County Labor Union.

September 6, Pittsburgh, Pa.—Labor Day races at Schenley Oval.

September 6, Newark, N. J.—Run of New Jersey M. C.

September 6, Norwich, Conn.—Race meet at local track.

September 8, Sheridan, Wyo.—Races at Three-Day "Stampede" celebration.

September 12, Toledo, O.—Meet of the Interstate Racing Association.

September 12, Elwood, Ind.—Race meet of the Elwood Racing Association.

September 13, Milwaukee, Wis.—Races under the auspices of the Milwaukee M. C. on opening day of State Fair.

September 18, Boston, Mass.—Race meet at Readville Park track.

September 18, Buffalo, N. Y.—Race meet of the Buffalo M. C. at Lancaster, N. Y.

September 18, Wheeling, W. Va.—Race meet of the Wheeling M. C.

September 18, Providence, R. I.—Race meet under the auspices of the Narragansett Park Speedway, Inc.

**September 20-25, Chicago, Ill.—National motorcycle and bicycle show at the Coliseum.**

October 2, Wheeling, W. Va.—Race meet under the auspices of the Wheeling M. C.

**October 11-16, New York, N. Y.—National motorcycle and bicycle show at Madison Square Garden under the auspices of the Motorcycle Manufacturers' Association.**

October 12, Boston, Mass.—Race meet at Readville Park track.

November 20, Phoenix, Ariz.—Race meet at local track.

November 25, Wheeling, W. Va.—Hill climb under the auspices of the Wheeling M. C.

## AGSTEN TO TAKE LONG TOUR

Louisville, Ky.—Walter Agsten, an Excelsior rider, who has charge of the tuning and repairing department of the Louisville office of the Rudloph Wurlitzer Company, of Cincinnati, O., has been using his machine advantageously in handling repair work, tuning and orchestra installations in various parts of the state. He recently returned from trips to Lawrenceburg, Frankfort and Lexington. Agsten will leave the city shortly for a vacation tour to Cincinnati, Cleveland, Mt. Clemens, Mich., and other points. He expects to cover about 1,500 miles and will keep a complete record of oil and gasoline used.

## MOTORCYCLISTS ARRESTED

Des Moines, Iowa.—Five motorcyclists were arrested here not long ago, in company with an aviator and an automobile racer, charged with having violated the Sunday law by participating in a matinee race program.

Thomas E. Pickrel, of Marion, Ind., has been appointed an F. A. M. attorney.

## EXPORT TRADE FLOURISHING

Export trade in American-made motorcycles has never been larger than it is at the present time. Nearly every factory in the country has secured a good share of this export business, especially the Hendee Manufacturing Company, the Harley-Davidson Motor Company, the Reading Standard Company and the Henderson Motorcycle Company.

From the Henderson company we learn that they have just completed a shipment of one hundred machines to Holland, while the export business of such concerns as the Hendee and Harley-Davidson has made it necessary for them to continue running their factory at full capacity at a time when, owing to the slackness of the season, they have usually reduced the number of their employees.

## ON RUGGED TRAILS

Victoria, B. C.—Penetrating the rugged wildernesses of the beautifully mountainous Province of British Columbia has been the pastime of two Victoria wayfarers, W. Harris and S. A. Spencer, who adopted the motor two-wheeler for the purpose. They have been a month on what are called roads and they have been in contact with Nature in all her scenic forms. They visited Vancouver, after which they took a dip into the State of Washington, and from Spokane they darted to Rossland, B. C., from which place they motorcycled to Nelson, where they made a practical study of the mines for the nonce. They have used their machines continuously with the exception of the leg from Cedar Falls, Wash., to Chealm, Wash.

## GAME WARDEN A BOOSTER

Passaic, N. J.—Game Warden William C. Klein, of this city, is an enthusiastic motorcyclist, and uses an Indian sidecar continually in running down offenders against the game laws. The Warden is both State and Federal officer, and in an interview the other evening, said that he does not know how he was able to do his work before the invention of motorcycles.

## HORNS AND CHURCH SERVICES

Red Bank, N. J.—Signs are to be hung up in Red Bank, N. J., every Sunday morning at a distance of 800 feet from the churches announcing to motorists that church services are going on and requesting them not to make a disturbance by blowing their horns.

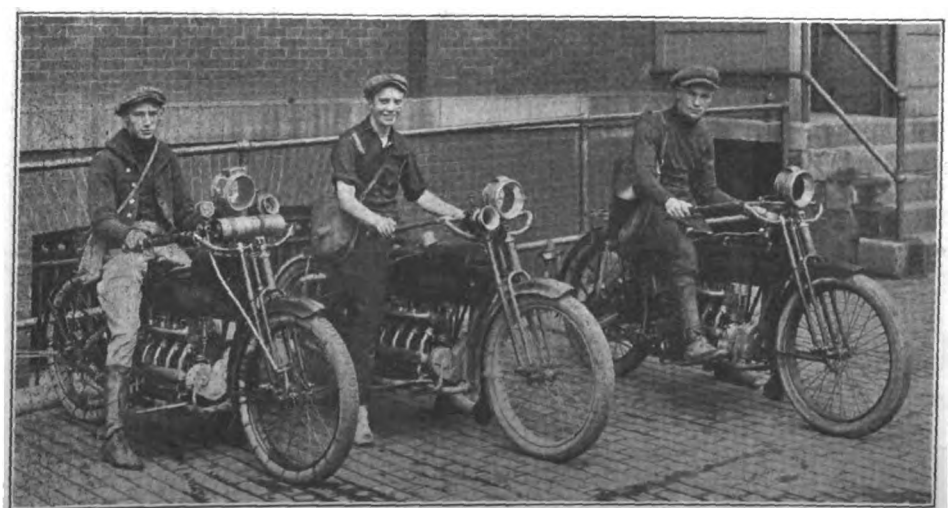
## MOTORCYCLE IMPORTS IN CAPE TOWN

Imports of motorcycles and parts at Cape Town, South Africa, during the year 1914 amounted to $156,278, as compared with $261,726 in 1913. The reduction in value is laid to the European war. Cape Town is the chief seaport serving the entire Union of South Africa.

## MORE SHOPS REGISTER

Jess A. Tucker, of 122 South Third street, Chickasha, Okla., and the Western Supplies Company, of 1448 Larimer street, Denver, Colo., have recently registered their shops with the F. A. M.

## SPEEDY SPECIAL DELIVERY RIDERS IN AKRON, O.



Left to Right, Clyde Powles, Fred Kittleberger and Bill Sayles, Employed by Post Office Authorities in Busy Ohio City—The Trio Swear by Their Hendersons

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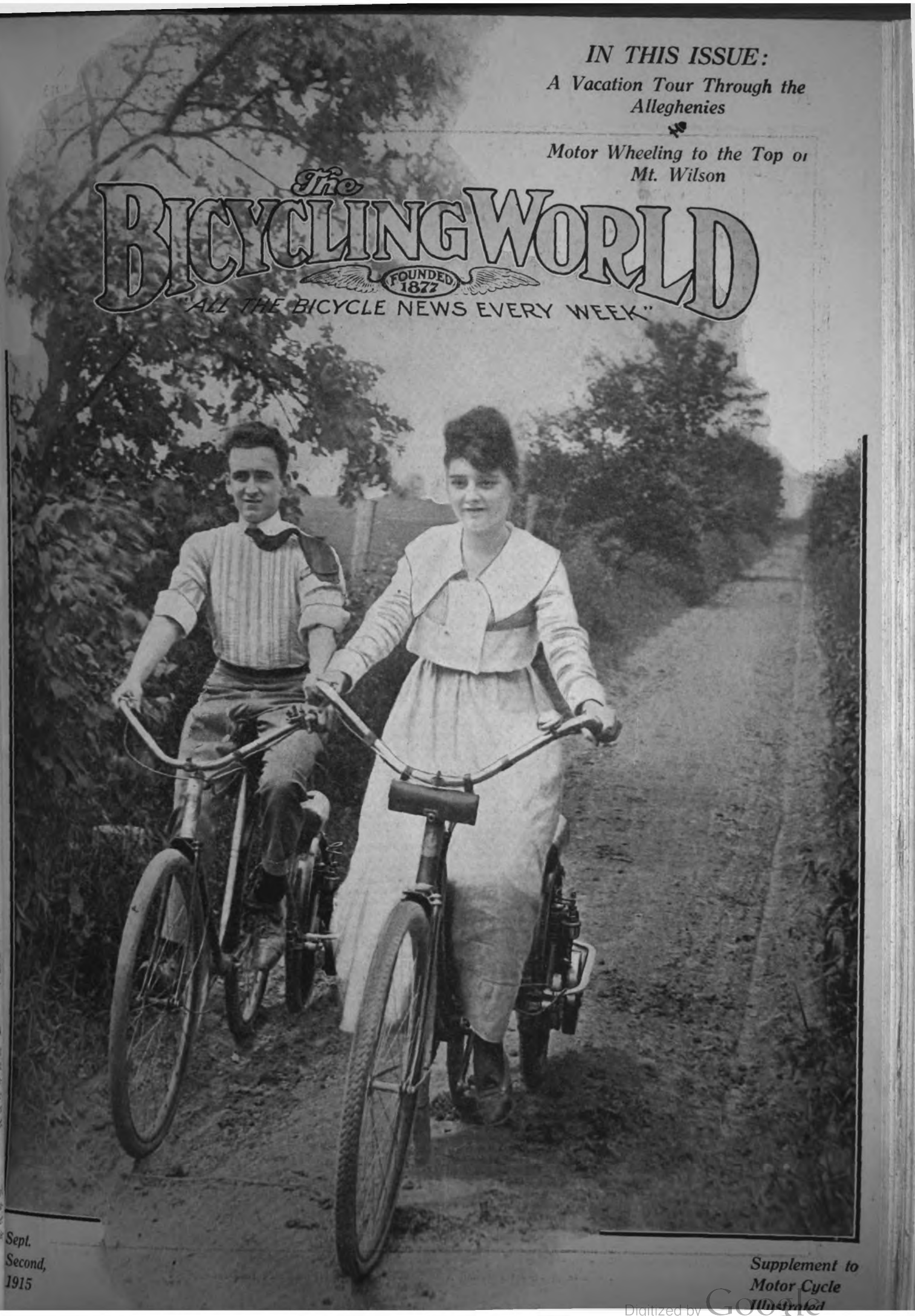


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# That 9200 Dealers profited last season by specifying the

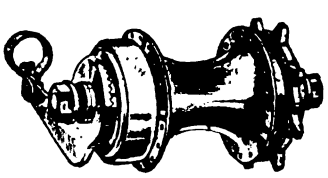
# New Departure Coaster Brake

## and by the use of New Departure Sales Helps *means something.*

Our salesmen, after their annual conference at the factory are again on the road. Their reports assure us that the 9200 are still with us and that there will be a bunch more this year.

***Where others have found ready money in increased bicycle sales through New Departure plans and product---right there is YOUR best opportunity for 1916.***

We shall exhibit at the Chicago and New York Motorcycle Shows---
In the meantime
Get your name in for our New Catalog



## THE NEW DEPARTURE MFG. COMPANY

BRISTOL CONN., U. S. A.

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# Attacking Joe's Junk Pile

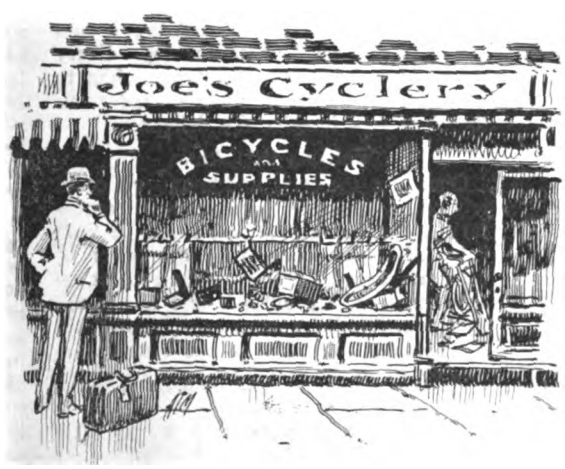
## *Jack Brady, the Vet. Traveler, Points Out the Value of Attractive Window Displays*

THEODORE ROOSEVELT'S now famous speech to the high-brow rookies at Plattsburgh, N. Y., didn't make Secretary of War Garrison feel nearly as sore as Joe felt, when Jack Brady, the veteran traveler, had hardly started his stinging remarks about Joe's junk pile.

"Say, Jack, what the deuce right have you to call my window a junk pile, you rascal?" interrupted the Haledon dealer, in the midst of Brady's little harrangue, which he started in his characteristic way almost immediately after giving the window a thoughtful "once over" and entering the bicycle shop. "If we hadn't been brought up together in the cycle trade like two brothers, I'd have a good mind to . . .

"Sure you would, Joe!" snapped back Brady. "But the big fact keeps staring us in the face that your window looks like a junk heap. That's a fact—and here's another: you're a live-wire and a mighty good hustler. These facts don't jibe. Why don't you fall in line with the real merchants who go in for attractive but simple window decorations and thus boost business?"

Awh, what's the good?" asked Joe and grinned at seeing the genial traveler so very serious.




"THE good? Now, Joe, m'boy, you set up your arguments against effective window displays—set em up like spic and span clay birds in a shooting gallery and if I can't hit your birdies to splinters there's a perfecto waiting for you."

"All right," began the Haledon dealer. "You've acknowledged that I'm a live wire. Thanks. That goes to show that I've got a pretty good trade. I can stand some more, of course, but I'm pretty well satisfied. The fellows are bringing in others, so what's the good of having a window display?

"Then, too," continued Joe, "there isn't much traffic passing my store. There's quite a bit at times, but as a rule the street is rather quiet. Think of all the trouble connected with dressing up a window. You've got to clean the place out every now and then, and that would take up a lot of my time. Those are my reasons for not making much display—now let's have the cigar."

"Hold on, you're a little too quick about asking for the cigar," said Brady, dropping into a chair. "I know you do a good business, but you've acknowledged that you would actually tolerate some more. I believe that a good window display is going to increase your trade. It's a sales booster in addition to the good work your present patrons are doing.

"YOU'VE acknowledged that some traffic does pass your store," continued Brady. "It would be worth your while to have all the people who pass your window turned into sales getters. A good window display, with glittering, shinning machines and accessories neatly arranged, will attract them. They'll know that you sell bicycles and supplies—something that your window does not show at present. Not only will they know and be able to tell others where to get cycles, but you'll be actually creating a demand. You'll have them thinking favorably of bicycles, and by making frequent changes you'll hold their attention and increase their desire to become bicycle owners.

"Haven't you often purchased an article that you did not dream of buying because you saw it well displayed in a good looking window and you simply could not resist? There seemed to be a sort of fascination about the article and you felt that you just had to have it. Thoughtful window dressing turned the trick. Why not make use of it?

"A SLIP shod appearing window," continued Brady, watching the look of interest on Joe's face, "never inspired confidence either in the dealer or his product. One instinctively keeps away from the place that is ill-kept. And the man who owns such a store generally takes little pride in it. It's the fellow whose heart and soul is in his business and whose shop shows it that's most efficient. Fine fixtures and a dandy display count for naught, when the dealer is a dead one. But neat fixtures and well-thought out displays, together with a hustling business policy are the winning combination. And . . ."

"Stop! Say, Jack," broke in Joe, "you've said enough. Those clay birdies of mine look like the ruins of Antwerp. I've never really given any serious attention to window dressing, but you seem to have the right dope. I think that my window could be made an effective sales booster."

"Righto!" concluded Brady. "You can get one of your boys to clean it out, and after dusting off the bikes and accessories you can easily arrange them according to some definite plan."

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# Speedy Trip Awheel Through Four States

## How a Crescent Rider Spent a Nine-Day Vacation on His Bicycle

By FRED M. SANBORN

"BEYOND the Alps lies Italy," said Napoleon. "And beyond the Alleghenies lies Pittsburgh and the West," said I to myself. I had never been very far west of Baltimore on a bicycle, chiefly because of the exceedingly poor roads through the mountains. I had been north, south and east, but not west. So this time I determined to follow Horace Greely's advice, "Go west, young man, go west!"

### Regular Tourist's Equipment

Therefore Sunday morning at half-past nine a few weeks ago found me pedalling merrily out of Baltimore, bound for the west, accompanied by two of my clubmates who decided to journey with me a little way out. I was equipped like a regular tourist all right, with a luggage carrier on the rear of my bike, a coaster brake, an extra tire and a sixty-eight gear. And I might say, right here, that all of these things proved their value before I got back.

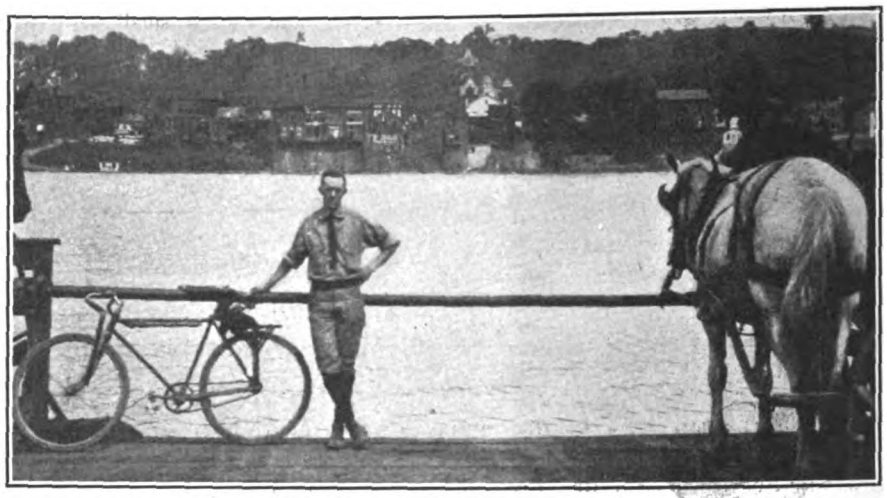
All was well for the first few miles; we struck the long winding hill (well named "The Devil's Elbow) that leads down to the Patapsco and into Ellicott City, my coaster brake soon enabling me to open up a big gap between myself and my companions on the steep grades. Ellicott City, ten miles from home, was soon left behind, and we proceeded onward over the fine State road to Mayfield, where one of my friends wished me good luck and turned his face homeward.

Then the tire trouble started. One of my tires had recently been vulcanized, but the job had evidently been badly done, for the vulcanized portion blew out. After repeated attempts to repair it, I finally decided to stop at Ridgeville and replace it with my extra tire. By this time both our watches and our stomachs notified us that it was time to eat, and we accordingly proceeded to the Eagle Hotel at Ridgeville, where the payment of a small sum of the coin of the realm entitled us to an old fashioned Maryland dinner.

### Sanborn Meets the Jinx

Dinner over, my lone companion bade me goodbye and I resumed my journey alone. Frederick was reached without trouble, but I had not yet gotten out of the town limits, when I felt an ominous bumping of the rear wheel. Investigation developed the fact that the rear tire was badly rim chafed. I tried rubber bands, but useless; I then tried the largest rubber plug I had, but still no repair. Finally, as a last resort, I used a large brass plug —and by a miracle it held.

Once more on the road, I soon struck the long grade leading up to the summit of Braddock Heights, sometimes known as the Catoctin Mountains. This gave me my first good opportunity to test my 68 gear, and it certainly proved to be the real thing for mountain climbing. I sped down the other side of Braddock Heights and twelve more miles through the little valley brought me to the foot of South Mountain. This is a somewhat longer and harder grade than Mt. Braddock and, determining to see



Crossing the Ohio River, West Virginia Shore in Background

just what I could accomplish with my little 68 gear, I pressed on up the mountainside at my best pace.

To my amusement, I found that I could make better time on the hill than some autos, for about midway up I sighted a "flivver" laboring along, evidently making heavy weather of it. I redoubled my efforts, and soon, to my enormous satisfaction, had the pleasure of passing it and "showing the way" up to the top. Every cyclist knows the pleasure it gives him to beat an auto on a hill, and the reader can therefore well imagine my delight.

### Whirling Past Autos

Once over the crest, and knowing I could rely on my brake for a quick stop if necessary, I "let her go" at full speed (a little habit of mine), passing by a number of machines bound my way, to the evident astonishment of the autoists and to the apparent delight of a number of people out for a walk in the cool of the evening. A

At Braddock Heights

tip to the reader—if he would shine as a cyclist—locate your home in this section. You need not be a champion—any fair rider would soon be regarded as a wonderful athlete.

Leaving South Mountain the traveller enters the valley in which Hagerstown is located, and I reached that thriving little town, the destination of my first day's journey, at 7:30 p. m. A good supper, a few minutes spent in reading the Sunday papers, and I was ready for bed. I was up bright and early the next day, and disposing of my breakfast, started out in light spirits. But the old tire jinx was still on my trail. The tire repaired in Frederick went completely to the bad, and as I had already used my extra tire I was compelled to return to Hagerstown and purchase a new one. However, I got started at last at 11 a. m., resolving that henceforth I would equip myself with brand new tires for my trips, regardless of the condition of the old ones.

The Tuscarora Mountains began to loom up now, and fifteen miles of easy riding brought me to their base. This ridge was one of the hardest I struck, about four miles to the summit, and the road rather rough and sandy. From the top I got my first view of the Alleghenies, and what a view it was: ridge after ridge stretching away as far as the eye could see, with the little village of M'Connelsburg nestling down in the little valley before me. How I regretted that I was not able to carry a camera on my wheel big enough to get the magnificent view.

### Pedalling on "Lincoln Way"

At M'Connelsburg I struck the Lincoln Highway, and after stopping a few minutes for a light lunch, I followed on over the good surface of the "Lincoln Way," as they call it, into the Alleghenies. I was now in the State of Pennsylvania, as the speech of the people I encountered soon informed me, for I heard such expressions as "hain't" and "dare he do it" (for "may he do it") and a few other little phrases peculiar to some of the people of the great and glorious commonwealth of Pennsylvania.

After leaving M'Connelsburg I overtook two young men who were walking from Carlisle, Pa., to Chicago. It was getting dark by this time and a storm was coming up, so I decided to stop for the night at the Mountain House, an old fashioned hotel at Sidling Hill.

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I made an early start again the next morning as I had only covered fifty miles the previous day, due to my late start. A heavy mist hung over the mountains in the early morning which the rising sun quickly dispelled. Twenty miles of travel brought me to the old town of Bedford, Pa., well known for its medicinal springs. Bedford is in the heart of the Alleghenies and from this point on I struck a series of ridges averaging elevations of 2,700 feet. Travelling over the Lincoln Highway to Pittsburg I did not, however, find it as bad as I had expected, for the little valleys between the ridges give the traveller a chance to catch his breath now and then.

**Alternate Riding and Walking**

The grades I found rather long, and although not too steep to ride with a low gear, my experience has been that alternate riding and walking up the big ridges is a great deal easier than attempting to ride them all from the start, as this system, if persisted in, will soon reduce the cyclist to the state where he is compelled to walk them all from the foot.

An interesting feature of travel on the Lincoln Way is the fine spirit of friendly comradeship shown by the travelers. I met many machines going from points east to other points in the west, and in nearly every case the tourists would give me a friendly salute or wave a friendly greeting.

About twenty-five miles from Bedford I came to the main ridge of the Alleghenies. This ridge has a sign near the top reading "Stop and look—this is the grandest view between Philadelphia and Pittsburg." I stopped and looked, and the view is all that it is claimed to be, I must admit. I met two motorcyclists at this point en route from Philadelphia to Chicago. They were having considerable trouble, they told me, with their brake band. I met them again approaching Stoyestown, where I stopped to take a picture of the town, located on the side of a tremendous hill. They had completely burned out their brake band by this time and had to put in a new one.

I lunched at Stoyestown after climbing the hill and found a dessert awaiting me a little way outside the town in the shape of trees bearing cherries and apples. The cherries were ripe, and I surely did consume a quantity of them. From this point on I climbed mountain after mountain, reaching the last one, Laurel Hills, about six in the evening. The descent was a long one and the steepest I found on my entire trip, compelling such continual use of the brake it became very hot.

**Overtook Auto While Coasting**

To give an idea of the steepness of the grades I might mention the fact that I overtook at the bottom an auto that had passed me five minutes before my brake had cooled, and the look on the faces of the occupants of the machine when I overtook them was certainly amusing. Passing on through Ligonier, the site of the first fort built west of the Alleghenies by George Washington and Gen. Forbes during the French-Indian wars, I reached Youngstown, Pa., 78 miles from my starting point, at 8 o'clock, and here I decided to spend the night.

I pulled out early the next day, cheered on by the thought that all of the mountains were left behind me. But I found some hard pedalling from Youngstown, through Pittsburgh, and into a small town some distance from the great iron city where I spent awhile in seeing the sights. Leaving at an early hour on the following day, I was a bit dismayed to find that the roads were very hilly about thirty miles from Pittsburgh. The grades were steep, the curves sharp, and the slow down sign was met with continually.

**On Main Street in Lisbon, Ohio**

I had fixed Canton, Ohio, as the termination of my trip westward, but a hard rain in the mid-afternoon compelled me to change my plans, as the clay roads in this section become unridable for a bicycle within ten minutes after a rain, and I was still thirty-five miles from my destination when the rain compelled me to walk. A three-mile walk in the rain brought me to Lisbon, and as the rain showed no signs of letting up, I was forced to spend the night here.

**Beginning the Homeward Journey**

The following day, as the dirt roads were still wet, though it had stopped raining, I concluded best "to beat it" eastward, and accordingly boarded a trolley for Steubenville, where I found good roads once more. I reached Steubenville at noon, and once more mounting the bike proceeded along the brick road to Wellsburg, where I crossed over the Ohio on the ferry. Over on the West Virginia side I found more dirt roads, rough and hilly in the bargain, but I struggled along, finally reaching Washington, Pa., at 7:30 p. m., pretty well played out, though the mileage for the day was only 33 miles.

Next morning, however, I felt better as I pedalled over the old National Highway, which was very good for a few miles, but later lapsed into a poor dirt road at some points and a rough stone one at others, the entire distance exceedingly hilly. Uniontown was reached at 2 p. m., and here rain overtook me again, compelling me to take the train into Cumberland where I spent the night.

The good Maryland State road gladdened my sight the next day, and I continued my way, cheered and sustained by the thought that home was but two days' journey away. Getting home from Cumberland I found was no cinch, no less than six mountain ridges in succession being encountered, all big ones, running from six to ten miles from one side to the other, with practically no breaks or valleys between any of them. I was sixteen miles from the nearest town when the jinx appeared again.

**Impossible to Steer Bike**

The bottom cup on my front fork broke, and before I became aware of it I had lost all the bearings out of it, the consequence being that the wheel became almost impossible to steer. I didn't know what to do. I hailed a number of passing autos from time to time and requested a lift into Hancock, the nearest town, but every one of the lot refused. Finally I decided to walk. I walked till I became disgusted and then I rode till I became scared. Eventually, riding and walking, I got to Hancock.

**Dealer Helps Him**

Here a storekeeper was good enough to open his store, though it was Sunday, and with his assistance and supplies I managed to patch up sufficiently to enable me to steer the wheel. From Hancock on for about eight miles the road was very level, following along the Potomac River, and you can believe me that the change from mountain climbing was a welcome one indeed. The road continuing good I reached Hagerstown at dusk and after all the supper I could possibly surround I turned in for a good night's rest. And maybe I didn't sleep!

The trip from Hagerstown to Frederick was made the following day without event, the climb over South Mountain and Braddock Heights seeming easy after crossing the Alleghenies. Frederick was the dinner stop, and after doing justice to a good one,

**Resting Up at Hotel**

I was on my way again for Baltimore, reaching home at about half-past five in the evening.

My total mileage for the trip was 536 miles, an average of about sixty a day, and the farthest point reached in Ohio was 322 miles from Baltimore. My trip had taken up nine days.

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# Grenda Shatters Two World's Records

NEWARK, N. J., August 26.—Alfred Grenda, the Australian speedster, shattered world's records in the half-mile pro. handicap and in the ten-mile international at the Velodrome last night. Grenda's time for the half-mile was 53⅕, some ⅖ seconds better than that of Jackie Clark, made in 1907. The ten-mile figure of 20:21⅕ which Alf. made last night betters his own record for the Velodrome for that distance by some 8⅘ seconds. The lanky Antipodean actually opened the night's events by clipping a record and closed the evening's bill by shattering another.

The ten-mile international race, as it was billed, was anxiously waited for by the fans, after seeing their pet, the veteran Frank Kramer, take the first semi-final of the World's Derby from Reggie McNamara and Harry Kaiser by a lightning sprint of 11⅘ seconds for the last eighth. Grenda won the long distance event in a driving finish, to the surprise of many who had figured McNamara as the undoubted winner. He shot away on entering the home stretch for the last lap and passed Oscar Egg, who finished second. Goullet, showing signs of being pumped, was third, and Ray Eaton fourth. McNamara finished fifth in order. Time, 20:21⅕.

The Derby semi-finals saw Kramer sprint into first place in the first heat, with McNamara second and Kaiser third. Kramer's time was 1:24⅖. In the second heat Grenda was victor, with Bob Spears second and Goullet third. Time, 1:18⅖. Iver Lawson took the third heat in 1:03, with Cesare Moretti second and Francesco Verri third.

Frank Corry, another Australian, ran off with the miss-and-out and the half-mile handicap, his times being 3:57⅗ and :53⅕ respectively. Jackie Clark, of the Mormon city, took both heats of his match with Iver Lawson, in 1:45⅘ and 1:44⅕ for the ⅔-mile. Hans Ohrt won two out of three heats in the match with Arthur Spencer, the Canuck, in the amateur class, while Eddie Kane, of Newark, was victor in the mile amateur invitation.

Following are the summaries:

Miss and Out (Professional)—Won by Frank Corry, Australia; second, William Hanley, San Francisco; third, Jacob Magin, Newark; fourth, George Cameron, New York; fifth, Ernest Jokus, Newark. Time, 3m. 57⅘s.

One-Mile Invitation, Handicap (Amateur)—Won by Thomas Fitzsimmons, South Orange (scratch); second, Charles K. Browne, Newark (120 yards); third, Andrew Schroth, Newark (100 yards); fourth, Anthony Attardi, New York (25 yards). Time, 1m. 59s.

Half-Mile Handicap (Professional)—Won by Frank Corry, Australia (55 yards); second, Fred Hill, Boston (40 yards); third, Robert E. Spears, Australia (15 yards); fourth, Menus Bedell, Lynbrook, L. I. (35 yards); fifth, Raymond Eaton, Elizabeth (25 yards). Time, 53⅘s.

One-Mile Invitation (Amateur)—Won by Eddie Kane, Newark; second, Fred Taylor, Newark; third, Frank J. Whitney, Newark; fourth, Hans Ohrt, San Francisco. Time, 2m. 21⅘s.

World's Derby (Professional); Semi-Final Heats at Half Mile—First semi-final won by Frank L. Kramer, East Orange; second, Reggie McNamara, Australia; third, Harry Kaiser, Bronx. Time, 1m. 24⅖s. Last eighth mile 11⅘s. Second semi-final won by Alfred Grenda, Australia; second, Robert E. Speers, Australia; third, Alfred Goullet, Australia. Time, 1m. 18⅖s. Last eighth mile, 12⅕s. Third semi-final won by Iver Lawson, Salt Lake City; second, Cesare Moretti, Italy; third, Francesco Verri, Italy. Time, 1m. 3s. Last eighth mile, 13⅖s.

Two-Thirds-Mile Match Race (Professional); Iver Lawson, Salt Lake City, vs. A. J. Clark, Newark—Won by Clark; second, Lawson. First heat won by Clark. Time, 1m. 45⅘s. Last eighth mile, 12s. Second heat won by Clark. Time, 1m. 44⅕s. Last eighth mile, 12⅕s.

Two-Thirds-Mile Match Race (Amateur); Hans Ohrt, San Francisco, vs. Arthur Spencer, Toronto—Won by Ohrt. First heat won by Spencer. Time, 2m. Last eighth mile, 13⅕s. Second heat won by Ohrt. Time, 1m. 40s. Last eighth mile, 12⅖s. Third heat won by Ohrt. Time, 1m. 40⅖s. Last Eighth mile, 12⅘s.

Ten-Mile International Race (Professional)—Won by Alfred Grenda, Australia; second, Oscar Egg, Switzerland; third, Alfred Goullet, Australia; fourth, Raymond Eaton, Elizabeth; fifth, Reggie McNamara, Australia. Time, 20m. 21⅕s.

## AFTER COLUMBUS CYCLE TITLE

Columbus, O., Aug. 30.—Charles Louthan, the amateur bicycle champion of this city, who is generally known as the "speed king" of Columbus, has just made public his challenge to all cyclists in the State of Ohio to ride in a series of events to determine the "simon pure" title holder for the State. Louthan is willing to ride at any distance from one to one hundred miles. All those willing to accept the challenge should communicate with H. Harger, 291 West Poplar street, Columbus.

CHARLES LOUTHAN

## Great Western Announces 1916 Salesmen and Distributors

LA PORTE, Ind., Aug. 30.—In making its announcement of the salesmen force and the distributors for its bicycles during the 1916 season, the Great Western Manufacturing Company states that the sales staff will consist of C. A. Lonn, A. E. Lonn, H. A. Shaffer, G. A. Winslow, Jay Kanney, B. W. Donnell, Jr., P. M. Jenks, J. H. Kinney, Mr. McKee, C. L. Smith, J. C. Wright and E. H. Leng. The company has also arranged for the distribution of its machines through the following concerns: Morley Brothers, Saginaw, Mich., distributors for Michigan on Crown, America and Adlake bicycles; Morley-Murphy Hardware Company, Green Bay, Wis., distributors for Wisconsin on Crown, America and Adlake bicycles; Farwell, Ozmun, Kirk & Company, St. Paul, Minn., distributors for Minnesota, North and South Dakota and Montana on Crown bicycles.

Janney, Semple, Hill & Co., Minneapolis, Minn., distributors for Minnesota, North and South Dakota and Montana on America and Adlake bicycles; Brown-Camp Hardware Company, Des Moines, Iowa, distributors for Iowa for Crown, America and Adlake bicycles; M. L. Foss, Denver, Colo., distributors in Colorado for Crown, America and Adlake bicycles.

The James Bailey Co., Portland, Maine, distributors in Maine for Crown, America and Adlake bicycles; Canton Hardware Company, Canton, Ohio, distributors for east-central Ohio on Crown bicycles; Wagner Hardware Company, Mansfield, Ohio, distributors for America bicycles for east-central Ohio; Stratton & Warren, Memphis, Tenn., distributors for wetsern Tennessee and Mississippi; Townley Metal and Hardware Company, Kansas City, Mo., distributors for western Missouri, Kansas and Oklahoma, for Crown, America and Adlake bicycles.

The 1916 catalogs are now ready for mailing and will be sent to anyone upon request. The Crown, America and Adlake catalogs will be furnished to distributors in sufficient quantities for their requirements, with their names embossed on the cover.

## PRODUCING MORE CYCLES THAN IN LAST YEAR

BUFFALO, N. Y., August 20.—Percy Pierce, president and general manager of the Pierce Cycle Works, reports that in comparing their business as a whole with that of a year ago, his firm is producing 34 per cent. more bicycles.

"July and August are very dull months in the bicycle manufacturing end," said Mr. Pierce. "Nevertheless, we find a decided improvement over that of a year ago. In August, 1914, our production was 89 and this August, the first 20 days, our orders call for 388 bicycles, or an increase of 299, or 434 per cent.

"Where in the past we have found dealers with plenty of stock to carry them through July and August, this year we find their shelves are bare. Take, for example, the Bicycle Supply Company, the Pierce distributors in Salt Lake City, Utah. During the entire year of 1914 they only disposed of 60 Pierce bicycles; this year they have sold 275 without a single one left in their store. A few days ago they wired an order for ten, to be sent by express. The following day they wired again asking if the bicycles were on their way. And this is only one of the instances that has come to our attention."

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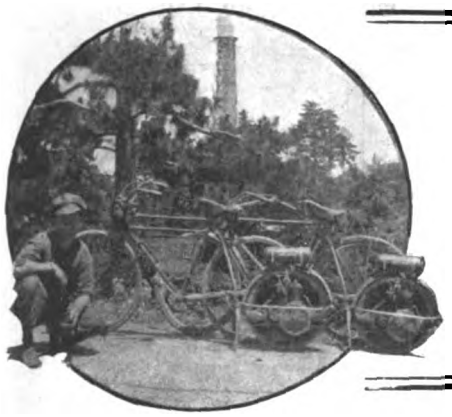
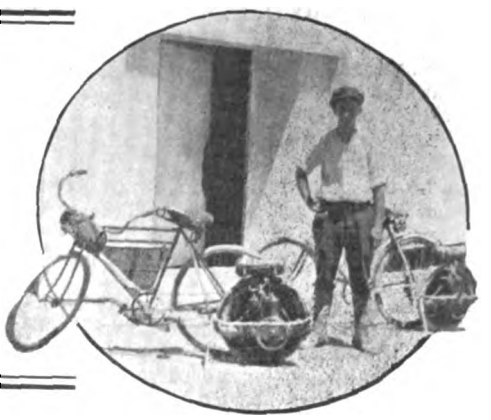


# To the Summit of Mt. Wilson

∴ By ∴

# Motor Wheel



*On the Summit of Mt. Wilson, 6,000 Ft. High*

*Before the Famous Carnegie Observatory*

WHAT is undoubtedly the severest grade-conquering test to which a motor wheel has ever been subjected has recently been made by three young motor wheel enthusiasts from Los Angeles, Cal. They performed what was generally considered an impossible feat for a bicycle power attachment—the feat of climbing the spiral highway up Mt. Wilson, a peak of the Sierra Madre range, which circles its way around the mountain in grades varying from ten to twenty-one per cent. for a distance of nine miles until the summit is reached. The summit is six thousand feet above sea level.

### Warned Not to Try It

Though friends warned them in advance that their venture would only prove futile, F. A. Burnwood, Walter Poole and the writer set out from Los Angeles at nine o'clock one morning, mounted on their motor wheel bicycles, with the vowed purpose of breezing up the Mt. Wilson highway or dying in the attempt. They started with a grim determination, but soon found that a grim determination wasn't at all necessary. For as they took grade after grade of the beautiful roads which lead from their home, past Highland Park and Annandale Country Club in the foothills of the Sierras, they were so inspired with the confidence that their undertaking would be a success that, had any one happened along with wad of currency to wager against them, they'd have staked their last dollar.

Leaving the Country Club behind, the second leg of their journey took them upward to a higher elevation where the splendid Altadina homes are located. Now they were in the base of the mountains where the startling novelty of the journey really began. The Los Angeles motor wheeling trio found the road which clings to the side of Mt. Wilson a triumph of man's work in even grades and safe locations.

### Beautiful Views Revealed

As the motor wheelists were well on in the ascent the views became ever more interesting and inspiring at every turn. Magnificent depths of space and beautiful panoramas, growing gradually wider and wider, revealed themselves with a majesty and dignity that thrilled the cyclist with a mingled feeling of awe and respect. But as they purred skyward, even the most timid of the trio felt a perfect sense of security and comfort because of the ample road bed and its solid construction.

Wherever their eyes rested the scene was one new to the riders, as their mounts carried them higher and higher with the tenacity of a bulldog and the gentle ease of a flowing stream. They beheld the wonderful sight of tall snow-capped peaks that towered above them like the gray heads of huge giants; while beneath their wheels gushing brooks were heard at intervals, leaping madly down the pine-studded mountainside. In the valley, out from the slopes far below, cities could be seen scattered about—big and little dots that broke up the monotonous verdure of the bright green country rolling off into the distance where

**Rounding a Hair-pin Turn**

the Pacific was prettily shimmering in the sunlight.

Every now and then the motor wheelists came upon an automobile party which would always look in astonishment at the outfits negotiating the grades with less trouble than their bulky machines. Those among the autoists who appeared to have the real sporting spirit applauded heartily.

The summit of Mt. Wilson was attained at noon, when the Los Angeles boys, who were now in a very happy frame of mind—having made the climb without trouble of any kind—enjoyed luncheon at the cosy Mt. Wilson Hotel. Some time was spent in visiting the interesting Carnegie Institute observatory buildings and in feasting their eyes on the veritable paradise of beauty and marvel which stretched in easy direction from all sides of the tall mountain.

### Starting the Descent

About three o'clock, the Smith motor wheelists finally tore themselves away from the grasp of the alluring, and almost transfixing sights about them, and began the descent of the mountain. They coasted all the way, with the gas shut off and the compression held. Obstacles were encountered in the nine miles of coasting for a mountain, however surfaced, always holds out. Gliding along with the quiet swish of the bicycle against the wind, the lads reached the bottom of the road and were once more on sea level.

At the base of the mountain, a skeptical autoist refused to believe that the motor wheels had actually accomplished the feat of pushing up to the summit. And to show that it could be done, and done easily, one of the boys shot up a twenty-one per cent. grade. The autoist grunted. But not so the friends of the Los Angeles cyclists—they were delighted and enthusiastic when they heard that the one cylinder, one and a half horse power demon, the motor wheel, had actually defied and forced into humble submission nine miles of steep mountain grades.

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## LONDON'S BLIND CYCLE MAKER

London, Eng.—One of the cleverest cycle builders and repairers in the trade in England is blind. He is Walter Wonnacott, who has a cycle agency in London. When Mr. Wonnacott lost his sight about twenty years ago he became a cycle agent, and later took up the building and repair of cycles.

"After all, the sense of touch," he said recently, "is just as necessary in handling a cycle as the sense of sight. You must touch the tire to find out if it is hard or soft; you must touch to discover the adjustment of the wheels, the tension of the spokes, and the tightness of the nuts. And as I carry a bicycle in my head, so to speak, it is easy enough for me to run my hands over a machine, just as a vet. does over a horse—and there's no danger of being kicked, either."

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## C. R. C. A. CARNIVAL IS AGAIN POSTPONED

The third annual pleasure run and monster carnival of sports, being promoted by the New York Division of the Century Road Club Association, which was to have been held on Sunday, August 29, was postponed for the second time, on account of inclement weather, and will be held next Sunday, September 5, leaving Columbus Circle, New York City, at nine o'clock a. m., sharp.

The first prize for the three-mile handicap race, a feature of the carnival, will be a pair of "Advanced Palmer" tires, and the first prize for the one-mile open race is a pair of Palmer tires, donated by the B. F. Goodrich Company. A silver loving cup, donated by the Pope Manufacturing Company, will be awarded to the owner of the best decorated bicycle, and another silver loving cup to the club making the best appearance.

Entries, costing fifty cents, which include entry to all of the five races, should be made with Andrew N. Segal, chairman, 1842 Seventh avenue, New York City, up to next Saturday night.

## CRESCENTS WILL STAGE HANDICAP

Baltimore, Md., Aug. 31.—The Crescent Bicycle Club has decided to hold an open handicap road race at an early date in October on a good course situated not far from the city and at a distance of about twelve miles. This race will be open to all amateurs, and a fine list of prizes is being arranged by the club officials. Liberal handicaps will be given to those riders who have never participated in a road race before, thus giving them an equal chance with the more experienced riders. The number of prizes will probably be such that nearly every finisher will receive a prize of some sort. Entry blanks will be out in a few days and will be placed in the hands of all local dealers.

## BALTIMOREANS ON BIKE TOUR

Passaic, N. J.—Charles C. Warwick and James S. Duffey, of Baltimore, Md., are in this city visiting friends and relatives. The young men are employed by the Maryland Casualty Company, of that city, and decided to enjoy their vacation by means of a bicycle tour. They made the 400 mile trip without any accident and from reports, enjoyed every moment.

# PIERCEY TAKES WESTERN TITLE

### Finishes With Eighteen Points in Five-Mile Championship—Thomas Is a Close Second.

CHICAGO, Aug. 26.—Charles Piercey, the Australian, annexed the five-mile Western championship for the professionals on Wednesday night, August 25, at the Riverview Velodrome. This was the last race of the series of five to decide the Western title, and by taking the event Piercey annexed five points, making a total of twelve all told, he being one point in the advance of Lloyd Thomas, the San Francisco lad. The final standing is as follows: Piercey, 12; Thomas, 11; Lawson, Cavanagh, Ryan and Walker, 6; Drobach, 5; Madden, 2, and John Bedell, 1.

The Australian pursuit race for the professionals proved to be one of the best events of the night. After a gruelling ride of over five miles Bob Diefenbacher, the San Jose rider, rode all of the eight men down. Joe Kopsky finished second and Ned Young third. Gordon Walker, the Australian, had a rather easy victory in his mixed match race against John Bedell, the Long Islander, the Antipodean taking the sprint heat and then leading Bedell by ten yards at the finish of the one-mile pursuit heat. Peter Drobach defeated Martin Ryan in a fifteen-mile motor-paced match and incidentally shattered two of the marks for the local track. At ten miles Drobach was leading, and he covered the distance in 13:29, against the old mark made by himself of 13:31. Drobach covered the fifteen miles in 20:03, the old mark, also held by himself, being 20:18.

One-sixth-mile record trial—Won by Charles Minnetti, Riverview C. C., 17⅗ seconds; second, tie between Ernest Kockler, Riverview C. C., and George Klasen, Danish-American A. C., 17⅘ seconds; fourth, Roy McWhirter, North West S. C., 18 seconds.

Two-third-mile handicap, amateur—Won by R. Van Der Palt, Belgian-American C. C., 130 yards; second, W. Andresen, Conquer A. C., 115 yards; third, Paul Kell, Chicago C. C.; fourth, H. Hendrickson, unattached, 135 yards. Time, 1:17⅘.

Australian pursuit race, professional—Won by Bob Diefenbacher, San Jose; second, Joe Kopsky, Bohemia; third, Ned Young, Salt Lake City; fourth, Gus Wohlrab, Jersey City. Time, 12:03. Distance, 5 miles 367 yards.

Five-mile Western championship, professional—Won by Charles Piercey, Australia.

## BELGIAN "REFUGEES" WHOSE FAVORITE SPORT IS BICYCLING

The Start of a Recent Racemeet of the Belgian-American Club in Chicago

## WHERE SCHOOL LADS USE BIKES

Greensboro, N. C., August 28.—The splendid condition of the roads in this section has made bicycling very popular among the younger folks and numerous children are seen daily wheeling to and from school. The accompanying illustration shows one of the lad who uses his wheel each day as a means of conveyance to and from his home. Though the youngster is only twelve years old, he has ridden his Motobike over 2,000 miles without a puncture or mishap of any kind.

## NOVEL STUNT ON DAYTON BICYCLE

Broadway, Va., Aug. 30.—Riding over heavy grades along the State highway here, W. A. Welch, a local bicycle enthusiast, succeeded in covering eleven miles in forty minutes, holding the detached handle bars of his bicycle in one hand and waving a flag in the other during the entire distance. Mr. Welch performed this stunt as the result of a wager he made that he could run ten miles in forty minutes and not use his handle bars during the performance. He, therefore, bettered his own estimate of the distance he could cover on his sturdy Dayton two-wheeler by one mile, and now challenges anyone to beat his record with the same conditions obtaining.

## WILL SEE "WHEEL ABOUT HUB"

Alderman Louis Rubenstein, of Montreal, president of the Canadian Wheelmen's Association, is arranging to visit Boston on September 9, 10 and 11, for the purpose of taking part in the annual meeting and "Wheel About the Hub" of members of the League of American Wheelmen. Alderman Rubenstein's original L. A. W. membership card was No. 9, and he can recall many bicycling incidents of the early eighties. He was one of twenty-eight members of the Montreal Bicycle Club who competed in the annual championships at Springfield, Mass., in 1883, when the delegation carried off third prize in the competition for the best uniformed club. It was about two years later that he was instrumental in the formation of the Canadian Wheelmen's Association of which he has been an officer for several decades.

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### YOUNGSTER'S GOOD WORK

San Diego, Cal., August 30.—From Los Angeles through San Diego to Tia Juana, Mexico, a distance of one hundred and forty-eight miles, in fourteen hours of actual riding time, is the record made by the youngster shown in the accompanying illustration. His name is Earnie Edwards and he is just fifteen years old. Earnie uses his Atherton equipped Iver Johnson every day on his way to and from school and is one of the best long distance riders in Los Angeles.

### CIVIC RECEPTION FOR SPENCER

Toronto, Ont.—Preparations are being made to give Art Spencer, the youthful Toronto bicycle star, a civic reception upon his return from Newark early in September. Officials of the Toronto Bicycle Riders' Association have the arrangements in hand and it is planned to give him a big welcome. The Toronto newspapers have printed columns of bicycle news during the past six weeks in the greater part of which young Spencer has been featured.

The management of the Canadian National Exhibition have made arrangements, it is declared, to bring Hans Ohrt, the new amateur champion, to Toronto to meet Spencer in a series of match races at the Exhibition Field Day on Saturday, September 11. About sixty entries have already been received for the one mile open and the three-mile handicap which are the bicycle features of the card, the prizes for which will be diamond scarf pins. Entries close on Saturday, September 4.

The fifty cyclists forming the London, Ontario, company of the Divisional Cyclist Corps have arrived in Toronto and are in training along with the Toronto quota. Another company is expected from Calgary in a few days.

### DAYTON CYCLISTS AT OUTING

Dayton, Ohio, Aug. 28.—The annual outing of the Dayton Bicycle Club was held on last Thursday afternoon at Halcyon Hall, some 200 members participating after motoring, riding or driving to the scene of the affair. The weather was ideal, and the crowd enjoyed one of the club's famous chicken dinners in the open, under the supervision of Chef Bosler and his staff of cooks.

# CARMAN CAPTURES REVERE FEATURE

## Beats Walthour and Collins at Boston—Connolly and Herbert Win Tandem

BOSTON, Aug. 29.—The hour motor-paced race at Revere Cycle track last night brought a finish between Clarence Carman and Bobby Walthour that was worth seeing. Carman won the race, making 43 miles, with Walthour 1½ laps behind and Elmer Collins 4½ laps in the rear.

Walthour started out to lead the bunch all the way and was easily successful for the first 20 miles, when Carman set out to pull down Bobby's lead, which he succeeded in doing, but was unable to pass until there were but two minutes to run. Then Walthour, with the idea of cutting past Collins and getting another lead on Carman, tried to pass Collins, lost his pace, and gave Carman the chance he had been waiting for to spring into the lead. Jimmie Moran was in the race until the 24th mile, when a blowout dumped him for a bad fall on his right shoulder.

Tandem racing seems to be gaining popularity here, and the crowd was given a dandy handicap mile-and-a-half event last night. L. C. Rollins and Tim Sullivan rode from scratch. Tom Connolly and Fred Herbert, riding their first professional tandem race from the 30-yard mark, started a fierce spurt at the end of the mile and got well into the lead; the Turville brothers went after them strong and pulled up alongside on the bell lap but were beaten by a wheel.

Tim Sullivan, of New Haven, with 95 yards, won the 1¾-mile professional handicap with a finely timed sprint, and Saxon Williams, of Buffalo, won the 5-mile professional by getting into the lead and plugging away the whole distance. The summary:

One and Three-Quarter Miles Professional Handicap Race—Won by Tim Sullivan, New Haven (90 yds.); Hugh McPartland, Boston (105 yds.), second; Tom Connolly, Everett (120 yds.), third; Fred Herbert, Fall River (70 yds.), fourth; Frank Droback, South Boston (80 yds.), fifth. Time, 3m. 29⅘s.

Half-Mile Amateur Handicap Race—Won by William Cupit, Roxbury (95 yds.); Frank Keenan, Revere (90 yds.), second; W. M. Lane, East Boston (80 yds.), third; Lewis Hill, Revere (110 yds.), fourth; Ned Chandler, Boston, (15 yds.), fifth. Time, 58⅘s.

Five-Mile Open Professional Race—Won by Saxon Williams, Buffalo; Pat Logan, South Boston, second; L. C. Rollins, Everett, third; Tom Connolly, Everett, fourth; Fred Herbert, Fall River, fifth. Time, 11m. 35⅘s. Charles Turville, Jr., Revere, winner of most laps.

Amateur Miss-and-Out Race—Won by Ned Chandler, Boston; John Barry, Cambridge, second; John Fardig, Orient Heights, third; Bert M. Jones, Revere, fourth. Distance, 1½ miles. Time, 3m. 24⅘s.

One-Mile Invitation Amateur Race—Won by Mike Barber; Harry Moore, Everett, second; Frank Keenan, Revere, third. Time, 2m. 22⅕s.

One and One-Half-Mile Professional Tandem Race—Won by Tom Connolly, Everett, and Fred Herbert, Fall River; Willie Turville and Charles Turville, Jr., Revere, second; L. C. Rollins, Everett, and Tim Sullivan, New Haven, third; Dennis Connolly, Everett, and Frank Drobach, South Boston, fourth. Time, 2m. 58⅘s.

One Hour Motor Paced Race—Won by Clarence Carman, Jamaica; Bobby Walthour, Atlanta, second; Elmer Collins, Lynn, third. Distance 43 miles.

### LINART IS MOTOR PACED WINNER

Boston, Mass., Aug. 30.—Victor Linart, the justly celebrated Belgian motor pace rider, was the winner of the big three-cornered race with George Wiley and Georges Seres, the French rider, at the Revere saucer on Wednesday night, August 25. The three speed marvels had a battle royal, with Linart hard pressed for the big end of the purse. Wiley took second place from Seres by the smallest of margin.

Wiley made the pace up to the seventeenth mile. Seres then took command and set a hot pace until Linart caught him in the twenty-sixth mile. Thereafter the Belgian was in front. The summary:

One-mile handicap, professional—Won by S. Williams, Buffalo, 85 yards; T. Connolly, Everett, 75 yards, second; H. McPartland, Boston, 60 yards, third; P. Cotter, Wakesfield, 115 yards, fourth. Time, 1m. 56⅕s.

Half-mile handicap amateur—Won by F. Hanson, Revere, 110 yards; E. Harrison, Orient Heights, 105 yards, second; C. Robinson, Boston, 60 yards, third; J. B. Rollins, Everett, 15 yards, fourth. Time, 58⅗s.

One-mile invitation, amateur—Won by Mike Barber, Cambridge; Kenneth Plummer, Revere, second; W. M. Lane, third; P. Antonucti, Boston, fourth. Time, 2m. 18s.

Three-mile open, amateur—Won by F. McKenzie, Revere; J. B. Rollins, Everett, second; N. Chandler, Boston, third; J. Fordig, Orient Heights, fourth. Time, 7m. 12⅕s.

Five-mile open, professional—Won by P. Logan, South Boston; L. C. Rollins, Everett, second; H. McPartland, South Boston, third; P. Cutter, Wakefield, fourth. Time, 7m. 55⅘s.

Special match race, professional: First heat—Won by L. C. Rollins; W. Turville, Revere, second; P. Logan, third. Time, 1m. 56⅗s.

Second heat—Won by W. Turville; L. C. Rollins, second; P. Logan, third. Time, 2m. 31⅕s.

Third heat—Won by W. Turville; L. C. Rollins, second. Time, 3m. 44⅗s.

Thirty-mile motor-paced race—Won by Victor Linart, Belgium; George Wiley, second; George Seres, Paris, third. Time, 40m. 54⅗s.

### ON THEIR ANNUAL WATERMELON CYCLE RUN

Members of the C. A. C. A. Eating "Juicy Ones" at Stockton, Cal.

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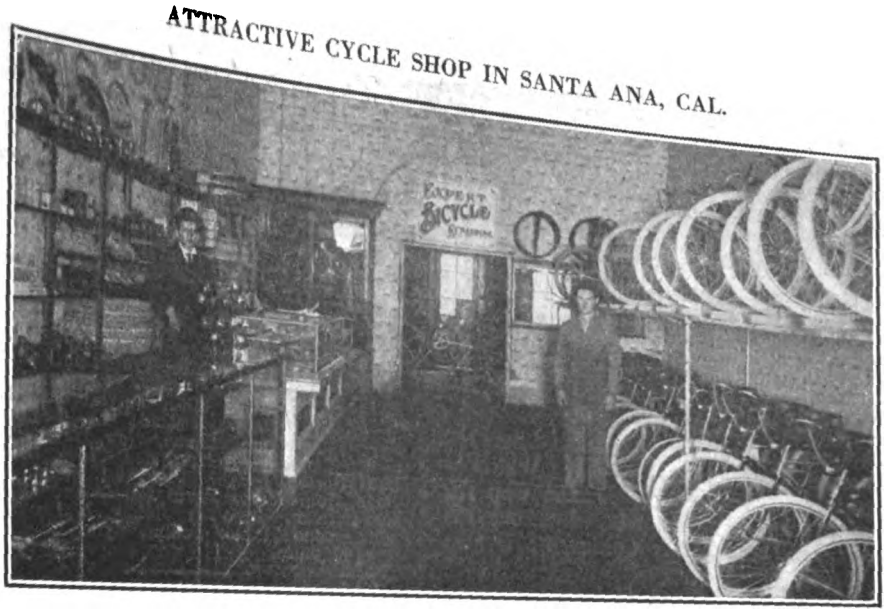
## ATTRACTIVE CYCLE SHOP IN SANTA ANA, CAL.



**Establishment of the F. M. Jones Sales Company, One of Southern California's Live-Wire Boosters. Everything in the Accessory Line Is Carried**

### OLD CHAMPION SLIPS AND LOSES

Taunton, Mass., Aug. 28.—Just for the fun of it Allie Barber, one time the Bristol County bicycle champion, entered the half mile bicycle handicap, which was the feature of the Taunton Clerks' Association field day, held on Wednesday, August 25, and though he weighs two hundred and forty pounds, and has not mounted a wheel in twenty years, Allie came near winning. At it was, his wheel slipped from under him before the tape was reached and a youngster named Handy came in first in 1:16¼. Barber managed to get seventh place, having started from scratch. Second position went to Conant, and third to Carisle. In the half-mile bicycle race, Carisle finished first and Phelan second. Mayor N. J. W. Fish acted as starter, and is seen in the accompanying illustration ready to fire the pistol.

### CYCLIST SUES FOR $2,053

Cincinnati, O.—Albert Pelzel, of this city, has filed a suit against Moler & Stewart, of Mt. Orab, for $2,053, for damages resulting from a collision with the defendant's automobile. Pelzel was riding his bicycle when the automobile ran into him. He claims $2,000 for physical injuries and the balance for damage to clothing and wheel.

### AVAKIAN CYCLERY OPENS

Fresno, Cal.—The Avakian Cyclery, at 203 Cherry avenue, has recently been opened under the direction of A. Avakian. Hudson and Savage models of bicycle are handled.

### IN COMMERCIAL SERVICE

Columbus, Ohio.—Bicycle agents in Columbus and neighboring towns report an extraordinary demand for bicycles. This is due to the fact that they are being used more and more for business purposes.

### BESOYAN BROTHERS OPEN

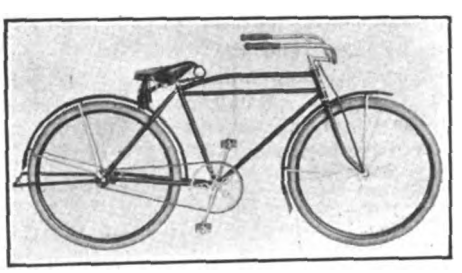
Fowler, Cal.—Besoyan Brothers have opened a repair shop at Fowler under the name of the Fowler Cyclery. The agency for the Miami and Appeal line of bicycles has been secured.

### BRIANS OPENS IN CUTLER

Orosi, Cal.—F. M. Brians has closed his bicycle shop in this city and has opened a new shop and garage at Cutler. He has taken the agency for the Reliance bicycle.

### FOR USE WITH MOTOR WHEEL

Deliveries are now being made by the Excelsior Cycle Company of a new bicycle



**De Luxe Motor Bike, Especially Built for Motor Wheel Attachment**

model which is designed especially for use with the Smith Motor Wheel. The machine is really a modification of the De Luxe Autobike, with heavily reinforced rear forks and stays, the construction of that portion of the frame being particularly adapted to the use of the power unit.

To centralize the driving strain as far as possible the wheelbase is increased to 47 inches and the saddle is lower. The latter arrangement is possible because of the fact that no great amount of pedalling will be done on this model. The equipment includes extra heavy motorcycle studded tread tires, a large motorcycle type saddle, motorcycle pedals, motorbike-braced handlebars with rubber grips, motorcycle type roller chain and any standard make of coaster brake. The finish is carmine to match the finish of the Smith Motor Wheel.

### HARD RUBBER FIRM TO MOVE

Akron, O.—The American Hard Rubber Company, which has its plant entirely surrounded by the buildings of the B. F. Goodrich Company, is negotiating for another site between Campbell and Burtges streets. It has been known for some time that the Goodrich company has been trying to secure the hard rubber firm's plant, and it is held that the move of the latter company will mean an extension of the Goodrich buildings.

### GOODYEAR GETS DELIVERY TRUCK

San Francisco, Aug. 28.—The Goodyear Tire & Rubber Company's branch, of this city, has just received delivery of a big Indian truck, equipped with friction drive transmission. This is the first machine of this type to appear on the Pacific coast, and its performance is being watched with a great deal of interest.

### LABOR DAY MEET AT GALT

Galt, Ont.—A motorcycle race meet is to be held here on Labor Day as a feature of the annual fair. A squad of Toronto's racing men, including Tommy Smith, Roy Thompson, Wilfred Morrison and Moritz will be numbered among the competitors.

## SMITH MOTOR WHEEL AGENCY IN MONTREAL, CANADA

Establishment of A. E. Bregent at 208 St. Catherine Street. The Proprietor Is Holding Bicycle and Fred St. Onge, Head Salesman, Is at Back of Picture

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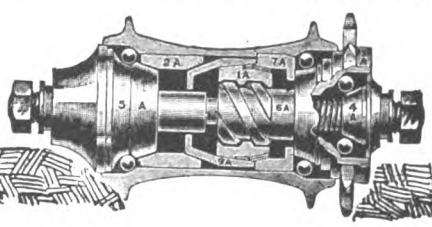

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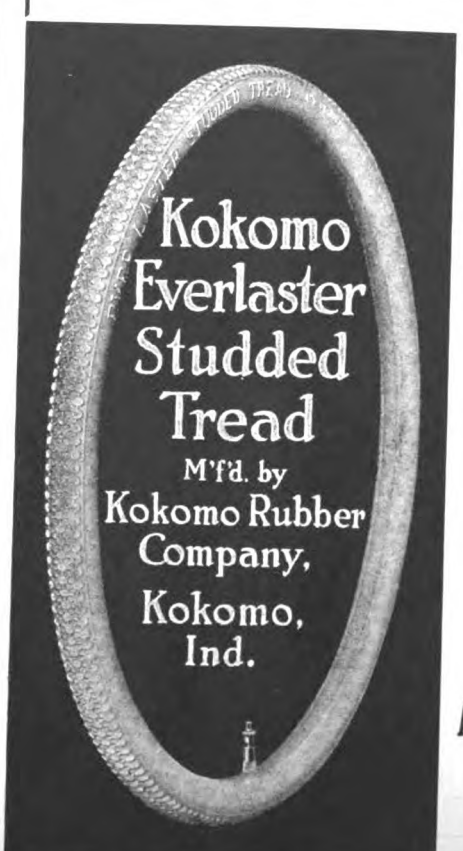


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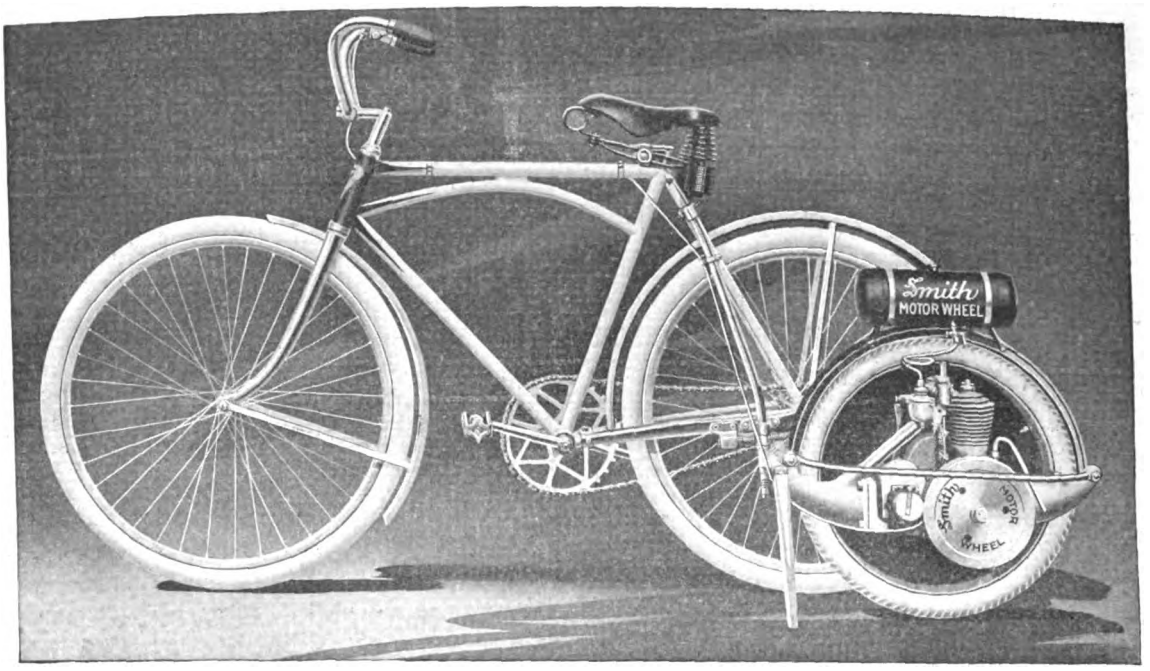


# *See the Cycle Sensation of the Century at the Chicago Show*

At the National Chicago Show which opens Monday, September 20th, you can see demonstrated the Smith Motor Wheel, the "little giant of the road," that, while yet in its infancy, already occupies first place as a business builder and profit maker among the best known and most successful cycle men in the country. At the Chicago demonstration you will be able to see for yourself why this truly wonderful bicycle motor has achieved such a remarkable success in so brief a time.

## Smith Motor Wheel

*(Detachable)*

*"The Bicycle Booster"*

And not only will you see the Motor Wheel itself and talk to its sponsors, but you will also meet with hundreds of cycle men who are handling the Motor Wheel and who will tell you what their experiences have been—we will leave the rest to your judgment. ... ....

In next week's issue of this publication, we will tell you the space number of the Motor Wheel exhibit at Chicago and New York. Don't forget the date, September 20th to 25th, and don't forget to see the Smith Motor Wheel, the most talked of business builder in all cycledom.

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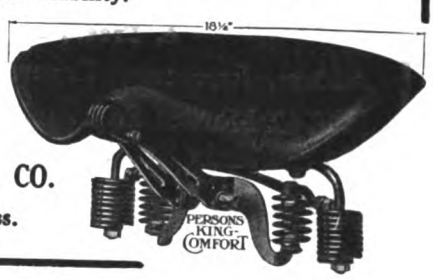


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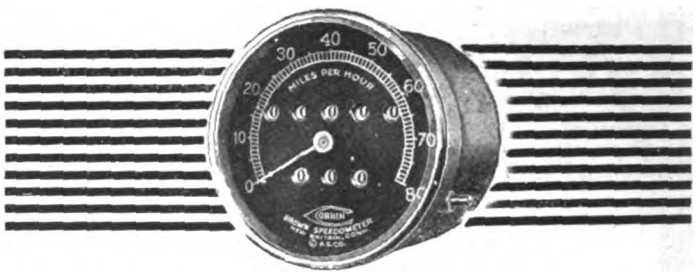

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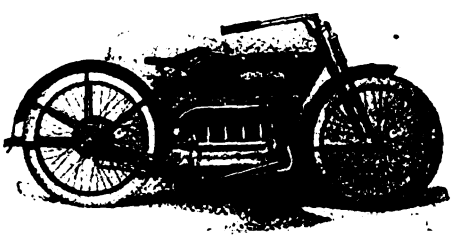

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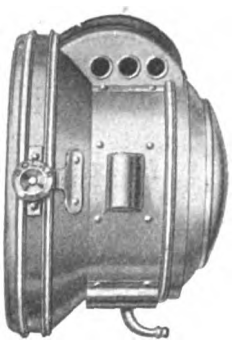

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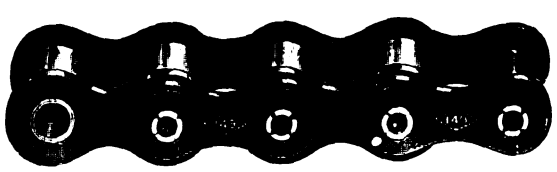

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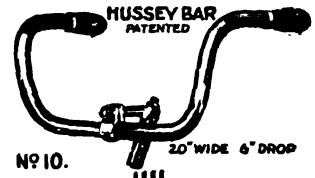


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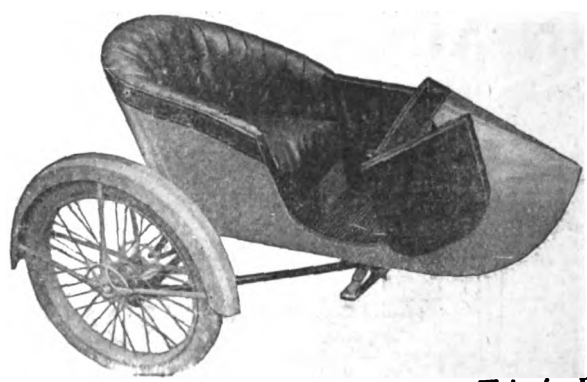

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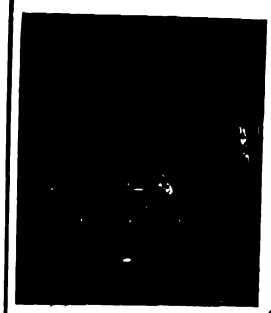

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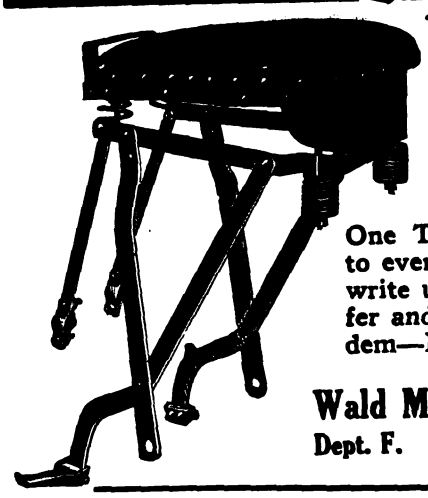

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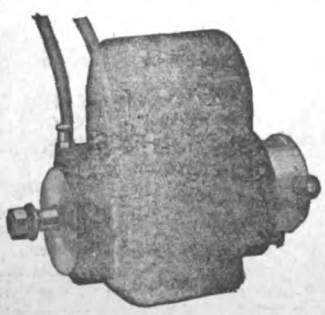

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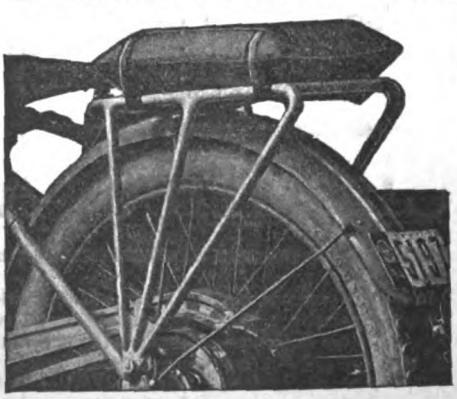

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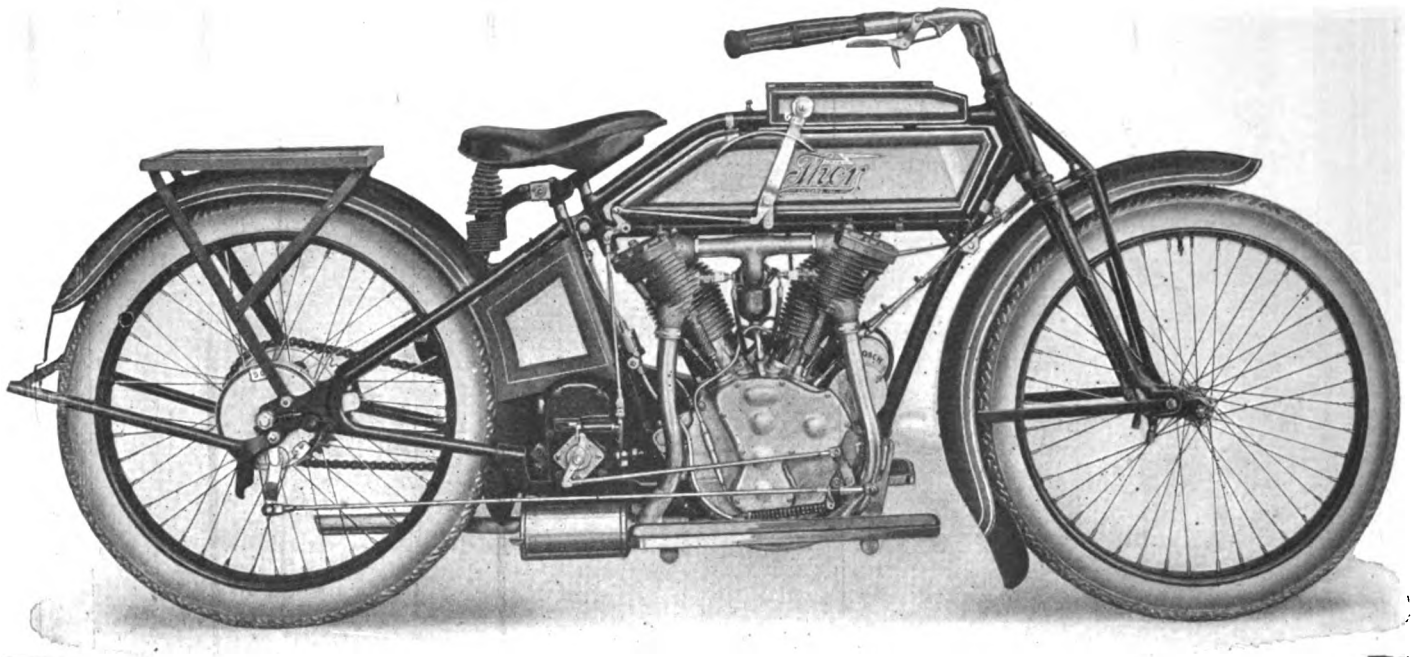


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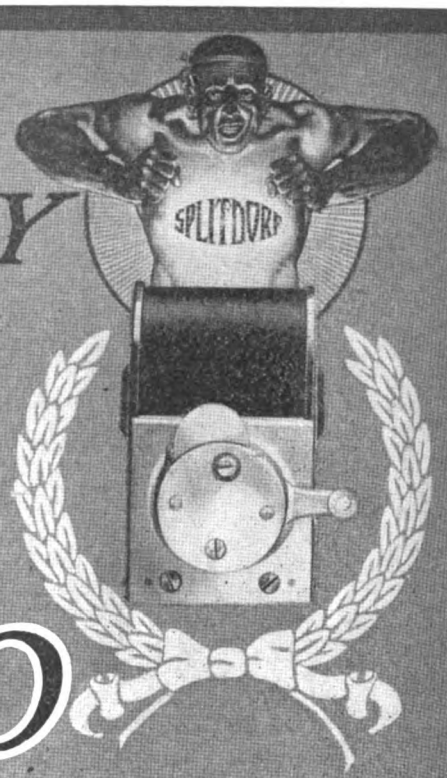


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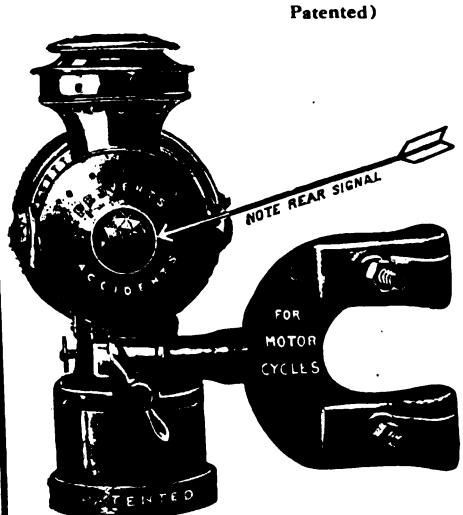


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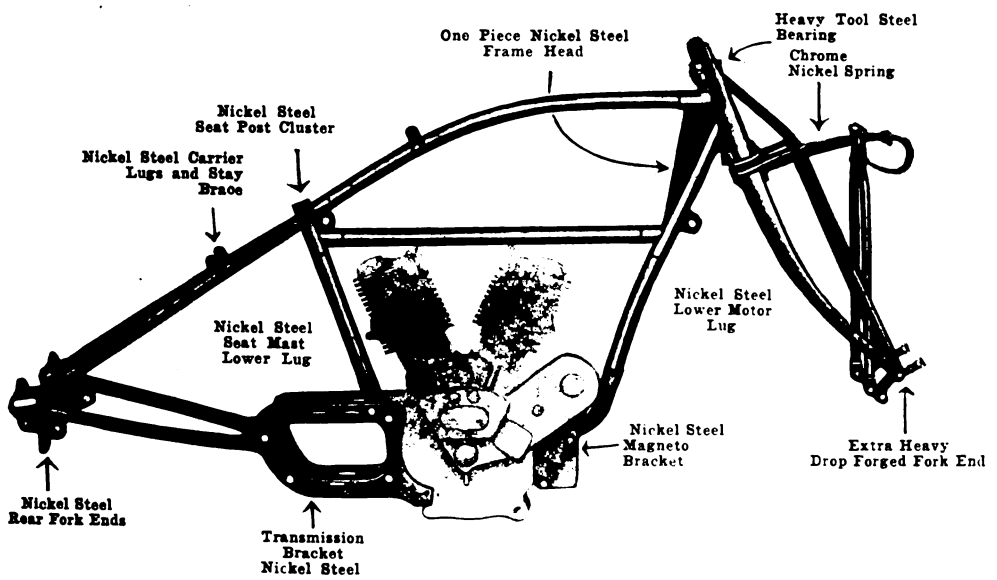


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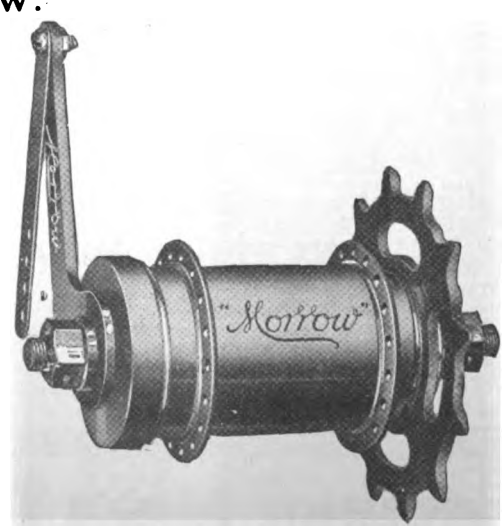


## Eclipse Machine Co.

**Elmira, N. Y.**



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If you are selling Goodyear-Akrons *now*, we have a plan that's guaranteed to "speed up" your sales. Write us.

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You *may* be able to get along without these winning tires—

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Send me free, your Bicycle Tire proposition to new dealers and tell me how you

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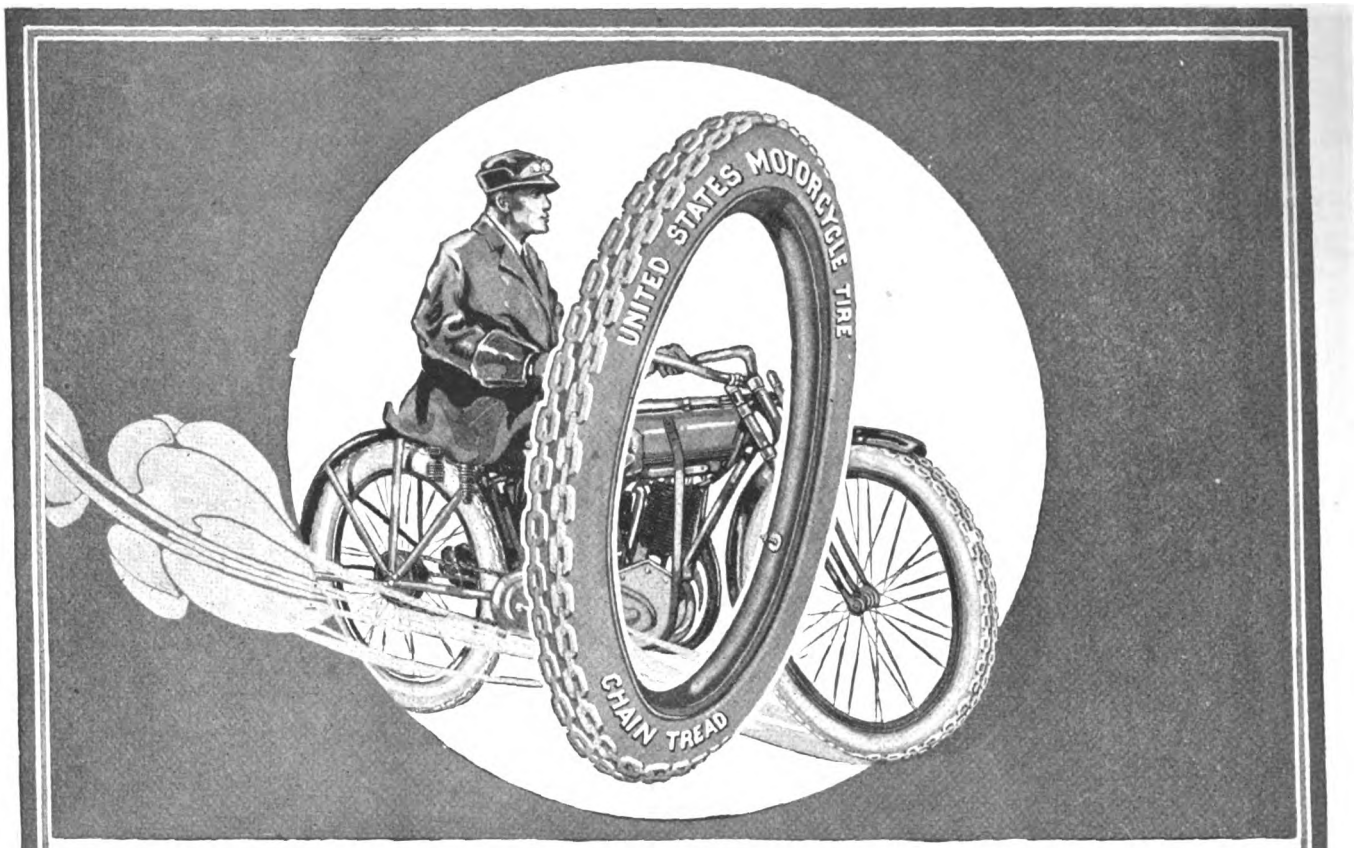


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THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, September 9, 1915 No. 36

# New Type of Side-by-Side Valve Motor Features 1916 Indian Line

TWO twin models fitted wtih a new type of side-by-side valve motor, a two-stroke single-cylinder featherweight machine, an eight-valve twin and a four-valve single are offered by the Hendee Mfg. Company for 1916. The twins are three-speed equipped, one having a cradle-spring frame, and the other a rigid frame. The featherweight two-stroke has a three-speed gearset, while the eight-valve and four-valve models are for speed work solely. The "Indian Maid" sidecar and the parcel van are of course continued for 1916.

The side-by-side valve motor, known as the Powerplus motor by reason of the great power developed on both brake and road, is a radical change from previous Indian practice. It has the cylinder in one piece, with the common chamber carrying the direct-thrust inlet and exhaust valves, the separable-head and dome carrying the inlet valve and its cage of previous models having been abandoned for the new construction. As the valves are operated directly from the tappets, the overhead rocker, long pushrod and other parts inseparable to the inlet-over-exhaust valve arrangement with their several points at which wear may occur, have been eliminated, and both inlet and exhaust valves on each cylinder are extremely accessible, it being only necessary to unscrew a cap in the top of the chamber to reach either valve. To remove a valve it is only necessary to withdraw the cap, lift a cylindrical guard over the lower end of the valve stem and take out the cotter, when the entire valve and its spring can be withdrawn.

Both inlet and exhaust valves are interchangeable, so that the rider need carry only one valve as a spare. With the elimination of the dome the necessity of at all disturbing the inlet manifold to get at the valves is entirely done away with. The inlet pipe, or rather a threaded extension on its end, screws into a port in the side of the inlet valve portion of the valve chamber, and is undisturbed when any operation is to be performed on either valve. It will be obvious that nothing could be simpler.

Each valve operates within a telescoping guard or cover, made in two parts. The upper part extends from the familiar Indian thimble over the valve-guide to a point slightly above the line of the spring-retaining collar. The other part, made of

New Featherweight Two-Stroke Model, With Combined Clutch, Starter and Gearset

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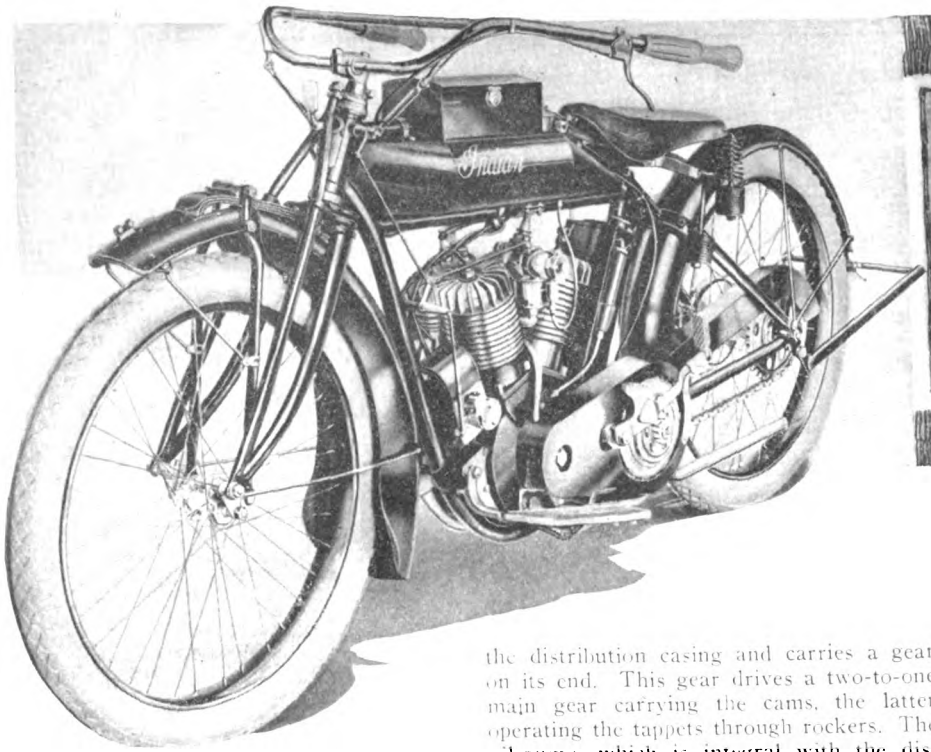


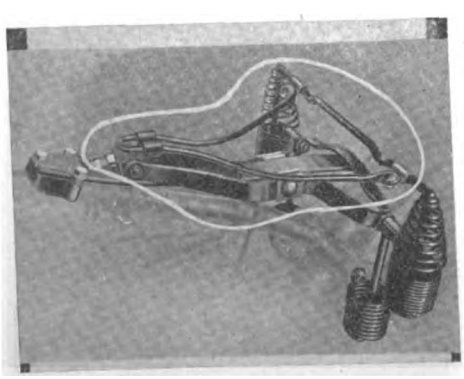
At the left is shown a Quartering View of Model G. This member of the 1916 Indian Tribe is a Three-Speed Twin with Rigid Frame and Equipped with the Company's new Powerplus Motor, Which is Featured by Side-by-Side Valve Construction. This Motor Has the Cylinder in One

heavier material, laps the lower end of the upper one, and screws into an enlarged portion of the tappet guide. It is furnished with a hexagon to permit of its being unscrewed to give access to the valve or to be screwed into place again. Within this cover, in its normal position, are the adjusting nuts on the tappet and the valve collar.

### Oil Leakage Prevented

The tappet guide is coned on its upper surface to drain back any oil which may come through it from the distribution-gear casing. This coned construction, in connection with the telescoping cover, prevents any oil leakage to the outside of the motor, and with the oil-tight crankcase construction, which has been a feature of Indian motors for many seasons, renders the Powerplus twin an exceptionally cleanly motor, it being impossible for oil to make its appearance on any part of the exterior.

Another new feature on the twin motor



**Saddle Suspension on Featherweight**

is in the exterior distribution-gear casing containing all the gears in the train. In previous Indian motors, at least four gears of the valve-operating train and pump drive were housed within the crankcase, but in the Powerplus model all are in the exterior casing, and all readily accessible by removing the casing cover. The right hand end of the crankshaft extends into the distribution casing and carries a gear on its end. This gear drives a two-to-one main gear carrying the cams, the latter operating the tappets through rockers. The oil-pump, which is integral with the distribution gear casing, has its main gear driven from the main shaft.

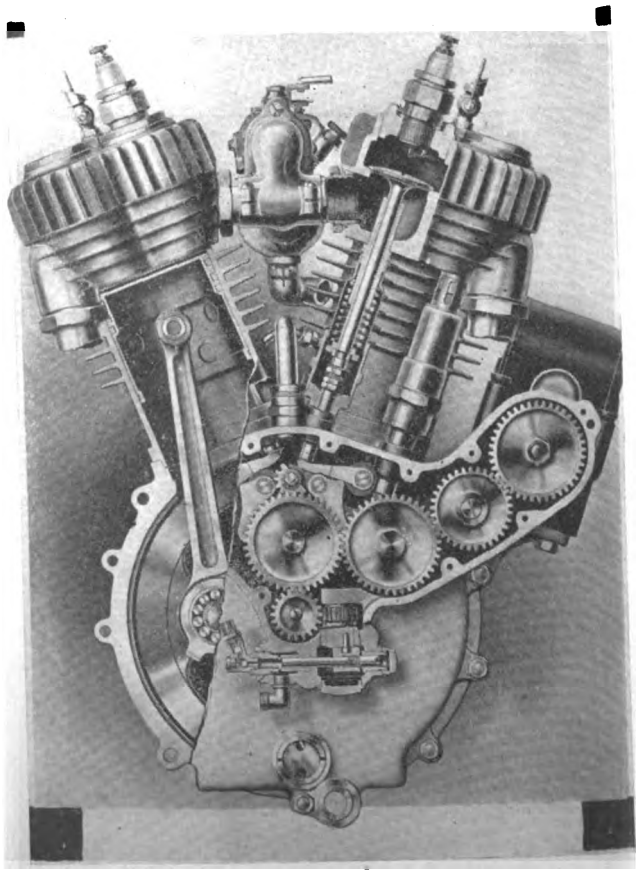
### Pressure Relieving Device

There are four gears in the valve and magneto train, the first being the two-to-one main gear. The second gear, of the same diameter as the main one, has a rotary valve on its shaft, this valve communicating with the crankcase at a certain portion of the stroke. It relieves any pressure in the crankcase through the breather pipe in the distribution case, and effects the ejection of oil in the case above the proper level by way of the same path. The third gear is an intermediate, and the fourth fits on the magneto armature shaft.

The oil-pump, integral with the lower part of the distribution casing, has its pump-chamber horizontal, with discharge connection at an angle and inlet connection from below. There are two ports giving access to the mechanism; one, closed by a grub screw, being used to break up any air-locks that may occur in the chamber, and the other, with a hexagon head, being used to inspect the crank, etc. The crank-case is made in two halves, with vertical joint, as in previous Indian practice, but the magneto-platform is cast integral with the halves at the front in the Powerplus motors. An oil window is provided near the lowest point of the right half and a hollow boss for the pedal-shaft is part of the lowest section of each half.

### New Inlet Pipe and Carbureter

As the eye goes up the motor, the new inlet pipe immediately attracts the attention. Like former Indian pipes it is straight, giving a constant to-and-fro flow of mixture which prevents "holes in the gas," and at each end are extensions which screw into the inlet chamber sides and attach by hexagon nuts to the pipe itself. The carbureter main pipe is curved and clamps over the inlet pipe at its center. The carbureter is a Schebler on both the twin models, the Hedstrom mixing device used previously having been discontinued. The breather pipe comes from the upper interior of the distribution gear casing, curving across between the cylinders and serving to lubricate the primary drive chain. The spark plug for each cylinder is fitted in the inlet valve caps. A new design of priming cup, with inclined cup-section and cover integral with the handle is fitted in each cylinder head. Ignition is by



**Sectional View of the Powerplus Motor**

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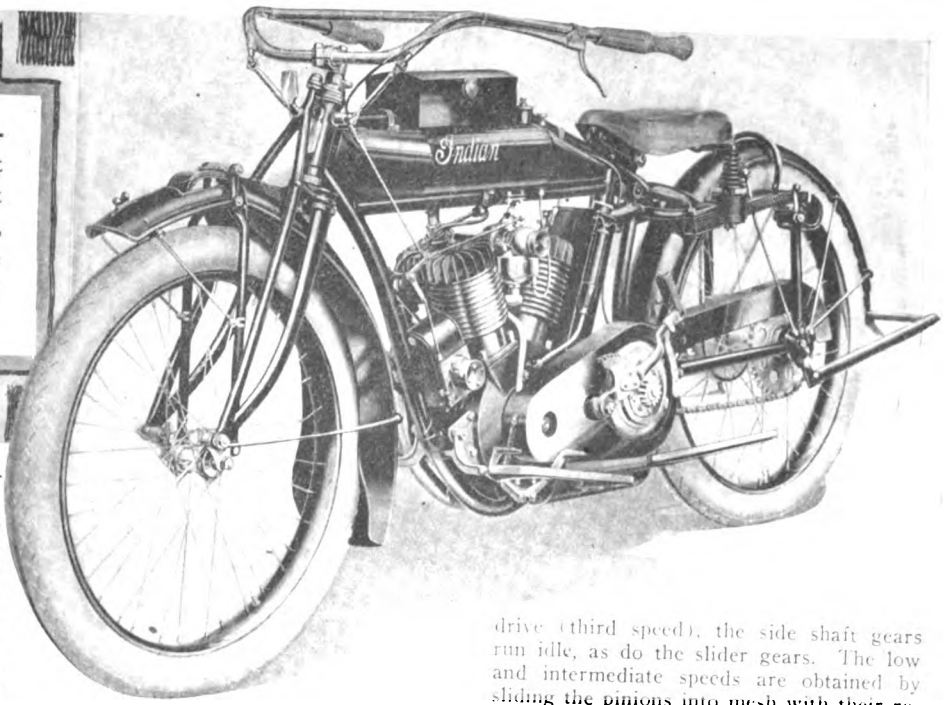
Piece with the Common Chamber Carrying the Direct-Thrust Inlet and Exhaust Valves. The Twin Illustrated at the Right Has the Distinctive Indian Rear Springing, Which Is Continued Without Noticeable Change, in Addition to the New Powerplus Motor and the Three-Speed Gear.




Dixie high-tension magneto, or the Splitdorf Mag Dynamo at an extra cost.

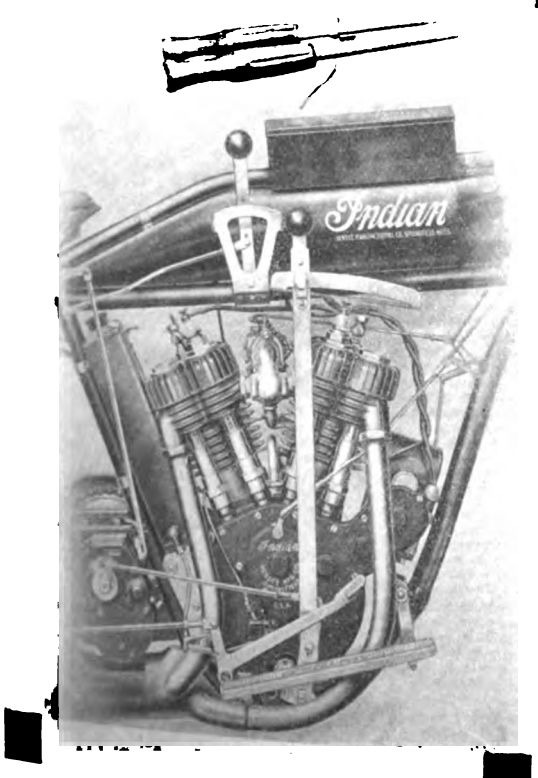
Going to the interior of the Powerplus motor, the pistons have three rings, all above the wristpin. The piston tails are drilled to give the proper lightness consistent with flexibility and endurance, as well as speed. The connecting rods have larger big ends, carrying roller bearings, each with four sets of rolls. Both the wristpins and crankpins are made larger, the latter also being heavier than in the 1915 model of twin motor. The right main shaft is borne by a husky roller bearing, while the left main shaft is of the bronze type. Closer clearance limits are adhered to between the cylinders and the pistons.

### Cylinders Readily Dismounted

The side-by-side valve motor as fitted to the new Indian models allows the cylinders to be readily dismounted without disturbing the crankcase or other kindred parts. The motors, whose bore is 3⅛ inches, and whose stroke is 3 31/32 inches, have a piston displacement of 60.88 cubic inches. The bore-stroke ratio of the Powerplus motor is greater than that of previous Indian models, and the power is also greater. While the nominal rating of such a motor would be 7 horsepower, the actual and sustained power of the new motors has repeatedly been 15 to 18 horsepower.

The long stroke on the new motor gives increased pulling effect, and consequently gear-shifting is reduced to a minimum, as the long stroke motor will carry a heavier load on high gear than will the shorter stroke one. Coupled with this power ability is a remarkable flexibility, ranging from 5 miles per hour to 70 or more. Quick pick-up is a feature of this motor, an acceleration to 60 miles per hour in 30 seconds from a halt having been attained time and time again in the two years of experimenting by the Hendee experts, which this type of motor has been subjected to.

It is from this proof of flexibility, power and standupness that the new Indian motor has been given the name of Powerplus.




Powerplant of Model F

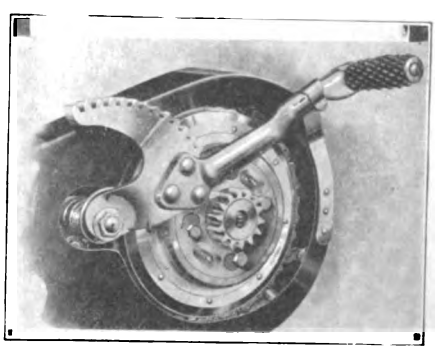
### Improved Three-Speed Gear

Of the two twin models fitted with the side-by-side valve motor, the first, known as Model F, is fitted with a three-speed gearset of improved type. In this new set the low and intermediate pinions are on one slider, instead of having the intermediate on the slider and the low in mesh with the corresponding side-shaft gear. The result is that on high gear, or direct drive (third speed), the side shaft gears run idle, as do the slider gears. The low and intermediate speeds are obtained by sliding the pinions into mesh with their respective side-shaft gears. The slider is operated by a rack, while connection with the operating lever is made through a toothed sector meshing with the rack within the gear box.

The general lines of the gear box itself are the same as those of 1915. The main shaft left-hand ball-bearing is of a slightly different type from that of the preceding three-speed set, and in a recess in the high-speed idler sleeve is a small but effective thrust ball-bearing, to take end thrust. The right hand side ball-bearing takes both radial and thrust load. The clutch operating worm shaft has been strengthened. Gear faces are now of a uniform width throughout, giving increased load capacity on high and low drives.

### Greater Silence Attained

The arrangement of the gears in the 1916 set makes for great silence on intermediate and low speeds. The casing is oil-tight under all conditions. Gears revolve in an oil-bath, with splash lubrication ensuring operation under the best conditions. Removable plugs are provided for draining and replenishing the oil supply. The oil level submerges the side shaft, placed below the main shaft. Standard gear ratios are 4:1 on high, 6:1 on intermediate and 10:11 on low. Shifting is progressive, as will be obvious by reference to the illustrations.



Light Pressure Starter

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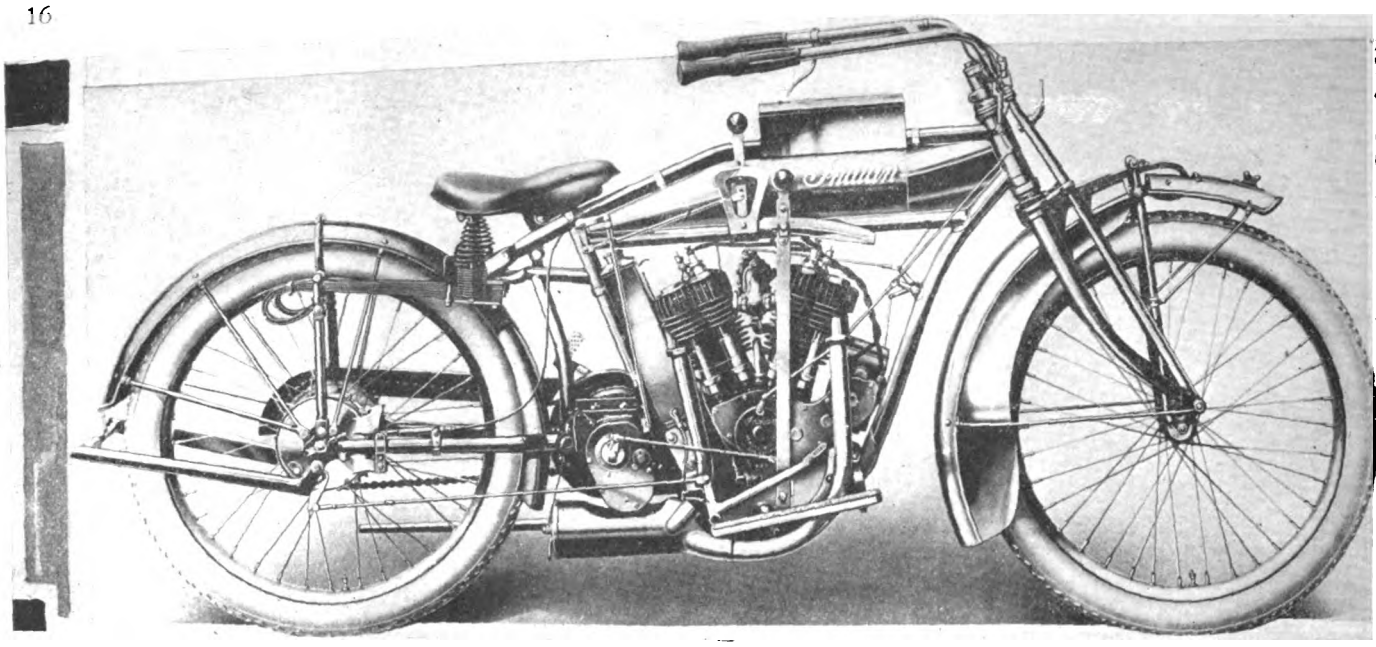

**Model F, Three-Speed Twin, Showing New Gear and Clutch Control**

The Model F has the well-known Indian cradle spring frame, and transmission by chains. The Model G, on the other hand, has a rigid frame, but, like the F machine, has the Powerplus motor, countershaft-mounted three-speed gearset of the 1916 type, heavy duty Indian clutch, chain transmission and double brake equipment. The front fork on both the F and G models resembles the heavy duty fork of the 1915 season, except that the outside flanges of the fork sides are omitted and heavier tubing is used instead. On both models the dual clutch control used in the 1915 three-speed models is retained in a modified form; a rocker pedal being fitted at the left side in place of the single-motion pedal. The spring feature of the 1915 pedal is, however, retained so that the rider can use either method of operating the clutch by the foot.

### New Gear Control

The gear control is entirely new. In an upright heavy quadrant moves a ball-ended lever with a lug on the left side. The left side of the quadrant is slotted to correspond with the three gear positions, and also a neutral point, the lug on the lever fitting into the notch corresponding to the speed desired. There is no interlock on the gear control with the clutch, and the lug in the notched quadrant serves to keep the gears in their proper mesh. The shifter, as it is called, is fitted to the right side of the frame, convenient to the rider's hand. The quadrant is carried on a substantial piece directly in rear of the clutch lever sector, the latter having but one connection to the frame, but a connection that is ample for any service.

Referring to the fork on both models, the scroll is double instead of single. Frame details on both F and G machines are unchanged from previous Indian construction. The wheelbase is 55 inches, and 28x3 inch Goodyear blue streak tires are fitted. Standard sprocket equipment is 17 tooth motor, 38 tooth clutch, 21 tooth countershaft, and 36 tooth rear wheel.

### Other Twin Details

Common to both models is the Indian cantilever comfort saddle and the light pressure starter. The clutch has one minor but important change in the retaining of the adjusting screws. A locking ring is used on the outside plate in place of the "dutchmen" fitted in 1915. Pressed steel footboards with pressed steel hangers are used, giving greater strength with less weight. The tank has a big filler cap, permitting of the use of any priming gun. Finish is standard Indian red, with nickel or black japan trimmings. The Model F, with cradle spring frame, is listed at $275, while the Model G is priced at $250. The cradle spring frame type of luggage carrier can be had at $2 extra when ordered with the mount.

### "Featherweight" Two-Stroke

The two-stroke "Featherweight," Model K, is a new model from front tire to standlatch. It is powered with a three-port, two-stroke single cylinder motor, with a bore and stroke of 2½ and 2¾ inches, respectively. This motor is rated at 2½ horsepower, and has a piston displacement of 13½ cubic inches. It is valveless, the only moving parts being a piston, connecting-rod and crank-disc. It is simple, clean and efficient, as well as silent, the latter quality being obvious when one looks at the muffler used on the model.

The "Featherweight" motor has a flywheel outside of the crankcase on the left side. This means that the maximum power possible will be developed, for there will be no drag of oil as when the flywheel is enclosed in the crankcase. The piston is fitted with a scientifically-designed deflector on the head, and has two rings, both above the wristpin. The transfer passage is cast integral with the cylinder. The inlet port is at the right side of the casting, and communicates with the crankcase interior. The exhaust port is in front, with a curved pipe communicating with the

**Model H-1, the Eight-Valve Twin**

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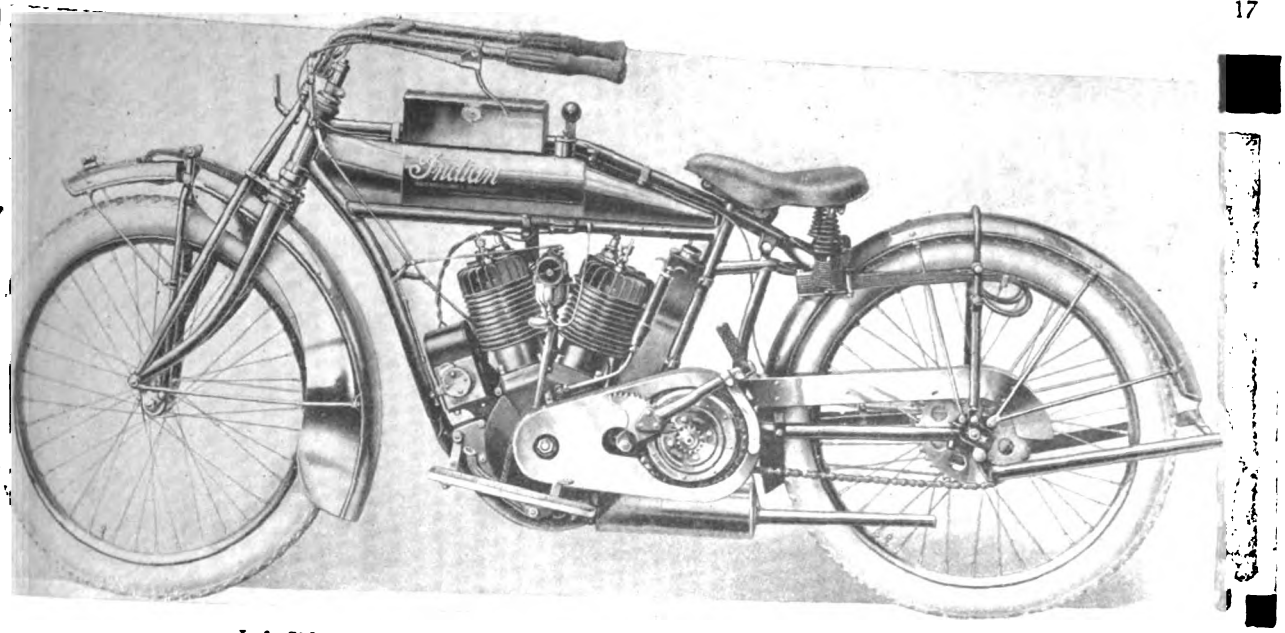



**Left Side of Model F, Showing Newly Adopted Schebler Carbureter**

large muffler underneath the motor itself. Ignition is by roller-chain driven Dixie lightweight magneto, fitted at the rear of the cylinder on a platform integral with the crankcase. An improved Indian carbureter especially designed for this motor is used. The machine can develop a speed of 40 miles per hour.

### How It Operates

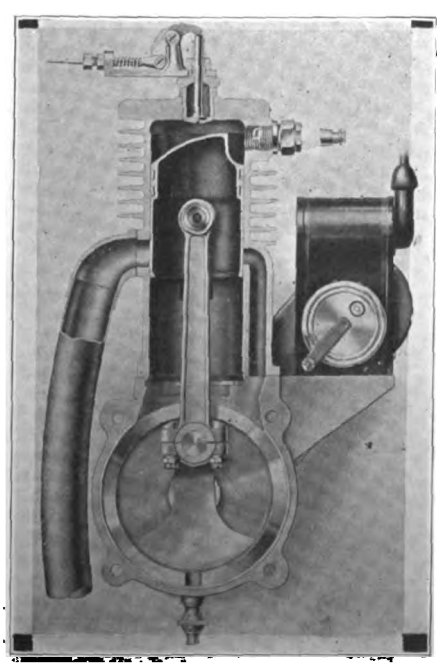
The action of this two-stroke motor is as follows: With the piston at its uppermost point and a compressed charge in the head, the spark causes an explosion. Under this impulse the piston moves downward, compressing a fresh charge in the crankcase. As the piston passes to the bottom of the stroke, it covers the inlet port and opens the exhaust port, when the burnt gases pass to the muffler. On going still further down the piston uncovers the transfer passage, when the compressed crankcase charge of gas shoots above it, being prevented from mixing with the burnt gases by the deflector on the piston head. The piston then commences to rise under the action of the flywheel, compressing the charge above it, and at the same time sucking in through the inlet port a new charge. This new charge will fill the space below the piston, and will be ready for compression on the next down or "power" stroke. It will be seen from this that there is an explosion every revolution in the cylinder. The magneto is driven at crankshaft speed, and the spark-point is fixed, the advance being automatic and varying with the intensity of the spark as the speed increases or decreases.

In order to start this motor some sort of compression release is needed, and the Indian designers have fitted a long-stemmed mushroom valve in the head for this purpose. This valve is operated by a rocker fitted to a yoke on the compression release chamber seen at the top of the motor section illustration, and is actuated by a wire from a hand on the left bar. The spark plug is in an aperture in the rear of the head, the connection with the Dixie magneto being by a loop of cable. It goes without saying that the "Featherweight" motor is amply air-cooled by horizontal body and vertical head flanges.

### Bearers and Gearset Unit

The crankcase is supported in the frame by special bearer plates, which, with the crankcase, form the lower member of the keystone frame used on this model. Inside the flywheel on the main shaft is a sprocket, whose chain leads to a three-plate clutch mounted on the main shaft of a countershaft three-speed gear. The plates are of fabric and steel alternately, the steel plate carrying the primary drive sprocket. The gearset, giving three-speed with direct drive on the high and the side shaft gears idling, is a miniature of the set fitted to the G and F model twins for 1916.

To the left hand outer member of the clutch is fitted the pinion and co-related mechanism for the kick starter, as well as the clutch-operating collar and wolf-teeth. The starter, which is of the sector and pinion type, is carried with the clutch-operating mechanism in a substantial yoke bolted to the front and rear of the gear box. The latter is borne from below the bottom bracket, and has a most simple means of adjustment for chain stretch, etc.



**Section of Featherweight 2-Stroke Motor**

### Clutch Operating Rig

The clutch-operating device is a short shaft with a ball-bearing carried collar at its outer end and a deep flange at its inner. Surrounding this shaft is a collar carrying one set of wolf-teeth, a piece attached to the collar on the clutch-operating shaft carrying the corresponding set. The deep flange engages with the other plate of the clutch.

Now, when the clutch-operating collar is revolved, its wolf-teeth, shaped much like fangs, hence the name, press against the other corresponding teeth on the other piece, forcing the teeth apart and moving the outer plate of the clutch away from the others. This gives free engine position. On moving the collar in the rearward direction, the outer plate closes in on the others under the influence of a spring. An arm on the operating collar is connected to a rocker pedal on the left foot-rest, so that the rider has the clutch under complete control at all times, and engaging or disengaging is instantaneous.

### The Foot-Starter

The starter is made on the same lines as the 1915 Indian foot-starter, with the arm held from rising too high by a curved clip, and the folding pad working in the yoked end. The unit construction of the gearset, clutch and starter facilitates the removal or replacement of this triple portion of the transmissions. Final drive is by chain, the size used on both primary and final drive being 3/16 by ½ inch.

The gears are shifted by a long lever at the right side of the frame, this lever working over a notched quadrant, with slots corresponding to the three speed positions and a neutral point between the low and intermediate. The ball hand grip is fitted to a vertical latch, so it is only necessary to depress the ball when changing speeds to clear the latch and allow it to come up again to lock the gears in the desired posi-

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tion. This lever pivots on the right foot-rest bar, along with the brake pedal. The gear ratios are: 5:1 on high, 9:1 on intermediate and 16:1 on low.

**Novel Brake Construction**

The brake in the "Featherweight" model is a new design. It is of the double-acting band type, anchored and pivoted at the rear, and having the ends attached to a brake rocker at the front. Being double-acting, it will hold equally well backward or forward. It is very powerful, and in connection with the rocker clutch pedal enables the rider to control the movement of the machine by the feet.

The frame is of the rigid type, made light to correspond with the size and power of the motor. The front fork is of the well-known Indian cartridge type, with the recoil and shock device in an inclined cylinder forward of the crown and the lower fork pivoted at about the rim level. There is no brace tube, the tank being suspended from the top tube, which is inclined at the rear to give a low saddle position. A luggage carrier is fitted as standard equipment, and a stand on the accepted Indian lines is provided. The saddle is the Indian cantilever comfort type, with the foot-rests of rubber-covered construction.

**Two-Compartment Tank**

The tank is one of the most interesting parts of the machine. It is in two compartments, the forward one for gasoline, and the after one for oil. The gasoline tank has a capacity of one gallon, while one quart of oil is the capacity of the rear compartment. Wide filler caps are provided to both compartments. A unique device on the right side of the old compartment is a nickel-plated oil measure, which screws into the tank bottom.

**Measuring the Oil**

The motor uses injection oiling, that is, sends gasoline and oil mixed through the carbureter. The amount of oil per gallon of gasoline is the contents of the plated measure, and there is a needle valve allowing the latter to be filled from the oil compartment. Hence, on refilling with gasoline, the rider need only draw a measure of oil, unscrew the measure from its seat and empty it into the gasoline compartment to ensure the motor getting the correct quantity of oil at all times.

The handlebars on this model are designed to give a comfortable position for most riders without adjustment, but an adjustment is provided in the handlebar clamp as in standard Indian practice. The compression release is actuated by a hand latch on the left bar, while the throttle is operated by a hand lever on the right bar. Short grips are used. Mudguards are of the Indian molded type and beaded. The wheels are fitted with 26x2¼ inch tires of Goodyear make. The wheelbase is 46¾ inches. The weight is 130 pounds. Price is $150.

**Racing Types**

The eight-valve and four-valve racing type models, having four valves per cylinder—two inlets and two exhausts—are known to Models H-1 and H-2, respectively. They are both fitted with special Indian design motors, the H-1 having a twin and H-2 a single cylinder motor. The valves are all in the head and no ports are fitted. The respective piston displacements are 30½ and 61 cubic inches. Both types have their motors especially tuned for speed.

The carbureter in both models is the Indian automatic and ignition by Dixie enclosed magneto. Lubrication is by Indian worm-driven pump, with supplementary hand pump. The handlebars are the adjustable dropped racing type, which have been used with such success on Indian mounts in the past. The control is the standard Indian type. The clutch is the Indian multiple disc, located on the countershaft. A compensating sprocket on direct chain drive is an option, the regular double chain transmission being supplied as standard.

Greater ratios are to order. Tanks are of variable capacity within standard stock limits. There is a needle valve supplied with each tank and filler standpipe with priming gum. The frame is the Indian rigid speed type, and the work may be either the cradle spring type or the Indian truss type. The wheelbase is 53 inches in all cases.

Wheels are 28 inches in diameter with Goodyear blue streak racing tires. An internal expanding band brake is supplied, this being operated by a pedal. A stand is optional. The foot-rests are pedals, and the saddle an Indian racing saddle. The right is reserved by the company to make any change in these specifications that special circumstances may warrant. The price of the H-1 twin is $350, while the H-2 or single is listed at $300.

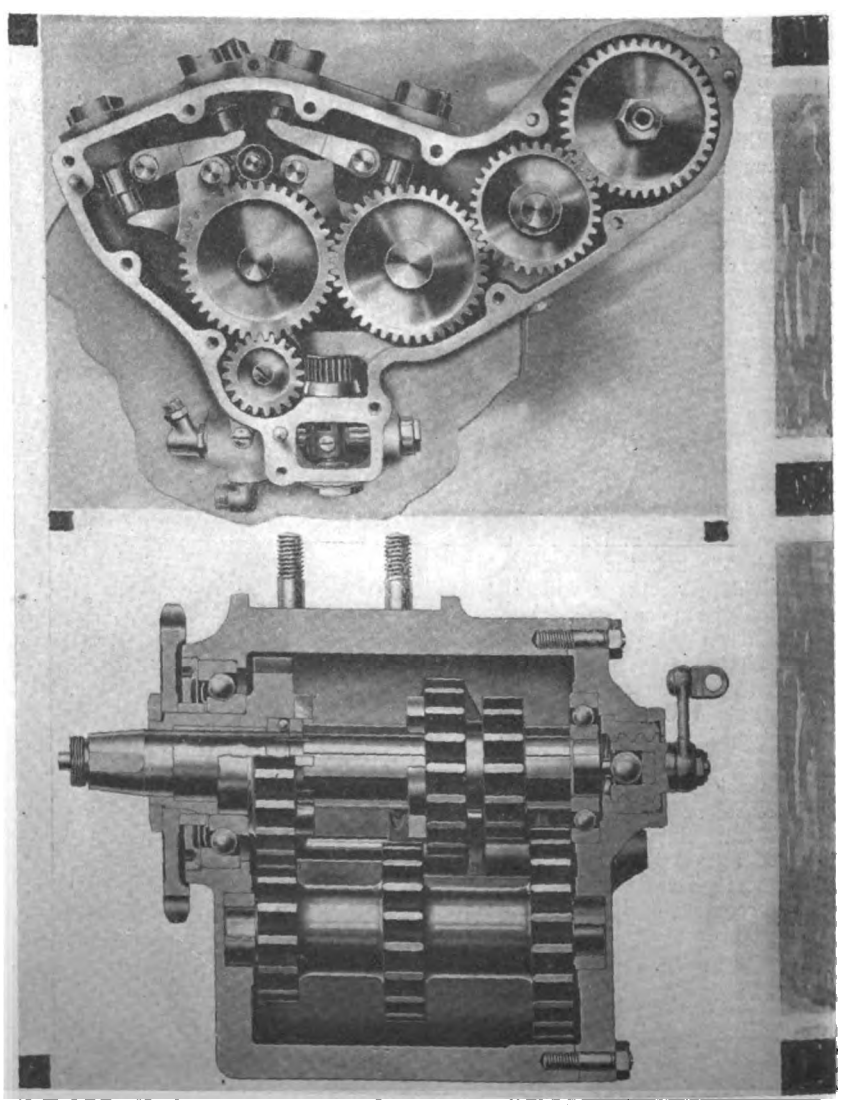
The Indian Maid sidecar, which proved its reliability and popularity in the 1915 and preceding seasons, is continued for 1916. It will be sold at $75. The Indian parcel van is also continued, and is likewise priced at $75.

## BILLINGS & SPENCER ADDITION

Hartford, Conn.—Before the end of September, the finishing touches will be put to the new addition to the plant of the Billings & Spencer Company. The office will be moved over from the old location to the new building, also with the new addition to the recently-acquired plant, formerly that of the Electric Vehicle Company, the Billings & Spencer manufacturing capacity will be greatly increased, as the size of this plant is double that of the old. The new addition is to be of the most modern design and construction. The floor area will be 160,000 square feet.

## CYCLEMOTOR INCORPORATORS

Rochester, N. Y.—The capital of the newly formed Cyclemotor Corporation is placed at $500,000, and the incorporators are as follows: Wilmer W. Salmon, John F. Braam and Lyman E. Dodge, all of Rochester.



**Three-Speed Gearset, Showing the New Arrangement; Above, New Distribution Gear Casing With Train of Gears and Integral Oilpump Below**

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# Motorcycle Volunteers to Maneuver with State Troops at Van Cortlandt Park

FOR the first time in New York State the motorcycle will receive official recognition as a military adjunct at the mobilization of State troops to be held in Van Cortlandt Park, September 25. In pursuance of an order issued by Major Gen. John F. O'Ryan, of the National Guard, Captain Lorillard Spencer of the Coast Artillery is organizing a detachment of motorcyclists with a view of demonstrating in maneuvers the practical value of the power two-wheeler in war service. Captain Spencer has sent out a call for volunteer motorcyclists and expects to have 500 riders ready for participation in the Van Cortlandt Park program.

Motorcyclists will be divided into companies as follows: Mounted orderlies for staffs, machine gun companies, transport companies for carrying of ammunition and auxiliary companies for field hospital service. The volunteers will be required to drill on Saturday afternoon, September 18, and the entire day, Sunday, the 19th, and during the formal maneuvers on Saturday, September 25.

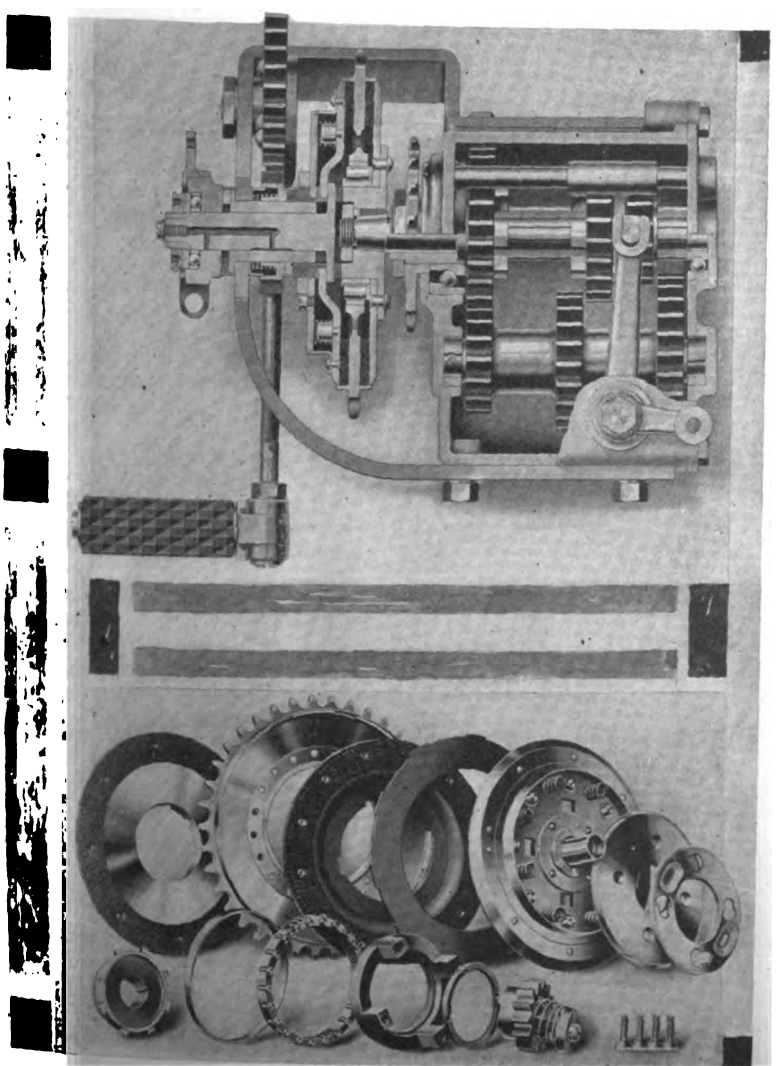
## Motorcycle Superior to Horse In Many Cases

From his study of conditions in the European war, and semi-official trials conducted in this country, Captain Spencer is convinced that the motorcycle is entitled to a much more prominent place in the military plans of the United States than it is at present accorded. He expects the Van Cortlandt Park program to demonstrate to the entire satisfaction of the authorities the great value of the power two-wheeler under widely varying conditions of war service. The captain argues that the motorcycle is far superior to the horse for many phases of work, and points out that a motorcyclist is considered 45 per cent. less of a target for a hostile bullet than a horseman.

Attention is called to the fact that the European war has piled up an astounding record of slaughter among horses, and that the scarcity of good horseflesh is already being felt in some sections of this country owing to the heavy shipments abroad. The fact that the motorcycle is having its range of activity extended almost daily along the European battlefronts leads Captain Spencer to believe that it can be made a highly important feature in the general scheme of American preparedness.

A mass meeting of motorcyclists who have volunteered will be held Wednesday evening, September 8, in the Eighth Coast Defense Command Armory at 94th street and Park avenue. The general plan for organizing the riders will be threshed out, and definite arrangements will be made to have the riders on hand for the first drill September 18.

Captain Spencer and his associates are especially interested in the sidecar phase of motorcycle war service, both sidecar machine guns and sidecar ambulances having given remarkable demonstrations of their effectiveness in the present European conflict. It is expected that the adaptation of the motorcycle and sidecar to Red Cross work will prove to be one of the most fruitful branches of army service for the speedy motor unit.



**The 1916 Clutch Used on Indian Models F and G, Showing New Locking Ring for Adjusting Screws (at Extreme right); Above, Section of Indian Featherweight Unit**

### MAYOR STARTS YONKERS MEET

Yonkers, N. Y., September 6.—Mayor Lenson, of this city, opened the Labor Day races at the Empire City race track, with a crowd of 1,800 motorcycle enthusiasts present. The meet was under the auspices of the Yonkers Motorcycle Touring Club.

There were two events, the first being at ten miles and the second at twenty-five. F. W. Frank, of Purchase, N. Y., Indian, won the ten-mile in 10:07⅘, with J. Wasko, Harley-Davidson, second, and J. Pulza, Indian, third. The twenty-five race was also captured by an Indian rider, Burbank, whose time was 27:03⅕. He was closely followed across the tape by Frask, Indian, and Wasko, Harley-Davidson. There were ten entries in each race.

The splendid support given the Labor Day events has induced State F. A. M. Commisioner Ellis to arrange for a state championship race, which will be staged some time in October.

### MONTHLY PICNICS

Los Angeles, Sept. 1.—A bunch of real funmakers is what the Los Angeles dealers are proving themselves to be in the plans for a series of monthly picnics, open to all southern California riders. The first will be held September 19, with T. E. Berry in charge of the program, and all dealers contributing to the lemonade and prize fund. There will be stunt events, the big feature being a jump in the air from an inclined board, and a tug-of-war with 12 machines, of various makes, at each end. The prize list includes $175 worth of accessories.

### POLHAMUS RESIGNS FROM BOWSER

South Bend, Ind., September 6.—A. Z. Polhamus, chairman of the executive board of the S. F. Bowser Oil Tank & Pump Co., Fort Wayne, has resigned from that position after having served the company in various capacities for twenty-five years.

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# DONNY POPE WINS READVILLE EVENT

## Indian Riders Take Big Slice of the Bacon Hung Up at Boston Track

BOSTON, September 6.—The local Indian riders romped off with nearly all the prizes at the Labor Day races at Readville Park today, winning first and second places in every event.

"Donny" Pope, who has proved his metal with many of the cracks in times past, got away with the feature 50-mile professional event, and in so doing bettered the existing 50-mile Readville Park record by several seconds, doing it in 44m. 37⅕s. He did not go to the pits during the whole race.

Pope was ahead practically the whole distance on his eight-valve machine, but was pressed hard by Earle Gove, Indian, until about the tenth mile, when Gove lost a lap in changing machines. Along about the thirtieth, Gove was in again for a change of machines and lost another lap, but when he got back on the track he held Pope to the 47th mile, when Pope succeeded in getting by him for another lap. The race for third place between Forest and Smith, the latter on an Excelsior, was exciting, Smith leading up to a couple of laps of the finish, when he had to put in for oil to finish the race.

Besides winning the feature event, Pope won the 5-mile professional and the 10-mile professional. Earle Gove captured the 25-mile professional event for single-cylinder machines of the 30½-inch class, and was second to Pope in the 5-mile professional and the 50-mile professional. The summary:

Five-Mile Professional—Won by Donald Pope (Indian); Earle Gove (Indian), second; P. A. Crocker (Indian), third. Time, 4m. 19s.

Five-Mile Amateur—Won by Sydney Dean (Indian); Arthur Bouchard (Indian), second; J. Livingston (Excelsior), third. Time, 4m. 39⅘s.

25-mile Professional, Single Cylinder—Won by Earle Gove (Indian); Donald Pope (Indian), second; H. Henrikson (Harley-Davidson), third. Time, 28m. 49⅗s.

Three-Mile Sidecar, Professional—Won by B. A. Swenson (Indian); J. Edwards (Indian), second; R. M. Linnell (Excelsior), third. Time, 3m. 56⅗s.

Ten-Mile Professional—Won by Donald Pope (Indian); J. E. Forest (Indian), second; P. A. Crocker (Indian), third. Time, 8m. 44⅗s.

Ten-Mile Amateur—Won by Sydney Dean (Indian); Arthur Bouchard (Indian), second); C. B. Johnson (Indian), third. Time, 8m. 59⅗s.

50-Mile Professional—Won by Donald Pope (Indian); Earle Gove (Indian), second; J. E. Forest (Indian), third; H. F. Smith (Excelsior), fourth. Time, 43m. 33⅕s.

### 10,000 SEE PITTSBURGH RACES

Pittsburgh, Pa., September 6.—Splendid sport was enjoyed by over 10,000 people, who had gathered on the Shenley Oval this morning to see the motorcycle races which were staged by the allied trade unions of Allegheny county at their Annual Labor aDy Carnival. The meet was run off without a hitch, and nothing developed to mar the pleasure of the crowd. The feature event of the day, the five-mile professional race, was won by A. G. Schmidt, Indian, who covered the ground in 6:36. The summaries:

Five-mile professional—Won by A. G. Schmidt, Indian; second, E. J. McCall, Emblem; third, Lawrence Keys, Harley-Davidson. Time, 6 minutes 36 seconds.

Ten-mile professional—Won by Lawrence Keys, Harley-Davidson; second, George A. Black, Harley-Davidson; third, Frank Brascher, Indian. Time, 13 minutes 32 seconds.

Five-mile race—Won by L. C. Crist, Harley-Davidson; second, H. E. Simon, Indian; third, H. D. Glacken, Harley-Davidson. Time, 6 minutes 31 seconds.

Ten-mile professional—Won by G. A. Black, Harley-Davidson; second, Lawrence Keys, Harley-Davidson; third, E. J. McCall, Emblem. Time, 13 minutes 32⅗ seconds.

### WENGATZ OUTFIT WINS PRIZES

Lincoln, Neb.—Robert Wengatz, with his Dayton two-speed motorcycle, Flxible sidecar and special trailer, attracted much attention in a motor parade here which was made up of more than a thousand motor cars and motorcycles. Mr. and Mrs. Wengatz were awarded a silver loving cup, and in addition they received two hats, a cane, a pair of white kid gloves, 6 pairs of silk hose and $15 in gold, these prizes having been offered by merchants of the city.

Wengatz had the wireless equipment on his motorcycle so arranged that it could be seen sparking while in the procession. Mr. and Mrs. Wengatz have covered 3,384 miles to date on the journey to San Francisco.

### BAILEY JOINS HENDERSON

Detroit, Mich., Sept. 6.—President T. W. Henderson, of the Henderson Motorcycle Co., has announced the appointment of Paul J. Bailey as advertising manager of the four cylinder Detroit machine. Bailey will move his headquarters to Detroit from Toledo, where he has conducted a general

Paul J. Bailey

advertising business for a time. Bailey has had a broad experience in the motorcycle business and is well qualified to assist Henderson dealers in boosting their business.

# BEAT OLD MARK IN HILL CLIMB

## Washington (D. C.) Riders Negotiate Naylor's Hill in Record Time—Hill Race Held

WASHINGTON, D. C., September 6.—The National Capital Motor Cycle Club, of Washington, D. C., held its annual hill climbing contest on Naylor's Hill, on Saturday, September 4 last. The course on which the event was staged is ⅞ of a mile long, has several sharp curves, and the grade rises about 500 feet in the distance mentioned.

Despite these conditions, the hill was negotiated by Victor Dessez, a local amateur in the remarkable time of 46⅖ seconds. He was mounted on an Excelsior twin of the new short coupled type. He was closely followed by A. Zimmerman, on a Harley-Davidson, who negotiated the hill in 47 seconds. The runner up was Tommy Dedge on an Indian, who finished in 50 seconds. Dedge would undoubtedly have made better time were it not for the fact that he was compelled to slow down by a chicken, which insisted on barring his path.

Though the time made by Victor Dessez was better, the first prize will undoubtedly be awarded to Mr. Zimmerman on points, in view of the fact that the machine and rider were of much greater weight. Dunham, Indian, J. S. Barryman, Cyclone, and Wm. Denham, Thor, finished in that order, after Dedge.

As an added event a race up the hill was arranged from a standing start among the place-men in the first mentioned event. The following riders in this event finished: First, Zimmerman, Harley-Davidson; second, Dessez, Excelsior; third, Dedge, Indian; fourth, Denham, Thor.

The time made by Dessez in the first event sets a new record for the hill, the best previous time having been established by Denham a year ago at 49 seconds. The best time in which the hill has been ascended by racing automobiles in contests conducted by the Washington Autobile Club is 58 seconds.

The Washington police furnished a large detail of uniformed men to patrol the course. The meet was electrically timed by a complete set of telegraph instruments installed by several electricians who are members of the club. The following officials were in charge of the event: Referee, Thomas O. Wansleben; starter, W. F. Throop; timers, F. M. Mills and E. H. Hutterly.

### EXPORTS ARE INCREASING

As an illustration of the trade opportunities open to American manufacturers as a result of the war, it is to be noted that we now sell fifty-two cents worth of goods for every dollar's worth we buy from South America, as compared with last year's ratio of forty-four cent's worth of goods sold to South American countries to every dollar's worth purchased by us.

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# VERRILL VICTOR AT BISON TRACK

## Indian Star Takes 2 Out of 4 Events Staged at the Buffalo Driving Park

BUFFALO, N. Y., Sept. 6.—Despite the constantly threatening weather a large number of fans witnessed the third race meet of the Buffalo M. C., held at the Lancaster Driving Park last Saturday afternoon and never saw a better set of racers loop a dirt track as they did today.

"Crazy Horse" Verrill proved to be the star daredevil rider of the day by taking two firsts out of the four events, while Brigham Young and Bob Barclay captured the other two events.

In the first lap of the ten mile stripped stock Don Barclay and Brigham Young rode neck on neck, but from the second lap Young led to a triumphant finish. Allyn, who rode second from the second mile, lapping Bickelman in the sixth mile, looked like a sure second until he dropped out in the thirteenth lap. Don and Bob Barclay took second and third places.

From the very start of the ten-mile open "Crazy Horse" Verrill led the large number of riders with Young and Baribeau close at his heels in the order named. In the fifth mile Young and Baribeau exchanged places. The latter dropped out in the seventeenth and Allyn came up third. The finish was Verrill, Young, Allyn.

Allyn led the riders in the first lap of the twenty-five mile open. Young and Allyn exchanged positions for first and second in the second lap with Baribeau and Verrill following in the order named. Verrill jumped from fourth to second place in the third lap, Baribeau remaining third and Allyn dropped to fourth. This position the riders held until the fifth lap when Verrill took the lead and Young, Baribeau, Allyn and Don Barclay following in the order named. No change of positions was made until the sixth mile when Young fell to third, Baribeau taking second, Don Barclay taking fourth and Allyn fifth, which positions the riders maintained throughout the remainder of the race, with Verrill finishing three laps ahead of the last rider. The summaries:

Ten Mile, Stripped Stock—Brigham Young, Detroit (Harley-Davidson), first; Don Barclay, Denver (Indian), second; Bob Barclay, Denver (Indian), third; "Hans" Bickelman, Buffalo (Jefferson), fourth. Time, 12:10⅗.

Ten Mile Open—"Crazy Horse" Verrill, Toledo (Indian), first; Brigham Young, Detroit (Harley-Davidson), second; Oliver Allyn, Buffalo (Harley-Davidson), third; Don Barclay, Denver (Indian), fourth. Time, 12:09⅗.

Twenty-five Mile Open—"Crazy Horse" Verrill, Toledo (Indian), first; Joe Baribeau, Toronto (Indian), second; Brigham Young, Detroit (Harley-Davidson), third; Don Barclay, Denver (Indian), fourth; Oliver Allyn, Buffalo (Harley-Davidson), fifth. Time 31:20.

Five Mile Consolation—Bob Barclay, Denver (Indian), first; "Hans" Bickelman, Buffalo (Jefferson), second; Brownie Carslake, Australia (Indian), third. Time, 7:01.

### RACES AT PRESCOTT FAIR

Prescott, Ont.—Grandstand attractions at the Prescott fair this year will include a series of motorcycle races. The dates are September 14, 15 and 16.

## Houghton Bi-Car for Pleasure and Business

AN adjunct to the bicycle which is certain to attract widespread and favorable attention is the Houghton Bi-Car, marketed by the Houghton Sulky Co., of Marion, Ohio, and illustrated herewith in the commercial van type. The Bi-Car is also offered in the form of a small sidecar with a correspondingly light but sturdy frame. The pleasure type is especially adapted to the use of children, and affords an ideal means of taking the youngster out into the open in perfect safety.

The frame, for either the commercial or runabout types, is of all-steel construction and fully adjustable. There are no joints to loosen or break, the extra wheel is protected by guards and the tread is about 31 inches. The frame capacity is over 200 lbs. The wheels are extra strong, a wide sulky hub is used and the new Houghton "Nail-Proof" tire is supplied. The commercial and runabout bodies are interchangeable. The former is made with a curved reinforced lid and is waterproof. The inside dimensions of the body are 30 by 18 inches on the floor, and 16 inches high.

The runabout body is wide and comfortable, and has a sloping hood. The seat is removable so that a child may lie at full length if desired. Scroll springs are fitted to the runabout. Both bodies are finished in dark blue, with gold striping and the frame work is black. Each Bi-Car is fully guaranteed. The price, for either type, is $16.75.

### PEORIANS HEAD FOR 'FRISCO

Peoria, Ill.—Plans have been completed by four Peorians for one of the largest motorcycle trips ever made by local enthusiasts. They expect to leave this city in a few days for San Francisco. The men are Alexander Tyngstrom, Louis Blackman, Joe Martin and Elmer Beck.

The four will use two Harley-Davidson machines with sidecars. They will carry a complete camping outfit, and hope to average about 150 miles per day. Their equipment includes four sleeping bags, and a waterproof tent to throw over the machines.

# ALTOONA SEES BIG RACE MEET

## "Abe" Cohen, Indian, Takes Every Event on the Card—Dusty Track Made Going Hard

ALTOONA, Pa., September 6.—Every event in sight was cleaned up by "Abe" Cohen, Indian, in the big race meet which was held here on September 4, after having been postponed twice because of inclement weather. There were four events, two being at a distance of five miles, one at twenty-five, and the fourth at three. Out of town riders were small in number, but the local representation was good.

The feature of the day was the twenty-five professional which was originally set at fifty miles and was reduced because of the heavy dust on the track. In the first lap of this race, all of the riders were well bunched, Finn, Pope, being in the lead and hard pressed by Cohen. Finn took a spill in the fourth lap and Cohen went into the lead. The Indian rider held the initial position throughout the rest of quarter century. Keys, Harley-Davidson, was second, several laps behind Cohen, while Markman, Indian, made a good third. Time, 29:22.

The same finishing order as in the feature race obtained in the five-mile handicap, which was accounted for by Cohen in 6:08. Eight riders were entered in the five-mile professional race, the first event on the program. Finn, Pope, gave the Indian rider a hard battle for first place, but had to be satisfied with second honors, while McCall, Emblem, finished in third position. Time, 6:10⅖.

The three-mile match race between Cohen, Indian, and McCall, Emblem, was very closely contested. Cohen never allowed McCall to pass him during the race, but McCall gave him a hard chase. Cohen finished in first position and McCall second. Time, 3:49.

### BAKER LAUDS THE DIXIE

Newark, N. J., September 4.—The Splitdorf Electrical Company, whose magneto was used by E. G. Baker in his record-breaking three-flag run, received the following telegram from the "Old Warhouse," when he completed his terrific grind: "With my nineteen sixteen Dixie equipped Indian motor I experienced no trouble and had the best results on three-flag record run from Canada, across the United States and into Mexico."

### REPORT COMMERCIAL SALES

Pasadena, Cal.—The Park Cycle Co., of Pasadena, has delivered a twin three-speed to Munger & Munger, also a twin to the Lilly Delivery Service. The company is Pasadena agent for the Excelsior. Guy Henry and Edward Loudenclos are the members of hte firm, but Loudenclos has gone to San Francisco, where he has opened a branch for northern California for the Cyclone.

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### SPRAGUE CLEANS UP AT COSHOCTON

Coshocton, O., September 6. — Cliff Sprague, a local rider astride his Harley-Davidson, cleaned up the three events which were held on the local track on Labor Day, September 6, and broke the record for the local track by capturing the fifteen-mile race in 16:38.

Sprague also walked away with the amateur ten-mile race, in which Cupp's Excelsior, finished second, and Cognion, Indian, third. The time was 13:48. The third event which Sprague won was the twenty-five-mile race for stripped stock machines. Bucher, Excelsior, was second, and Gold, Harley-Davidson, finished third. The time was 29.32¾. The fifteen-mile stripped race saw Boamos, Flying Merkel, breeze in second, and Jim Gold, Harley-Davidson, third.

### WANDERSEE VISITS CHICAGO

Detroit, Mich., September 6.—William E. Wandersee, Harley-Davidson dealer, spent Labor Day in Chicago as the guest of H. C. Scherer, special representative of the factory who was in Detroit on September 4. Mr. Scherer has made a number of appointments in the way of commissioners for the F. A. M. and will shortly appoint one for Detroit.

### CHAMP RACE FOR DETROIT

Detroit, Mich., Sept. 7.—A one hundred mile F. A. M. national championship race will be the feature of the racemeet that is scheduled to be held in this city on September 19, under the auspices of the Interstate Racing Association. The program is composed of two five-mile elimination heats, qualifying those who finish in the first three places in each heat, to compete in the ten-mile final, a novelty race and the one hundred mile championship.

In the case of the championship race there will be cash prizes for those finishing first, second and third, additional sweepstakes to the leaders at twenty-five, fifty and seventy-five miles, and F. A. M. champion medals. Entries will close on September 15. All races are restricted to 61 cu. in. motors.

# RAIN POSTPONES RACE AT CHICAGO

CHICAGO, Ill., September 6.—The big Chicago triple century, which was to have been held Labor Day, on the new Chicago Speedway, was postponed on account of rain. Many fans were on hand to witness the grind on the whirlwind track and were greatly disappointed to find that the race had to be postponed to next Sunday, September 12.

Those who were fortunate enough to get into the Chicago Speedway last Saturday were treated to some pretty elimination trials. It was required that each rider make eighty miles an hour in order to qualify for the big event. Most of the riders purposely managed to come just barely outside of the specified mileage. It was their evident intention to prevent the other fellows from finding out how fast their motors could go. Kemp calculated so closely with his little Henderson that he made the circuit at exactly the rate of speed required.

### GRELLE TAKES VINCENNES CENTURY

Vincennes, Ind., September 6.—The one hundred-mile race, which was held on the local track here today, was carried away by H. B. Grelle, of Logansport, Ind., who rode the single century on his Indian in two hours, eleven minutes and fifty-three seconds. Leslie Allen, of Chicago, Ill., also riding an Indian, finished second, while Henry F. Pardon, a motorcycle dealer of Owensboro, Ky., flashed across the tape third on his Indian mount. The race was staged on a half-mile dirt track.

Clarence Sargent, the Indianapolis State record holder, was fatally injured in a collision with one of the riders. The races were quite well attended, and during the entire one hundred miles there was excitement aplenty for the shouting fans.

### SMITH COMPLETES LONG TOUR

Los Angeles, Cal.—"Firestone," otherwise C. F. Smith, special motorcycle representative of the Firestone Tire & Rubber Company, of Akron, O., has just completed a tour of the principal cities of the country and has been in Los Angeles for a short time looking over matters in general. In an interview with a representative of **Motor Cycle Illustrated,** Mr. Smith said that business was very fine and that the new motorcycle casing which the Firestone firm was marketing was being received in a very gratifying degree by dealers and riders on all sides. He accompanied Stewart Slosson, special Pacific Coast representative, in the latter's sidecar through all the principal cities on the coast, he said, and found that interest in motorcycle racing was much more pronounced in this section than in other parts which he had visited.

"As evidence that the new Firestone casing will stand up under the hardest punishment that it can be subjected to," said Mr. Smith, "take the rear casing used by Otto Walker on his Harley-Davidson at Venice. It came from stock at our Los Angeles branch. Walker used it 900 miles in practice, then won the race with it. Slosson then took it for use in the 340-mile desert classic, then Wells Bennett had it for several hundred miles and Slosson took it for his sidecar rig once more, going to Frisco with it. George Bruschi, the San Diego Harley-Davidson agent, took it from Slosson and rode it home. That casing has easily done 5,800 miles of hard going and is still good for many more."

### ACTIVE TRAFFIC OFFICER

**R. Wagner, of Swissdale, Pa., Police, Who Has Eliminated Speeding in That City**

### F. A. M. STATISTICS FOR AUGUST

Secretary G. B. Gibson, of the F. A. M., announces that the affiliated riders taken into the organization during the month of August numbered 218; unaffiliated, 97; renewals, 235. This statement covers all the states and includes Panama and Canada. The latest card issued at the time of sending out the report was numbered 34,846.

### VANDAMENT NEEDS SIDECAR NOW

Leslie Vandament, known as "Motorcycle Van," who handles the Indian in Greencastle, Ind., announces that he was married at Bay City, Mich., recently, to Miss Leona Moore. "Van" is preparing to hook a sidecar up to his three-speed Indian.

### ASHEVILLE (N. C.) M. C. ON A MOUNTAIN CLUB RUN

**Members of the Asheville Club Snapped During a Run That Took Them Within a Few Hundred Yards of a Mountain Peak, Covered with Snow and Ice**

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## Thor Shares Honors with Harley at Bakersfield

BAKERSFIELD, Cal., September 6.—Six corking good races were run off on the local track today, in which the Thor shared the honors with the Harley-Davidson riders. There were prizes galore, and the money chasers were right on the job selling some good speed.

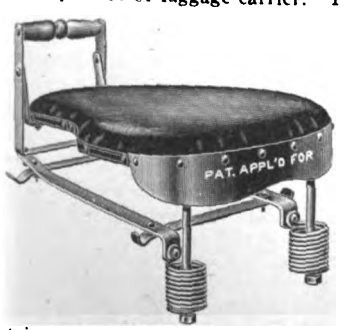
The five-mile sidecar race witnessed the victory of E. C. Tice, Harley-Davidson, who covered the distance in 6:08, with L. G. Ingham, second. The twenty-five dollar prize to the winner of the five-mile stripped stock was accounted for by L. Barliuch, Thor, who reeled off the quintet of miles in 4:22. The ten-mile amateur race was cleaned up by three Harley-Davidson riders in 10:59, they being L. G. Ingham, F. Ward and J. Dryes, who finished in that order.

Tice, the winner of the sidecar race, also romped home with the ten-mile stripped stock and the twenty-five-mile stripped stock. His time for the first event was 9:9⅗, and the second 24⅘. R. Vansandt, Excelsior, and M. Tice, Excelsior, were second and third in the ten-mile, and L. Barluich, Thor, and J. H. Malhany, Harley-Davidson, finished second and third in the twenty-five-mile race. Nearly two hundred dollars were hung up for these two events. In the final race, the fifteen-mile amateur, F. Ward, Harley-Davidson, crossed the tape first in 16:55, while W. Parrish, Indian, took second prize, and T. Stevenson, Harley-Davidson, got the third place. A fair-sized crowd witnessed the meet.

### NEW TYPE OF WALD TANDEM

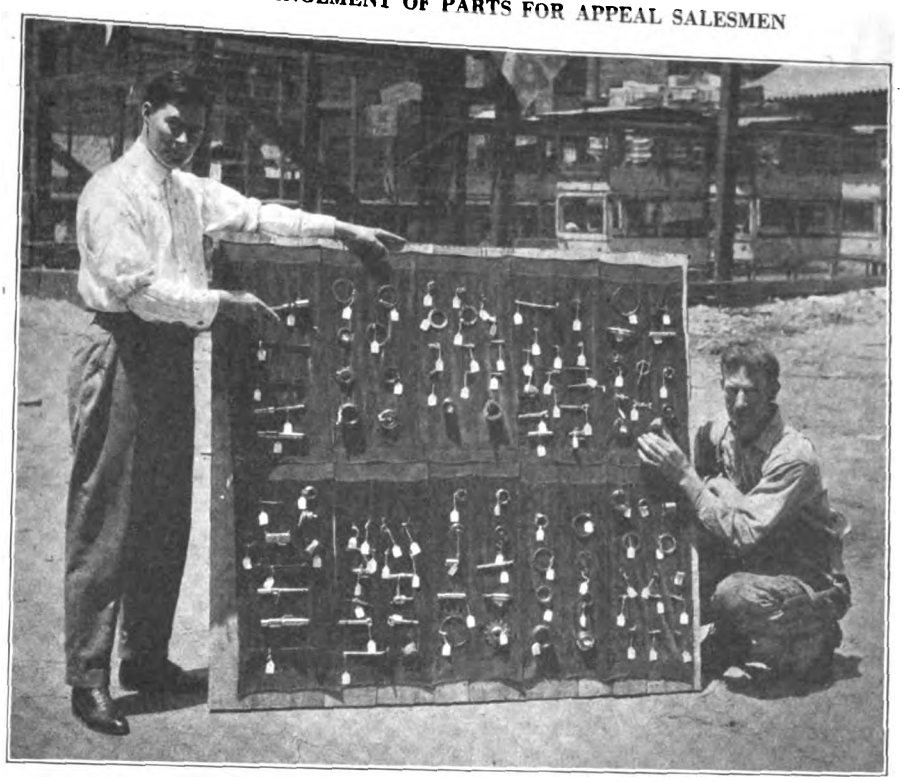
For the benefit of motorcycle dealers who wish to attach tandem seats without removing the rigid luggage-carrier supplied with the machine, the Wald Manufacturing Company, of Sheboygan, Wis., is marketing a type of tandem which combines comfort and sturdiness with an entirely new method of attachment. The Wald tandem permits of a slight fore and aft swinging movement, in addition to the up and down motion of the springs, thus insuring easy riding, but it is amply safeguarded against any side motion.

The rear springs are adjustable, and the clamps which attach the device are adjustable to any width of luggage-carrier. The




seat is upholstered with Spanish leather. The retail price of the complete tandem, including a pair of footrests to fit any motorcycle, is $5.50. Dealers are especially requested to write to the Wald Manufacturing Company regarding their liberal offer, and secure full descriptive circulars.

### HANDY ARRANGEMENT OF PARTS FOR APPEAL SALESMEN



**Layout Carried by Salesmen Consisting of Duplicate Parts of Machines of Various Makes —Twelve Rolls Are Spread Out on Board Showing Display Possibilities**

LOS ANGELES, Cal., E. E. Welborn, sales manager of the Appeal Mfg. & Jobbing Co., Los Angeles, has at last worked out a satisfactory solution of a problem which their salesmen met in carrying samples of motorcycle parts for all makes of machines which they sell. They experimented with indifferent success with various methods of selling parts from catalogues, samples loose in a grip, or traveling case, etc. They found that samples carried loose were shaken up, their finish marred and they were liable to receive other damage, and they failed to carry quickly to the dealer an attractive and visible demonstration of the idea that the drummer had a complete stock.

Now Mr. Welborn equips each salesman with a stock of parts securely mounted on handsome velveteen backing as shown in the photograph. Each sample lot is carried rolled up and can be spread out in an instant on the counter. The dealer will usually order some of the parts he sees, and then will take the trouble to go down the list and order others from it. Mr. Welborn has done considerable experimenting to get the most satisfactory roll and backing. Each man carries six rolls weighing, with the parts, about 10 pounds. The company has three differently equipped sets of six each so that a salesman carries one set on a trip and then exchanges with another salesman, so that on three trips he carries out all the parts which are mounted in this way.

### MILITAIRE INCORPORATION

Buffalo, N. Y., September 6.—The Militaire Auto-Cycle Company of America, Inc., filed a certificate of incorporation at the local clerk's office recently. They are capitalized at $250,000, of which sum Edw. McM. Mills, Ansley W. Sawyer and Robert S. Stevens, all of Buffalo, have subscribed for $10,000 (the amount of paidup stock) in order to begin the manufacture at once of motorcycles, bicycles and all parts and accessories pertaining thereto, also to manufacture and sell automobiles.

The certificate stipulates that 2,500 shares (all common) of $100 each may be issued by the company. The directors elected for the coming year are: N. R. Sinclair, Edw. McM. Mills, William A. Morgan, George C. Miller, of Buffalo, and Gideon Grant, of Toronto.

### GOLD MEDAL FOR DAYTON

Officials of the Davis Sewing Machine Company, manufacturers of the Dayton motorcycle and bicycles, in Dayton, O., were highly elated recently at a letter received from the Superior Jury of Awards of the Panama-Pacific Exposition in San Francisco. This letter reads:

"This is to notify you officially that the Superior Jury after due consideration, has raised the award on your motorcycle from silver medal to gold medal.

Very truly yours,

O. H. FERNBACH,

Secretary of the Superior Jury."

Previous accounts of awards given by the jury stated that the Davis Company had been awarded a silver medal, and it is naturally highly gratifying for the firm to receive the higher award in recognition of the excellence of its product.

### WILL STAGE RUN TO EASTON

Reading, Pa., September 6.—The Reading Motorcycle Club will stage a run to Easton on Sunday, September 12.

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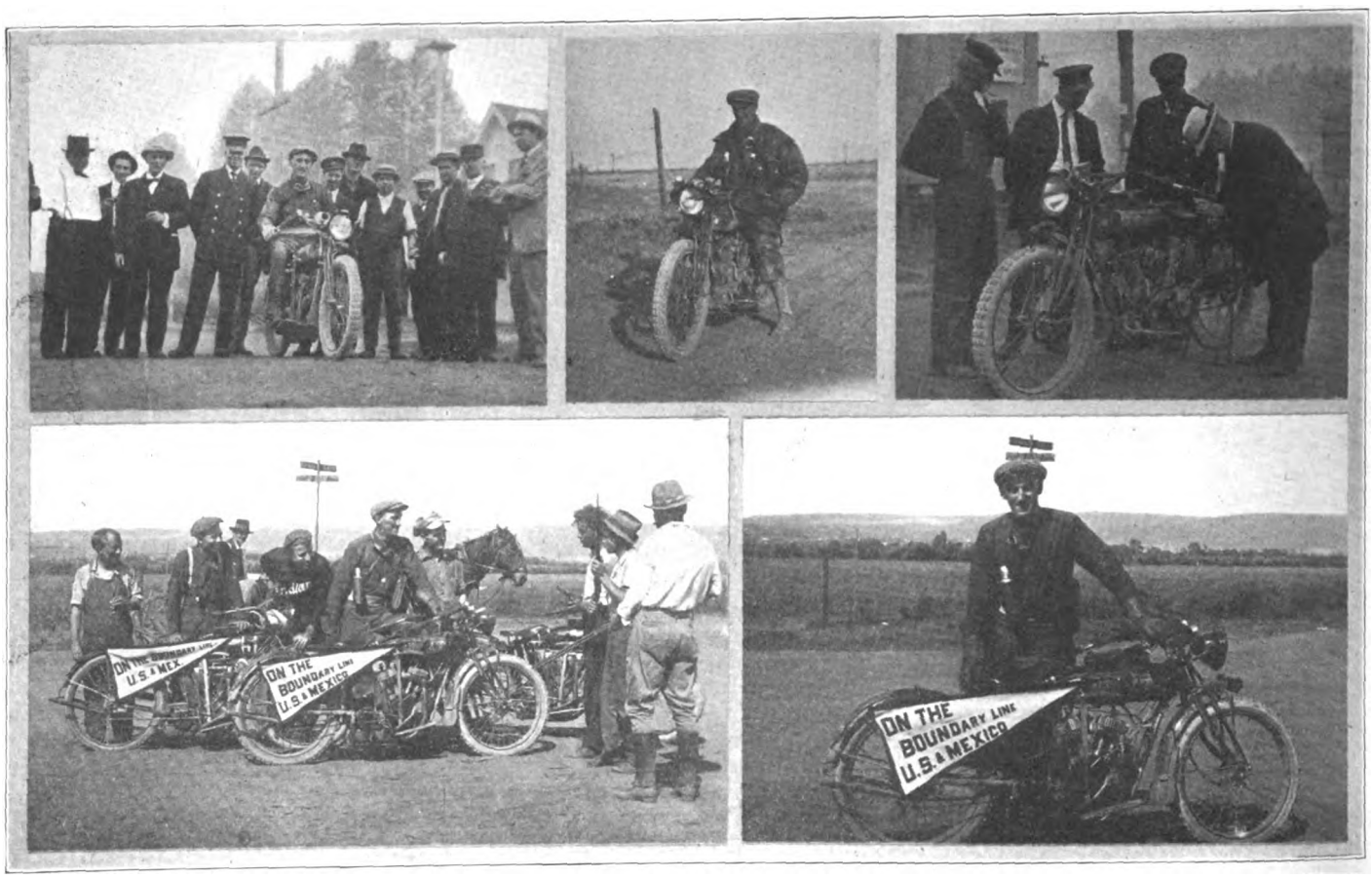
# How I Made the Three-Flag Record

## *Inside Story of the Dash From Canadian Border to Mexico*

**By Erwin G. Baker**




**Upper Row. Left—The Start of Baker's Three-Flag Dash in Vancouver, B. C., Showing Canadian Custom Officials Witnessing the Departure of "Warhorse." Center—Nearing Bakersfield, Cal. Right—Mayor Fuller, of Blaine, Wash., Examining Baker's Mount. Lower Row. Left—Border Guards Giving Baker and Paul Derkum a Rousing Welcome on Their Arrival in Mexico. Right—Near Tia Juana, Just After Crossing the Border Into Warring Mexico**

HAVING established the coast-to-coast motorcycle record, I was anxious to do something of an international character. and after considerable figuring I decided to make a dash from Canada to Mexico along the Pacific coast. Some of my friends cautioned me against such a plan; others urged me to carry it through. I was confident, I felt that my Indian mount was up to the task, and when the Hendee folks O. K.'d my proposition I soon whipped the idea into shape.

I received something of a jar when the Hendee company instructed me to ship my old motor, No. 76, back to the factory and replace it with one of the new 1916 models. I figured that the new motor must be capable or it would not be sent out, but I could not give up old "76" without a pang. I exchanged the motors, and in an impromptu hill-climbing test found that the new motor had something on the one I had sent back. Before the date arrived for the start of the record trial I was so well satisfied that I had forgotten all about my old motor.

### The Start From Pacific Highway

The start was made from a place called Pacific Highway, on the Canadian side of the line, at 11 o'clock on Tuesday, August 24. Some of the officials of Blaine, Wash., including Mayor P. F. Fuller, were present when U. S. Immigration Inspector T. F. Beaudet fired the shot which sent me on my way.

My first stop was at Bellingham, Wash., 26 miles from the starting point, I must say this first jump was not an encouraging one. The road was full of chuck-holes. several culverts had been damaged, and the forest fires which raged in the neighborhood filled the air with smoke so that at times I could hardly keep in the road. I had to run in low and intermediate a number of times, and all in all the job was a tough one. Taking on oil and gas at Bellingham, I set a hot pace southward through pine forests.

The chief of police of Everett, the next town I passed through, was on hand at the outskirts to escort me, and I hit up a clip of 35 per through the streets.

### Quick Work in Seattle

As I entered the outskirts of Seattle I found that my gas was exhausted, but luckily I was able to coast a block and reach a supply station. At the store of Ballou & Wright I added a raincoat to my kit, strapped a "44" around my waist and made a quick getaway, with motorcycle police escorting me to the outskirts. Speed records between Seattle and Tacoma went glimmering, and on the outskirts of the latter city Motorcycle Officer Fred MacCullom, Ray Packard, of the Bailey Co., and Ray Day picked up my pace and rode with me to a point ten miles south of Tacoma.

At Ghehalie more gas was taken aboard, and I whooped it up for Toledo. Here ten minutes was lost in ferrying across the Tacoma river. Then darkness overtook me. The next few miles will be long remembered. I dashed through country little known to me, bumping into chuckholes and whirling through heavily timbered stretches, now and then getting some hub-deep sand by way of variety.

### Across Washington in Eight Hours

About 9 o'clock Tuesday night I sighted the lights of Kalanea and heaved a sigh of relief. It took the ferryman 40 minutes to get me across the Columbia river, which is two and a half miles wide at this

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point. On the way over I found time to figure a little on my mileage. My speedometer showed 298 miles, and I had been on my way ten hours. My actual riding time across the State of Washington was eight hours. I had spent two hours in my stops for gas and oil, and in eating.

Leaving Goble, Ore., at 9:45 p. m., I was in Portland at 11:15. There was a big crowd of motorcycle fans waiting for me at Ballou & Wright's Portland store. After stowing away a big meal and filling my tanks, I struck the road again, escorted by two motorcycle policemen. A detour was necessary on the way to Salem because of a washout, and I arrived there at 3 a. m. Another big crowd of motorcycle enthusiasts greeted me there.

**Breakfast Stop at Albany**

Five minutes later I was off for Albany, Ore., where I arrived at 4:30 a. m. I ate breakfast there, filled my tanks and started again. The roads were thick with dust, and I had many rocks and chuckholes to contend with. And crooked! Sometimes I feared I might put a kink in my motorcycle in getting around the turns. I reached Eugene at 7:30 Wednesday morning, roared through Roseburg a couple of hours later, and then set sail for Glendale. I was 591 miles from my starting point. The net riding time for the first 24 hours had been 21⅗ hours. Between Roseburg and Glendale I reached the highest point on my journey, almost 9,000 feet. I crossed three mountain ranges before reaching the California state line.

In the mountains a heavy rainstorm overtook me, and I had to battle with mud on the sides of the mountains for ten miles. I arrived in Grant's Pass about noon on Wednesday, took on more oil and gas, ate a few bites and then swooped down the mountain for Medford, which is in the midst of Oregon's famous apple district.

**More Mountain-Climbing**

I reached Medford at 3:10 p. m. and left at 4:20. The giant Siskiyou range loomed in the distance, dusk was fast approaching and I lost no time in getting started. I wanted to reach Sisson, Cal., at the foot of Mt. Shasta before turning in for a little rest. At 4:42 I reached the California state line.

The Oregon mileage was 415, and it had taken me 18 hours and 57 minutes to cross the state. Deducting the time lost in stops for fuel and "eats," the net riding time was 14 hours and 27 minutes. Owing to the bad mountain roads, and the fact that I blew out the fuse on my switch, I had made somewhat slower time than I believed possible. After crossing the California line I rode the next 12 miles in low and intermediate. It was hard going in the darkness, and I had several close calls. I reached Sisson, Cal., at 8 o'clock Wednesday night, having ridden 771.5 miles in 32 hours.

**Fresh Start After a Nap**

I turned in for "forty winks," and was up again at 3:15 Thursday morning. I put on some extra clothing as it was quite cold at the foot of the mountain. Between Red Bluff and Dunsmuir I had 72 miles of low and intermediate work, as the trails leading over the mountain were rough and winding. The only incident worth mentioning on this stretch was a stop to help a badly scared Ford driver get back on the road.

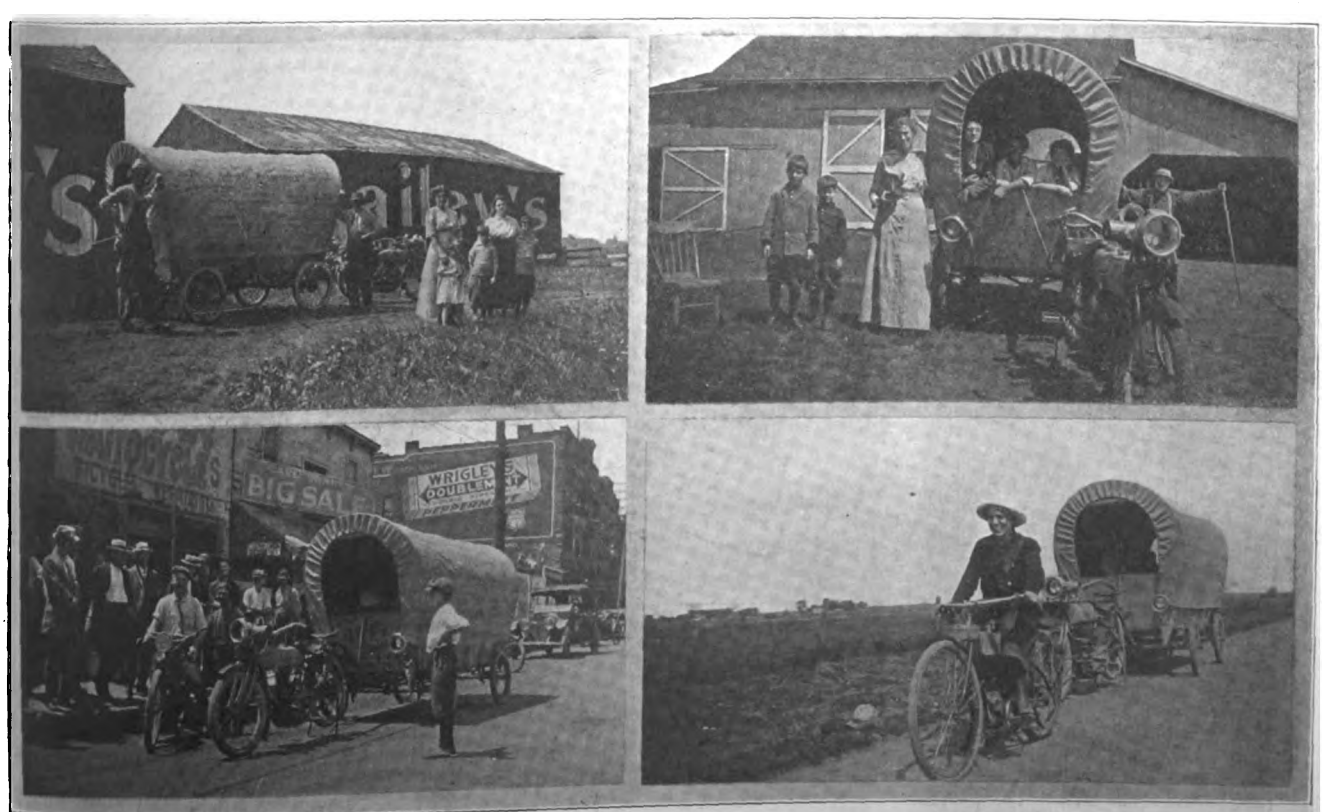
At Kenneth I stopped for gas and then ferried across the Sacramento river. I had lost track of distances between towns, as I was very busy watching the twisting, rutted roads in order to save my neck, but as I neared Redding I found I could open up a little more, and I was soon hitting 60 miles an hour. Noon found me at Chico. Then I whooped on to Marysville, and a short time later struck the State Highway into Sacramento.

**Greeted by F. A. M. Official**

On the outskirts of Sacramento I was greeted by State F. A. M. Referee F. M. Woodson, Leo McCarthy, H. Cameron, of the Indian agency, and several other enthusiasts. They escorted me through the city at 35 miles an hour. The State Highway between Sacramento and Stockton looked inviting, and I covered the 48 miles in 50 minutes. On the road into Stockton I met B. Anderson, manager of the Hendee Mfg. Company's branch in San Francisco, and "Happy" Alzina with a tandem outfit.

After supper Manager Anderson insisted that I get a little sleep. I went to bed but never closed an eye. Later I telephoned for the boys to come up and keep me company. They did, and Anderson and Alzina gave me a regular prize-fighter's rubdown. I left Stockton at 9:40 Thursday night, with Alzina as pilot. A crowd of the boys, in charge of Indian dealer Johnson, met us at Modesto, and other crowds were waiting all along down the San Joaquin Valley,

**GALE PULLING HIS PRAIRIE SCHOONER THROUGH OHIO WITH HIS SHICKEL MOTORCYCLE**




**Upper Row. Left—The Gale Party Stopping for the Night at Cleveland, Ohio. Right—Near Toledo, Where Friends Were Met Who Rode Some Distance with Gale. Lower Row. Left—Welcomed by Motorcycle Fans in Elyria, Ohio. Right—Miss Vincent, a Friend of Gale, Trying Out the Shickel Lightweight Which Is Used on the trip by Gale's Young Son**

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through Merced and Madera to the outskirts of Fresno, where Louis Weiheimer, of the local Indian agency, met us with another squad of rooters.

**On the Way to Bakersfield**

We reached the "Raisin City" at 2 o'clock Friday morning, and left at 3. My lights were out again, but Alzina had a lamp on his machine, and we made pretty good time. From Fresno to Bakersfield the road was dusty, chuckholey, rutty and everything else that it shouldn't have been. We reached Bakersfield at 8:10, and Indian agent Wilkes was on the job with supplies for us and the machines. I bade Alzina good-bye and hit the road again.

Will Risden, at Los Angeles, had wired Wilkes to the effect that I should take the Tehachapi Pass as the Tejon Pass was not rideable, but as the Tehachapi route meant 26 more miles for me I decided to go over the Tejon Pass. I made the 168 miles between Bakersfield and Los Angeles in 5 hours and 20 minutes. I had to ride through the notorious Boquet Canyon, with its innumerable turns and its rocky surface, and for 34 miles I had all the trouble I wanted—and then some. At the mouth of Saugus Canyon "Dare-devil" Derkum met me, and through his efforts I was enabled to ride through southern California at top speed, speed regulations being forgotten for the time.

We roared through San Fernando at 50 miles an hour, and down the valley into Los Angeles at the same clip. Motorcycle cops held up other traffic until we had passed.

**On the Final Dash to the Border**

Going into Los Angeles we were met by C. Will Risden, John E. Hogg and Fred Ludlow, of the Indian agency; Don Johns, the racer; Walter M. Brown, of the Stutz agency, and M. S. Connors, of the Los Angeles *Tribune*.

We soon reached Santa Ana, over the State Highway, and then dashed into San Diego. The route to San Diego is excellent, except for a short stretch near Capistrano, which is rough and sandy. We made good time and 3 hours and 30 minutes after leaving Los Angeles we were in the exposition city.

Jimmie Urquhart, Indian dealer in San Diego, with a staff of assistants and friends, rode with us over the border at 8:15 Thursday night. L. A. Hilton, San Diego manager for the United States Tire Company, and Joe Esler were waiting at the border for us.

I feel that my ride for the Three-Flag record was entirely successful, for I set the time at 3 days, 9 hours, 15 minutes. The best previous time made by a motorcar was something over 8 days. I averaged 40 miles to a gallon of gasoline.

LEAVING ATLANTA, GA., FOR NEW YORK CITY

Miss Della Crewe, 'Round the World Sidecarist, About to Start Northward on Atlantic Coast Run to American Metropolis. She Recently Toured the West Indies

## HENDERSON SHIPMENT TO HOLLAND

Detroit, Mich., September 6.—Export sales are booming at the Henderson factory where the closing of the European plants has thrown an unusual volume of orders from overseas. One order shipped this week consisted of 37 two-speed short coupled models for the Henderson dealer in The Hague, Holland.

This Dutch distributor formerly handled the Belgian F-N also, the manufacture of which has been suspended. He now has a standing order for five machines per week, and on several occasions has cabled instructions for numbers in excess of this. On May 1 he started the ball rolling with a cabled hurry call for 25 machines.

## OFFICIAL HOTELS FOR THE SHOWS

A. B. Coffman, manager of the New York and Chicago cycle and accessory shows, states in a recent bulletin that the Breslin will be the official hotel during the New York show, and the New Southern during the show in Chicago. The Breslin has quoted Manager Coffman attractive room rates, and he suggests that no time be lost by those who wish to reserve accommodations for show week. The same suggestion regarding the wisdom of making early reservations, applies to the week of the Chicago show.

## GORDON RUBBER CHANGES

Columbus, Ohio.—Several important changes have taken place in the organization of the Gordon Rubber Company, of Canton, Ohio. Papers have been filed with the Secretary of State, changing the name from the Gordon Rubber Company to the Gordon Tire & Rubber Company. The company will make both automobile and motorcycle tires and is contemplating the erection of an addition to its plant. The capital stock has been increased from $300,000 to $600,000.

## DISMOUNTED BY COURT ORDER

Alameda, Cal.—Justice of the Peace Johnson, of this city, has inflicted a summary punishment on Roy Laughlin, an Alameda rider, for breaking the speed laws too many times. According to the sentence, Laughlin has to walk instead of riding his machine for a period of sixty days, and is already starting in to serve out his two months of pedestrian exercise.

A FLASHLIGHT OF BAKER ON HIS THREE-FLAG DASH

E. C. Baker at Portland, Ore., on His First Day's Run of the Three-Flag Record from the Canadian Line to the Mexican Border

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# DENHAM IS NEW MARYLAND CHAMP

## Wins State Title in Two-Mile Event at Annual Meet of Maryland M. C. in Baltimore.

BALTIMORE, Md.—Disregarding the perils of a track made treacherous by heavy showers, the daredevil riders entered in the annual meet of the Maryland Motorcycle Club took their lives in their hands on Labor Day when they furnished thrills for the enthusiasts who journeyed to Gentlemen's Driving Park despite the threatening weather.

The spectators were given some thrills before the actual racing began when the boys began to warm up their machines. W. H. Denham, one of the most daring riders here, was the first to fall when his machine skidded at the first turn while traveling at a 37-second clip. He was shaken up a little but came back on the track. Carey Mears had a similar experience.

Denham is the new State champion, obtaining this new honor by capturing the two-mile professional event. He easily won the race, coming under the wire considerably ahead of Mears and G. A. Gebhardt, the only other contestants.

The professional sidecar event was the most exciting on the afternoon's card, the entries being so numerous that it was necessary to run it off in heats. The summary:

Professional Sidecar Race—First heat (three miles)—Frank Schenuit (Harley-Davidson), first; Gus Heinz (Harley-Davidson), second; Paul Mamock (Harley-Davidson), third. Time, 4:23.

Second heat (three miles)—Carey Mears (Indian), first; J. Nechamkin (Pope), second; R. H. Merryman (Dayton), third.

Final (five miles)—Gus Heinz (Harley-Davidson), first; Carey Mears (Indian), second; F. Schenuit (Harley-Davidson), third. Time, 7:38⅘.

25-Mile Professional, Free-for-all—John U. Constant (Indian), first; Victor Dessauer (Harley-Davidson), second; F. Craddock (Excelsior), third. Time, 30:44.

Two-Mile Amateur for Stock Machines—J. O. Cox (Excelsior), first; C. Lowenstein (Indian); second; O. Shock (Indian), third. Time, 2:47.

Five-Mile Professional, Free-for-all—F. Craddock (Excelsior), first; P. Dessauer (Harley-Davidson), second; G. A. Gebhardt (Indian), third. Time, 6:05.

Two-Mile Professional, State Championship—W. H. Denham (Excelsior), first; Carey Mears (Indian), second; G. A. Gebhardt (Harley-Davidson), third.

Ten-Mile Professional, Free-for-all—John U. Constant (Indian), first; F. Craddock (Excelsior), second; Victor Dessauer (Harley-Davidson), third. Time, 12:12⅕.

### ST. LOUIS CLUB ON CAVE TOUR

St. Louis, Mo., September 6.—The members of the St. Louis Cycling Club were scheduled to take a Labor Day tour to the beautiful Onondaga Cave on the Meramec River near Leasburg, Mo., eighty miles from this city. This cave was visited by the St. Louis cyclists in 1913 and the trip was pronounced a "treat."

On September 12, the club will stage the "Bicycle Derby," which will consist of a coasting contest, a one-quarter mile spring race, a hill climb and a slow hill climb.

The "Bellefontaine Handicap," the club's annual road race, will be held on September 19. This event will be open to members of the club only. In recent years there seems to have been a decline in the interest which the members have taken in this feature, but the officials of the club look forward to a big entry list for the 1915 "Bellefontaine Handicap."

### B. C. CYCLISTS FOR WAR SERVICE

Vancouver, B. C.—The Province of British Columbia has been asked by the Dominion government to supply a platoon of cyclists for overseas service. Lieut. Cameron, of Vancouver, has been chosen to command the unit; over a dozen men have already been selected from those offering their services and the remainder of the platoon, which will consist of thirty-one all told, will be recruited in the cities of Vancouver and Victoria.

**READY TO PITCH CAMP AFTER A LONG DAY'S RUN**

**Mr. and Mrs. Charles Manchester, of Poughkeepsie, N. Y., on a Touring Trip Through New England. They Carry a Full Camping Outfit**

# MESLE IS VICTOR OF MOTOR-COPS

## Member of Traffic Squad C. Captures Five First Places in Brighton Beach Events

BY winning five first places in the annual motorcycle and bicycle races at Brighton Beach, N. Y., on Labor Day, Officer John E. Mesle, of Traffic C, became the champion cyclist of the New York police department. There were several spills in the motorcycle events, but only one of the motor-cops, Martin C. Moore, of Traffic C, was seriously hurt. Moore skidded on the sand turn leading into the homestretch, and was so painfully scraped and bruised that he was removed to the Coney Island hospital. Summaries:

Five-Mile Race (handicap); open to department machines only—Won by John E. Mesle, Traffic C (scratch); Harry P. Shollen, Traffic C (scratch), second; Henry Yost, Jr., 68th Precinct (200 yards), third. Time, 5:07⅘.

Two-Mile Bicycle Race (handicap)—Won by Adolph P. Selmber, 32d Precinct (scratch); T. V. Hall, 173d Precinct (25 yards), second; William McAndrews, 68th Precinct (150 yards), third. Time, 5:11⅘.

Three-Mile Motorcycle Race (handicap), department machines only—Won by John E. Mesle, Traffic C (scratch); Hans P. Skelly, Traffic C (scratch), second; Henry Yost, Jr., 68th Precinct (120 yards), third. Time, 3:07⅗.

One Mile Bicycle Race (handicap)—Won by William McAndrews, 68th Precinct (75 yards); T. V. Hall, 173d Precinct (15 yards), second; A. P. Schuber, 32d Precinct, scratch, third. Time, 2:25⅘.

Two-Mile Motorcycle Race (handicap), department machines only—Won by Harry P. Shelley, Traffic C (scratch); Howard D. Smith, Traffic C (scratch), second; Henry Yost, 68th Precinct (80 yards), third. Time, 2:10⅗.

Six-Mile Race (open to any motorcycle)—Won by John E. Mesle, Traffic C; Howard D. Smith, Traffic C, second; Harry P. Shelley, Traffic C, third. Time, 5:44.

Four-Mile Race (handicap), department machines only—Won by John E. Mesle, Traffic C (scratch); Harry P. Shelley, Traffic C (scratch), second; Henry Yost, Jr., 68th Precinct (160 yards), third. Time, 4:16⅘.

Ten-Mile Race (scratch, open to any motorcycle)—Won by John E. Mesle, Traffic C; Harry P. Shelley, Traffic C, second; John J. Donovan, Traffic C, third. Time, 10:00⅕.

### FENTRESS-NEWTON INCORPORATES

Detroit, Mich., September 6.—Plans for bigger business than ever have just been completed by the officials of the Fentress-Newton Manufacturing Company, motorcycle accessory manufacturers at 255 West Lafayette avenue, this city. The company recently filed articles of incorporation, the capital stock being $25,000, held by Frank P. Fentress, Joel C. Sage and R. B. Sage, all of Detroit.

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# Export Figures for Year Show Increase

THE year's figures for shipments made from this country show that during the year ending June 30, 1915, more motorcycles were shipped, with a greater valuation than during the year ending June 30, 1914, and the year ending June 30, 1913. While exports were greater, imports, on the other hand, were smaller. Shipments of bicyles fell off as did also the shipments of bicycles and motorcycles to the Hawaiian Islands, Philippine Islands and Porto Rico. The month of June, 1915, showed a substantial increase in the shipment of motorcycles over the months of May, 1915, and June, 1914. Bicycle shipments during June of this year were below the shipments for May, 1915, and June, 1914. Imports of bicycles and motorcycles show June, 1914, to be far in excess of May, 1915, and June, 1915. Shipments to the Philippine Islands show a most remarkable increase for the month of June, 1915, over the months of May, 1915, and June, 1914. Porto Rico also shows an increase for the month of June, 1915, over the other two months, but Hawaii shipments are below both May, 1915, and June, 1914.

### Motorcycle Valuation Is $1,494,176

Motorcycles to the number of 2,133, and valued at $389,964 were shipped to foreign countries in June, 1915. During June, 1914, the shipments aggregated 596 machines, valued at $119,427. In May, 1915, the shipments reached a total of 1,392 machines, with a valuation of $256,334. The figures for the year ending June 30, 1915, are 8,166 machines shipped with a valuation of $1,494,176. For the year ending June 30, 1913, the figures show 3,983 machines, valued at $749,072, and for the year ending June 30, 1914, a total of 6,410 machines, valued at $1,234,194.

Shipments of bicycles for the month of June, 1915, were below the shipments during June, 1914, and May, 1915, the figures being a valuation of $33,561 for June, 1915, against $40,097 for June, 1914, and $57,299 for May, 1915. The year's figures show the period ending June 30, 1913, to lead the periods ending in 1914 and 1915. The valuation in 1913 was $109,436, in 1914 it was $608,031, and in 1915, $424,892.

It is interesting to note that while in the year ending June 30, 1913, the shipments of motorcycles and the shipments of bicycles were almost on a par, each year since then the shipments in motorcycles have increased and the shipments of bicycles have decreased, the year ending June 30, 1915, showing the proportion to be about three to one in valuation in favor of motorcycles.

### Imports Fell Considerably

Imports fell over considerable when comparing June, 1915, with June, 1914. This year the valuation reached but $3,802, as compared with a valuation of $15,684 for the month of June, 1914. May, 1915, is also in excess of June, 1915, the figures for May being $5,077. The decrease is also noted in the twelve-month periods, that ending June, 1915, showing a valuation of $81,142, as compared with $256,281 for 1914 and $186,980 for 1913.

Remaining in the warehouses as of June 30, 1915, were motorcycles and bicycles to the valuation of $610, the same valuation as existed as of May, 31, 1915. On June 30, 1914, the valuation of machines in the warehouses was $384. Motorcycles and bicycles imported to this country for exportation reached a valuation of but $2 during June, 1915, against nothing for the month of May, 1915, and nothing for June, 1914. During the twelve months ending June 30, 1915, motorcycles and bicycles imported to be exported reached a valuation of only $715. This is compared with $1,076 for the year ending June 30, 1914.

### Decrease in Hawaiian Shipments

Motorcycles and bicycles shipped to the Hawaiian Islands during June, 1915, reached a valuation of $4,969. During June, 1914, the valuation totalled $5,235, and for May, 1915, it was $5,234. A gradual decrease is noted for the year ending June 30 when comparing 1913 with 1914 and 1915. Ending June 30, 1913, the valuation for the twelve months reached $121,314. For the twelve months ending June 30, 1914, it reached $80,457, while for the period ending on June 30, 1915, it was $56,688.

While shipments of motorcycles and bicycles to the Philippine Islands reached a valuation of $11,170 during the month of June, 1915, the figures for the year ending June 30, 1915, show the period to fall below the valuation set for the years ending June 30, 1914, and June 30, 1913. The valuation in May, 1915, reached but $767, and for June, 1914, it was $3,423. For the year ending June 30, 1913, the valuation is shown as $87,385; for the year ending June 30, 1914, the figures show $80,325, and for the year ending June 30, 1915, the valuation reached $37,615.

Shipments of motorcycles and bicycles to Porto Rico during June, 1915, were in excess of both May, 1915 and June, 1914, the figures for this year being $2,822, as compared with $2,606 for June of last year and $1,868 for May, 1915. The yearly figures show 1913 to lead with a valuation of $51,367, as compared with $43,967 for 1914, and $27,377 for the year ending June 30, 1915.

## Allies Get 76 Million Gallons of Gasoline

THAT gasoline has played an important part in the European war cannot be doubted when comparing the shipments during the year ending June 30, 1915, with the shipments during the same period ending in June, 1913, and in June, 1914. France, which received but 3,494,604 gallons from this country during the year ending June 30, 1913, received 32,718,089 gallons during the year ending June 30, 1915. This is also far in excess of the yearly figures for 1914, when 19,608,286 gallons were shipped.

The United Kingdom shows almost five times the number of gallons received in 1915 than in the year ending in 1913. A total of 34,634,679 gallons was exported from this country during the year ending June 30, 1915, as compared with but 6,049,646 for the year ending in 1913, and 25,802,912 gallons for the year of 1914.

Italy has also been a heavy user of gasoline, the figures showing 9,166,088 gallons shipped to that country during the year ending June 30, 1915, as compared with 400,000 gallons in 1913, and 3,538,512 gallons in 1914.

Figures for the month of June, 1915, show heavy shipments to France, Canada and Italy. France received 1,142,518 gallons, compared with 60,000 during May, 1915. Canada received 5,048,451 gallons, as against 3,939,352 gallons during May, 1915, and Italy 1,625,576 gallons during June of this year. While no shipments were made to the Netherlands during June, 1914, a total of 107,787 gallons was shipped during June, 1915. No shipments were made to the United Kingdom during June of this year, while during May there was shipped a total of 2,177,257 gallons.

KEEPING COAST RIDERS WELL SUPPLIED WITH TIRES

**Receiving a Truck Load of Goodrich Black Safety Tread Motorcycle Tires at the B. F. Goodrich Company's San Francisco Branch**

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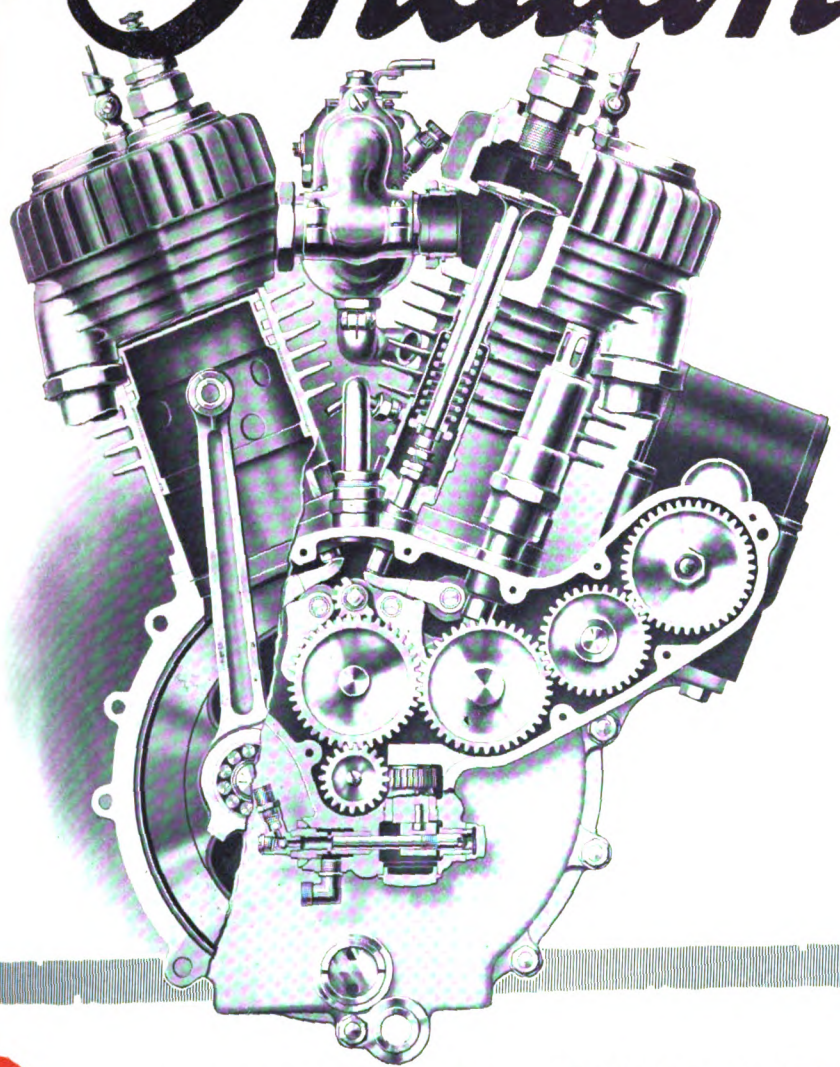
# Indian



## BRINGING OUT THE NEW INDIAN POWERPLUS MOTOR

1916

—a twin cylinder achievement of such advanced capacities that it raises the motorcycle to a far higher mechanical plane than ever.

—a motor that from now on must displace all old motor ideals for Powerplus performance.

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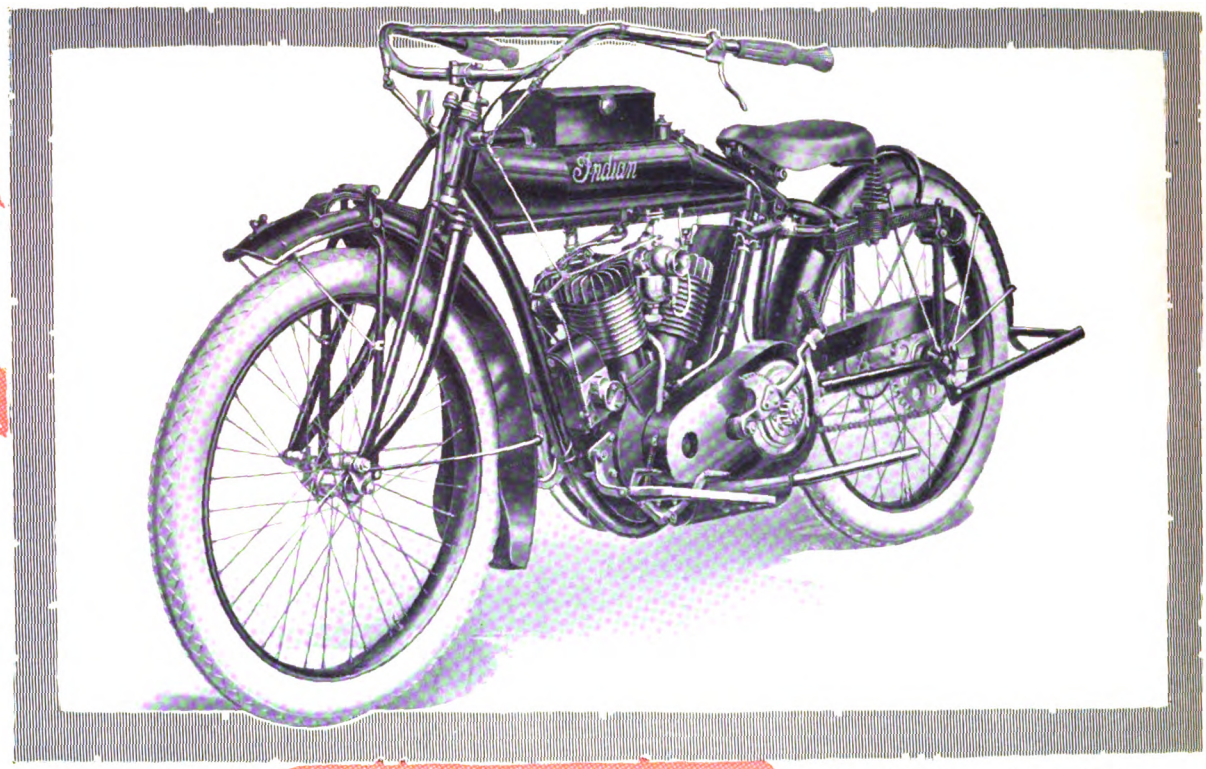



*CRADLE SPRING FRAME TWIN WITH POWERPLUS MOTOR. HIGHEST POINT OF MOTORCYCLE EVOLUTION IN THE WORLD. $275.00*

# POWERPLUS!

For 1916 Indian engineering genius lays before you a motor so far ahead of present day ideas of twin cylinder efficiency that it commands the study and attention of every motorcycle man regardless of what his convictions may be as to superlative motor performance.

Clean, supple, silent power—*amazing speed*—simplicity—trouble-proofness—for these qualities in their highest expression the rider must come to Powerplus as the one achievement that actually realizes them.

Glide along at 5 miles an hour with a sure flowing force beneath you—that's the Powerplus sensation in traffic.

Jump to 60 miles an hour in 30 seconds—that's the Powerplus pickup.

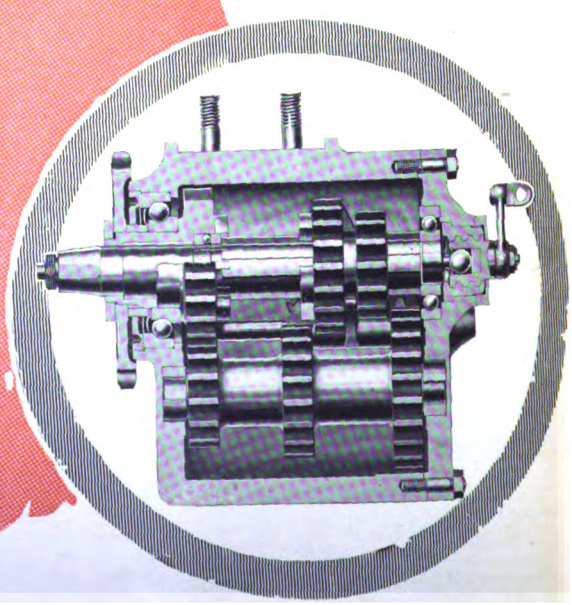
Take those formidable hills without shifting a gear—that's Powerplus pull.

And speed! The first stock Powerplus did 72 without any tuning up, right off the assembling rack.

Yet while Powerplus generates and delivers tremendously, its action is that of velvet.

An authentic style of design attracts and holds the eye, draws forth admiration as only the skilful Indian minds of fifteen years' motorcycle building know how to charm by doing things in big, strong yet graceful ways.

*IMPROVED 1916 THREE SPEED*



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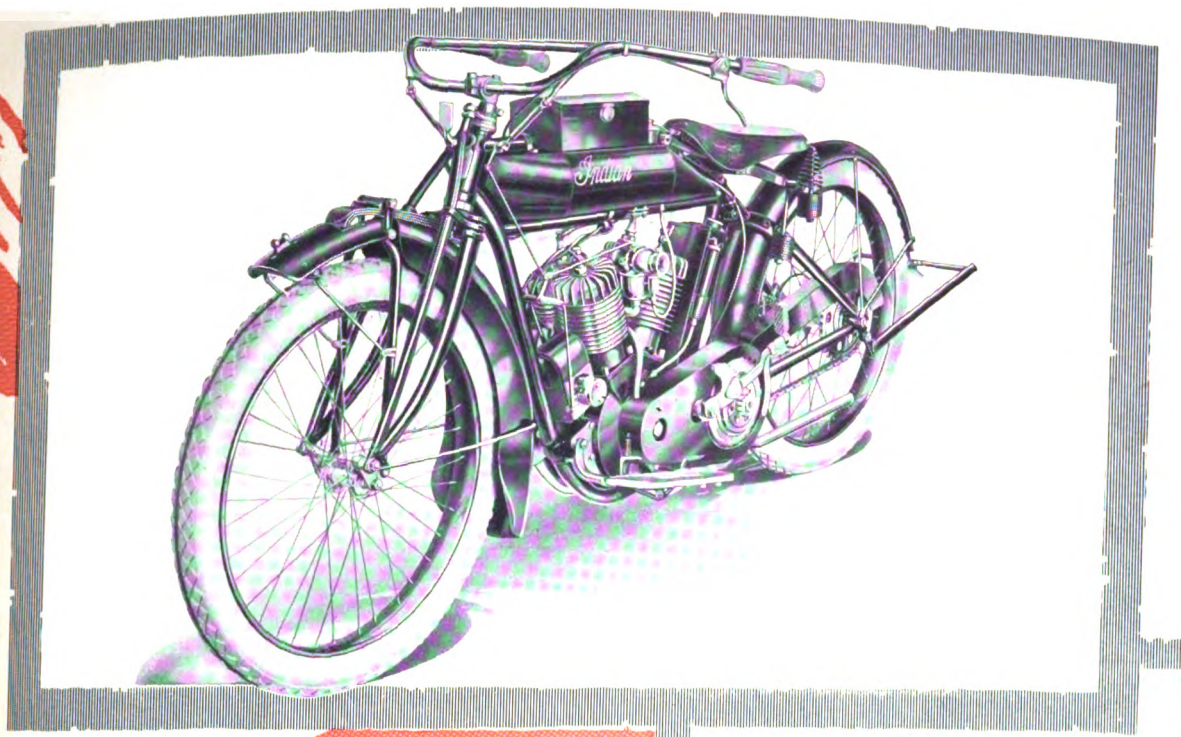
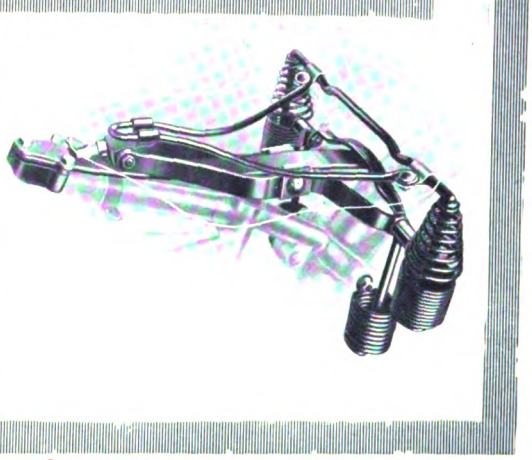



*REGULAR FRAME TWIN WITH POWERPLUS MOTOR AND CANTILEVER COMFORT SADDLE. AT THE PRICE A VALUE THAT IS FAR IN EXCESS OF ANY OTHER RIGID FRAME MACHINE. $250.00*



*CANTILEVER COMFORT SADDLE---EXCELS EVERY OTHER SPRINGING DEVICE OF ITS KIND*

Powerplus mechanical superiorities are readily recognizable.

Complete valve and ignition timing system exposed by removal of one cover.

Big side by side valves, tandem mounted, contribute sustained power and convenience.

Lubrication of the proved Indian system—*with total oil-tightness.*

Quickness of take down. Any valve can be removed in less than three minutes without disturbing its mate. Any timing gear or cam can be taken out in five minutes. No need to take the motor apart. The carburetor comes off in a jiffy. Three minutes' work will dismount the magneto. A cylinder can be slipped off in ten minutes, exposing the piston and rings. And this without disturbing the motor base.

Silence is a true characteristic of Powerplus. Enclosed valves, subdued reciprocating parts, fine accuracy of inner design make quietness a positive assured realization.

And Powerplus is furthermore a proven accomplishment. Read the last page of this announcement and its story of E. G. Baker's record-breaking "Three Flag Drive" on a Powerplus machine.

READ THE 1916 INDIAN CATALOG—THE MOST WANTED PIECE OF MOTORCYCLE LITERATURE OF THE YEAR. OUT SEPTEMBER 20th. IT'S A BEAUTY.

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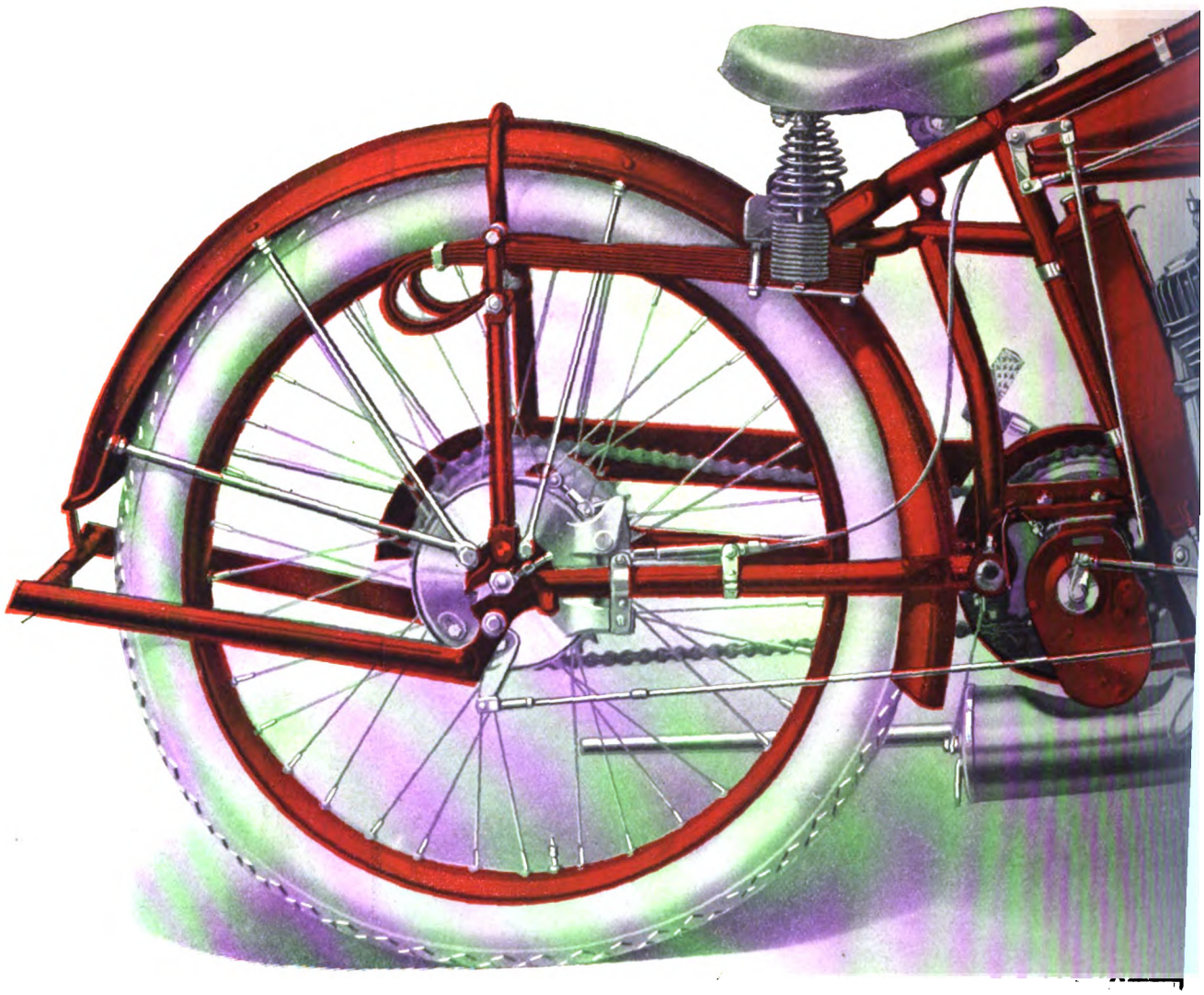
# 1916 INDIAN TWIN

## *WITH POWERPLUS MOTOR AND CRADLE SPRING FRAME*



**Equipped with Goodyear Blue Streak All-Weather Tires, Dixi**
**Indian Heavy Duty Clutch, Chrome Vanadiu**

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# $275.00

ian Light Pressure Starter, Extra Large Indian-Troxel Saddle,
*See 1916 Catalog for Detailed Specifications.*

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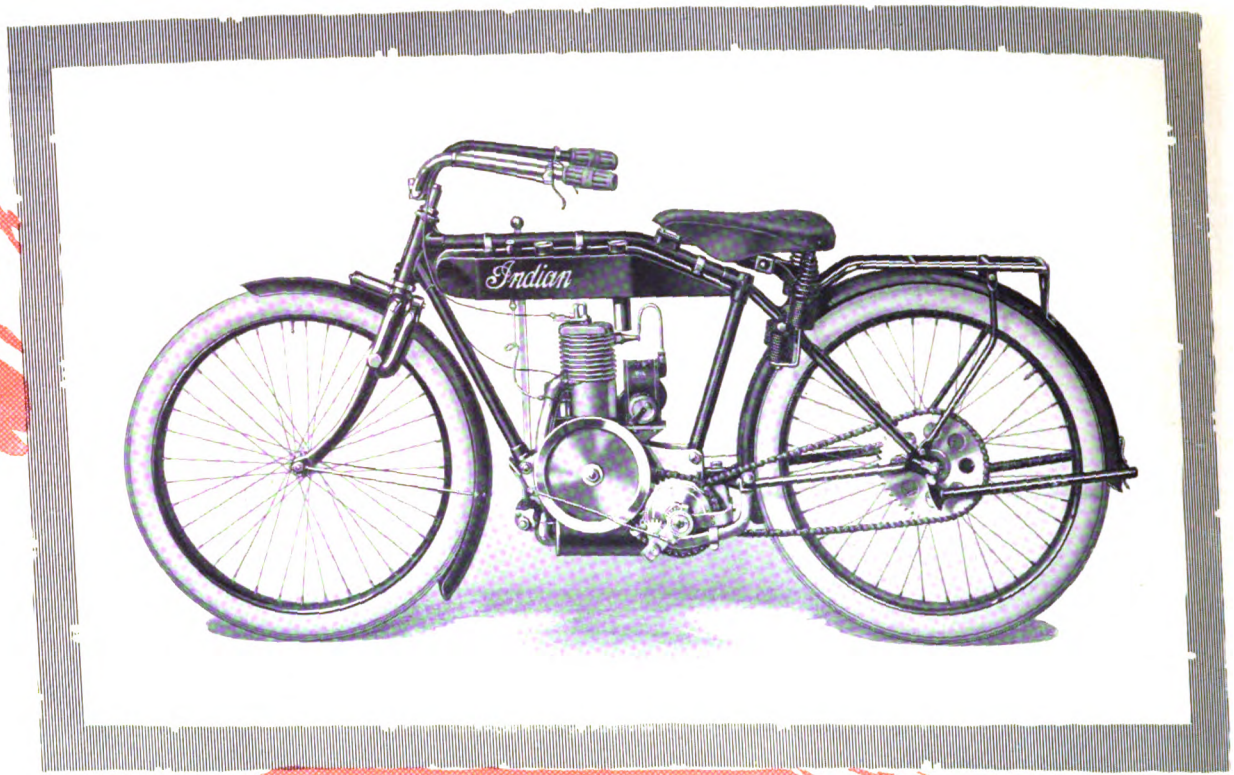


*INDIAN FEATHERWEIGHT. NOT A MOTOR BICYCLE BUT A TRUE MOTORCYCLE AT $150.00*

# THE INDIAN FEATHERWEIGHT

For 1916 the Indian puts at the disposal of those thousands who want motorcycling in Featherweight form the *first practical and fully matured junior type motorcycle to be placed on the American market.*

There have been motor bicycle types precedent to the Indian Featherweight, but none having the *true motorcycle features which make the Featherweight actually a motorcycle.*

Indian Featherweight has the Indian Light Pressure Starter, Three Speed Gear, Chain Drive and Cantilever Comfort Saddle—a springing device that makes lightweight riding extremely comfortable and satisfying.

Yet, with all its motorcycle appointments and conveniences, the Featherweight is amazingly simple. *It is the A. B. C. of motorcycling in running, in care required and in operating cost.*

The two-stroke, 2½ h.p. single cylinder motor has but three moving parts—piston, connecting rod and crankshaft. Valves, springs and cams are all dispensed with. Developing ample power and speed—40 miles an hour—the rider has at his command those two important factors in excess of his needs.

In design what is unquestionably the prettiest, trimmest, cleanest machine of its class has been created. It has Indian inspiration written all over it.

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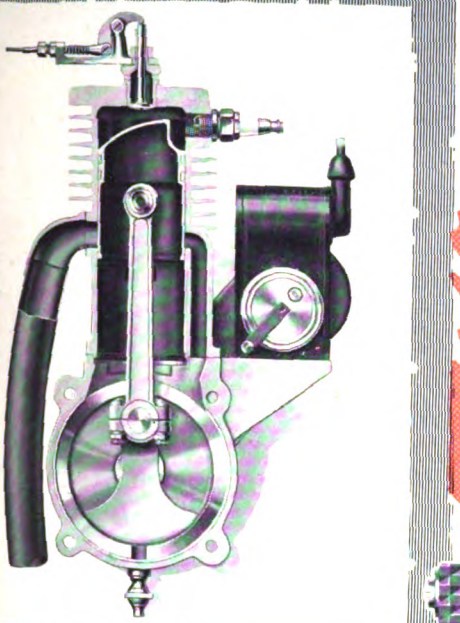
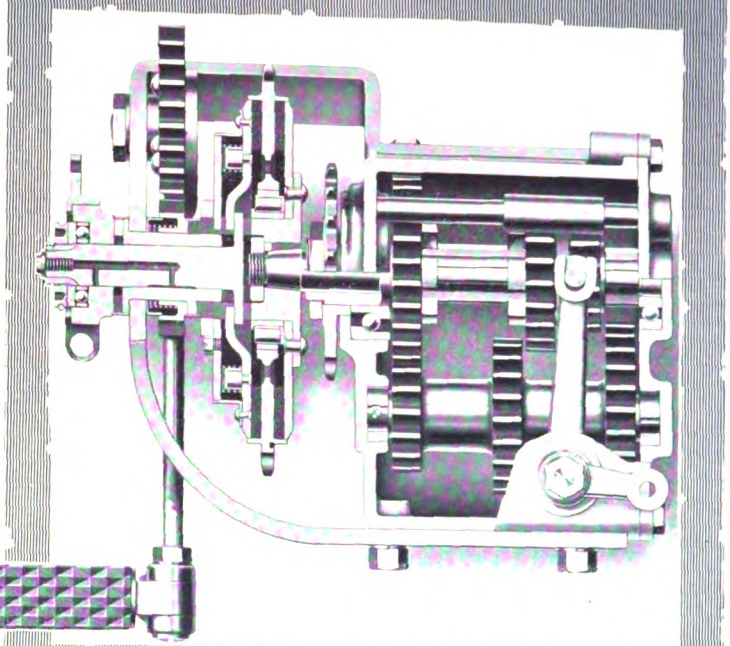


*FEATHERWEIGHT MOTOR IN SECTION*



*FEATHERWEIGHT THREE SPEED, CLUTCH AND STARTER*

A number of pages in the 1916 Indian catalog are given over to a complete presentation of Featherweight advantages. Many men will find these the most interesting part of the book.

*We believe that following a national introduction of the Indian Featherweight it will be oversold far beyond our proportionate production of this model.*

Who can place the limits upon the Featherweight market? The business and professional man, the office worker, the factory employe, the local salesman, the boy who is graduating from the bicycle—these are the Featherweight enthusiasts of tomorrow, of 1916.

INDIAN FEATHERWEIGHT RIDERS WILL RIDE WELL—WILL SPEND LITTLE—WILL BELIEVE IN THE MOTORCYCLE MORE!

## GRAND PRIZE FOR INDIAN!

The winning of the Grand Prize at the Panama-Pacific Exposition—the highest award for excellence—conclusively confirms the Indian claim of distinctive leadership.

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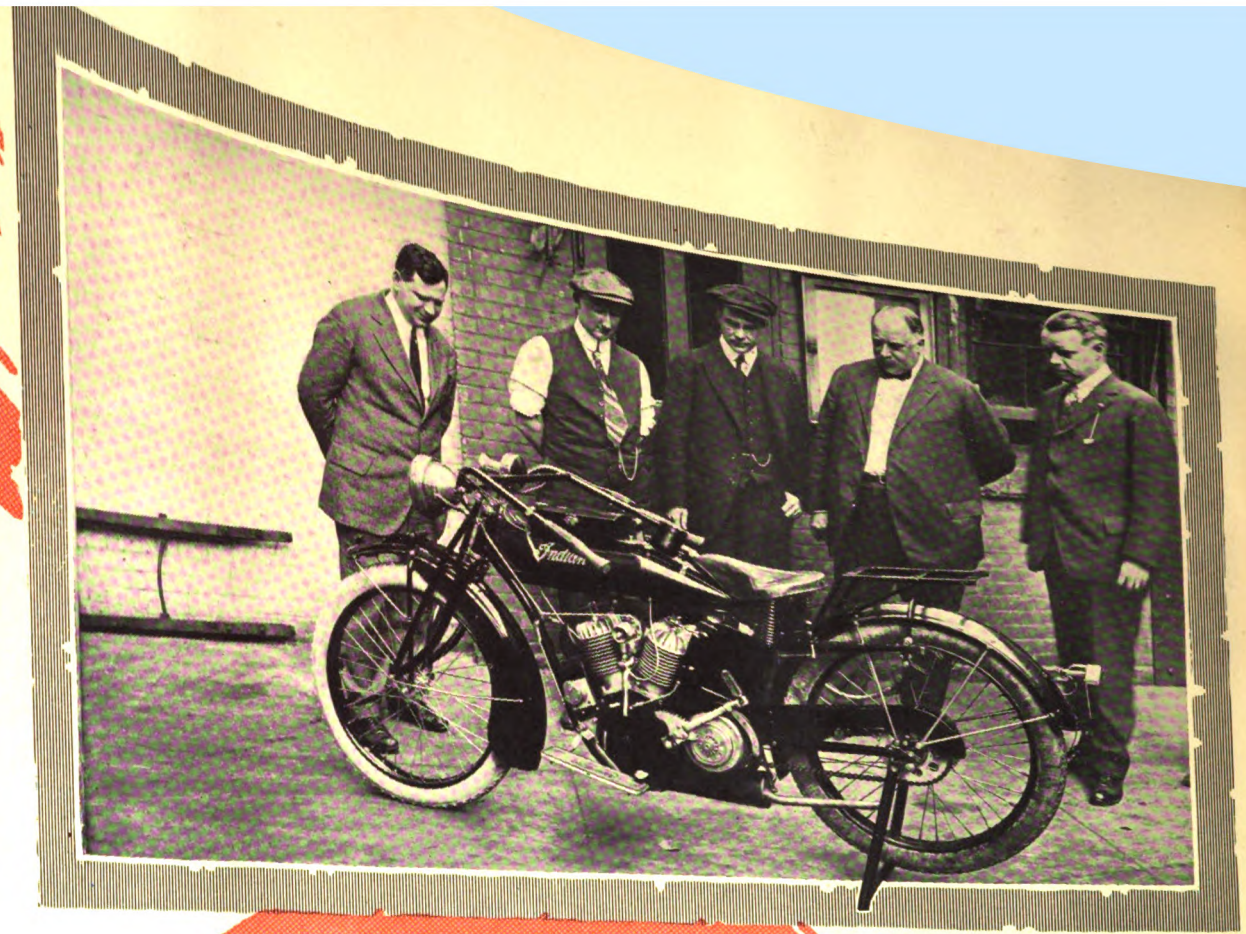

*THE BIG CHIEF AND THE FIRST STOCK POWERPLUS*

# A POWERFUL TEST FOR POWERPLUS

Dashing overland at the terrific pace of 475 miles a day, E. G. Baker, driving his battle-scarred transcontinental Indian, with a 1916 Powerplus motor "up," nailed a phenomenal international road record from Vancouver, Canada, to Tia Juana, Mexico, August 27. Streaking over this Three Flag route, Baker burned up the 1,655½ mile gap from border to border in 3 days, 9 hours, 15 minutes. Five mountain ranges, a four-mile gauntlet of forest fire and the continuous wild and rocky trails of the Coast States failed to daunt the "Old Warhorse" in his flight through three nations. Baker's Three Flag ride takes rank with his coast to coast run as one of the spectacular achievements in the annals of the motorcycle.

## What E. G. Baker Says About the Powerplus Motor:

*E. G. BAKER WHO GAVE POWERPLUS THE THREE FLAG TEST*

"In my 10 years of motorcycling I have had some of the best machines ever built under me, but the 1916 Indian Motor is the prize baby of them all.

"Its crackerjack work on the Three Flag record run introduced me to the most wonderful machine of its kind I have ever ridden.

"I didn't believe it possible to build a motor that could buck the Three Flag route in the time that it did.

"Take it from me, you have made a motor that is a world beater on all kinds of roads. I'll stack it against all creation to bring home the bacon anywhere, any time.

"It's a bear, a big, husky lick-all-comers machine—that 1916 Indian. It hits me where I live."

**1655½ MILES**

*In*

**3 Days, 9 Hours and 15 Minutes.**

**Record made with POWERPLUS**

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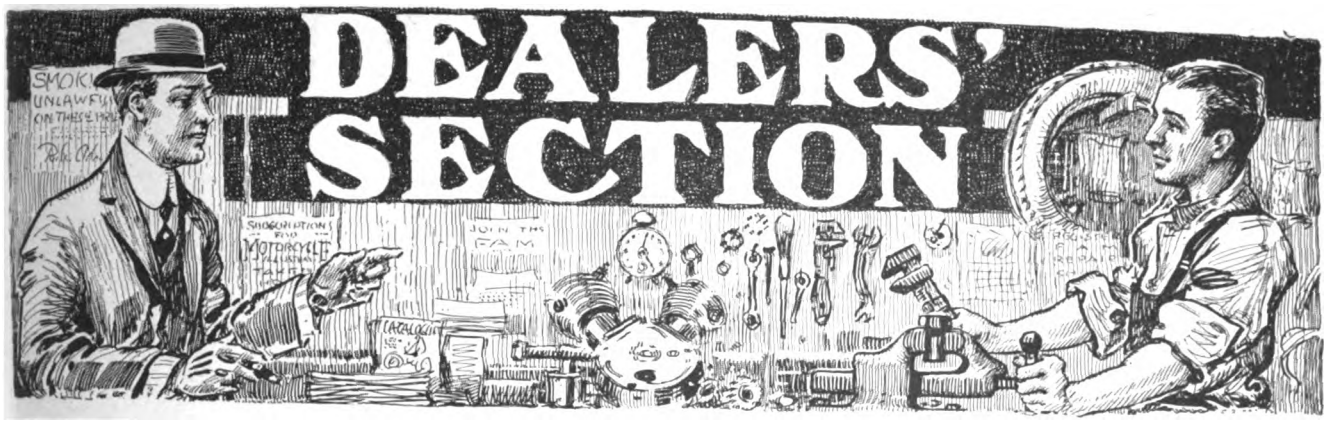


### HAS CAUSE FOR OPTIMISM

Los Angeles, Cal.—Hugh A. Fargo is optimistic, as he always has been, regarding the Henderson business in Southern California. "Actual business justifies my optimism," said Mr. Fargo in a recent interview. "Maybe reports did not justify much shouting a few weeks ago, but the crops are now coming in and the boys have the 'kale.' Our second-hands are being cleaned up and good business is neither a dream nor a hope."

When the California State report for July was checked up, Mr. Fargo found that the Henderson sales were half as many as any of the three leading makes. This shows the activity of the Henderson, which is only slightly over four years old from the production standpoint, and is the highest-priced mount on the market.

### MORITZ WILL ENLARGE STORE

Cleveland, O., September 8.—J. L. Moritz, of the Moritz Motorcycle Garage, Dayton agent, announces that he has purchased the entire plant of J. H. Silsby, the local Merkel and Henderson dealer, who has retired from business. As a result of the purchase Mr. Moritz will entirely remodel his store in order to cope with the increased business he expects.

New display windows will be put in and the repair shop will be moved to the rear and equipped with the latest machinery. J. L. Moritz will act as manager of the new concern, assisted by his son William H., one of the best known riders in the city, and Herman Sill, an expert repairman. The bicycle business will be continued. Moritz has not yet announced what makes he will handle for 1916, a matter which he will determine when he visits the Chicago Show.

### LANDS A SALE AND $3

A fire in the town of Ticonderoga, N. Y., recently figured in a sale which was landed by Art Rochow, the genial "X" traveler. He was demonstrating his machine on a real hot day to a live prospect when suddenly the town fire whistle started to snort. The prospect happened to be a volunteer fire laddie. With three persons in the Excelsior sidecar outfit, Rochow "let out" his 1915 three-speed and made off for the fire.

Here's Rochow's graphic description of what happened: "Quick action (turn camera faster!)—en route on fair grade—encounter hook and ladder wagon, shown in the accompanying picture—no time wasted—hooked on outfit to wagon—away we went, up and down hill—dashed around corners like lightning—first to get to the fire—great honor for the fire company." Rochow says that the return trip was a cinch, and, after he got back to Ticonderoga, the local fire department paid him three dollars for his service in pulling the wagon with his "X." And then he sold an outfit to the prospect.

### MANDERY PASSES ON

Rochester, N. Y.—Joseph J. Mandery, one of the pioneer bicycle and motorcycle men in the East, died in this city on August 18, after an illness of six months. He was 49 years old. Mandery's connection with the motor trades dates from the late '90s, when he enlarged his bicycle shop in Rochester and took in the de Dion, later taking representation for the Rambler, Columbia and other models of Pope motorcycles, as well as the Mitchell. He gave up the cycle lines for the automobile about 1904, and had represented no less than eighteen different makes in the last twelve years. He was noted for his originality in sales-campaigns from the days of the cushion-tired bicycle till his last illness this Spring.

### TAKE OVER INDIAN STOCK

Dallas, Texas.—The Hendee Manufacturing Sales Company have closed their Dallas store, at 2208 Commerce street, and the entire stock of machines and parts has been turned over to Harry Schuett & Co. who have opened an establishment at 1905 Bryan street.

### RECENT SALES BY LAWSON

Stockton, Cal.—Manager T. H. Lawson, of the Stockton Motorcycle & Supply Company, Indian agent, reports the sale of two three-speed models to the Bell Telephone Company, for its trouble-shooters, as well as two others to the Stewart Book Company for their travelling men. James Heidrich, of the Stockton Normal School, has also purchased a three-speed machine with sidecar from Lawson and uses it to advertise the school in his travels all over the State.

### STEUBEN IS ACTIVE

Visalia, Cal.—W. E. Steuben is the local representative of the Indian and Excelsior machines, as well as for the Tourist, Columbia and Albatross bicycles. He recently sold an Indian to the Whitney Power & Electric Co. for the use of their trouble-shooter.

### SELLS TWO FOR COLLECTION USE

San Diego, Cal.—The Excelsior Motorcycle Company, "Big X" agents in this city, have delivered a regular twin to the Benbough Furniture Company and a three-speed twin to the Rood Peters Insurance Agency recently. Both machines are to be used by collectors. Proprietor R. E. Smith believes in having an exclusive motorcycle establishment and in giving the best of service both outside and within the store, and his prosperity has proved the wisdom of his belief.

### FARRIS IS DOING WELL

Turlock, Cal.—J. E. Farris, of the Turlock Cyclery, Indian agent, reports sales so far this season to be as good as those of 1914. His bicycle sales, on the other hand, have been 25 per cent. greater than last year. The Dayton line of wheels is handled, and the best demand is for a medium-priced bicycle.

### BERGES OPENS UP

Bakersfield, Cal.—J. A. Berges has opened a well-equipped repair shop at 1826 H street, this city, under the name of the Burgess Motor Supply Company. Burgess has taken the agency for the Thor for this district. The shop will specialize in repairs and will also handle gasoline, oil and accessories.

### LOCATED IN NEW QUARTERS

Pasadena, Cal.—F. S. Hopping, proprietor of the Pasadena Sporting Goods Company, Harley-Davidson distributor, writes that the company is now nicely located in its new garage and salesroom at 47-51 East Walnut street, and that they have delivered a five and a regular stock model to the Home Telephone Company, of Pasadena.

### HUNSUCKER ENLARGES HIS STORE

Pomona, Cal.—S. P. Hunsucker, Harley-Davidson distributor for Pomona, has just finished a new addition, 35 by 60 feet, where the repair department will be installed. The space occupied in the old building by that department will be utilized as a salesroom. He has just delivered an electric-lighted model to the police department, a twin three-speed to the Edison Company and three machines to the rural carriers of the Pomona *Progress*. Hunsucker has been in the motorcycle and bicycle game for the past thirteen years.

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1—Riders Gathered Before the Store of Buck & Buck, Excelsior Agents in Santa Ana, Cal. 2—In Front of the Raymer Motorcyclery, Ha and Excelsior Agent in Red Bluff, Cal. 3—View of Repair Shop of Morse & Ramsden, "X" and Dayton Dealers in Salem, Ore. sen's "X" Agency in Merced, Cal. 5—The San Diego (Cal.) Motorcycle Shop, Owned by A. W. Parry, Harley-Davidson Dealer. Ship Company's Store in Salem, Ore., Indian, Harley-Davidson and Merkel Agents. 7—Interior of Chas. Moist's Indian Age Located in Long Beach, Cal. 8—View of Jas. Urquhart's Business-Like Indian Agency in San Diego, Cal.

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# Agencies

...a Indian Headquarters Owned by Miles & Schofield. 10—A. F. Herold's Wigwam in Santa Ana, Cal. 11—Exterior View of the Jefferson ...y, Yale Agents in Portland, Ore. 12—F. P. Keenan's Pope Agency in Portland, Ore., and One of His Patrons Ready to Start on a Long ...uring Trip. 13—Exterior View of the Indian Agency in Red Bluffs, Cal., Which Is Owned and Managed by J. S. Thackery. 14—In-...terior View of a Busy Cyclery in Centralia, Wash., Where Merkels Are Sold by W. H. Harris. 15—The Wigwam in Portland, Ore., ...in Charge of H. Lystul. 16—Simple and Neat Interior of the Excelsior Agency in Bakersfield, Cal., by Godfrey & Gilmore

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WITH THE HARLEY-DAVIDSON IN BANGKOK, SIAM'S PICTURESQUE CAPITAL

Left, Ralph Dunlap, Dealer in Bangkok; Center, W. I. Hunter in Public Square—This Combination Is Only One in Siam and Creates An Immense Sensation Wherever Seen; Right, Some Harley-Davidsonites on Tour—Photos by Dealer Archie Foot

## Reduced Prices on Vacuum Cup Tires Effective Sept. 1

ANNOUNCEMENT of a substantial voluntary downward revision of prices on the smaller popular sizes of Pennsylvania oilproof vacuum cup tires, effective September 1, is made by the Pennsylvania Rubber Company.

This action, according to the announcement, is entirely independent of market conditions at large. It is more or less in the nature of a dividend, or profit-sharing plan, to the users of V. C. tires, and results from an expansion of the company's volume of business to double the proportions of that of last year.

The splendid facilities of the company's new three-quarter million dollar factory addition have resulted in a greatly increased production this year; and this heavy output, coupled with the heavy demand for Vacuum Cup tires, makes this price reduction feasible.

"The policy of this company," says the announcement, "is to at all times give its cutsomers the benefit of every saving in cost made possible by greatly increased volume. This is done irrespective of whatever prices may exist elsewhere. We believe our customers are entitled to their proportionate share of whatever savings their demand for our products makes possible and propose to share these profits with them whenever we can consistently do so without sacrificing quality. This policy we shall continue to adhere to, and no matter what price reductions may be made from time to time, the company will, under no circumstances, consider lowering the quality of its product."

## Panama-Pacific Gold Medal for V-Ray Spark Plug

THE V-Ray Co., of Marshalltown, Iowa, manufacturers of the V-Ray line of spark plugs is justly proud of recent honors conferred on its products on a strictly merit basis. A telegram from the authorities at the Panama-California Exposition conveys the information that the V-Ray spark plug has been awarded the gold medal in competition with all domestic and foreign makes of plugs, this competition being awarded on a strictly 100 per cent. quality competitive basis.

In the racing field the V-Ray has also shown its class by contributing to the winning of the speed records at Fresno, Sacramento and Tacoma recently.

At Sacramento Don Johns, riding a Cyclone, on which machine V-Ray plugs are standard equipment, won the one mile professional championship, turning the trick in the unsnail-like record time of 49⅗ seconds.

At Tacoma "Red" Armstrong, on an Indian, using V-Ray stock plugs, shattered all precedents for 300, 200 and 100 miles by finishing in 3 hours, 45 minues and 29 9/10.

### WINNER AT KOKOMO

**Clarence (Spick) Sargent, of Indianapolis, Ind., Who Rode to Victory in Fastest Field in Home State Recently**

## Firestone Sales Increase 31 Per Cent. In Year

AKRON, O.—At the annual meeting of the Firestone Tire and Rubber Co., held at the general offices in Akron, September 1, it was shown that the quick assets of the company total $11,251,620.79. Sales during the fiscal year amounted to $25,187,884.33, an increase of $5,937,774.41, or 31 per cent., over the preceding year.

President H. S. Firestone, in his annual report, stated that the company would continue to operate on the same conservative basis as heretofore.

He explained that the Firestone Company was now producing 7,500 pneumatic tires daily and that after the factory additions now under way were completed the company would turn out 12,000 tires per day, or an increase of 60 per cent. This increase of 4,500 tires per day is larger than the output of the original new Firestone plant, which was erected on its present site four years ago.

Mr. Firestone said that the company had not received any orders from any of the warring nations. This discredits many rumors to the effect that the company had received so-called war orders.

President Firestone will recommend to the directors that an extra 4 per cent. dividend be paid on common stock October 15, making the dividend rate during the past year 16 per cent. He will also recommend that the dividends on the common stock hereafter be paid on a basis of 5 per cent. per quarter.

All directors were re-elected.

### NEW GOODYEAR POSTERS

Akron, O.—Concurrent with the announcement that the Goodyear Tire and Rubber Company is making in magazines of the reduction in the prices of its Akron-Goodyear bicycle tires, the company is distributing posters to bicycle dealers which effectively flash to the minds of those who see them that an important reduction in prices has taken place. The posters are printed in blue and black and bear a telegram that presents in few words, the extent to which the prices have been lowered. The poster measures 24 x 24.

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# Kramer Annexes Two Championships

NEWARK, N. J., September 5.—Once more demonstrating that he is the peer of all bicycle riders, Frank L. Kramer, the East Orange wonder, annexed the world's sprint cycling championship at the local Velodrome on Sunday afternoon. Although the weather was anything but favorable for cycling, about 8,500 bike fans turned out to witness the final of the championship. When Kramer crossed the tape a winner, the band played the "Star Spangled Banner" while the crowd stood up and, with hats doffed, cheered the champion to the echo. He was handed a handsome bouquet of flowers, draped with a silken scarf emblematic of the championship, and rode around the track amid continued cheers. The race which gave the East Orange rider the championship was ridden at one mile. Iver Lawson, of Salt Lake City, finished second and Alfred Grenda, the elongated cyclist from Australia was third.

The world's cycling tandem championship was also decided and once more Kramer showed to the fore. In this race he was paired with Iver Lawson, and these two displayed wonderful speed and easily won over Alfred Grenda and Freddy Hill as well as Reggie McNamara and Bob Spears.

Kramer took the lead away from Lawson in the one mile championship race, two laps from home and immediately set out at a hot pace. The fifth lap was ridden at a stiff clip and going into the last lap, Grenda drew up alongside Lawson, with Kramer in the lead. There was a battle for three quarters of the distance of the last lap and it looked as if Grenda would be the rider to battle Kramer for first place. Just as they rounded the next to the last turn, Grenda was shaken off and Lawson tacked on to Kramer's wheel. Coming down the home stretch Lawson let out with a hard sprint and come mighty near beating out the champion. Kramer rode the last eighth mile in 11⅗ seconds.

In the tandem race, Kramer and Lawson were in third position going into the last lap. They did not succeed in passing McNamara and Spears until the middle of the back stretch was reached and they then went around Hill and Grenda on the last turn. Grenda and Hill had heretofore been looked upon as an unbeatable combination in a tandem race and the great speed shown by Kramer and Lawson was received with a great demonstration. Kramer and Lawson rode the last eighth mile in 11 seconds flat.

While Kramer was basking in the limelight Alf Goullet, who has been sharing the majority of the honors with the champion, had to be content with a single victory in a match race against Jackie Clark. In this affair he required three heats before the final result was decided. Goullet won the first heat and Clark came back by annexing the second. Goullet then went out and won the last heat and race.

**Frank Kramer**

Harry Kaiser, of the Bronx, copped first place in the two mile open for the professionals. Reggie McNamara put up a hard fight in the home stretch and just missed nosing out Kaiser by a few inches. McNamara spilled at the start of the race, remounted his bike and by hard riding got second place.

Jerry Nunziatta, of the Empire City Wheelmen, came home first in the one mile open for the amateurs. Hans Ohrt, the San Francisco star, was second and Fred Taylor, of Newark, third. Jerry jumped at the crack of the gun and opened up a lead of a half lap. He held this advantage to the finish as none of the other "simonpures" would go out after him. The full summaries of the Sunday's card:

Half-Mile Novice (Amateur)—Won by George Neubauer, Newark; Phil Switzer, Newark, second. Time, 1m. 16s.

One-Third Mile Handicap (Professional)—Won by Jacob Magin, Newark (30 yards); Gordon Walker, Australia (22 yards), second; William Hanley, San Francisco (20 yards), third; Donald McDougall, Newark (30 yards), fourth; Harry Kaiser, Bronx (15 yards), fifth. Time, 36⅖s.

The Brassard at One Mile (Professional)—Robert E. Spears vs. Frank Cavanagh, Newark. Won by Cavanagh. First race—Dead heat. Time, 3m. 25⅕s. Last eighth mile, 12⅕s. Run off—Won by Cavanagh. Time, 3m. 15⅘s. Last eighth mile, 12s.

World's Championship (Professional)—Won by Frank L. Kramer, East Orange; Iver Lawson, Salt Lake City, second; Alfred Grenda, Australia, third. Time, 3m. 8s. Last eighth mile, 11⅗s.

One Mile Open (Amateur)—Won by Jerry Nunziatta, Empire City Wheelmen; Hans Ohrt, San Francisco, second; Fred Taylor, Newark, third; Frank J. Whitney, New York Athletic Club, fourth. Time, 2m. 7⅘s.

One Mile Tandem Consolation (Professional)—Won by George Cameron, New York, and William Hanley, San Francisco; Lloyd Thomas, Salt Lake City, and Ernest Jokus, Newark, second; Gordon Walker, Australia, and Thomas Smith, Newark, third; Al Halstead, England, and Fred Weber, Newark, fourth. Time, 1m. 57⅗s.

World's Tandem Championship (Professional)—Won by Frank L. Kramer, East Orange, and Iver Lawson, Salt Lake City; Alfred Grenda, Australia, and Fred Hill, Boston, second; Reginald McNamara, Australia, and Robert E. Spears, Australia, third. Time, 2m. 10⅕s. Last eighth mile, 11s.

One Mile Invitation Handicap (Amateur)—Won by J. P. Cobert, Newark (scratch); Charles Rimmele, Newark (30 yards), second; William Beck, Newark (55 yards), third; Chris Potterweich, Newark (45 yards), fourth. Time, 1m. 59s.

Miss-and-Out (Amateur)—Won by Edward Byron, Australia; Thomas Fitzsimmons, East Orange, second; William Weimer, Newark, third; Ernest Pofahl, Newark, fourth. Time, 4m. 43⅘s. Distance, 2 miles.

Two-Thirds Mile Match Race (Professional)—Alfred Goullet, Australia, vs. Jackie Clark, Newark. Won by Goullet. First heat won by Goullet. Time, 1m. 52s. Last eighth mile, 12⅖s. Second heat won by Clark. Time, 1m. 52⅖s. Last eighth mile, 12⅕s. Third heat won by Goullet. Time, 1m. 53⅘s. Last eighth mile, 12⅖s.

Two-Mile Open (Professional)—Won by Harry Kaiser, New York; Reginald McNamara, Australia, second; Eddie Root, Newark, third; Alfred Grenda, Australia, fourth; Lloyd Thomas, Salt Lake City, fifth. Time, 3m. 44⅖s.

## St. Louis Bicycle Dealers Form Association

ST. LOUIS, Mo., September 6.—The bicycle dealers of this city met and formed an association on Wednesday night, September 1. The object of the association will be to promote co-operation among the dealers and to boost bicycles in general. Under its auspices will be staged races, parades and tours.

Each member of the newly formed organization promised to see at least one of the absent dealers and induce them to be present at the next regular meeting which will be held on Thursday, September 16, at the Rock Springs Turner Hall. At this meeting officers will be chosen and a constitution and by-laws submitted to the dealers for their discussion.

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# KNOPF WINS THE BALDWIN 25 MILE

## Blanket Finish In Long Island Bike Race—Scratch Men Make Good Showing.

BALDWIN, L. I., September 7.—The finish of the twenty-five-mile handicap bicycle road race, which was held in conjunction with the games of the Baldwin Country Club at Baldwin, Long Island, on Labor Day, proved to be a thriller, as a blanket could have covered the first nine riders to cross the line, and the judges could not decide the positions of the riders after the fourth place until almost an hour after the race.

George Knopf, of the Century Road Club of America, accounted for the first prize from the 2 minute 30 second mark, after catching the long-mark cyclists, and it was only in the last twenty-five feet that he sprinted on his wheel ahead of Nelson Johnson, of the C. R. C. A., and Louis Hiban, of the Big Mac Cycle Club. Harry Pettit, a local favorite, could only obtain fourth place with "Teddy" Heisig, of the Century Road Club of America, fifth.

At the finish of the scratch men, who accounted for the time prizes, only 1 minute and 13 seconds after the winner, was a long sprint that could be seen from the grandstand. It started fully a quarter-mile away and resulted in a win for Lester Bowker, of the Glencoe A. C., and a few feet only separated each of the scratch men as they crossed the line, the second of the scratch men over being "Chet" Smith, who had charge of the race for the Baldwin Country Club, and he was followed by George Bowker, of the Glencoe A. C.

This race was over a 6½-mile course that was very sandy on each of the sixteen turns made; the time made is considered excellent in view of this fact. That no serious spills took place on the turns was a marvel, for much skidding occurred in rounding the turn at the grand stand.

Ernest T. Taborelli, of the C. R. C. of America, led the way from the 7-minute mark around the first lap and was caught by H. Garbade from the 6-minute mark, and William Bohrenberg from 5 minutes 30 seconds on the start of the second lap. He led the field for a full 20 miles before being caught. The time for the first lap was 19 minutes for Taborelli and 16 minutes for the scratch men; the second lap being 37 minutes, with Bohnenberg leading the honor men; and the third lap was completed in 54 minutes 38 seconds, Bohnenberg still leading, and Bello led the scratch riders at the 50-minute. The finishing times were 1 hour 13 minutes 11 seconds, total time for Knopf, less his handicap, making a net time of 1:08:41, while L. Bowker's time was 1:07:13⅖.

The first prize was an Iver-Johnson bicycle, second prize a pair of the new "Advanced Palmer" tires, and the time prizes were a Pierce racer bicycle followed by a pair of Palmer tires.

The summaries are as follows:

| Name. | Club. | Hdcp. | Time. |
|---|---|---|---|
| George Knopf, | C. R. C. of America | 2:30 | 1:08:41 |
| Nelson Johnson, | C. R. C. Assn... | 3:00 | 1:09:11⅕ |
| Louis Hiban, | Big Mac Cycle Club. | 1:30 | 1:07:41⅗ |
| Harry Pettit, | Baldwin Cycle Club. | 2:30 | 1:08:41⅗ |
| Theo. Heisig, | C. R. C. of America. | 3:00 | 1:09:11⅘ |
| C. Baldwin, | Baldwin Cycle Club... | 2:30 | 1:08:42 |
| E. Skellington, | Inwood, L. I..... | 2:30 | 1:08:42⅕ |
| I. Caldwell, | C. R. C. Association.. | 3:00 | 1:09:12⅖ |
| E. Taborelli, | C. R. C. of America. | 7:00 | 1:13:12⅗ |
| G. Hoffman, | Inwood, L. I..... | 1:30 | 1:07:48 |
| H. Garbade, | Glunz Wheelmen..... | 1:30 | 1:12:38 |
| L. Bowker, | Inwood, L. I..... | Scr. | 1:07:13⅗ |
| C. Smith, | Baldwin Cycle Club..... | Scr. | 1:07:13⅘ |
| G. Bowker, | Inwood, L. I..... | Scr. | 1:07:13⅘ |
| T. Bello, | Empire City Wheelmen.. | Scr. | 1:07:14 |
| L. Gaffney, | unattached ..... | Scr. | 1:07:15 |
| E. Jensen, | Century Rd. Club Assn. | Scr. | 1:07:15⅖ |

TIME PRIZES.

| | | | |
|---|---|---|---|
| L. Bowker, | Inwood, L. I..... | Scr. | 1:07:13⅖ |
| C. Smith, | Baldwin C. C..... | Scr. | 1:07:13⅗ |
| G. Bowker, | Inwood, L. I..... | Scr. | 1:07:13⅘ |
| T. Bello, | Empire City Wheelmen.. | Scr. | 1:07:14 |
| L. Gaffney, | unattached ..... | Scr. | 1:07:15 |
| E. Jensen, | C. R. C. Association... | Scr. | 1:07:15⅖ |

# GOULLET DEFEATS AMERICAN CHAMP

## Australian Is Now Within One Point of Frank Kramer in National Title Series.

NEWARK, N. J., September 6.—The struggle for the national cycling honors became red hot here on Labor Day when Alfred Goullet, the light haired rider from Australia succeeded in winning the five-mile national titular race from Frank L. Kramer, the present champion. Bob Spears finished third and Iver Lawson, who recently returned from Chicago, annexed fourth place. The victory of Goullet puts him within one point of Kramer in the championship standing. Kramer has a total of 43 credits while Goullet has 42.

Spears, Goullet, Kramer and Lawson rode in that order for four miles and four laps of the long race. On the back stretch of the fourth lap and two more to go, Kramer made an attempt to pass Spears and Goullet, but was unable to do so. He then rested up until the back stretch was reached once more on the last lap of the race when he rode high on the track in an effort to go around the two Australians. Spears was on the pole while "Goullie" rode in the centre of the track. There was a terrific sprint in the home stretch with Goullet and Kramer just beating out Spears at the tape, but Kramer was unable to get by Goullet.

Frank Cavanagh surprised the fans by defeating Alfred Grenda, the big Tasmanian, in a special match race which was ridden at two-thirds of a mile. It took three heats before the affair was decided. Cavanagh got the first and last while Grenda managed to come through with a win in the second. In the first two heats, Cavanagh rode from behind, but the last time he took the lead two laps from home and held it right down to the finish. Cavanagh has been riding all summer in Chicago and from the form displayed here on Sunday and Labor Day he seems to have improved wonderfully, since leaving Newark early in the summer.

Hans Ohrt, the San Francisco boy, finished first in the miss and out race for the amateurs. He only managed to get the winning position after a hard fight down the home stretch with Fred Taylor, the Newark boy.

# CHICAGO CYCLISTS BRAVE MUD ROUTE

## Grotjahm, Unattached, Wins 20 Mile Race on Labor Day—Kochler Time Winner

CHICAGO, Ill., September 6.—W. H. Grotjahm, unattached, riding a Nelson Special, plowed through twenty miles of slippery mire, and won the Chicago Cycling Club's twelfth annual road race, which was held today over the Chicago-Evanston course. The victor's time was forty-nine minutes and forty-seven seconds; he was handicapped eight minutes.

See Salem, of the Belgian-American Club, also from the eight minute mark, accounted for second place, being one-fifth of a second behind the winner. Bert Wickert, a member of the promoting club, landed third position in forty-nine minutes and forty-eight seconds. Wickert started from the seven and a half minute mark. Ernest Kochler, riding for the Riverview Cycling Club, who was recently awarded the amateur championship of Chicago, took the first time prize, despite the fact that he encountered a bad spill while nearing the tape.

The rain was pelting down hard when the starters were lined up at 9:15 in the morning. The going was the most difficult which even some of the more seasoned riders had ever encountered in a race. Nearly every one of the cyclists had a fall on the slippery ground, but fortunately there were no serious accidents. Forty-nine entrants started in the race, and forty-two finished. At the tape it was impossible to recognize some of the fellows, for their faces were almost completely covered with mud.

Kochler, the amateur champion, stated that he would not have entered the race had he known the grind would be so gruelling. Kochler rode a Pierce bicycle, and plowed through the mud at a pace which gave him the first time prize, his time being forty-four minutes and thirty seconds. Peter Himshoot, mounted on a Nelson for the Belgian-American Cycling Club, was one-fifth of a second behind Kochler, and captured the second time prize. The sprint between the two time men was one of the most thrilling which was ever witnessed on the boulevards of Chicago.

A large crowd braved the rain and stayed throughout the race. The course was patrolled by the Lincoln Park motorcycle police, and flag men were stationed at every corner passed by the route. The summary: W. J. Grotjahn, unattached, first; See Salem, Belgian-American C. C., second; Oscar Wickert, Chicago C. C., third; Joe Growbowski, unattached, fourth; T. E. Stasch, unattached, fifth; Art Van Pamael, unattached, sixth; Fred Pacthen, unattached, seventh; Paul Anderson, unattached; eighth; Phil White, C. C. C., ninth; Carl Stockholm, C. C. C., tenth; F. Vinch, Belgian-American C. C., eleventh; A. Schlevitt, C. C. C., twelfth; E. J. Mitchell, unattached, thirteenth; Christian Daniels, unattached, fourteenth.

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# C. R. C. A. Holds Pleasure Run

THE twice postponed annual pleasure run and monster cycling carnival of the Century Road Club Association started from Columbus Circle, New York, in two sections, on September 5, the first division consisting of unattached riders numbering 80 cyclists, while the second section was composed of the several clubs competing for the "Neatest Appearance Cup," donated by Captain C. J. Dieges, and for the "Pope Cup," for the best decorated individual bicycle.

At the Grand Concourse and 169th street a stop was called and the decorated wheels were paraded back and forth in front of the judges, and A. R. Jacobson, of the promoting club, was picked as the first prize winner for the best decorated bicycle. Second prize was taken by Ernest Noster, of the Darcy Wheelmen of Newark, and third prize by Harry A. Whiteman, also of the promoting club. The silver loving cup for the best appearing club was won by the Century Road Club Association, whose members turned out in their track and road sweaters, and presented a fine appearance.

With this contest decided, the run proceeded to Fordham Road, and east to White Plains avenue, where the five races were held.

The first of these was the quarter-mile scratch race, in which the old record of 33⅕ seconds, held by Jerome Steinert when he made same on September 3, 1911, was broken by Anothony Desimone, of the C. R. C. A. by riding the quarter mile in 29⅘ seconds, bettering the record by 3⅕ seconds.

Ten heats of twelve riders each were necessary to run this quarter-mile race, and the winners of the three semi-finals battled very hard in the finals, which was won by John Marquart, of the C. R. C. A., followed by Herbert B. Yarold, of the Bay View Wheelmen, who in turn was followed by Rudolph Rom, of the Empire City Wheelmen. Marquart's time in the final was 30⅗ seconds.

Following the quarter-mile race came the novelty race, which consisted of placing the bicycle on the shoulder and running a quarter of a mile, and then riding back to the start in a sprint. Robert Henderson, of the Bay View Wheelmen, was the fastest novelty man, followed by H. Garbade, of the Glunz Wheelmen, and Harry Aron, of the Glunz Wheelmen.

With lunch over, the big three-mile handicap was held with over 100 competitors, with handicaps ranging up to 450 yards. After a hard fight against the long mark riders the winner was Fred Woisin from scratch, representing the Acme Wheelmen, followed by Nelson Johnson (75 yards), of the C. R. C. A., and Anthony Desimone (scratch), of the C. R. C. A.

The 75 yards slow race was next in order, and three heats eliminated the fastest riders, wherein the slow riders had their inning. Henry Terhune, who hales from Hackensack, C. R. C. A., showed he was actually the slowest rider, followed by Teddy Heisig, of the C. R. C. of America, and Fred Armster, unattached.

The final race of the day was the one-mile scratch race with 3 heats of 12 riders each, and the final resulted in a win for Nelson Johnson, of Great Kills, Staten Island, representing the C. R. C. A., followed closely by Fred Woisin, of the Acme Wheelmen, and Anthony Oesimone, of the C. R. C. A. The winner's time was 2 minutes 30⅗ seconds. The summaries of the races are:

Quarter-Mile Open Bicycle Race—John J. Marquart, Century Road Club Association, first; Herbert B. Yarnold, Bay View Wheelmen, second; Rudolph A. Rom, Empire City Wheelmen, third; Robert Henderson, Bay View Wheelmen, fourth; Joseph Naphthal, Century Road Club Association, fifth.

Novelty Race—Robert Henderson, Bay View Wheelmen, first; Henry Garbade, Glunz Wheelmen, second; Harry Aron, Glunz Wheelmen, third; Patsy Giordano, Century Road Club Association, fourth; Edward Mullin, Century Road Club Association, fifth.

Three-Mile Handicap Race.—Fred Woisin, Acme Wheelmen, first; Nelson Johnson, Century Road Club Association, second; Anthony Desimone, Century Road Club Association, third; John J. Marquart, Century Road Club Association, fourth; Paul Reinike, Acme Wheelmen, fifth.

Slow Race (75 yards)—Henry Terhune, Century Road Club Association, first; Teddy Heisig, Century Road Club of America, second; Fred Armster, unattached, third; Erwin Spillane, Acme Wheelmen, fourth; William Lock, Century Road Club of America, fifth.

One Mile Open Race.—Nelson Johnson, Century Road Club Association, first; Fred Woisin, Acme Wheelmen, second.

**SCENES AT C. R. C. A. CARNIVAL AND PLEASURE RUN AND WINNERS OF THE BALDWIN RACE**

Upper Row. Left—Some of the Decorated Bicycles in the Run. Right—The Paraders Coming Down Broadway, New York City. Insert, Left—George Knopf, Winner of the Baldwin, L. I., Labor Day Race. Right—Lester Bowker, Winner First Time Prize, Baldwin Race. Lower Row. Left—Winning Club for Neat Appearance. Center—The Pleasure Run Starting Out from Columbus Circle, New York, Bound for Bronx Borough. Right—Winner of the Prize for Best Decorated Machine in the Run

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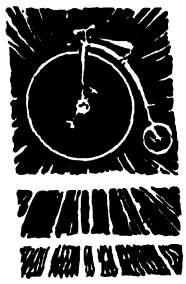
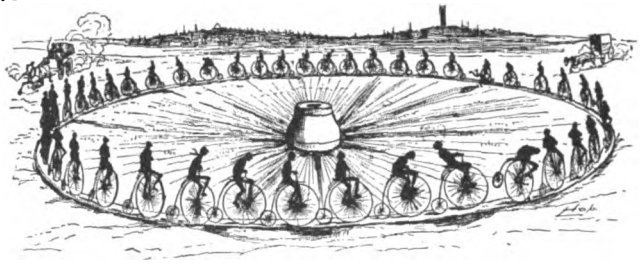
# The First Wheel Around the Hub





By Abbot Bassett

**The three illustrations that accompany this article were reproduced from the sketches which appeared in the original story.**

ON Thursday, September 11, 1879, a party of wheelmen started upon what they called "A Two Days' Out and Home Run." This was the birth of what is now known as "A Wheel About the Hub." There was quite a lot of secrecy about the affair for it was a journalistic enterprise and the management desired what, in newspaper parlance, is termed a "scoop."

It was not christened "A Wheel Around the Hub" until it was described and liberally illustrated in an article appearing in Scribner's Magazine (now Century) for February, 1880. Later it was realized that the route did not take the wheelmen around the hub, for the course is altogether south of Boston, and a change of "around" to "about" was made. This article, however, has to do with the initial trip, and we must, therefore, adhere to the earlier title.

### Crowd Gaped at Riders

At that time cycling was in its infancy; the bicycle was still the cause for wonder and admiration by the populace on foot and behind the beasts of burden. There was always a crowd in front of the club houses on Saturday afternoons to see the cyclists start upon a run and the riders were not adverse to showing their skill in riding up and down the roads, before starting on the projected runs.

The success of an article on bicycle clubs which Scribner's had published suggested to Mr. A. W. Drake, then the manager of the art department of that magazine, the possible success of an illustrated article on the bicycle among those who were eager for life on the open air. He wrote to Charles E. Pratt, the president of the Boston Bicycle Club, and requested him to prepare such an article, agreeing to furnish a number of first class artists who would make the pictures.

Mr. Pratt accepted the invitation and offered to arrange a bicycle tour around Boston, which would take the tourists over the good roads and among the attractive scenery of the Hub suburbs. Mr. Drake pursuaded the Essex Bicycle Club of Newark to send a delegation of three members to the tour.

### Got Right on the Job

The Boston men took up the work with the enthusiasm and energy which has always characterized the efforts of the Boston wheelmen. Mr. Pratt, Frank W. Weston, Capt. E. C. Hodges and Ed. W. Pope spent many hours upon the roads about Boston, choosing the best routes of travel along which lay the most attractive and interesting scenes. The utmost secrecy had to be observed in order to insure an absolute "scoop." The route was, after many investigating runs, selected with due regard for eating and sleeping accommodations. Fifty invitations were sent out, informing the cyclists that the "Two Days' Out and Home" would start from the corner of Walnut avenue and Warren street, at 8 a. m., on September 11, 1878, and that a good time might be expected.

### The Route They Followed

As many important changes have been made in the route since the earlier tour, an outline of the route which was then followed will be of interest:

First day, September 11.—Start from Warren avenue at 8 a. m.; Jamaica Pond; Brook Farm; Dedham; Pine Grove, Readville, for a picnic lunch; Blue Hill and climb to summit; Ponkapog; South Canton; Massapoag House and pond at Sharon, where supper was served at 7:30. Total distance 36¼ miles.

Second day, September 12.—Leave Massapoag House 6:30 a. m.; Canton Corner Cemetery; So. Braintree; East Weymouth; Hingham; Kimball's on Jerusalem Road for dinner. Return: Hingham; Quincey; Russell Farm at Milton; Milton Lower Mills; Boston. Distance 60½ miles. Distance for two days 96¾ miles.

The important changes in the old route that may be noted are: Pine Grove at Readville was later called "The Grove of Pleasant Memories." It has been built over and the lunch for the first day is now served in the orchard at Cobbo. The Massapoag House was burned down in 1906 and the first night is spent at the Mansfield Tavern. On the second day the noon luncheon is served on the lawn at the Tom Jones farm at Randolph. The dinner and concluding item on the program is now at the same resort in Nantasket.

### "Big" Men in Line

Those who participated in the first Wheel Around the Hub are not only numbered among the real pioneers of American bicycling, but many of them were, and a few are still, leading men in various professions. Doctors, lawyers, ministers, artists and writers of note were numbered among the genial company that pedalled their rubber-shod steeds in the first great bicycle tour.

A. W. Drake and Allen C. Redwood, both of Scribner's art department, followed the run in horse buggy. F. S. Church, Francis Lothrop, W. Taber, Rob. Lewis and L. Hopkins, although not with the party, contributed sketches to the Scribner's article. An ambulance accompanied the party.

The riders wore the uniforms of their respective clubs and the line had a more gala appearance than it has had in recent years, for knee breeches, golf stockings and outing shirts have taken the place of the old time uniform and sent it down the back entry of time. The route took the wheelmen, first of all through the pretty village of Jamaica Plain to Jamaica Pond where the first rest was taken. Here an officious policeman ordered the party off the grass, but they refused to budge despite a very emphatic expression of the officer's opinion regarding "fools who ride them things."

Now the ride took them along the edge of Franklin Park and the Arnold Arboretum with its wealth of foliage and trees from every country and every clime.

### Visit Brook Farm

Next a visit to Brook Farm, the scene of that remarkable communistic experiment of 1841-7—an experiment engaged in by Charles A. Dana, Nathaniel Hawthorne, Geo. Wm. Curtis, Julia Ward Howe and many more whose names are famous in history. The party strolled over the grounds, not failing to visit the rock where John Eliot preached to the Indians and the school building in which Margaret Fuller and Julia Ward Howe taught. Then mount and away to the square fronting which stands the church where Theodore Parker used to preach, and on to Caledonia Grove on the upper waters of the Charles river, where were to be seen the boat houses along the shore and a moving picture of canoes on the river.

Dedham village came next and the wheelmen were welcomed by crowds of villagers, many of whom looked for the first time at a bicycle.

### Famous House Still Standing

Next onward to the Fairbanks House,

**An Ambulance Followed the Wheelmen**

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one of the oldest houses in Massachusetts. Built in 1636 it is still in a good state of preservation and is a never failing source of interest to the lover of the antique. Every mind now reached forward to the lunch at Pine Grove. A surprise awaited the wheelmen at this point, for instead of a picnic lunch which was promised a very substantial meal was set before them which had been provided through the generosity of Colonel Pope.

During the meal, a railroad train passed over the rails at the edge of the grove, and the engine driver seeing the tourists at dinner give them a whistle salute and waved a greeting. The boys cheered the train and threw up their caps in recognition of the salute. And at every lunch in the Grove of Pleasant Memories since that day the incident has been repeated. There has always been a train to pass and the wheelmen have shouted themselves hoarse in welcoming their old friend.

**Won't Be Same Train**

There is little likelihood of its being the same train or the same engine driver, but the shouting always has taken place, and we do not doubt the train men wonder what it is all about. But the Grove of Pleasant Memories is a thing of the past. In 1913 the wheelmen were forced out of the pleasant grove by the demands of the building interests and the lunch has been served in Cobb's orchard since that date. Another pleasant incident laid aside by the ravages of time. From the grove a good view of Blue Hill was had and this was the next place visited. Blue Hill is the highest elevation in eastern Massachusetts.

The ranks were broken at the foot of the hill and the riders were invited to mount to the summit. Nearly all availed themselves of the great privilege. The view from the top showed them the valley of the Charles and every part of greater Boston. Boston harbor with its many islands was spread out before them in the east, while all around and about was the beautiful foliage incident to the valley of the Charles. At the foot of the hill to the south could be seen two lovely lakes—Ponkapog and Houghton's Pond. Off in the west could be seen Mount Wachusett, a mere outline in the dim distance.

Now mount and away to Massapoag House for supper and bed. This famous hostelry stood in a beautiful pine grove on the boarder of a clear lake some mile and a half in circumference. The hotel was large and commodious and the wheelmen were easily accommodated. There were plenty of summer girls in the house and a dance was hastily arranged at which the wheelmen were much more popular than the masculine boarders at the place. One wheelman in particular won the sobriquet of "The Masher" which followed him through the tour, into Scribner and for years afterwards. We have been bribed not to disclose his name. He fears the title will come to him again.

**Coming on "Waterscape"**

And the second day was like unto the first, but changing from landscape to "waterscape." Mount and away at 6:30 a. m. Note the long days—6:30 a. m. to 7 p. m. The days of the wheelabout now run from 10 a. m. to 4 p. m., and yet modern machines make about the same distance per day as did those of 1879.

From Sharon to the sea lacked the great interest of the first day, but at Hingham the ride was over the Jerusalem Road. A well built roadway following the coast for ten miles. This was before the day of good roads, but this highway along the seashore was considered to be the best road in Massachusetts. Bordered on one side by the sea, it was lined on the other side by the beautiful summer residences of well-to-do Boston merchants.

It was Boston's show road and the wheelmen appreciated it. The road led to Kimball's where could be had the best fish dinner served on the coast. The men from inland towns were shown how to eat

**Tripping Up**

clams and to crack open lobsters. There was hilarity on tap at the dinner table for man lets go when the food is good. The homeward run from Kimball's included a call at the Russell Stock Farm at Milton and gave the tourists a chance to institute comparisons between the iron shod and the rubber shod steeds.

Home in Boston at 7:45 a. m., 60½ miles.

**Roads Rutty and Sandy**

The roads were not then as they are now, and we cannot fail to admire the pluck and perseverance of the men who in 1879 rode the rutty and sandy roads on machines which were new to them and of which they could not have had the perfect command which is gained by long use. As a matter of fact it was a tough experience for some of them. There was weary trudging up long hills, numerous headers and a liberal patronage of the ambulance. But is it not the common fate of pioneers to wear the martyr's crown?

Capt. E. C. Hodges, of the Boston Club, was in command of the line and Josiah T. Dyer, of the Massachusetts Club was bugler.

**Story Boomed Cycling**

The Scribner article had a surprising effect. It gave a boom to cycling that was potent and far-reaching. It was the most effective starter that was given in the early days to bicycling and the yearly repetition of the tour serves to keep the interest in cycling keenly alive at the present day for it is one of the things which make all of us who are fortunate enough to engage in it cling even more closely to the sport we love so well.

As "Si" Dyer sounded "Boots and Saddles" when the party were to leave Kimball's for the homeward run there was one thought uppermost in the mind of every rider:

"The sun lies crimson in the west,
The soft breeze fans my brow,
Woulds't know the steed I love the best?
The one I'm riding now!"

In 1892 the Boston Bicycle Club revived the Wheel About the Hub, and the delightful tour has been held every year since. Its regular date of starting is the Friday nearest to September 11, and the tour ends on Saturday night. Very many spent the night at the shore and ride home on Sunday.

The Boston Bi Club has had made a medal of appropriate design with a hanger which tells how many times the wearer has been on a tour. The holders of the medal are not slow to exhibit their records of which many of them have good reason to be proud.

On Friday, September 10, the twenty-sixth Wheel About the Hub will start from Walnut avenue, corner of Warren street, Roxbury, at 10 a. m., and go over the usual route. There will be riders of the wheel and riders in the auto in the line.

## BICYCLE DISPLAY STAND

Tulsa, Okla.—TheMcGee Sporting Goods Company, of Tulsa, is manufacturing a bicycle display device which is being put on the market by George Meyers, of the Johnson-Meyers Company, of Memphis, Tenn.

The device is a stand which bolts to the floor and holds the cycle at an elevation of about four feet, and is guaranteed not to scar the enamel. It is taking well with the dealers, as it fills a long felt want for windows and shops.

## TWO NEW BICYCLE STORES

Herman Dickman has just opened a new bicycle and accessory store at 211 East Third street, Long Beach, Cal. His floor space is 11 x 50 feet. Mr. Dickman has been out of the business for a year, but sees better times coming, and thinks now is the time to get in.

F. G. Slater, proprietor of the Orange Sporting Goods Company, Orange, Cal., has been watching the bicycle revival in his locality, and is perfecting plans for adding a line of bicycles and accessories to his general stock of sporting goods.

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### ELLIS IS ON THE MOVE

George A. Ellis, recently appointed New York State F. A. M. Commissioner, is putting a punch in his job, and announces that nothing will be left undone to advance the interests of riders in his district. He has reappointed Joseph Hartig, of Brooklyn, as Vice-State Commissioner.

Commissioner Ellis has issued a plea for greater activity on the part of New York State clubs, and is desirous of forming a State racing association, with the idea of holding a race meet each Saturday afternoon during the racing season. He is also anxious to learn the sentiments of the clubs with regard to local commissioner appointments.

### COLLEGE POINTERS WILL BANQUET

College Point, N. Y., September 6.—In celebration of its membership reaching the fifty mark, the College Point Motorcycle Club will hold a banquet sometime in the latter part of September at the Joseph Witzel Son's Hotel in College Point. There will be bowling, dancing and a midnight supper.

The club rooms are located in the building occupied by the Horn & McCracken's Garage. There are a smoking and reading room, two card rooms and a large kitchen where the members can always find something to eat and drink. The club invites all motorcycle riders passing through College Point to stop in and share its hospitality.

### WILL STAGE SPECIAL RACE

The Independent Motorcycle Club, of Harlem, New York City, will hold a special thirty-five mile club race on the Motor Parkway, on Sunday, September 12, which is open to members only. In case of rain, the event will be staged on the first clear Sunday following the scheduled date.

The Independent Club is a new organization, rapidly growing in size and has club rooms at 306 West 133rd street, which the motorcyclists of New York are invited to visit. The officers are as follows: President, E. Churchill; treasurer, Fred Larsen; secretary, Ed. Eithel; road captain, Geo. Busing and press agent, E. Grossman.

### ROAD RACE CALLED OFF

Dallas, Tex.—The Fort Worth-Dallas motorcycle race planned for Labor Day was called off as a result of the refusal of the Commissioners' Court of Tarrant County to allow the use of the Dallas Pike, lying in that county, for this purpose.

The commissioners vetoed the plan on the grounds that such a race would be dangerous to traffic unless it were possible to exclude all traffic from the road during the hours of the race, which was impracticable. The race will now be run out of Dallas to some other point which has not yet been decided upon.

### RACES TO FEATURE LOCAL SHOW

Peoria Ill., Sept. 6.—Motorcycle races will be one of the features of the National Implement and Vehicle show to be held in Peoria, September 28 to October 8. A one hundred mile race and several other events are scheduled for several afternoons during the exposition. Several cash prizes are being offered.

### RACINE SPEEDSTERS TUNING UP

Racine, Wis., September 6.—The half-mile track at Klinkert's Park is a popular place these days due to the fact that the Racine Motorcycle club is arranging for a series of race meets to be held there and all of the local dare-devils are holding little speedfests of their own practicing to get in trim for the Sunday programmes.

### REMY BRANCH IN ATLANTA

The Remy Electric Company announces that it has established a thoroughly-equipped direct factory branch at 14 W. Harris street, Atlanta, Ga. The Remy company has in the past been represented there by Alexander Seewald.

READY FOR ESCORT OR DESPATCH WORK ON SHELL-SCARRED ROADS OF FRANCE

**Company of English Motorcyclists Lined Up for Inspection Prior to Entraining for Service with First-Line Forces Across Channel—Note Baggage Packed on Carriers of Machines, All of Which Are Military Model 2¾ Horsepower Douglas Twins**

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# Our Canadian Letter

## MILITARY BIKES INTEREST MANY

TORONTO, Ont.—The Canadian National Exhibition at Toronto this year was featured by the presence of a comparatively large number of exhibits of bicycles, bicycle accessories and tires. With the exception of the Cyclemotor, the motor attachment for bicycles, there was nothing on the grounds in the shape of a motorcycle and practically no motorcycle accessories were displayed.

A feature of the bike displays was the war bicycles. The Canada Cycle & Motor Company, Limited, the Planet Bicycle Company, Limited, and the Hyslop Bros., Limited, had several of the military models which attracted considerable notice. In addition, the Canada Cycle Company showed a number of reconstructed bicycles of former days. There were at least a dozen distinct bicycle accessory and tire exhibits by various companies, the names of which were given in **Motor Cycle Illustrated** two weeks ago.

There was always a big crowd around the Cyclemotor exhibit where models ready for the road were shown in addition to several cutaway models and also a complete attachment as it comes packed in a box.

During the Exhibition H.R.H. the Duke of Connaught, Governor-General of Canada, inspected the bicycle corps of the Boy Scouts.

### CANADIAN LICENSE REGULATIONS

Riders from the United States who desire to tour in the provinces of Ontario or Quebec will have little difficulty in doing so, for seven days at least, if they are able to prove membership in a recognized motorcycle club. At the Canadian border a permit will be issued, giving the right to ride for a period not to exceed seven days in either of the provinces, this permit being issued gratis at the port of entry into Canada. The only qualification with the permit is that the rider must leave Canada by the same port by which he entered. The necessary identification to obtain this permit free is a card of membership in a recognized club.

Should the rider not be able to display the card or other satisfactory proof, he will have to give a bond, costing from $3 to $5. This bond, which is good for six months, is to the effect that he will not dispose of his mount during his stay in the Dominion, without due notice to the authorities. There is a duty on machines imported into Canada, hence the bond. This same bonding applies to a recognized member of a club who leaves at a different port from that which he entered. The bonds can be had at any port of entry, with the possible exception of very small towns.

An American rider can obtain a license for the Province of Ontario, costing $3, and good for one year. This license will permit him to ride in any province of the Dominion for the period stated. Like the bond, it can be had at any principal port of entry.

Riders from States not requiring a state license are warned that a license plate is essential on all motorcycles in the Dominion, and should provide themselves with one before entering. They may, however, obtain a provincial license instead, if they so desire.

### GASOLINE PRICE GOING UP

Montreal, Que.—During the past week the price of gasoline in Canada has jumped three cents per gallon and a further increase is probable, so the dealers say, because of the action of producers in advancing the price of crude oil. For almost a year gasoline retailed in Canada for 15 to 18 cents per gallon, but now the cheapest is 18 cents. The reason for the apparently big difference between American and Canadian prices for gasoline is simply that Jack Canuck gets more of the liquid fuel in a gallon. The Imperial gallon, which is the standard measure in the Dominion, is approximately one-fifth greater in cubic capacity than the so-called wine gallon which is the standard in the States.

Some of the dealers predict a gasoline famine in Canada. The government prohibits the importation of gasoline with a lower specific gravity than .65, and this restriction is causing trouble because it is hampering the market.

The Spitler Puncture Plug Company, Inc., 1790 Broadway, New York, has opened a Canadian branch in the St. Nicholas building, Montreal. This company makes a brass plug for inner tube repairs.

### THE CYCLEMOTOR IN VANCOUVER

Fred Deeley, who handles the new Cyclemotor in the west, gave the machine a thorough tryout himself. Crossing by the gulf ferry to Nanaimo, he made a comprehensive tour of Vancouver Island, crossing the Malahat Drive and going right through to Victoria, the capital city, taking in all the important points en route in the interests of the Cyclemotor. Demonstrations were given freely en route to interested parties, and eight were placed with dealers.

## SNAPSHOTS AT TORONTO DOINGS

TORONTO, Ont.—Announcement has just been made by W. H. Cooke, of the Fairn Cooke Company, 32-34 Front street West, Toronto, that he has been appointed the Canadian distributor for the Persons Manufacturing Company and the Majestic Manufacturing Company, of Worcester, Mass. He declares that he has already secured several good contracts for Persons saddles.

The Toronto civic authorities are framing by-laws which will compel the placing of lights on all vehicles at night and the prohibition of the use of glaring searchlights on the city's street. Another proposed regulation will prohibit the use of the muffler cut-out.

At a meeting of the Toronto Bicycle Riders' Association, a further sum of $20 was collected for the Soldiers' Fund of the Canadian Wheelmen's Association.

Mayor Church and other public officials of Toronto will participate in the civic reception which will be tendered to Art. Spencer, the Canadian amateur champion cyclist, when he returns to Toronto after his successful campaign at the Newark Velodrome.

The Toronto board track has been closed for the season. Owing to many rainstorms, only two racemeets were held during the whole month of August.

### SIDECARRING IN NEW ENGLAND

Hamilton, Ont.—A large party of Hamilton motorcycle tourists are now making an extensive trip through the Berkshires, over the famous Mohawk Trail and the Catskill Mountains and into New England. Five Indian motorcycles and sidecars and one solo Indian mount are being used by the wayfarers who include four married couples. The tourists are: Mr. and Mrs. Nelson Chambers, Mr. and Mrs. E. Covell, Mr. and Mrs. S. Atherton and daughter, Mr. and Mrs. Bert McAllister, William Griffin and B. Halliday. The latter is using the only single machine in the party. Mr. Chambers is the local Indian dealer and the tour is being conducted under his auspices. The party started on Sunday, August 29, and the trip will occupy a period of three weeks.

### CYCLISTS STILL ENLISTING

Calgary, Alta.—Major Buchanan, of the Corps of Guides, has recruited thirty riders in Calgary for the Divisional Cyclist Corps which is being organized in Canada for active service. The local riders responded quickly to the call.

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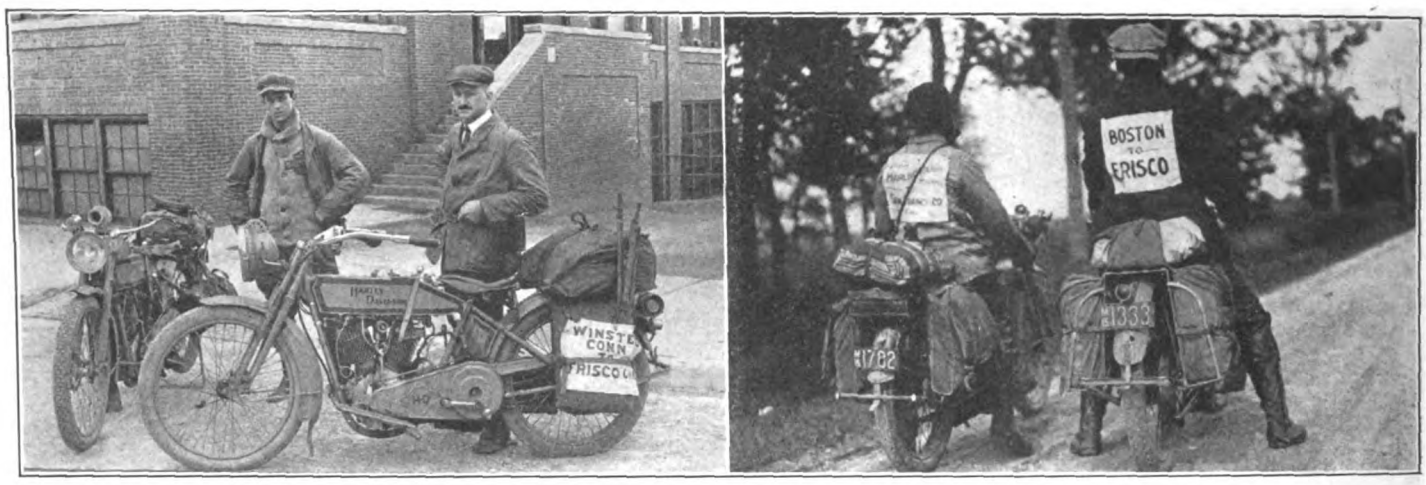
# Milwaukee the Tourists' Mecca

## 'Frisco Bound, They Visit the Silent Gray Fellows' Home

By HUGH SHARP




**At Left, Elton S. Jones, of Riverton, Conn., and Ray D. Allen, of Winstead, Conn., Now on Way to Pacific Coast; At Right, Edwin F. Longley, of Marlborough, Mass., and Irving F. Brown, of Boston, Who Are Also Headed Coastward**

DESPITE the fact that Milwaukee is about 100 miles or so out of the direct transcontinental route of Eastern tourists on their way to the Panama-Pacific Exposition at San Francisco, there has been an unusual number of long distance travelers who have stopped in Wisconsin's metropolis before continuing on the western half of their trip. The desire to see the home of the Harley-Davidson accounts for the visit of many out-of-town riders.

### Two Hearty Travelers

The most picturesque pair of travelers the Milwaukee Motorcycle Club has entertained in a long time are W. G. Havilin and George Schaefer, two Lewiston (Mont.) tourists, who set out last September for a year's trip through the country. Their plan, which has of course already been partly realized, was to start east, then southwest, take in the exposition at San Francisco and finally return to their homes in Montana, after a year of traveling.

With the exception of some real cold weather last winter, the two Lewiston travelers have slept out of doors while they were on the road. Their expenses seem to have been about as low as human ingenuity could possibly make them. Their home is a big rubber blanket, either strung over the two machines or over a ridge rope fastened from the handle bars of Schaefer's mount to a convenient tree. The headlight of the machine peers through the tent flap and well illuminates the interior of their rubber shelter.

That there has been practically no summer up to the middle of June in these parts did not deter either Havilin or Schaefer from sleeping out of doors. While in Milwaukee, Schaefer let the boys have a peep at a photograph of himself, jumping into his clothes, early one morning, before the tent. From the bleak, cold atmosphere of the picture it could easily be surmised that at the time the shutter clicked the mercury in the thermometer was flirting with the zero mark.

"It was about fifteen above that morning," he remarked, and the crowd shivered.

"Gosh, you fellows must be hard boiled," ventured one of the fellows.

"It's nothin' when you get used to it," was Havilin's rejoinder.

The Montana lads contend that a heavily loaded motorcycle is more easily navigated over rough roads than an unburdened machine. Schaefer's bus, with all the assembled paraphernalia piled on it, weighs just 575 pounds, and the ease with which he piloted the load through some of the sandy stretches in the vicinity of Milwaukee seemed to give conviction to the heavy load theory.

Schaefer and Havilin left Milwaukee for Rockford, Ill., from which point they intend to go south and hit the Lincoln Highway. In a letter to some of the local club members, Havilin states that he and his partner have picked up five more riders 'Frisco bound. Havilin and Schaefer are slated for one of the relays of the Transcontinental Relay to be run off in connection with the F. A. M. convention at Sacramento.

### All Togged Up

Ray D. Allen, of Fancher & Allen, Harley-Davidson dealers at Winsted, Conn., with Elton S. Jones, Riverton, Conn., visited the city on their way to 'Frisco. These two tourists also carry complete camping outfits on their machines. To look at them, in their immaculate riding suits—Jones even wore a white collar in Milwaukee—one would never think that they had traveled all the way from the Nutmeg state in those duds.

Jones and Allen have a unique lighting system for their tent which consists of an electric bulb with eight feet of cord. Allen rides one of the electric gray fellows and he simply plugs into the slot, provided for the sidecar light, and gets all the illumination needed. "Milking the electric system" is the way Jones expresses it.

The first night's stop of these two gasoline knights was really the most eventful of the whole trip to Milwaukee. During the night at Rome, N. Y., a storm came up with a high wind that threatened to blow their tent sky high. There wasn't very much sleep that first night. Since then, however, the gypsy mode of travel has been a delight.

### Good Fellowship Everywhere

"You must hand it to the motorcycle fraternity all over the country for its prevailing good fellowship," said Edwin F. Longley, of Marlborough, Mass., who is making the trip to the exposition with Irving F. Brown, of Boston. Longley rides an Indian, while Brown is astride a Harley-Davidson.

Mr. Brown is advertising manager for one of the large woolen mills in the bean town. He bought his machine only a few days before starting across the country by the longest route. Previous to their departure Brown loaded up his machine with 200 pounds of baggage—"just to see how she would ride"—and took a trip to Keene, N. H., covering 200 miles. This was practically his first ride. Right after that, he joined Longley for the big ramble. His speedometer showed 1,500 miles to this city.

Still another long distance traveler visiting this city was Ray Graff, of Dickinson, N. D., a former resident of this section. He dropped in to renew old acquaintances before returning to Dakota, after an extensive western trip, much of which was taken in Milwaukee.

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### PLAN 350-MILE RUN

Buffalo, N. Y., September 6, 1915.—On October 10 the Buffalo M. C. will hold their annual endurance run. The run, the longest ever staged by the local club, will cover 350 miles, and will carry the riders through Tonawanda, Niagara Falls, Lewiston, Youngstown, Olcott Beach, Yates, Summerset, Arcade, Olean, Salamanca, Jamestown, Westfield and thence back to Buffalo. Any rider who is a member of the F. A. M. and wishing to make application of entry should communicate with George Haier, chairman of the contest committee.

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# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

## You Need The Best

Your motorcycle engine is only as good as the spark plugs you use.

No matter how expensive—how perfect in design or construction, it can't possibly run ahead of those life-giving sparks.

To get the best your engine can do, you need the **unfailing reliability and endurance** you find only in Champion Motorcycle Plugs.

These plugs were built specially for motorcycle use. We developed them by repeated tests in motorcycle engines. Over and over again we put them through the stiffest mills known to riders.

Today we know they are **right in every respect.** And we back them by the most sweeping guarantee it is possible to give.

### THE CHAMPION GUARANTEE

Complete satisfaction to the user—free repair, replacement or money back.

Look for the name Champion on your spark plug porcelains.

Do not accept a substitute.

**Champion Spark Plug Co.**

**2311 Upton Avenue** **Toledo, Ohio**

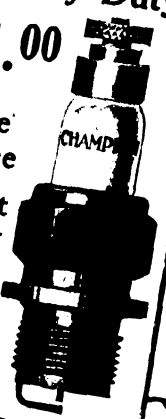
**Champion Heavy Duty**

**$1.00**

One Piece

Can't Leak

Heavy Construction Throughout



**Champion Motorcycle Mica**

**75c**

Can't Break

Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**

**75c**

The Ever Popular Two-Piece Plug

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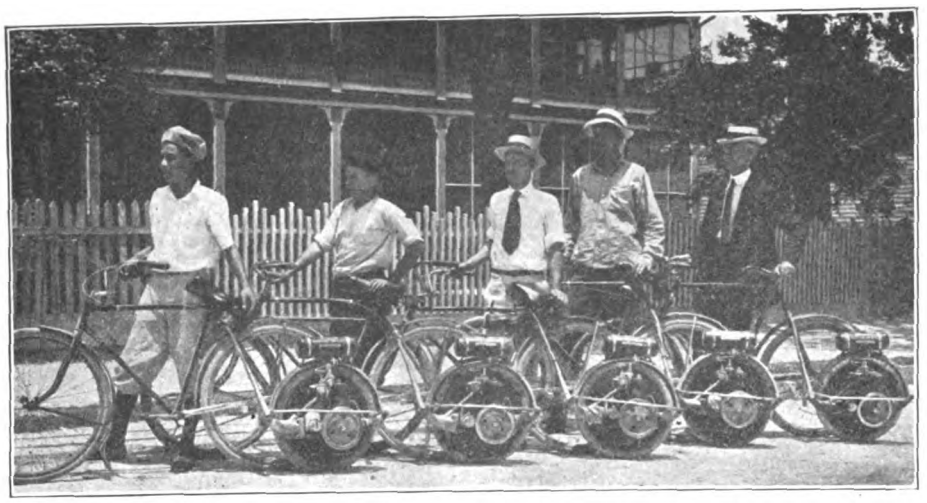
## NO AGE LIMIT TO MOTOR WHEELERS IN PASS CHRISTIAN



Quintette of Devotees Who Are Followers of F. M. Steadman, Smith Product Representative in Mississippi City—Agent Steadman Is at Right of Picture

### $400,000 SPEEDWAY FOR NEW ORLEANS

New Orleans, La., Sept. 6.—A deal for a two-mile motor speedway in this city, involving an investment of $400,000, was recently closed, when A. F. Brockman, S. W. Lindsay and H. C. Moore, all of Chicago, successfully completed negotiations for 360 acres of land fronting on Lake Pontchartrain and instructed J. A. Prince, originator of board track speedways, to take immediate charge of the construction work. The speedway will be completed by March 4, when a 500-mile automobile Derby will be run off.

The track will be the fastest in the world, according to Mr. Prince, who stated that the object in building a speedway in New Orleans was to establish a center for winter racing. The speedway is to be sixty feet wide, the surface of two by fours laid on edge, running lengthwise like the boards in a bowling alley. The straight-away incline will be pitched at five degrees, and the common half circle will be pitched at 30 degrees, the circle rounding on a triple radius leading the driver gradually into the stretch, the angle of pitch declining from thirty degrees in the radius to five degrees in the stretch, thus keeping the driver at all times on the center of the tire at right angles to the surface of the track, at a speed of 120 miles an hour.

### OBJECTS TO LICENSING LAW

EDITOR, **Motor Cycle Illustrated:**

Some time ago you sent me a letter in reference to renewing my subscription to **Motor Cycle Illustrated** and I have been trying to get time to answer same and let you know why I have not sent you a subscription for another year. I would say that I have found your paper very interesting and valuable, but do not agree with the policy it has pursued with regard to a numbering law. I can see no reason why I should not have the same right to use the highways, without special restrictions, as have my neighbors who freely use their horse-drawn vehicles, more especially as I have paid taxes on these roads with the understanding that they were for public use in *any* reasonable and proper manner.

The only way in which you can justify the licensing and numbering of motorcycles is on the ground that they are more dangerous than other vehicles that freely use the roads (in which case, I think, they should not be allowed to use the roads at all), or that the riders of them are as a class criminally inclined or mentally incompetent to a greater extent than other road users and therefore required special police surveilance. As I decline to agree with either of these views, and I know the accident statistics show the motorcyclists to be responsible for fewer accidents than any other road users, excepting, perhaps, the bicyclists, I feel that I cannot longer give support to a paper that consents to a regulation unjustly discriminating against the motorcycle user. A. E. OSBORN.

New York City.

[Mr. Osborn is taking exception to **Motor Cycle Illustrated's** advocacy of a standard motorcycle licensing law for New York State. Such a law was favored by this journal because it was clearly evident that legislators antagonistic to the motorcycle would ultimately force through a harmful and exorbitant regulation unless the motorcyclists themselves assisted in placing a sensible licensing law on the books. We have not changed our opinion as to the wisdom of this course.—Ed.]

### TOURING NORTHERN MICHIGAN

Marquette, Mich., September 6.—That northern Michigan highways excel by far those between Chicago and New York is the contention of John H. Whitney, formerly private secretary and photographer to Glenn Curtiss, the aviator, who is making an extended tour by motorcycle of the northern Michigan district working on panorama photographs.

"From Oshkosh, Wis., north to the state line were the usual Wisconsin roads, a few good, the rest bad and indifferent," said Mr. Whitney, "but after crossing the river at Marinette the change was a pleasant one—a smooth, hard, white highway, stretching ahead as far as the eye could reach. This follows the Northwestern railroad as far as Powers.

"For scenic beauties and excellent roads I certainly advise motorcyclists contemplating trips to explore Northern Michigan. It is simply wonderful. The Copper country should do more to boost its roads and scenic advantages. It should be the mecca of tourists."

### MAYOR LANDS IN SPEED NET

Kenosha, Wis., September 6.—One of the first catches of the two new motorcycle policemen put on the job by the Kenosha county board was R. Whyte, Fort Pierce, Fla. When brought into court Mr. Whyte stated and showed credentials that he was the mayor of Fort Pierce. He left a deposit of $25 to insure his appearance two days later to answer to the charge of violating the automobile speed ordinance of Kenosha.

### KNIGHT MOTOR CO. MOVES

St. Louis, Mo.—The Knight Motor Company, general motorcycle agents, has moved to 3325-3329 Locust street, this city. They were formerly at Olive and Twelfth streets.

## FROM WESTERN PENNSYLVANIA TO SPRINGFIELD FACTORY

L. R. Stoner, H. D. Critchfield, P. S. Stoner and E. O. Henry, Who Rode 850 Miles to Hendee Plant From Markleton, Pa. L. R. Stoner Is Local Indian Dealer

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# THE NATIONAL Motorcycle, Bicycle AND Accessory Shows

**CHICAGO Coliseum**
**Sept. 20th to 25th**

**NEW YORK Madison Square Garden**
**Oct. 11th to 16th**

**Are Staged to create interest in Cycling and let the public at large realize the magnitude of the Industry. Incidentally, they also afford unequalled facilities to secure business and a closer personal touch with your customers.**

**So get in line promptly**

**A complete space of samples attractively arranged will bring results**

**All New Models Will Be Shown**

## COME

**Line up for the coming year and get a CYCLING education**

## Motorcycle Manufacturers Association

**For Space apply to**
**A. B. COFFMAN, 414 Ohio Building, Toledo, O.**



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# LINART CAPTURES WORLD TITLE RACE

## Belgian Beats a Crack Field in 100-Kilo. World Championship and Takes 30 Mile Feature

BOSTON, September 6.—Victor Linart, the Belgian, made two desperate wins at Revere Cycle Track the past week, carrying off the 100-kilometer world's championship, the motor-paced derby of the season, on Wednesday, and in the 30-mile event on Saturday, crowding out George Wiley and Georges Seres, incidentally hanging up a new track record of 40 minutes 38⅖ seconds.

Linart was never headed Saturday night, getting away in a whirlwind and sticking to his pace like sticky flypaper. Seres got to his pace ahead of Wiley, and, foxy as ever, was always up and doing whenever Wiley tried to take the bank to pass him. By a magnificent spurt on the last lap, Wiley sprung his machine ahead and finished nearly abreast of the little Frenchman.

Pat Logan, of South Boston, continued his lucky streak by tucking away the win in the five-mile professional. Hugh MacPartland, with 80 yards handicap, won the 1½-mile professional handicap event.

The Saturday summary:

Half-Mile Amateur Handicap Race—Won by Elmer Duncan, Everett (95 yards); Harry Moore, Everett (110 yards), second; Lewis Hill, Revere (100 yards), third; John Fardig, Orient Heights (65 yards), fourth. Time, 57⅘s.

Brothers Special Tandem Match Race (best two in three heats)—First heat, one mile, won by Willie Turville and Pinkie Turville, Revere; Harold and L. C. Rollins, Everett, second; Tom and Dennis Connolly, Everett, third. Time, 2m. 19⅘s. Second heat, one mile, won by Rollins brothers; Turville brothers, second. Time, 2m. 33⅖s. Third heat, one mile, won by Rollins brothers; Turville brothers, second. Time, 2m. 56⅗s.

One and One-Half Mile Professional Handicap Race—Won by Hugh MacPartland, Boston (80 yards); Saxon Williams, Buffalo (100 yards), second; Tim Sullivan, New Haven (40 yards), third; Warren Holbrook, South Boston (115 yards), fourth. Time, 3m. 7⅕s.

Three-Mile Open Amateur Race—Won by Ned Chandler, Boston; Elmer Duncan, Everett, second; John Fardig, Orient Heights, third; Bert Jones, Revere, fourth. Time, 6m. 44⅘s.

Mile Amateur Invitation Race—Won by Mike Barber, Brighton; Harry Moore, Everett, second; Lewis Hill, Revere, third. Time, 2m. 23s.

Five-Mile Open Professional Race—Won by Pat Logan, South Boston; Tim Sullivan, New Haven, second; Willie Turville, Revere, third; Dennis Connolly, Everett, fourth; L. C. Rollins, Everett, fifth. Time, 11m. 48⅖s.

30-Mile Motor-Paced Race—Won by Victor Linart, Antwerp; Georges Seres, Paris, second; George Wiley, Syracuse, third. Time, 40m. 38⅖s.

The winning of the 100-kilometer championship event by Linart Wednesday night was a hair-raiser. Never during the progress of the race were Wiley, the American, and Linart more than ¾ of a lap apart, and Wiley's efforts to pass Linart were desperate. The finish spurt brought Wiley to within 15 feet of the Belgian. Georges Seres, of Paris; Georges Colombatto, of Italy, and Clarence Carman, American, were trailing in that order.

Wiley, with the benefit of pole position, took the lead at the start of the race, but by one of his famous sprints Seres took the lead in a few laps. Linart and Wiley, however, were not to be denied, and pushed him into third position, the effort costing Wiley, however, his lead over Linart.

Time after time Wiley challenged for the lead, but every time found Linart alert. At the sixtieth mile Colombatto and Carman were called off the track, as they were hopelessly out of the running, and the crowd watched the most desperate racing for the championship that it has been their luck to see in many years. Wednesday night's summary:

Half-Mile Handicap, Amateur—Won by Fred McKenzie (15 yards); A. R. Cook (85 yards), second; Lewis Hill (110 yards), third; John Fardig (65 yards), fourth. Time, 59⅖s.

Five-Mile Professional Open—Won by Willie Turville, Revere; Pat Logan, South Boston, second; Dennis Connolly, Everett, third; Fred Herbert, Fall River, fourth. Time, 12m. 8⅘s. Winners of mile prizes—Warren Holbrook, Saxon Williams, Charlie Turville, Fred Herbert. Winner of most laps—Charlie Turville.

Mile Invitation, Amateur—Won by Mike Barber, Brighton. Time, 2m. 32⅕s.

100 Kilometers International Championship Motor-Paced Race—Won by Victor Linart, Antwerp, Belgium; George Wiley, Syracuse, N. Y., second; Georges Seres, Paris, third; Georges Colombatto, Turin, Italy, fourth; Clarence Carmen, Jamaica, N. Y., fifth. Time, 1h. 27m. 48⅘s.

### RUSHING WORK ON STANDARD WELDING ADDITIONS

Cleveland, O.—Business for the Standard Welding Company has grown to such an extent within the last few months that every effort is being made to hasten the construction of several large additions to the plant on West Seventy-third and Seventy-fourth streets. The first of these additions, on West Seventy-fourth street, has been practically completed. It is a brick structure 100 feet in depth and 200 feet long. It will be devoted entirely to the manufacture of bent tube parts. The Standard folks point with pride to the fact that with this new building open and in action, it will have the largest bent tube department in the world.

The second addition will be built in the form of an L, one leg being on West Seventy-third street, extending 200 feet north and south, while the other leg will extend 240 feet east and west, between West Seventy-third and West Seventy-fourth streets. This building will be of reinforced concrete, the reinforcements being of the mushroom type.

The Seventy-third street section will be five stories high. The top floor will be finished off for general offices, recreation and dining rooms. The location of this building is considered an ideal one for the purpose, overlooking as it does Edgewater Park, one of Cleveland's most picturesque lakeside resorts. At a later date, two more buildings will be erected parallel to the Seventy-third street section and connecting with the main structure. Double track railroad sidings will enter between each section, in order to obtain the maximum of shipping and receiving facilities.

### GOODYEAR WINDOW DISPLAYS

Speaking of the value of an attractive window display, the Goodyear Tire & Rubber Co. addresses the following paragraphs to dealers:

"In the Goodyear organizations the 'silent salesman,' a tasty window display, plays an important part. Oftentimes a story that could not be told in many words can be pressed home by a simple, striking arrangement of products in the dealer's window. Goodyear experts have conclusively shown that the dealer's window, if properly used is a valuable factor in promoting sales. Tire buyers are as susceptible to the influences of an attractive display of tires as are the shoppers by tasty displays of wearing apparel or other necessities of life. The value of a window display as a business-getter is in offering the remedy at the same time that it suggests a want. Most people like to look at pictures, and the window display of a dealer is a picture of what he has to offer the motoring public.

"Goodyear employs an expert to design the displays which are constantly appearing in its sixty-five branches throughout the country. These are renewed at proper intervals and special designs carried out for holidays and holiday seasons. The elements of novelty and good taste are invariably introduced."

THE ONLY LADY RIDER IN HARRISBURG, PA.

**Mrs. C. L. King, Who Is Frequently Seen on the Roads About Harrisburg Treating Her Many Friends to Sidecar Rides**

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For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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# REMOVAL SALE

About October 1st, we move to our new quarters, 503 Market Street, Philadelphia. To move our large stock would mean considerable trouble and expense, so we have decided to let our customers move it for us.

## IT WILL PAY YOU

to help us move. No matter what values you have secured in the past, you are bound to find something a little better in this Bulletin just off the press. Motorcycle and Bicycle Accessories at prices that will make you take a second look.

## DEALERS' LIST

$14.35 will buy absolutely the best value on two wheels. Tires with from $1.00 to $1.50 chopped off. Saddles, Horns, Goggles and Tools—all standard makes—at prices that look like misprints.

## NOW IS THE TIME

Don't wait till tomorrow. You may rest assured such an opportunity as this will come only once in a long while. Whether or not you need anything just this minute, you cannot afford to be without our Removal Sale Bulletin. One cent will bring it to you—brim full of actual savings. Your competitor is going to get it—you must have it.

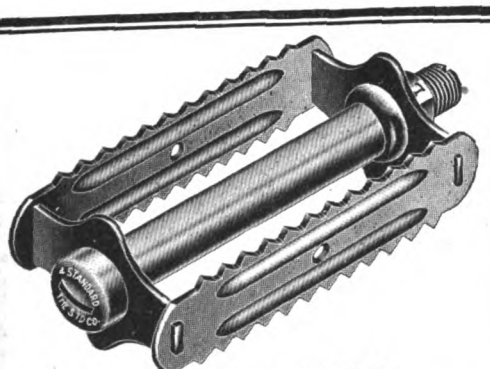
Send now, on your letterhead, for our

## REMOVAL BULLETIN

## HAVERFORD CYCLE COMPANY

**827 Arch Street, Philadelphia**

**After October 1st, 503 Market St.**



No. 4 STANDARD RAT TRAP PEDAL

# THESE STRONG SUBSTANTIAL MOTORCYCLE TYPE PEDALS

have that sturdy look that comes only from correct design and first class construction.

THE NO. 4 STANDARD is a new type of rat trap pedal added to our line this year, making it the most comprehensive line of rat trap pedals offered to the trade.

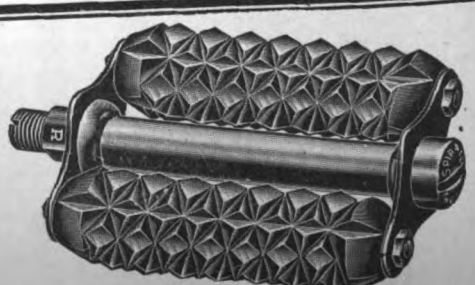
THE NO. 5 PIRATE has such big, soft, easy rubber cushions! It minimizes the jars and bumps. Try a pair and find out for yourself.

Our cycle parts and accessories appeal to the mechanical expert. They have been standard from the beginning, and mark the utmost in the industry.

Our products comprise: Diamond "E" trade mark brand, Spokes and Nipples for Bicycles, Motorcycles. Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals.

**THE STANDARD COMPANY, Torrington, Conn.**

200 X



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## $16.75

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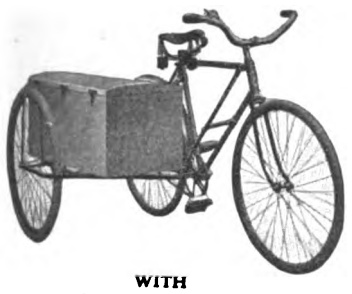

WITH
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WITH
Smith Motor Wheel

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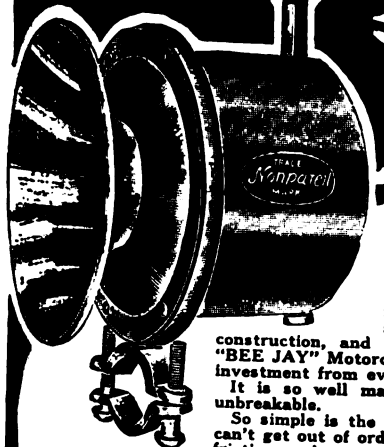


Examine THIS horn, compare its efficient warning note with any other motorcycle signal — consider its lightness, compactness, appearance and simple and durable construction, and you'll find that the "BEE JAY" Motorcycle horn is a sound investment from every view point.

It is so well made as to be almost unbreakable.

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Now think of the price, $2.50, and you'll wonder how such a motorcycle horn can be procured for this low cost.

The "BEE JAY" is light, weighing only 21 ounces.

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**NONPAREIL HORN MFG. CO.**
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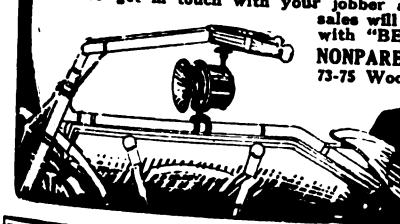

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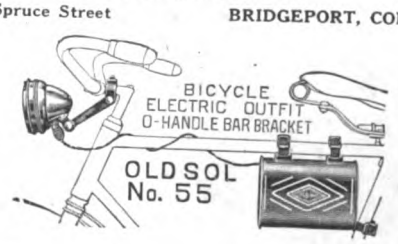


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**Lightness Flexibility Smoothness**

The possession of mere brute strength does not always insure proper performance of a motorcycle chain. It must possess, in addition, lightness, flexibility, smoothness of operation.

In addition to being the strongest motorcycle chain in the world,

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*"The Motor's True Mate"*

is the lightest for its breaking strength, lightning fast, uncannily silent and, when properly lubricated, the smoothest transmission in existence.

"The Coventry" Chain is the standby of thousands of dealers in the United States. It has so invariably made good their claims that they insure their customers' good will by PUSHING "The Coventry" at every opportunity.

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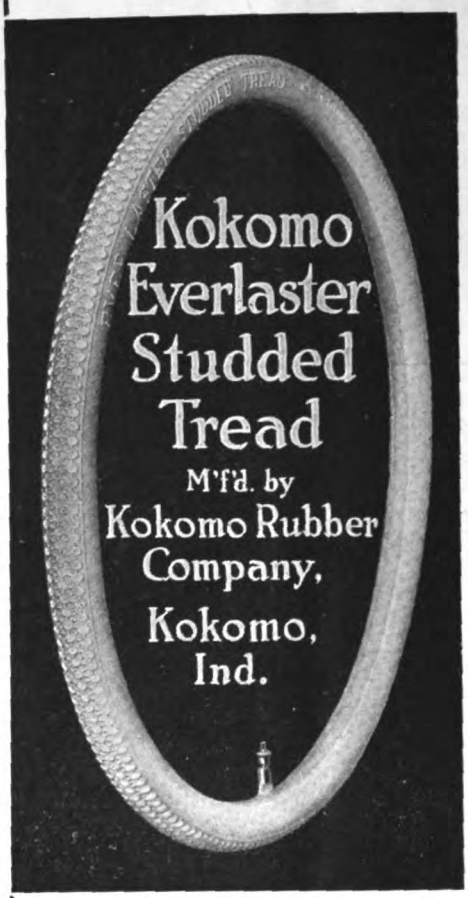


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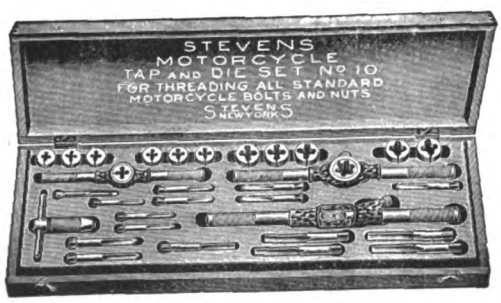


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By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

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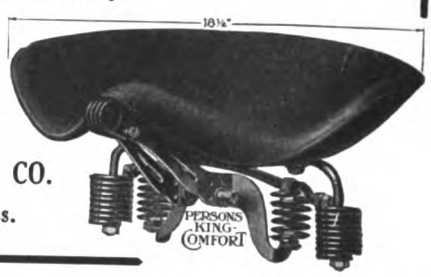


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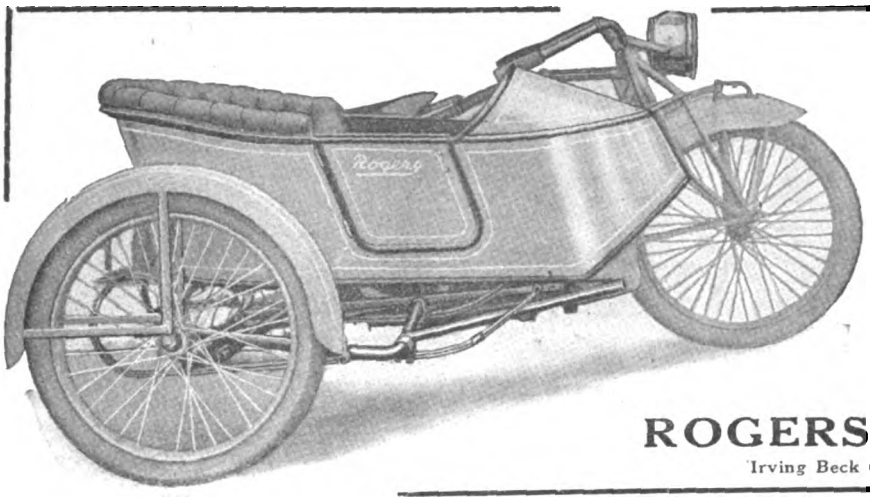

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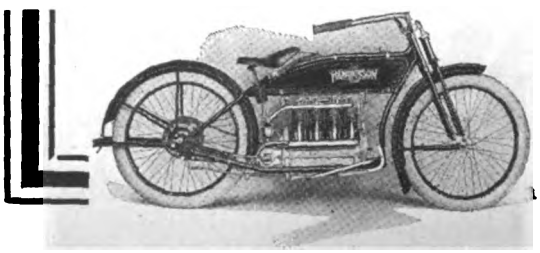

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On roads in all parts of the country the Corbin Duplex has proved its value by actual service.

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The American Hardware Corporation, Successor
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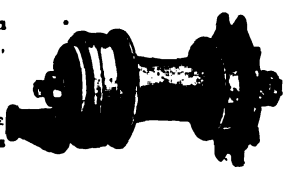

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Son 156—Gas

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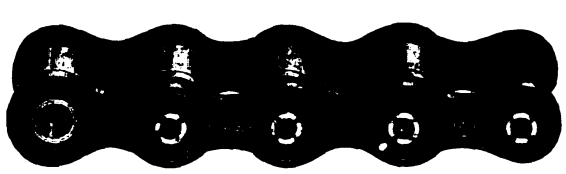

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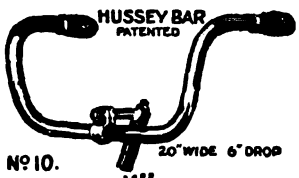


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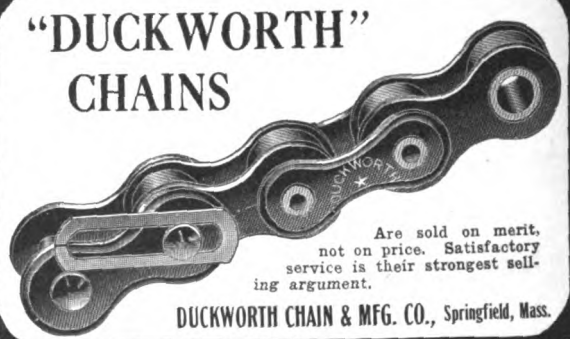

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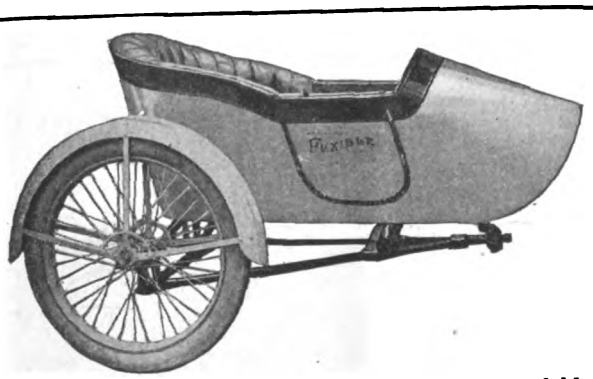

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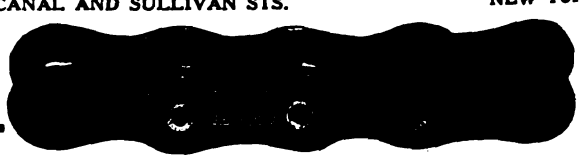

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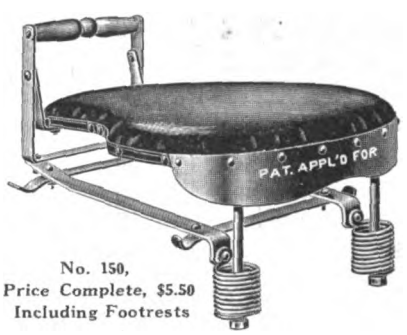


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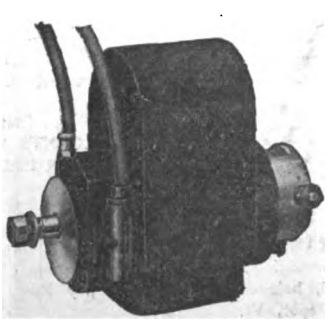

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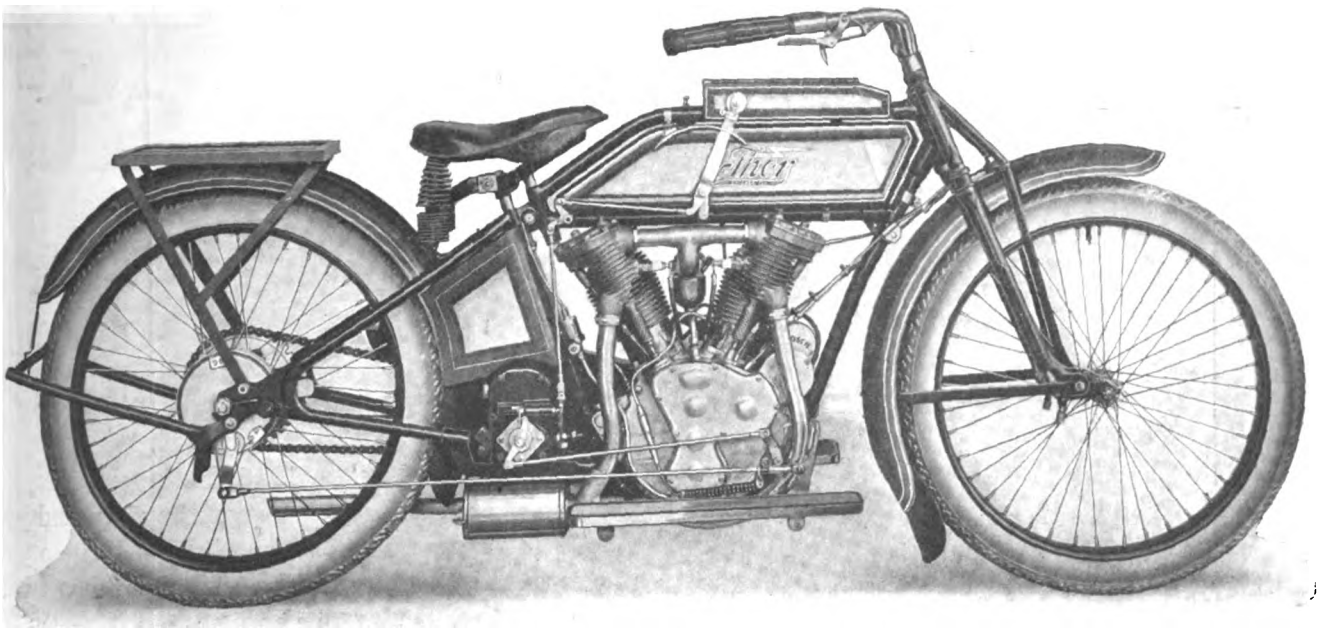

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parture. They want it. What they demand you can

Our aim is to ***boost bicycling***—To help you ***put***
bicycles—of coaster brakes. Our campaign will put
sells the New Departure this season.

The New Departure Exhibit at the Chica
itself, will be "Bigger t
Don't fail t

***The same thing over again a***

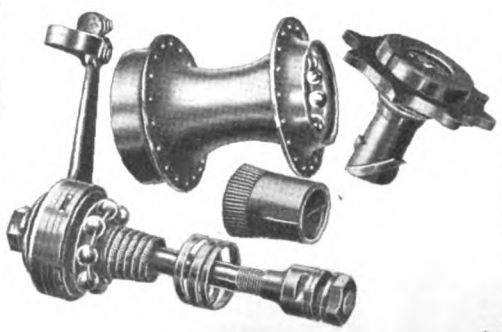
## THE NEW DEPARTURE MANUFAC

9200 Dealers used New Departure Sales Helps last year—That's going some.

***Boosting Your Bicycle Business*** tells you how we shall spend Thousands of Dollars in 1916 working with YOU to sell more bicycles than ever before.

Last year's Dealers are all with us this year. There's always room for more.

Talk it over with us at the Chicago Show.



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# Departure
# r Brake

## k and sold by 9200 Dealers last season.
## l win in 1916

### ol as a Dealer—and then—Get this—

ver. Riders old and new know all about the New De-
ll to the best advantage.

***ore riders on the road***—That means increased sales of
ofits into the pocket of every dealer who specifies and

Show, September 20th to 25th, like the show
ever. Better than ever."
eet us there.

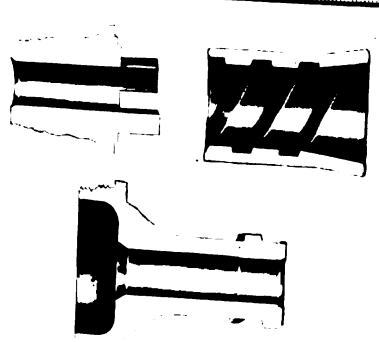
***ew York, October 11th to 16th***

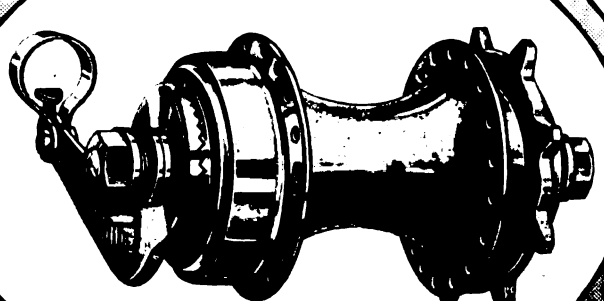
## URING CO., Bristol, Conn., U. S. A.

Our New Catalog now being printed will give you all the details of the New Departure Guaranteed Coaster Brake for 1916.

This attractive book, fully illustrated, will put the entire—"up to the minute," line of New Departure products before you—attractively—convincingly.

Send for this book—today.







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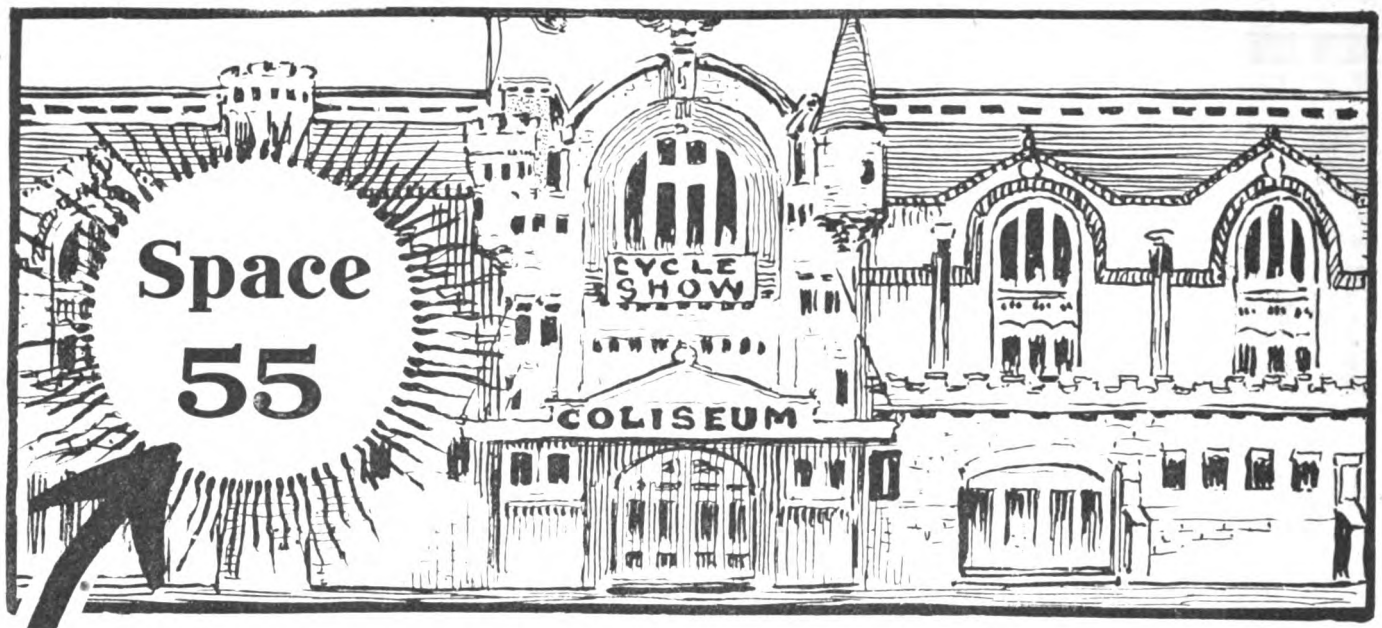


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*"The Chains of Proven Reliability"*

## At the Chicago Show

**You will then understand *why* RENOLD is consistently chosen for all important tasks.**

*Sole American Agents*

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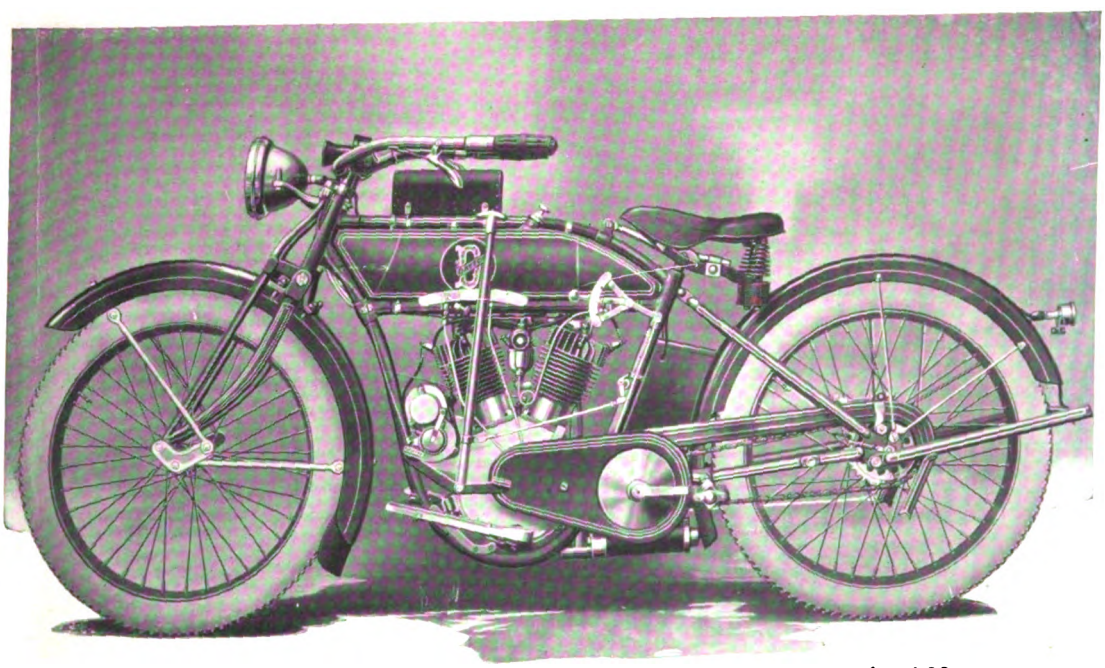
# THE 1916 DAYTON



MODEL D-4. 8 H.P. Dayton Motor, Two-Speed, Electric, $305.00

**This announcement gives briefly the more important refinements and improvements in the husky DAYTON for the season of 1916.**

## The Davis Sewing Machine Company

CYCLE DEPARTMENT

DAYTON, OHIO

406-16 Linden Avenue

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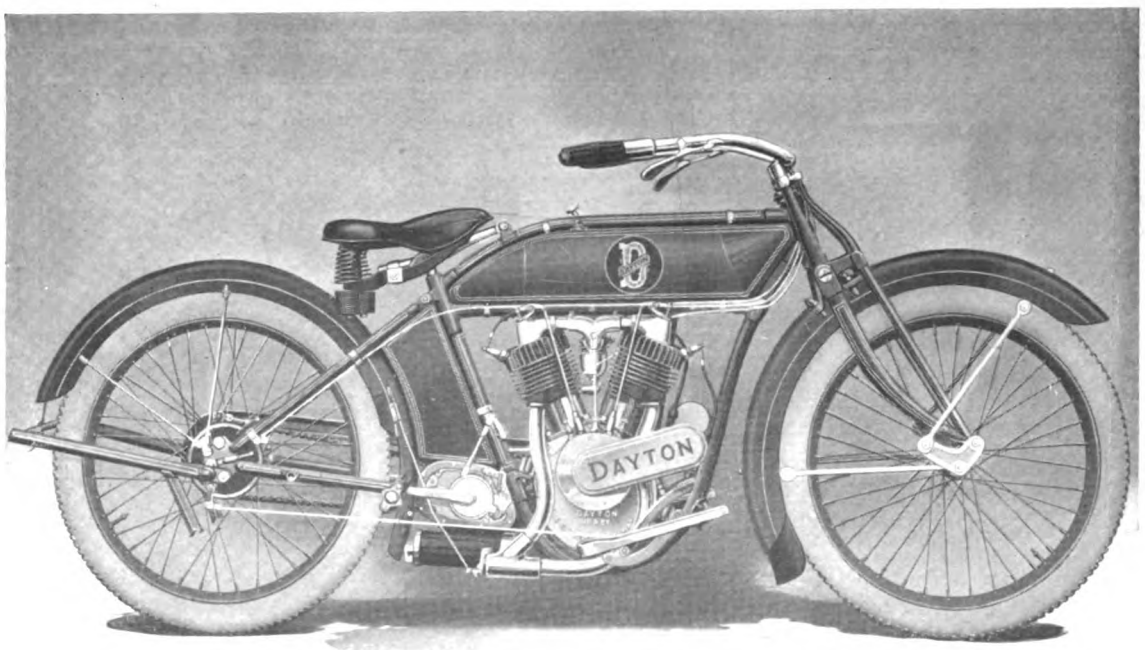


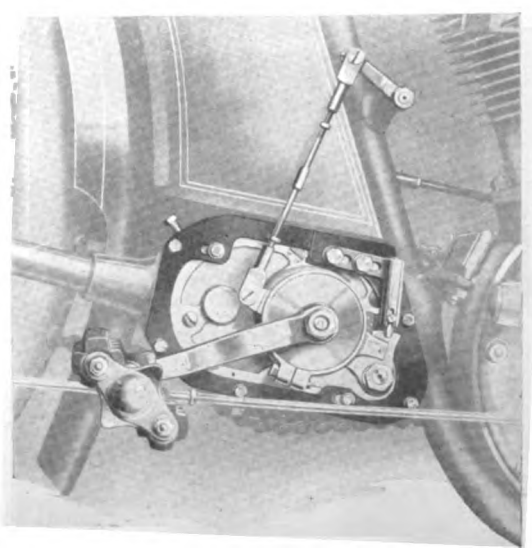

MODEL D-3. 8 H.P. Dayton Motor, Two-Speed, $265.00

# THE DEPENDABLE DAYTON FOR CONSERVATIVE DEALERS

**To say that the 1916 DAYTON Motorcycle is by far the best we have ever built does not do it justice. It is more than that. There are seven big improvements—improvements that mean much to the experienced rider—and many refinements that all go to make the DAYTON a powerful, dependable, heavy-duty machine on which nothing has been sacrificed in order to reduce weight.**

GEAR LOCK—The two-speed gears of the DAYTON models for 1916 are fitted with a simple, strong and positive lock, operated by the free engine lever, automatically and absolutely preventing a change in the gear unless the clutch is released. The gears are shifted by a hand lever locking into an arch-segment conveniently located at the left of the tank.

STRONGER FRAME—The U tube on the frame of all 1916 models is re-inforced inside for a distance of 11⅛ inches, greatly strengthening that part of the frame directly subjected to the vibrations of the motor. In addition the frame is strengthened by Double D reinforcements at all points of greatest stress.





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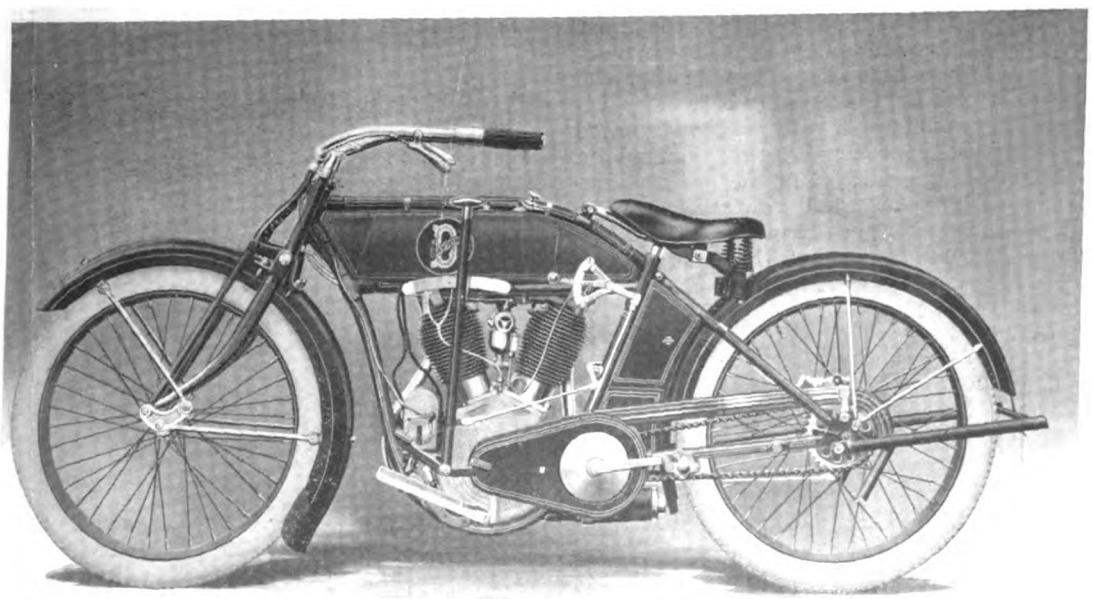
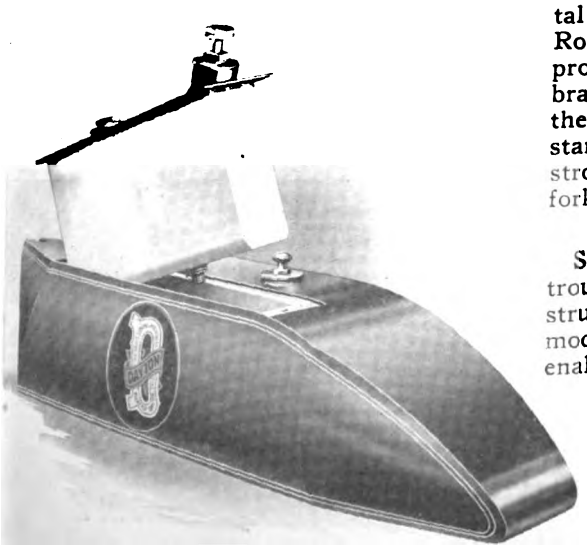


MODEL D-7. 9 H.P. De Luxe Motor, Two-Speed, $265.00

AXLES IMPROVED—In order to give a large factor of safety, both axles have been greatly increased in size and turned from special alloy Duplex steel. The front axle on 1916 models is 7/16 in. diameter instead of 3/8 in. as heretofore. The rear axle is 7/8 in. instead of 7/16 in. The rear axle is of the knock-out type and can be removed without affecting other adjustments. This greatly facilitates the removal of the rear wheel.



FOOT CLUTCH CONTROL—To add to the comfort and safety of the 1916 DAYTON rider, a foot clutch control has been designed which is neat and positive. By means of the foot control the clutch can be operated without removing the hands from the handle bars. This is a big advantage in heavy traffic and on bad roads.

IMPROVED FORK—The fundamental patented features of the DAYTON Rocker Spring Fork are retained, as it has proved to be incomparable, but heavier braces are used on the latest models and the rocker arms are forgings instead of stampings, giving unquestionably the strongest, safest and easiest riding front fork on the market.

SEPARATE TANKS—The DAYTON trouble-proof gasoline and oil tanks, constructed separately, are retained without modification. They have given phenomenal satisfaction and are admittedly without an equal. In the interests of a neater appearance, the 1916 tanks bear the initial D of the Dayton monogram displayed on a black background instead of the word "DAYTON" as formerly.



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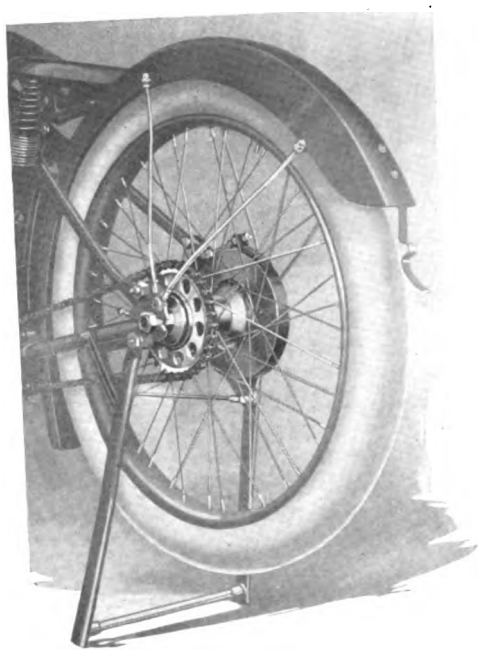
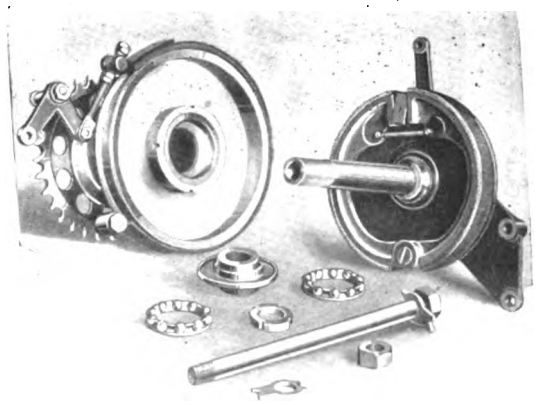
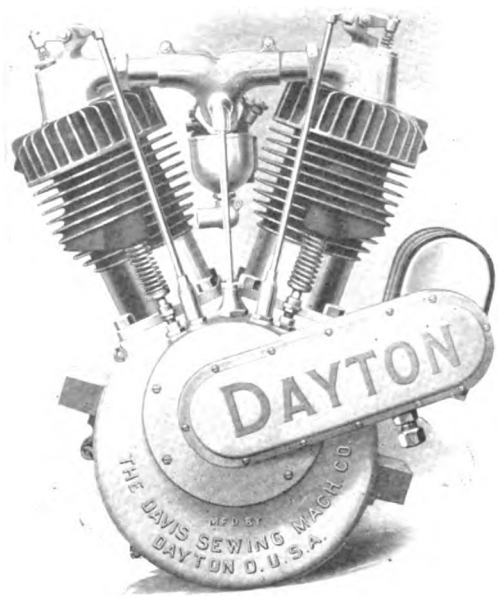
MORE POWERFUL BRAKE—The 1916 DAYTON band brake is the most powerful known to motorcycle construction. It can be operated from either the foot board or the handle bar. The internal expanding segments are actuated by a foot-lever conveniently located on the right side instead of the left as heretofore. The external contracting band fits closely in the channel around the outer circumference of the brake drum. It is operated by a hand lever attached to the handle bar.



MINOR CHANGES — Many refinements have been made on the new models, among which may be mentioned hook spokes, a cross-bar on the handle bar, and the placing of all controls outside the handle bar, making longer bends in the cables with less chance of the control wires breaking. The tool box on the two speed models opens on the left side; a more convenient position when a side car is attached.



CHOICE OF MOTORS—The 1916 line is in 6 models, three equipped with the DAYTON Motor introduced last year and three furnished with the old reliable DAYTON De Luxe Motor.




| | | |
|---|---|---|
| MODEL D-1. | 8 H. P. Dayton Motor, Single Speed | $240.00 |
| MODEL D-3. | 8 H. P. Dayton Motor, Two-Speed | 265.00 |
| MODEL D-4. | 8 H. P. Dayton Motor, Two-Speed, Electric | 305.00 |
| MODEL D-5. | 9 H. P. De Luxe Motor, Single Speed | 240.00 |
| MODEL D-7. | 9 H. P. De Luxe Motor, Two-Speed | 265.00 |
| MODEL D-8. | 9 H. P. De Luxe Motor, Two-Speed, Electric | 290.00 |

For further particulars and agency agreement, write

**THE DAVIS SEWING MACHINE COMPANY**

**Cycle Department**

406-16 Linden Avenue DAYTON, OHIO



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# TWITCHELL AIR GAUGE

## Guessing May Cost You Your Life

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

*For Sale by Jobbers, Dealers, Garages or*

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**

## The Superlative WRIGHT SPARK PLUG Spark Plug

### Infallible, Inimitable Ignition

The "Wright," the superlative spark plug, produces such perfect ignition and so continuously as to be termed "infallible." No plug, given the same amount of care and service, will give such inimitable ignition.

The very large combustion chamber, probably the largest of any spark plug made, makes possible an accelerated and fuller ignition.

The "Wright" spark plug, by its scientific design and high quality of construction, has proven its merits to thousands of riders.

The "Wright" plug is essentially a winner—investigate its efficiency.

**Write for Catalog**

### Supplies Superior Service

One of the notable achievements accomplished with "Wright" plugs this year was the winning by Otto Walker—Harley-Davidson—of the

**Dodge City 300 Mile Race**

The "Wright" spark plug will be used as regular ignition equipment on the 1916 models of

**Harley-Davidson**

And not only first place, but second also was secured by a "Wright" equipped Harley-Davidson, Harry Crandall piloting the machine to second-place victory.

**N. Y. MICA & MFG. CO., Auburn, N. Y.**




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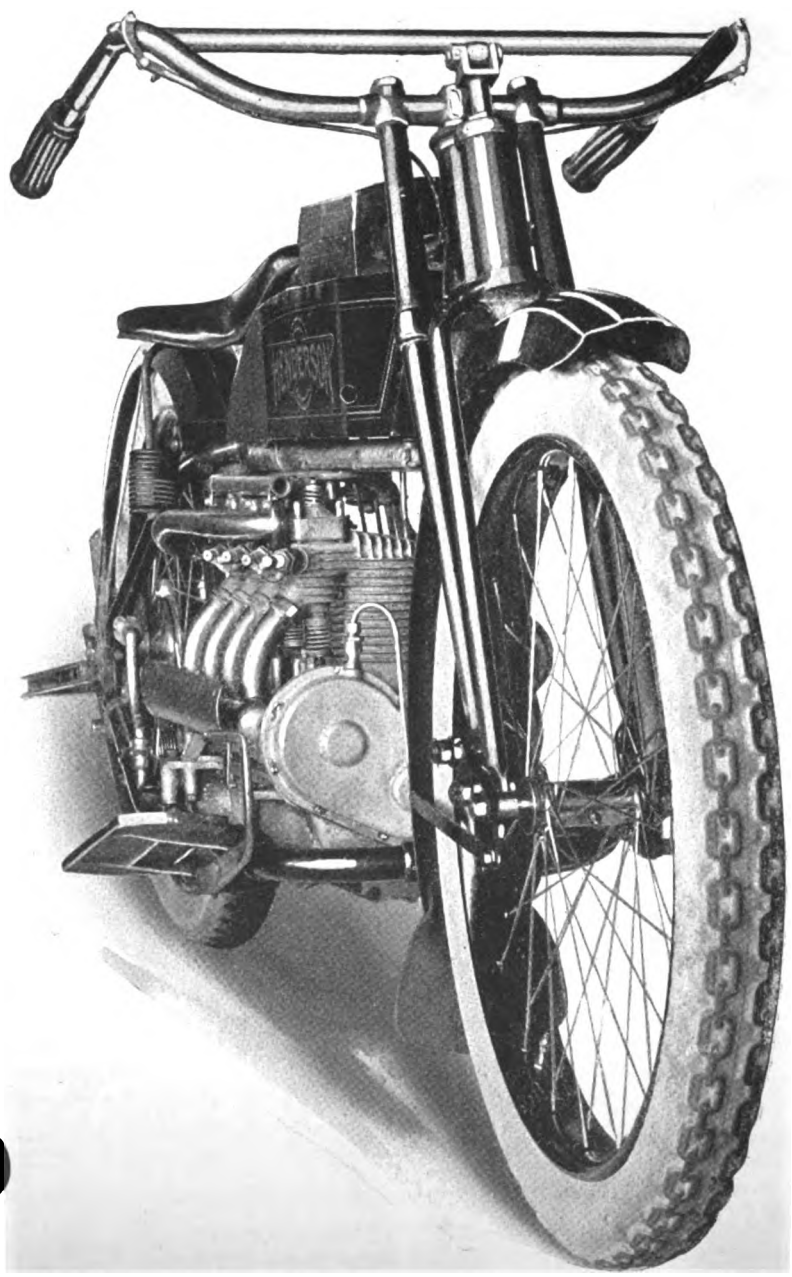
# 1916 HENDERSON



**SINGLE-SPEED**

**$265**

**TWO-SPEED**

**$295**



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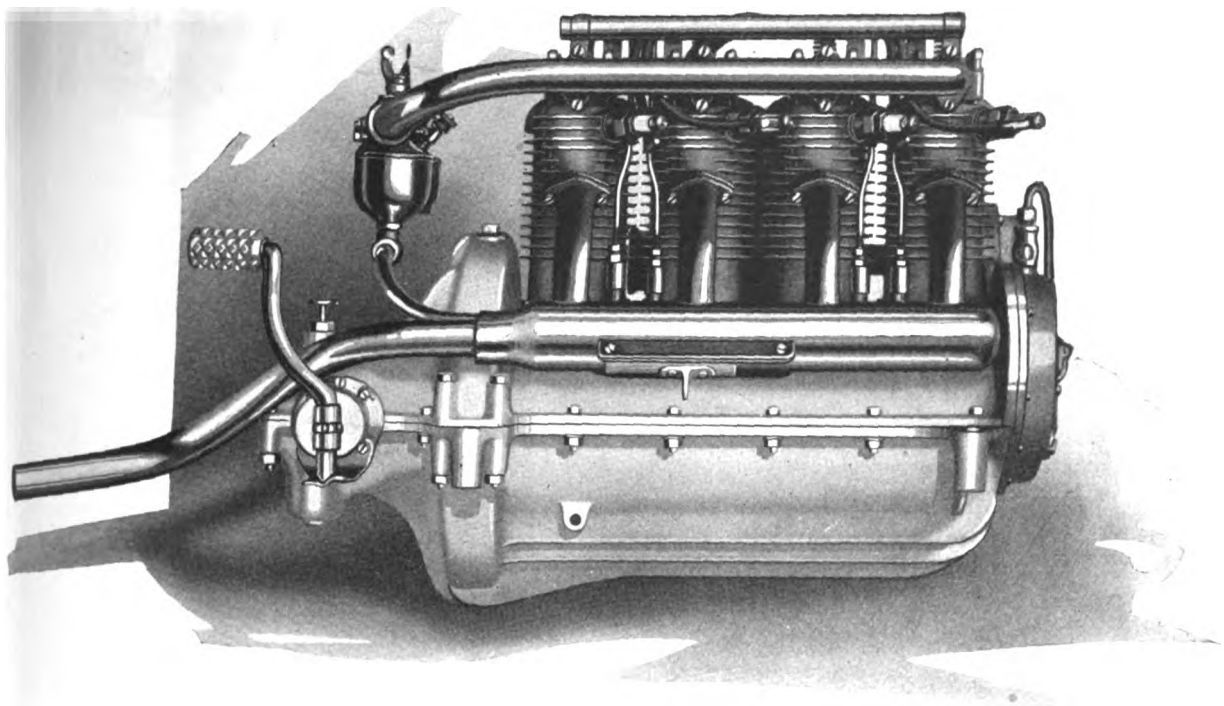
# Still Greater Value, but Lower in Price



THE utmost in motorcycles—with the ceaseless flow of power, the instant responsiveness, and the turbine-like steadiness that are possible only with a four-cylinder power plant. And the price of the 1916 models is only a little more than that of the merely ordinary machines, the old-style twins. Now that there is no great difference in cost, it is natural to choose the four-cylinder Henderson with its myriad advantages.

So the Henderson dealer for 1916 is sure of big sales, for he sells the motorcycle that buyers **want,** at a price they can all **afford.**

***Don't neglect the opportunity***

**ENDERSON MOTORCYCLE CO.**
**58 Cass Ave. Detroit, Mich.**

**Territory for 1916 is being allotted now. Fill in the blanks and mail to the Henderson factory immediately in order to take advantage of this big chance.**

**HENDERSON MOTORCYCLE CO., Detroit.**
**Please send me your 1916 catalog and details of your dealer's proposition for this territory.**

**Name** .....
**Street address** .....
**City and State** .....
**Territory wanted** .....



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# Cleveland $150

## The Biggest Selling Feature In The Light Weight Field

The Power Plant of the Cleveland Light Motorcycle is positively this season's biggest advance in design. Its *Two Stroke Motor* is the keynote to light weight motorcycle efficiency, for there is an explosion at every single revolution which gives absolute smoothness and evenness of action.

There are no valves, valve springs or tappets to make mechanical noises.

Every moving part of the Cleveland power plant is enclosed in an oil bath. This insures absolute cleanliness, as no moving part is exposed.

Lightness is secured by our originality of design in combination with the two stroke motor, eliminating a great number of parts necessary to the operation of the conventional four stroke type. Highest grade aluminum castings, alloy steel parts and ball bearings guarantee light and durable construction.

Our original combination of *two stroke motor, worm driven* counter shaft, *two speed transmisson, multiple disc* clutch and *magneto* drive makes a wonderfully compact and accessible power plant which can be removed by taking out only two bolts. The cylinder can be removed for cleaning without disturbing any other part.

At the same time the Cleveland has an economy of operation not found in any other motor type.

Look over the view of the Cleveland Motor on this page. You can't help noticing the clean design — the extreme simplicity.

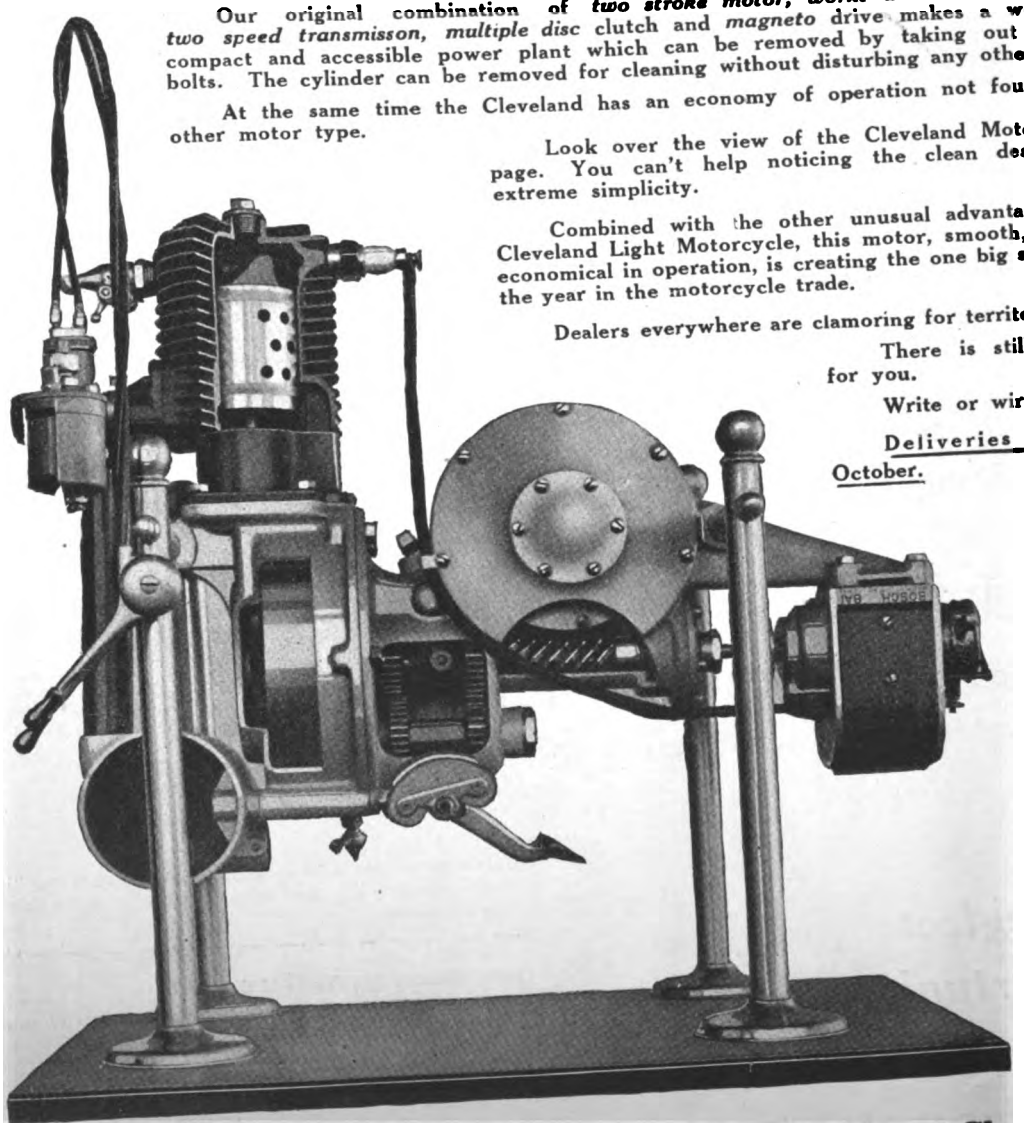
Combined with the other unusual advantages of the Cleveland Light Motorcycle, this motor, smooth, silent and economical in operation, is creating the one big sensation of the year in the motorcycle trade.

Dealers everywhere are clamoring for territory.

There is still a chance for you.

Write or wire today.

Deliveries begin in October.



**The Cleveland Motorcycle Mfg. Co., 7202 Platt Ave., Cleveland, O.**

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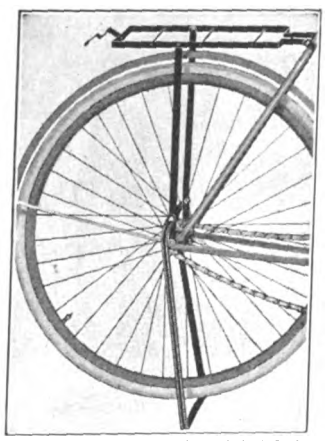
Mud Guard Braces

Connections

Chain Guards

Rear Fork Ends



IMPROVED No. 1 COMBINATION LUGGAGE CARRIER WITH CHANNEL STEEL STAND

Luggage Carriers

Channel Steel Stands

Lamp Brackets

Head Fittings

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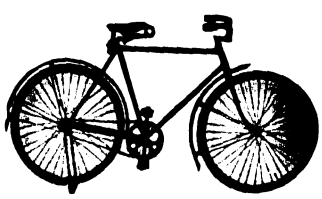
BICYCLES EXCLUSIVELY



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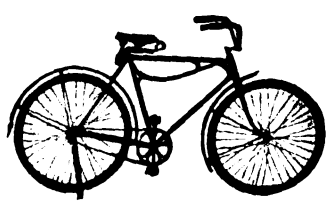
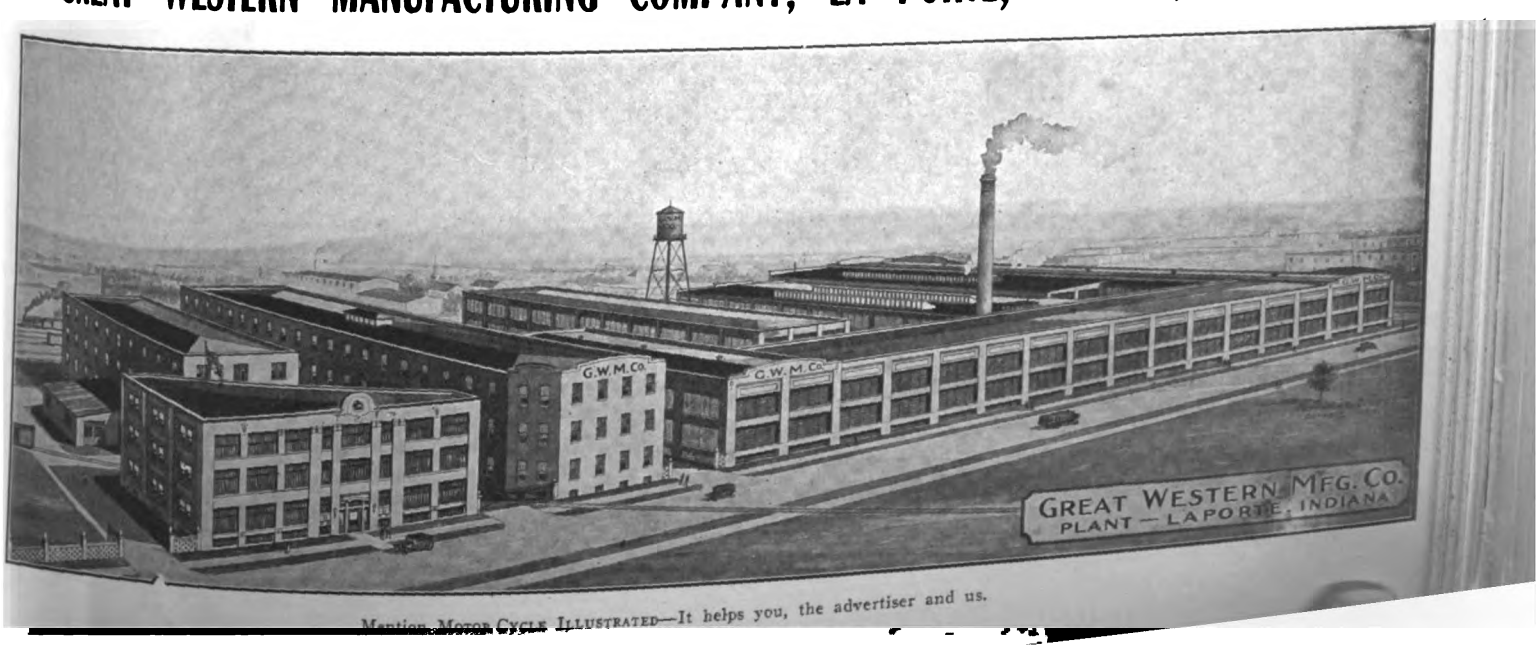
If you wish to make money and satisfied customers, write us



CAPACITY 500 BICYCLES DAILY

## GREAT WESTERN MANUFACTURING COMPANY, LA PORTE, INDIANA, U. S. A.

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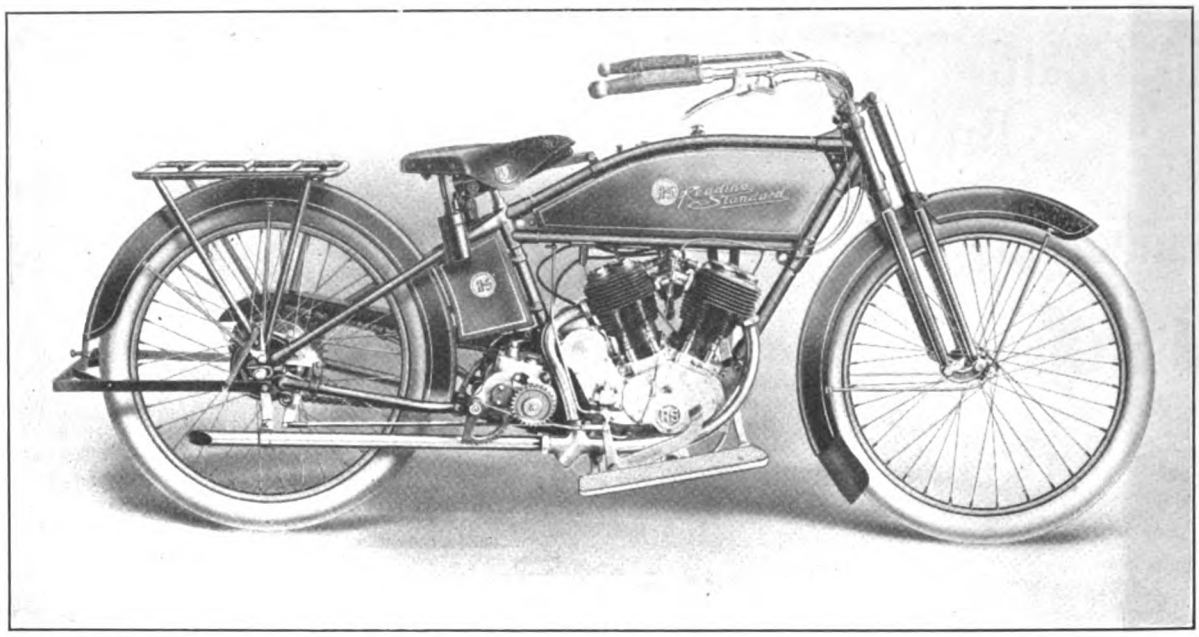
# The World's Master Motorcycle



**Into the 1916 R-S Three-Speed Twin is incorporated no less than 60 improvements and refinements, some of which are vitally important to the Rider.**

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| S | Three Speed Transmission. | R |
| E | Double locking device. | E |
| R | Large Countershaft Clutch. | L |
| V | Foot and hand operated. | I |
| I | New Step Starter. | A |
| C | New Front Fork. | B |
| E | Very strong Frame. | I |
| | R-S "Perfection" Seat Post. | L |
| | 30" Saddle position. | I |
| | Long, comfortable Foot Boards. | T |
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**Price $265.00**

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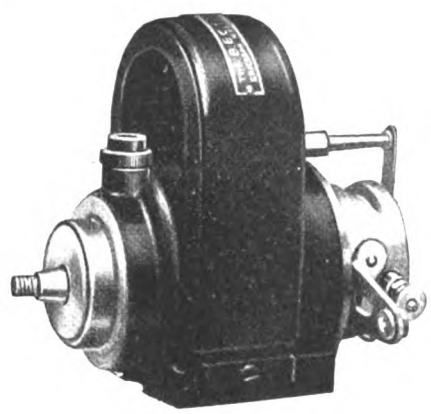
# Berling Magneto



## AT THE CHICAGO SHOW

be sure and see the Berling—space No. 132. In addition to the regular types, you may inspect the new lightweight—which in 10,000 cases has already proved itself of maximum reliability and economy.

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# The Smith Motor Wheel on the Coast

On the Pacific Coast the Smith Motor Wheel is very popular. In the group shown above—a Smith Motor Wheel Club just starting on a 50-mile run—there is a doctor, a lawyer, a traveling man, a salesman, two or three mechanics and several school boys. The

**Smith Motor Wheel**

*(Detachable)*

*"The Bicycle Booster"*

The Smith Motor Wheel section will be Bicycle Headquarters at the Chicago Show —Sept. 20-25. Space numbers 125-126 — 147-148 — 650 sq. feet.

appeals to everyone, as is evidenced by a volume of orders this season that have far exceeded our expectations.

The Motor Wheel is no longer considered an experiment, even by the most skeptical.

Its first big season has demonstrated beyond all question both its wonderful utility and great durability. It only does justice to the Motor Wheel to say that it is far and away the most profitable merchandise the cycle man has ever known.

We invite applications from responsible, well established dealers in open territory, who will mention makes of Motorcycles and Bicycles now handled, volume of business done, etc.

**Motor Wheel Division "132"**

**THE SMITH MOTOR WHEEL**

**attaches to any bicycle in five minutes.** It is detachable as well as attachable. Speeds up to 25 miles an hour —runs 100 to 125 miles on one gallon of gasoline and is fully controlled by one small thumb lever attached to the handle bars of the bicycle. High tension Magneto — Float feed Carburetor — non-skid double tube clincher tire. Fully protected by U. S. and foreign patents.

**LIST PRICE, $60.00**
**F. O. B. Milwaukee**

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Insist on ELKHART

Model WP2

# MAGNETOS
## Of QUALITY and ENDURANCE

Manufactured by

## The Elkhart Manufacturing Co.
Monroe, Mich.

Made by EXPERTS with YEARS OF EXPERIENCE in factory equipped specially for MAGNETOS

UNLIMITED GUARANTEE. PRICES RIGHT

Catalogs on request

Our High Tension Models are in use not only ALL OVER AMERICA but in ALL PARTS OF THE WORLD.

Investigate our Model made especially for light-weight

## MOTORCYCLES



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# The Schickel Lightweight are the result of 2 years

It is only reasonable to assume that the FIRST LIGHTWEIGHT motorcycle on the market should have CERTAIN DISTINCT POINTS OF SUPERIORITY, due to the experience gained by its actual road performances, over those of more recent manufacture.

This is the case with the SCHICKEL LIGHTWEIGHT — the FIRST LOW-COST, LOW UPKEEP LIGHTWEIGHT MOTORCYCLE ON THE AMERICAN MARKET. Two years of riding experiences over every conceivable road condition in the country have permitted changes, refinements, strengthenings in SCHICKEL construction that have placed it far to the front in the lightweight division.

BUT HERE IS SOMETHING EVEN MORE IMPRESSIVE! For more than six years, the name SCHICKEL has been linked with the highest development of the two-stroke motor. We were the consistent champions of this form of power, concentrating our entire manufacturing facilities on the two-stroke, with its smooth flow of constant power, its simplicity, its total absence of cams and gears, its low fuel consumption, its "sweet," silent action.

Hence, it is not hard to understand WHY the SCHICKEL lightweight is the most impressive example of modern lightweight construction.

Think of it! A graceful, staunchly constructed, perfectly balanced motorcycle, with ample power for the stiffest grades, with sufficient speed for anyone but the "road burner," complete, in every detail, for $100!

## The Schickel Motor Co.

**59 Garden St.** **Stamford, Conn.**



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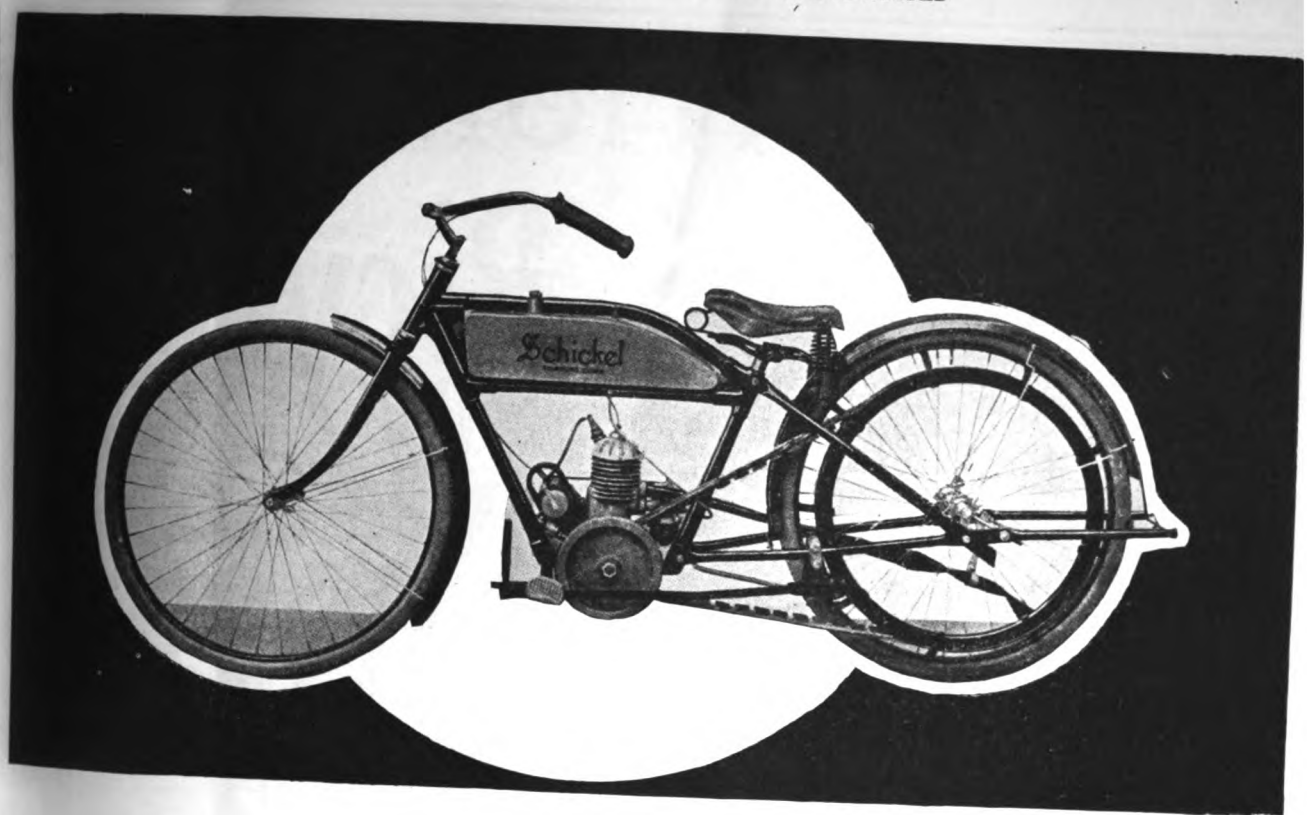


# veight contains refinements that
# 2 year of actual road work

A motorcycle you can take anywhere—that requires no special garaging facilities, that can be carried by a man of ordinary strength up a flight of stairs. A motorcycle so simple in its control arrangements that a novice can handle it the first time up. A machine that will take you from New York to Albany, a distance of about 150 miles, on a gallon and a half of gasoline!

The SCHICKEL will put ten motorcyclists on the road where the ordinary heavyweight will only put one. It will put motorcycling on a BASIS OF EVERY-DAY USE, as the logical means of transportation for everyone.

AND WHAT IS MOST IMPORTANT OF ALL—THE DEALER WHO HANDLES THE SCHICKEL AGENCY WILL HAVE THE PRESTIGE OF BEING THE LEADING MOTORCYCLE MERCHANT IN HIS TOWN.

For territory reservations see us at

## At the Chicago Show
## Space Nos. 137-138

PRICE
$100

WEIGHT
Under 100 pounds

SERVICE
Over 100 miles
per gallon of gasoline

SPEED
3 to 30 miles per hr.

SIMPLICITY

SILENCE

Low cost—Convenience



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## CHICAGO Coliseum

## Sept. 20th to 25th

## NEW YORK Madison Square Garden

## Oct. 11th to 16th

**Are Staged to create interest in Cycling and let the public at large realize the magnitude of the Industry. Incidentally, they also afford unequalled facilities to secure business and a closer personal touch with your customers.**

**So get in line promptly**

**A complete space of samples attractively arranged will bring results**

**All New Models Will Be Shown**

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# Motorcycle Manufacturers Association

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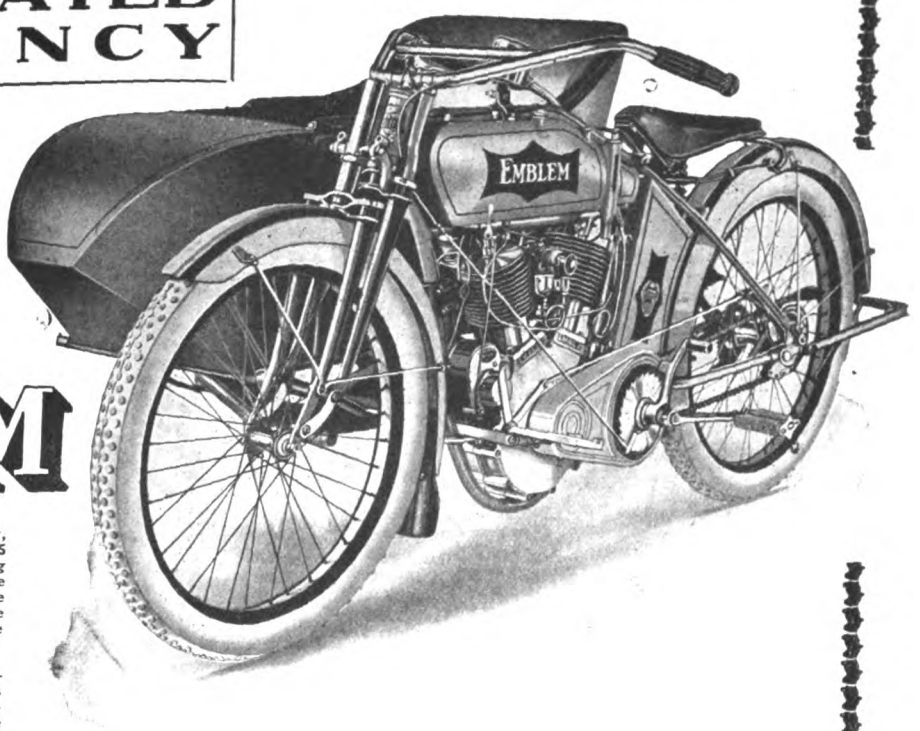
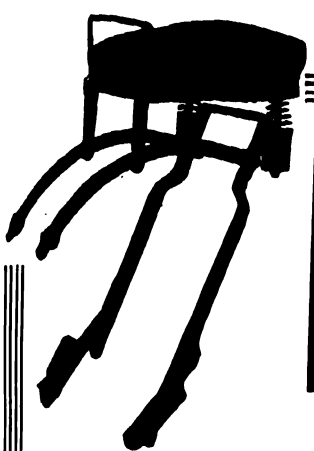
# EMBLEM




There is, of course, no such thing as finality, but as nearly as it may be approached the 1915 EMBLEM embodies this great ideal. Nothing has been spared that brains, skill or experience could suggest to eliminate every possible source of trouble and to make this wonderful machine one which will unfailingly fulfill every possible demand.

The experienced rider will appreciate by reading our catalog that we really understand his needs. The novice who hesitates as to the machine he should buy may accept our assurance that he too will find his confidence justified.

**EMBLEM MFG. COMPANY, Angola, Erie Co., New York**



# F-N See Us At the Chicago Show

***F-N Specialties are "Built to Meet the Daily Demand"***

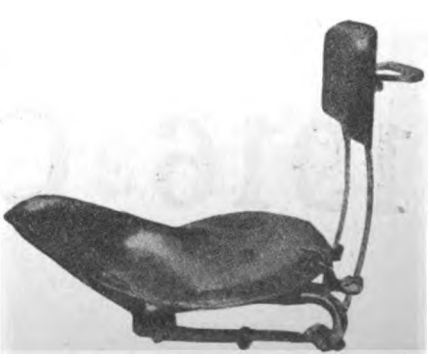
## F-N BACKREST

Relieves strain on the back and makes an all-day ride a pleasure. Prevents fatigue and gives positive luxury in riding. Furnished to fit each kind of saddle. Price, complete, $2.50.

## F-N COMBINATION

Tremendous sales prove the supreme "rightness" of the F-N Combination Tandem and Luggage Carrier. The rider finds it ideal as a passenger seat, with its easy acting spring action and its luxuriously comfortable cushion. It is easy to change it into a practical luggage carrier, with ample strength to handle the heaviest loads.

Easy to attach, simple, unbreakable, comfortable, the F-N deserves the popularity which it has met.



**FENTRESS-NEWTON MFG. CO.,**
**253-256 Lafayette Blvd., Detroit, Mich.**

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# 1916 Harley-D

# Will be Shown at

High duty, high speed motor.
Big new stream line tanks.
Greatly increased tank capacity.
Extra large tank filler caps.
New type starter on three-speed models.
New and finer steels in many parts.
New method for heat treating steels.
3-speed frames designed for sidecar service.
Lower prices on three-speed twins.
A new three-speed single added.

# 1916 Catalogs are being

**Harley-Davidson Motor Co.**

**Milwaukee, Wis., U. S. A.**

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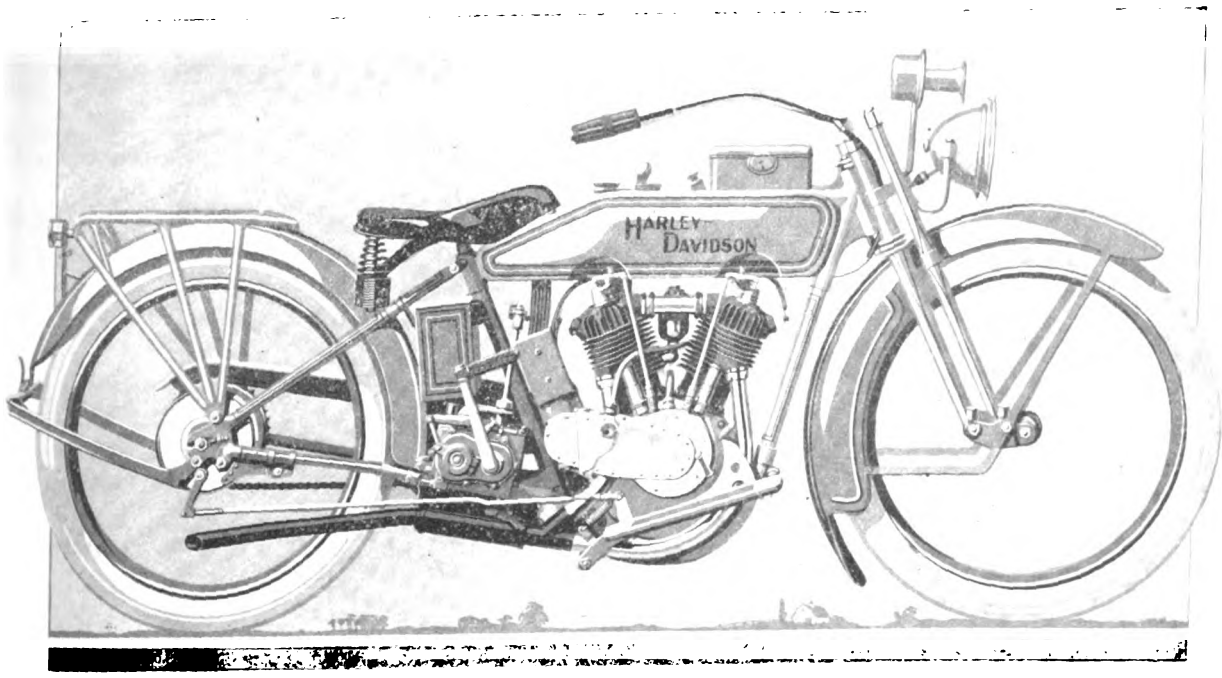
# avidson Models

# the Chicago Show




Many refinements have been incorporated in each of the new models—92 being embodied in the three-speed twin models alone.

# distributed to Dealers now

**Harley-Davidson Motor Co.**

**Milwaukee, Wis., U. S. A.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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# EXCELSI

# AMERICAN CH

## CARL GOUDY ON

**MODEL 16, SHORT**

Won by over eight miles, breaking **ALL WORLD'S RECORDS**—board track or otherwise—from 164 miles up by a margin too great for any possibility of argument. Goudy and the X also won the 200-mile prize.

Bruggerman on an X won the 100-mile prize, breaking all Competition Records for that distance. This was the Referees' Decision at the track which has since been protested, but stands until decided by the competition committee.

When the X breaks records they break them wide open. Goudy's time for 300-miles—2-29-56$\frac{2}{5}$, 86$\frac{2}{5}$

## EXCELSIOR MOTOR MF

**Office and Factory: 37**




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# OR WINS
# AMPIONSHIP

## THE "GOOD OLD X"

**COUPLED STOCK**

miles per hour—beats the previous record by 15 minutes, 38 seconds. Some cut.

It was also with a 16-S.C. that Carl Goudy slashed practically 14 minutes from the 100-mile dirt track record.

Thus is proven EXCELSIOR SUPREMACY under all conditions, and with the 1915 season practically closed the "Good Old X" WINS THE AMERICAN NATIONAL CHAMPIONSHIP. Again we assert the model 16-S.C. is the fastest stock motorcycle ever built with no multiplicity of valves or other complications.

## & SUPPLY COMPANY

**ortland Street, Chicago**




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# MONOGRAM OIL

helped

## CARL GOUDY'S EXCELSIOR

carry him through 300 miles of terrific going to a glorious triumph in

## CHICAGO'S MOTORCYCLE CLASSIC
## SEPTEMBER, 12, 1915

MONOGRAM OIL made possible a speed never before achieved in motorcycledom—300 miles in 3 hours, 29 minutes, 51 2/5 seconds. Proper lubrication did it—and Monogram Oil always means proper lubrication—economy—no trouble or delay. Manufacturers—Dealers—Owners

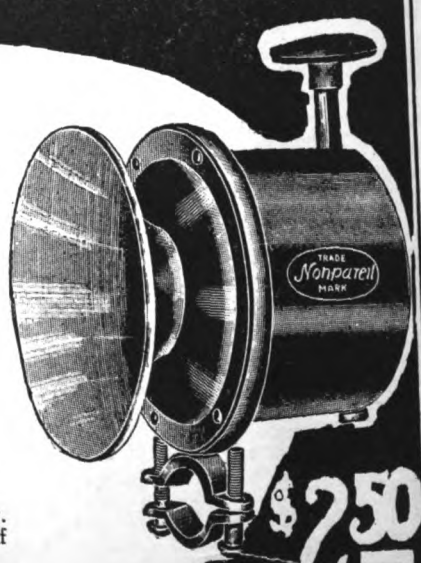
## USE MONOGRAM

**NEW YORK LUBRICATING OIL COMPANY, 1549 S. Michigan Ave., CHICAGO, ILL.**

Main Office: 116 Broad St., New York City, U. S. A.
Branches and Stations in all Principal cities

# BEE JAY HAS UPSET ALL HORN VALUES!

You will have to readjust your ideas on horn values when you see for yourself the marvelous lightness, simplicity, and strength of the BEE JAY, hear the deep, harsh warning note it utters, learn the unheard-of price.




Only specialized horn-making facilities like ours, second to none in the world, permits us to turn out a horn of such evident value for $2.50.

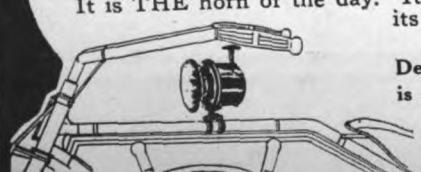
The BEE JAY is light, weighing only 21 ounces. Its deep diaphragm is backed by an equally deep sounding chamber which accounts for the power of its call. Vanadium and tool steel construction makes the BEE JAY sufficiently durable to outlast any motorcycle or bicycle.

The BEE JAY is making its low-price, high-quality appeal all over the country. It is THE horn of the day. It sells on its price, it is appreciated because of its quality.

**Dealers should write for trade prices. The demand is sure, the supply is not. So write quickly, please.**

$2.50

FIRST AND LAST COST.



WITH TOP BAR BRACKET $2.75

NONPAREIL HORN MFG. CO 73 WOOSTER ST. NEW YORK

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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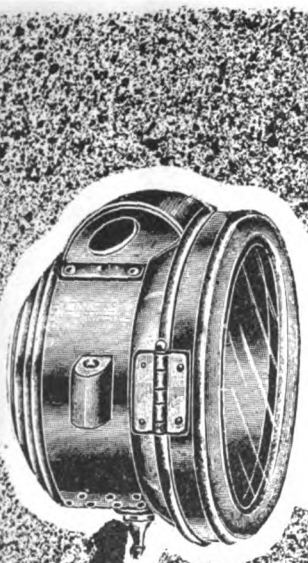
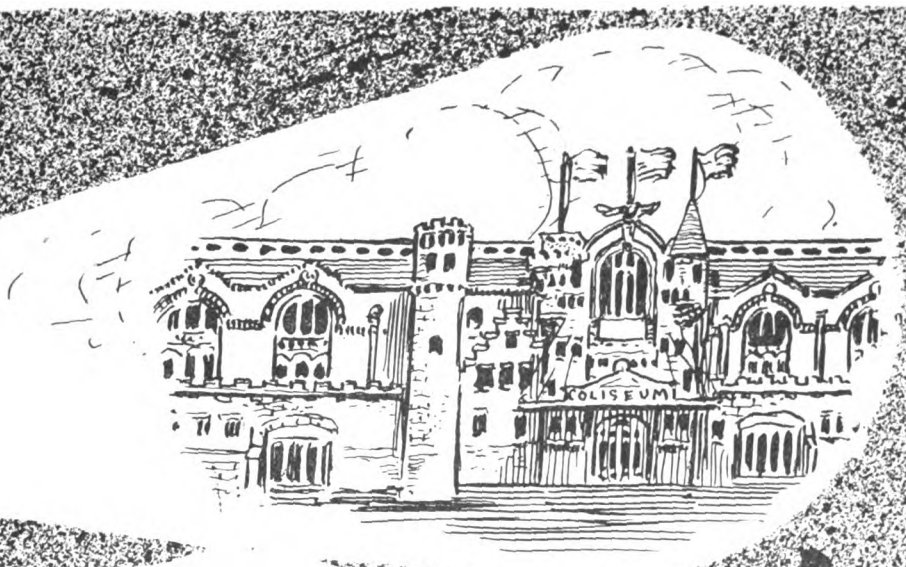





# OLD SOL

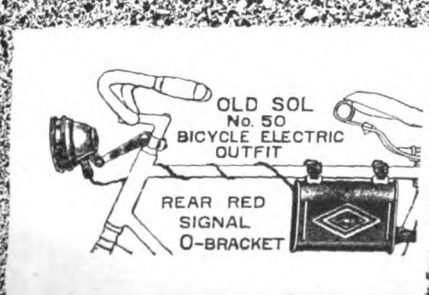
# At the Chicago Show

The strongest, most representative line of bicycle and motorcycle, gas and electric lighting outfits on the market. And—Psst!—we've something REALLY NEW to spring at the Show—something that will make everyone-sit-up-and-take-notice.

Whatever you do—be sure to visit space No. 109.

## Hawthorne Mfg. Co., Inc.

Bridgeport, Conn., U. S. A.



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# THE TALE THE TIRE TRACKS TELL

They tell a story of safe riding—on all roads—in all weathers. They tell of a marvelous endurance—of a riding confidence born of the knowledge that YOU GO WHERE YOU STEER—always.

Watch for the tracks of the CHAIN TREAD—they're on nearly every road. Note how clearly and firmly these tracks stand out above all others.

These tracks are made by men who KNOW—

That UNITED STATES CHAIN TREAD TIRES will give greater mileage, more real non-skid protection, look better and resist punctures more effectively than any other motorcycle tire on the market today.

*Make Tracks for the nearest tire dealer and learn the tale these tire tracks tell*

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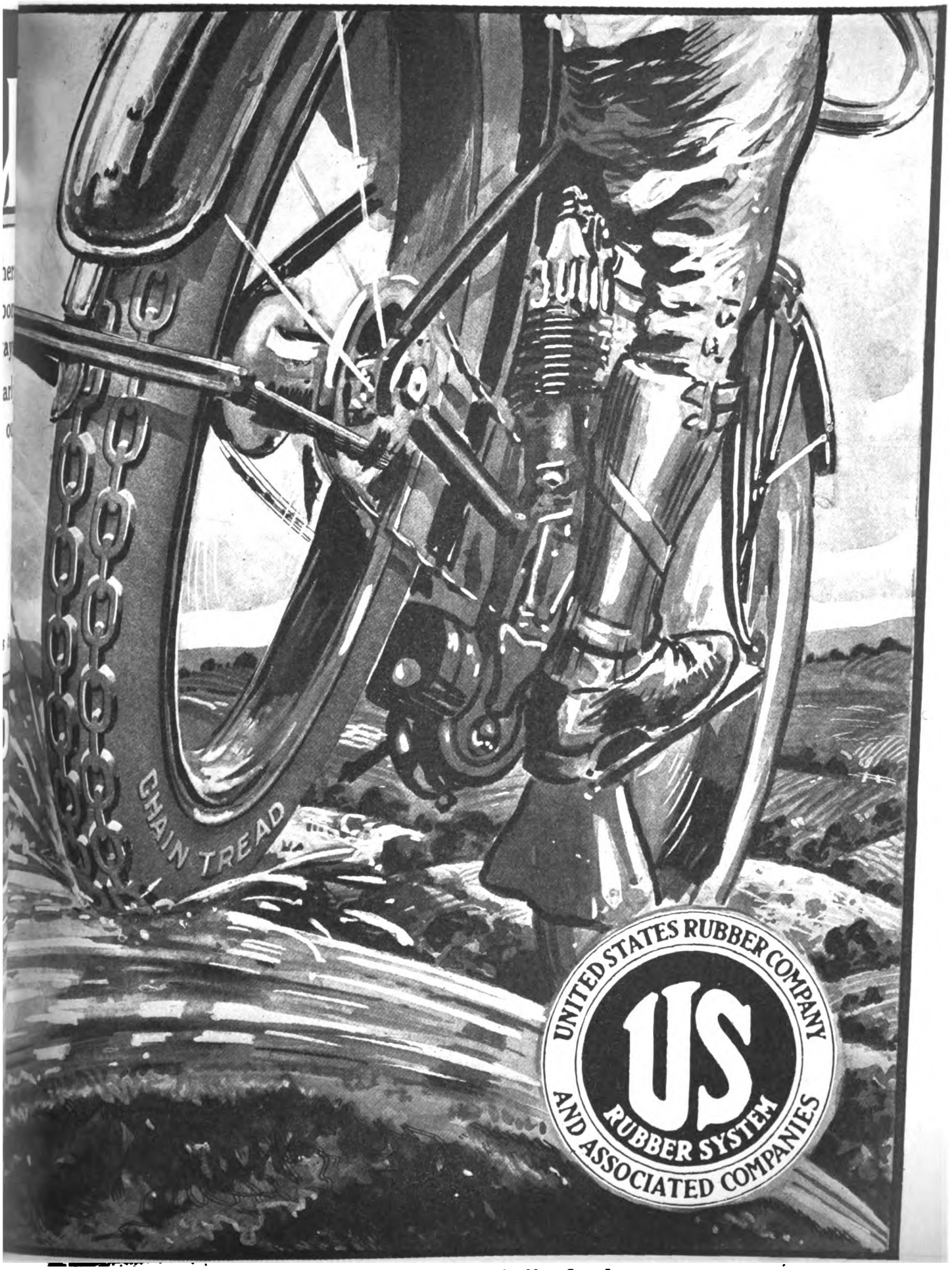




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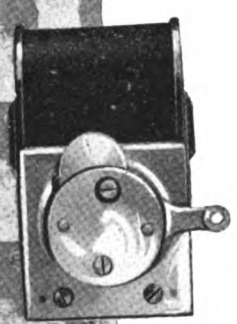
# DIXIE MAGNETO



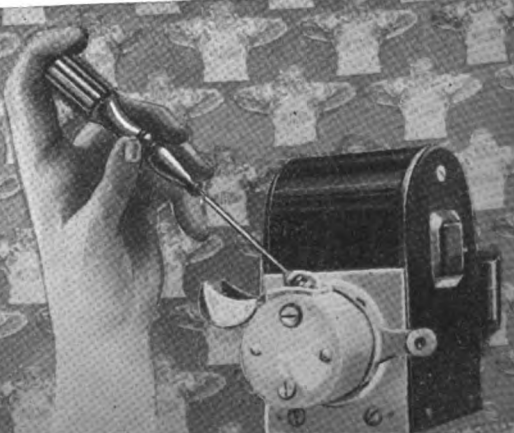
## OUR CLAIMS

A year ago the DIXIE Magneto made its first public appearance and our claims for it then were:

**Greater simplicity of construction**
**Better accessibility**
**Quicker pick-up**
**Livelier get-a-way**
**Longer endurance**

than was to be found in any other magneto in existence.

We repeat and emphasize our early claims for the DIXIE — after a year's gruelling test in the hands of thousands of users on road and track — on hike or race — after the hardest analysis of usage DIXIE Magnetos are without a rival in perfection of performance — in being the ideal ignition for every motorcyclist.



A distinctly new magneto feature—the platinum points external to the main breaker-box. With this it is possible to observe and adjust the breaker points, if necessary, while the DIXIE Magneto is running.



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# 20th Century IGNITION

## OUR PROOF

The DIXIE Magneto received its baptism in actual contest in the Grand Prize Race at Savannah last Thanksgiving Day. Lee Taylor, who "landed the turkey" with a DIXIE-equipped *Indian*, wrote:

> "I wish to state that during the 303 miles of the Savannah Grand Prize, your DIXIE MAGNETO and SPLITDORF SPARK PLUGS never missed an explosion. We think the combination is the world's best motor ignition."

Ray Creviston cleaned up in the professional national championships at Sacramento —the one truly national racing meet of the year—showing his heels to the crack speed masters of the country with his DIXIE-equipped *Indian*.

Earl Armstrong, astride a DIXIE-equipped *Indian*, smashed all previous records for 300 miles, his 3:45:27 9/10, being 10 minutes and 18 seconds faster than the International Dodge City time.

And then the other day E. G. Baker, of Transcontinental SPLITDORF renown —took the 3-Flag victory and he telegraphed:

> "With my '16 DIXIE-equipped *Indian* motor I experienced no trouble and had best results on 3-Flag record run from Canada across United States to Mexico. Total mileage, 1655½; time, 3 days, 9 hrs., 15 min.; av. per day, 475 miles."

A Gold Medal—the highest award in their class at the Panama-Pacific International Exposition—was another of the highest of the year's achievements for DIXIE Magnetos.

## SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
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DETROIT.....972 Woodward Ave.
KANSAS CITY...1827 Grand Ave.
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PITTSBURGH..5941 Ellsworth Ave.
PHILADELPHIA, 210-12 N. 13th St.
SAN FRANCISCO....1028 Geary St.
SEATTLE.....1628 Broadway
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Factories: NEWARK, NEW JERSEY

*(All SPLITDORF features are fully covered by patents or patents pending)*




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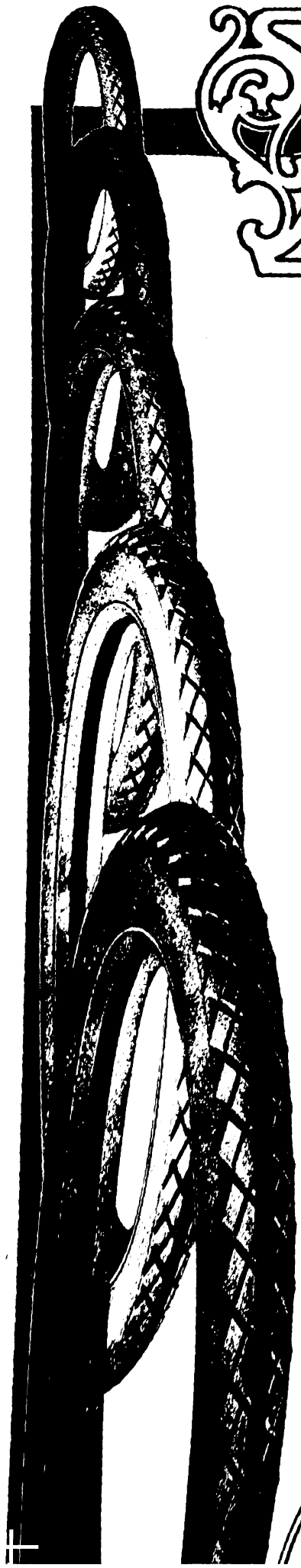

# Specify Blue
## When You Place Your

# DEALERS!

## These Tires Help Sell Any Motorcycle Made

BLUE Streak Tire equipment settles many a sale where the buyer is in doubt which motorcycle to choose.

Remember this when you place your order for your new stock of motorcycles. Insist on *Blue Streak* Tire equipment. You'll find that about nine riders out of ten now want them.

Blue Streak is the tire *classic* in motorcycling. Its brilliant record on track and road is admired even by rival tire makers. It's the pride of riders everywhere, and thousands are won to Blue Streaks every year.

So don't overlook the value of Blue Streaks on the machines you order. *You can cash big on this tire's immense popularity,* like thousands of good live dealers are doing.

For the sake of satisfied trade and bigger business insist on these Blue Streaks.

**EXTRA! EXTRA!**

**Blue Streak Tires Capture the World's Speed Classic**

Twenty-five speed kings fought for the world's supremacy at Chicago's famous speedway last Sunday, and every man of them rode Blue Streaks.

Every inch of the way, for three hundred miles, this tire withstood the terrific speed, the blistering heat, the rough boards, the fearful grind. No motorcycle tire was ever called to perform like that before. It was the supreme test.

From the mile to the 100, 200 and 300 miles all world's records were beaten. Yet this was achieved with scarcely a mishap. And Blue Streak tires, remember, helped these men to do that.

THE GOODYEAR TIRE
Makers of Goodyear Fortified Tir

Goo
Blu

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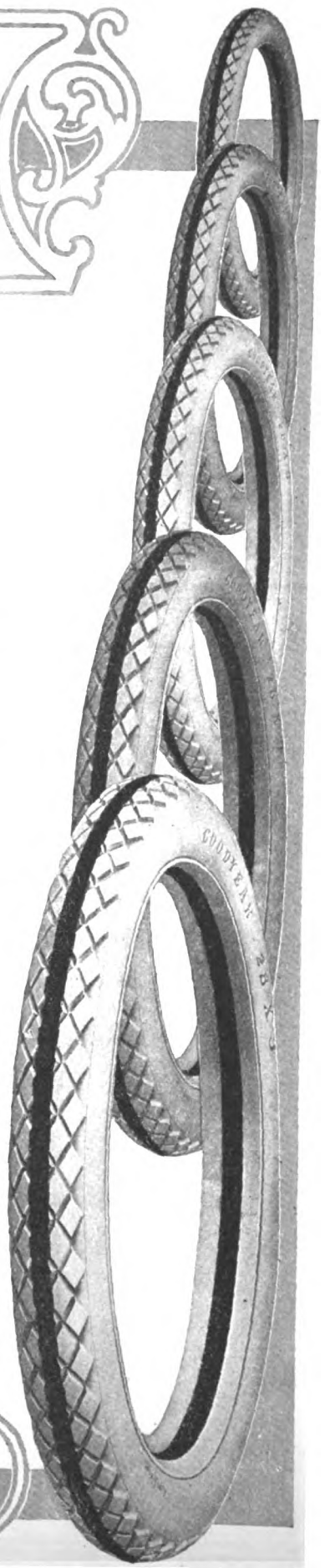
# Streak Tires
## Order for Motorcycles




## RIDERS!

### Tell Your Dealer—"I Want it Equipped With Blue Streaks"

REGARDLESS of which *motorcycle* you choose, request your dealer to have it come with these classic *Blue Streak* Tires. He will be glad to get you the best that men know how to make—and Blue Streaks have proved their excellence again this year by sweeping the field in all important tests of speed and endurance. In July alone they broke all previous records for one mile, 100, 200 and 300 miles. Since then they've made new world's records for 25, 50 and 75 miles.

More Goodyear automobile tires are used than any other make. And our Motorcycle Tires long have led the world about three to one. Yet we're spending *$50,000.00* for betterments this season. And our prices are 15 per cent below last year's—due mainly to quantity sales.

The Blue Streak is in fact a small-size automobile tire—28 x 3. Built of four plies of extra strong fabric, a special breaker strip and the handsome All-Weather tread of rows of rugged blocks, with blue circle 'round the middle.

This tread is extra-wide, so it grips the road securely when you turn sharp curves. It is tough and extra thick, so it multiplies mileage and resists punctures. The blocks are flat, so the Blue Streak rides with smoothness and luxury no rival tire can match.

Insist on *Blue Streaks* and you'll get them, like thousands of others who are riding now on this top-class tire.

RUBBER CO., Akron, Ohio
nd Goodyear-Akron Bicycle Tires

YEAR
KRON, OHIO
Streak
ycle Tires

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# Invitation to Dealers Attending the Chicago Motorcycle Show

**Make your headquarters at our Exhibit, Spaces 67, 68, 69, and investigate our attractive profit-sharing proposition covering**

## Bicycles Pope Motorcycles

**Unexcelled manufacturing facilities and financial resources have combined in producing new models for the coming year, that are a revelation in their superior design, finish and workmanship.**

**Be sure to see this Exhibit. Be sure to get our prices that will enable Dealers to make big money.**

**...eld Manufacturing Company**

...ccessors to The Pope Manufacturing Company U. S. A.

...ASS.

...Therefore mention MOTOR CYCLE ILLUSTRATED.


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MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
NEW YORK

Vol. 10 Thursday, September 16, 1915 No. 37

# CARL GOUDY WINS CHICAGO TRIPLE-CENTURY AND HANGS UP NEW RECORDS

## *Comes Up on the Field with His Excelsior Through Consistent Work and Has Wide Margin at Finish; Carroll, Indian, Second, and Weishaar, Harley-Davidson, Third; Walker Lands 100-Mile Prize*

SPEEDWAY PARK, Ill., September 12.—Carl Goudy, of the Excelsior camp, once more demonstrated his reliability as a long-distance motorcycle speedster in the 300-mile race at Speedway Park this afternoon, leading the classy field home in 3:29:51⅘ for the 150 hard-fought laps.

**Carl Goudy, First**

Teddy Carroll, on an Indian, was in second place. Goudy led Carroll over the tape by nearly four laps, or about eight miles and broke all previous records for the 300-mile distance.

Ray Weishaar, Harley-Davidson, was third in 3:35:17, two minutes behind Carroll. Bill Brier, Harley-Davidson, fourth, in 3:37:08; B. Bruggerman, Excelsior, fifth in 3:39:10, and Earl Armstrong, Indian, sixth, in 3:39:14.

Each of the men who finished in the money, as well as Ray Seymour, "Red" Parkhurst, Georgie Lockner, Fred Whittler, Lee Taylor and W. R. Kemp, who were still pounding the boards when the sixth man was flagged, deserves a lot of credit for the endurance and generalship displayed. The machines themselves, together with the equipment they carried must also be remembered.

The day was the hottest Chicago has had this summer, and it was freely predicted that many stops would be made throughout the grind for tire changes.

**Teddy Carroll, Second**

But the Goodyear Blue Streaks held up wonderfully well, not more than four changes being made throughout the day.

### Donovan on the Job

The stands were sparsely filled and the full military band worked overtime to keep the crowd in a good humor until the race was called. After the boys were lined up in three long rows clear across the track, John L. Donovan, who was official master of ceremonies, shook hands with each of the riders and asked them if they knew the track rules and were in good condition physically. This is a little precaution the present competition chairman has adopted.

Once around the track and the race was officially on. With engines volleying like the roaring of thunder, the two score and six machines shot out in a bunch, so close together that if a mishap had occurred to one of the riders many would have gone down with him. It was the most exciting start ever witnessed in these parts and the hundreds of riders, dealers and others who had journeyed far to see it shouted with enthusiasm. The time of the start was 1:22:10.

### Thrilling Generalship

The crowd watched the turn into the homestretch eagerly, many favorites hav-

**Ray Weishaar, Third**

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## FIRST SIX TO CROSS TAPE; THEIR MOUNTS, EQUIPMENT AND TIMES

| | Machine | Tires | Brake | Carburetor | Oil | S. Plugs | Chains | Magneto | Time |
|---|---|---|---|---|---|---|---|---|---|
| 1—Carl Goudy | Excelsior | Goodyear | Musselman | Schebler | Monogram | Jewell | Renold | Bosch | 3:29:51⅗* |
| 2—Teddy Carroll | Indian | Goodyear | Corbin | Hedstrom | Texas | V-Ray | Duckworth | Splitdorf | 3:35:17 |
| 3—Ray Meishaar | Harley-D'n | Goodyear | Harley | Schebler | Harley | Wright | Renold | Bosch | 3:35:44 |
| 4—Bill Brier | Harley-D'n | Goodyear | Harley | Schebler | Harley | Wright | Renold | Bosch | 3:37:08 |
| 5—B. Bruggerman | Excelsior | Goodyear | Musselman | Schebler | Monogram | Monarch | Renold | Herz | 3:39:10 |
| 6—Earl Armstrong | Indian | Goodyear | Corbin | Hedstrom | Texas | V-Ray | Duckworth | Splitdorf | 3:39:14 |

*Average, 85.71 miles per hour.

ing been picked in the stands. Bruggerman, on his Excelsior, was the first to head his machine toward the starting line again, but by the time he reached the stand he had fourteen others at his heels, seven of whom he could almost have touched by reaching out his hands. This gives an idea of how closely the boys were bunched. Had there been one "dub" rider in the crowd there is no telling what might have happened in many of these tight squeezes, but every rider was a general and a past master in the art of riding the boards.

As the crowd rounded into the straightaway in the finish of the second lap McNeil, on his Excelsior, was leading by twenty feet and in the third lap he had lengthened this lead by another ten feet. "Teddy Bear" Carroll, on his red warhorse, had a mishap in the third round with his driving chain but reached the pits without pushing or pedalling. In 19 seconds he was off again to work harder than ever to "cop" the thousand bucks, the first real big money the boys have had a chance at since Joe Wolter wore short jeans.

### Perry Is Popular with the Fans

In the fifth lap, after ten miles, Bob Perry came limping in with a fouled spark plug, and right there he established himself as the popular idol of the speed fans. Many were the expressions of regret at his hard luck, and the cheers which were given him on his return to the track 40 seconds later could be heard above the shrieking of the motor—which, incidentally, is some send-off. Every time he passed the stands thereafter the crowd gave him some encouragement.

McNeil guarded his lead jealously until the 11th lap when Ray Weishaar, on his Harley-Davidson, had a sudden burst of Kansas speed and literally ran away from the field. Gene Walker and "Curley" Fredericks, on an Indian and a Harley-Davidson, treated the crowd to a thrilling little race by themselves dur-

Bob Perry—Still Smiling

ing the 11th and 12th laps. "Curley" was so close to the rear wheel of Walker's machine that it looked as though he were trying to touch tires.

### Walker and Fredericks Show Speed

The pace was telling on both boys and after two laps they settled down to more sane riding. Fredericks took a header the next time around, but luckily the boys had separated. The tire on his back wheel blew while he was doing something over ninety per, caught in the small mudguard and crumpled it as though it were paper. Riding the rim was no novelty to "Curley," but no man lives who can pilot a machine for any great distance at that speed with one wheel sliding on steel.

With the wheel entirely locked he managed to slide along for two hundred feet before it commenced to wobble, and then—some header. He held his head to one side and landed on his shoulder, jumped up, lifted his machine, and pulled it out of the way of the other riders.

### Bruggerman's Consistent Work

Stokes was playing in hard luck and accompanied Bob Perry into the pits, each with minor trouble. Bruggerman, their team mate, who had been going strong all of this time, was given the flag to stop and obeyed instructions at the end of the first fifty. McNeil did the same in the next round. By the 34th lap Otto Walker, Harley-Davidson, had really come into his own and was riding a strong race. Bruggerman, on the Excelsior, was a close second with Roy Shaw, the California boy, on an Excelsior fighting for a position in front. In the 34th lap he succeeded in forcing his way through and sat tight in the coveted position until the 39th.

McNeil wrested the first position from Roy after a beautiful two-round battle, but only to find another opponent, Otto Walker, fresh for a skirmish. Otto slipped over some speed and from then on up to the 100th mile it was a battle royal between Bruggerman and Walker.

The race between Walker and Bruggerman for the 100-mile record was so close that there was a difference of opinion as to which rider had landed it. The first report stated that Bruggerman had been given the record, under a protest from the Harley-Davidson company, but a careful study of the times led Referee Yates to declare in Walker's favor.

### Acrobatics at the Pits

The big show of the race about this time was "Slim" Cholly, of the Excelsior camp, catching his riders as they would pull into the pit. All he has to do is to stand in front of the machine, let the wheel hit him and then catch hold of the handlebars on the rebound. The two Goudy boys on the "Red" Armstrong stopped for fuel and then catch hold of the had been reeled off, and the hundred miles stops for the same purpose from then on until the whole field had been supplied. Glen Stokes was ticking off the laps

### HOW THEY LINED UP IN PRELIMINARY TIME TRIALS

| Rider | Machine | Time | Miles per Hour |
|---|---|---|---|
| Johns | Indian | 1:18⅖ | 92 |
| Carroll | Indian | 1:18⅖ | 92 |
| McNeil | Excelsior | 1:18⅖ | 92 |
| Wolters | Harley-Davidson | 1:18⅗ | 91 |
| Shaw | Indian | 1:19 | 91 |
| Goudy | Excelsior | 1:19⅖ | 91 |
| Armstrong | Indian | 1:19⅖ | 90 |
| Weber | Harley-Davidson | 1:19⅗ | 90 |
| | Harley-Davidson | 1:20 | 90 |
| | Indian | 1:20⅖ | 89 |
| | Excelsior | 1:20⅖ | 89 |
| | Indian | 1:21 | 88 |
| | Harley-Davidson | 1:21 | 87 |
| | Harley-Davidson | 1:21⅘ | 87 |
| | Indian | 1:22 | 87 |
| | Harley-Davidson | 1:22⅖ | 87 |
| | Harley-Davidson | 1:22⅖ | 87 |
| | Indian | 1:22⅗ | 87 |
| | Harley-Davidson | 1:22⅗ | 87 |
| | Excelsior | 1:24⅖ | 84 |
| | Indian | 1:24⅘ | 85 |
| | Harley-Davidson | 1:25 | 21 |
| | Harley-Davidson | 1:27⅖ | 80 |
| | Excelsior | 1:28⅖ | |
| | Excelsior | 1:30 | |

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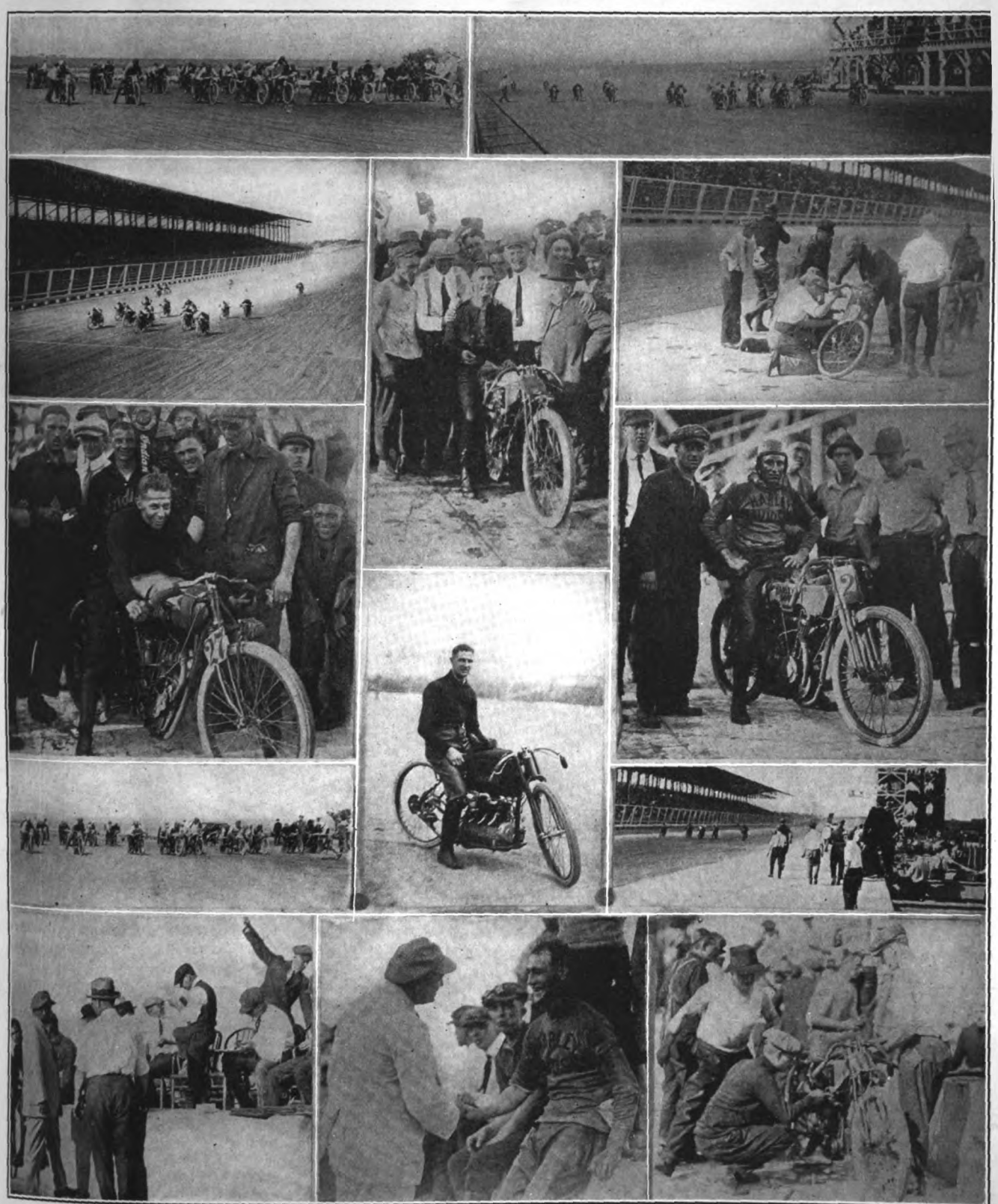
# SCENES ON THE CHICAGO SPEEDWAY DURING THE TRIPLE CENTURY GRINI



**Upper Row—Lining Up for the Start. First Column—Rushing Down the Stretch; Carroll, Indian, Winner of Second Place; Waiting for the Starter's Gun; At the Scorers' Stand. Second Column—Goudy, Excelsior, the Victor; Kemp, Henderson Rider; Donovan Congratulating Walker on His Speedy Performance. Third Column—Stopping at the Indian Pit; Weishaar, Harley-Davidson, Winner of Third Place; View from the Judge's Stand. At the Excelsior Pit**

as regularly as a Waltham without knowing that his stand was dragging. It seemed not to bother his riding in the least, but Mrs. Stokes, who has seen her slender hero in more than one mixup, was some worried. Joe Wolter, of whom much was expected, ended his work for the day with a sprung frame, caused indirectly by the throwing of a tire. The battle-scarred veteran was peeved because he could not continue in the race, despite his "game" foot. Joe's left foot has been so badly swollen for the last few weeks that he walks with the aid of two canes, but the thousand looked so big

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## MACHINES AND EQUIPMENT OF RIDERS ENTERED IN THE CHICAGO RACE

| Machine | Rider | Tires | Saddle | Brake | Magneto | Carbureter | Oil | Plugs | Chains |
|---|---|---|---|---|---|---|---|---|---|
| Excelsior | Stokes | Goodyear | Troxel | Musselman | Bosch | Schebler | National | Monarch | Renold |
| Excelsior | Perry | Goodyear | Troxel | Musselman | Bosch | Schebler | National | Monarch | Renold |
| Excelsior | Carl Goudy | Goodyear | Troxel | Musselman | Bosch | Schebler | Monogram | Jewell | Renold |
| Excelsior | Shaw | Goodyear | Troxel | Musselman | Bosch | Schebler | National | Monarch | Renold |
| Excelsior | Will Goudy | Goodyear | Troxel | Musselman | Bosch | Schebler | National | Monarch | Renold |
| Excelsior | McNeal | Goodyear | Troxel | Musselman | Bosch | Schebler | Monogram | Monarch | Renold |
| Excelsior | Bruggerman | Goodyear | Troxel | Musselman | Herz | Schebler | Monogram | Monarch | Renold |
| Excelsior | Lockner | Goodyear | Troxel | Musselman | Bosch | Schebler | National | Monarch | Renold |
| Excelsior | Montgomery | Goodyear | Troxel | Musselman | Bosch | Schebler | National | Monarch | Renold |
| Indian | Johns | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Armstrong | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Whittler | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Graves | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Glenn | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Walker | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Carroll | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Stratton | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Taylor | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Indian | Seymour | Goodyear | Mesinger | Corbin | Splitdorf | Hedstrom | Texas | V-Ray | Duckworth |
| Harley-D'son. | Parkhurst | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | 1 Wright / 1 Harley | Renold |
| Harley-D'son. | Wolters | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | " | Renold |
| Harley-D'son. | Weishaar | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | " | Renold |
| Harley-D'son. | Fredericks | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | " | Renold |
| Harley-D'son. | Walker | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | " | Renold |
| Harley-D'son. | Richards | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | Bosch | Renold |
| Harley-D'son. | Brier | Goodyear | Mesinger | Harley | Bosch | Schebler | Harley | Bosch | Renold |
| Henderson | Kemp | Goodyear | Mesinger | Henderson | Berling | Schebler | Monogram | Bethlehem | Coventry |

that nothing short of death itself could have kept him from entering.

**Pit Stop Crimps Bill Brier**

Fred Whittler worked his way forward in the 108th mile, his time for the distance being 1:14:21. Bill Brier had been edging toward the front up to this time, alongside of the Indian rider, and stood a good chance to "cop" the lead when in the 55th lap he pulled up at the pits. This put a bad crimp in Bill's chances, and from the time he re-entered the race until the very last minute he rode like a demon but could get no further ahead than third position. This, however, he closed with, feeling that $350 was pretty good for a strenuous afternoon's work.

The position on the leading riders in the 110th mile was as follows: Bruggerman, first, time, 1:15:43; Otto Walker, second; Ray Weishaar, third, and Bill Brier, fourth. Bob Perry's jinx overcame him as these boys were rounding into their 56th lap and the little student, who was then in this 45th lap, slid into the pits again. Still hopeful, he fought savagely with the attendants until he was back on the track.

**Averaged 90 Miles an Hour**

From the 100th to the 120th mile only 15:56 were consumed by Otto Walker and Bruggerman, who jockeyed back and forth for first place. The average speed for the first hundred was an even 90 miles per hour, at least four miles faster than anyone in the trade had dared hope for. The second hundred was reeled off at the rate of 86:76, and the last century at the rate of 85:71.

McNeil's motor, in the 63rd lap, developed a miss from a fouled plug, but he rode ten miles in the hope that both lungs would begin coughing again of their own accord. He was forced to stop, however, and utilized the time spent with the plug to take on additional supplies.

Otto Walker retained his lead until the 160th mile, through clever handling of his mount, but here the nervy Carl whirled past with Bruggerman hot on Goudy began pushing him and taking his pace. At the 150th mile post Otto had his trail, the time being 1:44:40. Kemp, on his purring Henderson, realized that he was outdistanced, but showed his gameness by sticking to the grind. If he did nothing else he demonstrated that the popular four-cylinder engine will stand the gaff no matter how strenuous. He made but two stops, one for fuel and the other for fuel and a new plug.

**Goudy Begins to Show Class**

At 170 miles, when Goudy was recognied as a serious contender for first place, everybody remembered his many previous long-distance performances and the spectators pulled for him. His time for 170 miles was 1:58:27, and right at his heels were his brother Bill, "Red" Armstrong and Roy Shaw.

From then on until the finish of the long grind Goudy did not relinquish the position once, and when he stopped for fuel he saw to it that his lead was sufficient to take care of the lapse of time spent at the pits. At 200 miles his time was 2:18:19, and his lead was a fraction over one lap. After sewing up the second century he saw Shaw on his Excelsior in the distance and determined to pass him. He did; but Roy accepted the pace of the speedy Carl and hung on for dear life.

**All Over But the Shouting**

The Fairbury boy made his 125th "revolution" just 2:54:46 after the starting time, pocketing the bacon for keeps, as from then on until the finish he was never sighted by the other contenders. Gene Walker "busted" up to the pits in the 133rd lap carrying his driving chain, but as it was quickly replaced Gene lost but little time on that account.

In the 140th lap, with only twenty miles farther to roll, the lucky thirteen were still in the game and fighting hard. These were Carl and Bill Goudy, Ray Weishaar, Seymour, Parkhurst, Carroll, Lockner, Armstrong, Bruggerman, Brier, Whittler, Taylor and Kemp.

**Goudy's Time 3:30:20**

The 145th lap, 290 miles, saw Carl still far in the lead with the time consumed 3:22:57, and the following trying their gol-dingest to catch him: Brier, Carroll, Bruggerman and Armstrong.

Carl rolled across the tape after making the 300 miles in 3:30:20, so far in the lead that he did not bother making the extra precautionary lap which he is accustomed to ride. He was carried on the shoulders of his many friends over to the movie man and introduced as the man who rode the fastest two hundred and three hundred miles in competition on record.

## ACTIVITY AT THE PITS

OLD Sol sure did his best to discourage the boys at the pits. The concrete reflected his rays, making it doubly hard to bear up, and the attendants admit that were it not for the lack of tire changes the afternoon would have been some Turkish bath. The only man who had a real cinch was the attendant for Kemp, the Henderson pilot. He had the real dyed-in-the-wool vacation, doing nothing but fill the tanks twice and change a plug for his day's pay.

Carroll was the first Indian to roll up to the pits; he carried his chain and pleaded for quick assistance. He stopped again in the 50th and the 110th for fuel.

Fouled plugs brought Lee Taylor in for help in the 19th and the same jinx followed him in the 26th and 30th. In the 81st and 131st he took on fuel.

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Alva Stratton dropped out in the 17th lap with a stripped gear shift. He stayed out.

The fouled plug hoodoo caught Gentleman Ray in the 31st. In the 51st he broke a chain but took on oil and gasoline while it was being fixed. In the 93rd and 111th he repeated, with both plugs and supplies.

Paste and tape failed to fix a leaky oil tank for the famous Don Johns, and in the 82nd lap he dropped out, so oil begrimed that he was not recognizable.

Red Armstrong was signalled to come home in the 50th lap for fresh supplies. Three laps later he pulled up with a rear wheel that had lost alignment and was quickly fixed. More gas was taken on in the 102nd and in the 119th his front wheel was tightened.

Morty Graves made the regular signalled stops for fuel, and in addition changed plugs. A broken crankcase finally eliminated him in the 71st.

Besides the supply stops of Harry Glenn he changed plugs in the 99th. A broken piston put him out in the 104th.

Freddy Whittler took fuel in the 50th and in the 76th stopped again with a broken chain. New plugs and a new rear cylinder were given him in the 96th. In the 110th he stopped again for a plug but the life of the new device was short as the crankcase had filled with oil and the plug quickly fouled.

Joe Wolters, the veteran Riverview idol, blew a tire in the 17th, broke a chain and sprung his frame. That was enough to put Joseph out, but he sure did hate to quit.

"Curley" Fredericks, whose spectacular spill has already been described, ended his trip with the accident.

Ray Weishaar stopped in the 27th, 79th and 124th laps for fuel.

"Red" Parkhurst rode in tough luck. In the 48th lap his brake stuck and the inlet valve also went wrong. While these were being repaired he took fresh supplies, and replenished again in the 96th. The first stop cost him the race as he spent nearly a half hour at the pits.

Otto Walker stopped in the 50th lap for gas and oil, and 35 laps later pulled up for a new plug. In the 95th lap he broke a valve and was out.

Bill Brier took gas and oil in the 54th and again in the 100th, changing a spark plug in the 131st.

Bob Perry wanted a new plug in the 8th circut, a new terminal in the 14th, oil and gas in the 26th and 50th and a piston in the 51st. This put the plucky little rider out of the running.

Glen Stokes stopped in the 15th with a broken exhaust valve, the same trouble in the 38th, gas and oil in the 52nd and was out in the 59th with broken valves.

Bruggerman pulled up in the 24th for fuel, again in the 51st and again in the 101st and the 126th. No mechanical trouble bothered Bruggerman.

McNeil took gas and oil in the 26th, more supplies and a fresh plug in the 44th, a new intake valve in the 45th, a plug in the 46th, another plug in the 49th, a valve in the 67th and a broken piston put him out in the 86th.

Geo. Lockner took supplies on his 40th lap and a new tire and manifold in the 50th. He was given an entire new front wheel in the 82nd, and in the 106th stopped for gas and oil.

Roy Shaw stopped in the 44th for oil and gas; again in the 89th. He developed motor trouble in the 92nd.

Carl Goudy did not stop until the 51st, when he was flagged for gas and oil. His next stop was the 102nd for the same reason, and in the 111th he pulled up to the pits with an imaginary case of trouble.

His brother Bill stopped with him for supplies but in the 105th had a broken valve and dropped out.

## JOTTINGS ON THE SIDE

MONTGOMERY took a nasty spill during practice, adding considerably to his collection of slivers, but otherwise was not seriously hurt.

The prize money was $1,000 for first; $600 for second; $300 for third; $250 for fourth; $150 for fifth and $100 sixth.

The Indian introduced a novel scheme at the pits, using an adding machine to check the red boys as they shot by.

The Goodyear crew was superintended by the popular Jack Cameron, H. S. Quine, Ernest P. Brunswick and F. H. Ferguson.

The Harley-Davidson delegation from Milwaukee included Bill Harley, A. E. Becker, Hugh Sharp, F. B. Rodger, E. J. Muehler, T. A. Miller, J. J. Balsom and Harry Osborne.

Big E. G. Baker, of Indianapolis, was busy shaking hands all around, everyone wishing to congratulate him on his recent three-flag victory. Paul Derkum, who came on from California with him, was ever at the side of the "war horse."

The Harley-Davidson team was ably handled by Bill Ottaway. Bill had the assistance in this work of some hundred or more enthusiastic riders who journeyed to the Windy City from Milwaukee.

The Hendee camp included such notables as F. J. Weschler, the popular Charlie Gustafsons, father and son; Jesse Edwards, Paul Derkum, Doc "Yak" Magill, Lon Claflin, E. G. Baker, Carl Modig, Ollie Ross, Arch Strong, Harvey Bernard and any number of dealers from out of town.

The full list of starters in the race was as follows: B. Bruggerman, Excelsior; W. R. Kemp, Henderson; Don Johns, Indian; Joe Wolter, Harley-Davidson; J. A. McNeil, Indian; Earl Armstrong, Indian; Otto Walker, Harley-Davidson; Bob Perry, Excelsior; Morty Graves, Indian; Leslie Parkhurst, Harley-Davidson; Glen Stokes, Excelsior; Ray Seymour, Indian; Carl F. Goudy, Excelsior; Harry Glann, Indian; Bill Brier, Harley-Davidson; Fred Whittler, Indian; Morris Fredericks, Harley-Davidson; Geo. Lockner, Excelsior; Lee Taylor, Indian; R. L. Shaw, Excelsior; Gene Walker, Indian; Bill Goudy, Excelsior; Ted. Carroll, Indian; Ray Weishaar, Harley-Davidson; Al Stratton, Indian.

Goodyear Blue Streak tires were equipped on all of the 25 starters. During the entire race only four tire changes were made, two on Harley-Davidsons and two on Excelsiors. The Indians and Henderson had no tire changes at all. The track was rough and the heat terrific, so it was generally agreed that this was some tire performance. Ernie Brunswick and Ferguson, of the Goodyear factory, might as well have gone fishing for the afternoon; they were not called on once during the entire contest.

Ray Weishaar had a piece of hard luck towards the finish that, in his opinion, cost him second place if not the race. Weishaar's helmet came unfastened while he was leading, and for four laps he held it in his teeth, finally throwing it into the pits. The referee made him stop for another helmet, and Ray lost just enough time to affect him seriously at that critical stage of the contest.

Otto Walker used a new Harley-Davidson mount in the race, preferring to enter it instead of his old standby, the fastest stock Harley-Davidson at Chicago. He expressed himself as entirely satisfied with the work of the new machine, and the fact that he had a lead of two laps in the 188th mile (in which he broke a valve) indicates that he must have been getting something out of his mount.

The United States Tire crew were under the guidance of T. A. Jordan, factory superintendent, of Indianapolis; F. C. Baldridge, of Indianapolis, and J. J. Alexander, of the Chicago branch.

In addition to copping the big purse Carl Goudy picked up a few extra shekels for winning the big race. He received $100 from Fred Mathis, sales manager for the Excelsior; $50 from Frank Schwinn, and $50 for using Monogram oil.

Firestone uniforms were worn by all pit workers at the track, the garments being given out with the compliments of the Firestone company. O. E. Speaks came over from Akron, and H. W. Darrow, William Fitzgerald and A. W. Moore were on hand from Chicago.

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# MOTORCYCLE VOLUNTEERS TO PLAY BIG PART IN MANEUVERS

## Major General O'Ryan Approves Plan to Use Hundreds of Riders in Various Capacities in New York National Guard Program at Van Cortlandt Park Sept. 25; Call Is Issued to Motorcyclists

AN encouraging display of enthusiasm marked the meeting held at the Coast Defense Armory, Park avenue and Ninety-fourth street, New York, on Wednesday evening, September 8, for the purpose of planning the part to be played by motorcycle volunteers in the maneuvers of State troops in Van Cortlandt Park, September 25. One hundred and fifty riders were in attendance. Colonel Regan, of the staff of Major General O'Ryan, commanding officer of the New York National Guard, was sent from Albany to address the meeting. He discussed the possibilities of the power two-wheeler as an adjunct to the military, and was firm in the opinion that the value of the motorcycle as an aid to the army will be fully appreciated as soon as motorcyclists are given an opportunity to demonstrate their prowess.

Colonel Regan explained that the regulations under which the National Guard operates are based upon the provisions obtaining in the U. S. Regular Army, and that certain legislative changes will have to be made before the State can avail itself of the motorcycle in military service. The chief purpose of the demonstration to be given at Van Cortlandt Park, September 25, is to bring home to the "powers that be" the unreasonableness of barring the motorcycle longer from the national defense plans.

### Ten Riders as Orderlies

By way of calling special attention to the effectiveness of the motorcycle Major General O'Ryan has issued an order detailing ten motorcyclists to serve as orderlies for the headquarters staff during the Van Cortlandt Park maneuvers. The business of these riders will be to convey orders from the headquarters to the various brigades. In addition, one company of fifty motorcyclists will be attached to the main advance guard of the cavalry to act as scouts for that body.

L. H. Guterman, president of the Harlem Motorcycle Club, who has just returned from the Business Man's Camp at Plattsburgh, N. Y., where he was attached to one of the regiments as scout and orderly, gave his views at the armory meeting on the work performed by motorcycles and bicycles at Plattsburgh. He stated that the officers at the camp were very favorably impressed by the showing made.

### The Executive Committee

Another meeting of motorcycle volunteers was called for Wednesday evening, September 15, when squad, section, platoon and company leaders will be selected for the Van Cortlandt Park maneuvers. An executive committee was also formed, consisting of Colonel Regan, ex-officio; Lieut. Alexander Perry, chairman; B. F. Edgar, H. H. Powell, L. H. Guterman, August Rotholz and G. E. Wood.

Lieutenant Perry, L. H. Guterman and Gus Rotholz were appointed a sub-committee to get in touch with all the motorcyclists in Greater New York in order to enlist their co-operation.

### Official Formation

The official formation of the motorcyclists in connection with the maneuvers on September 25, will be as follows:

Three squads of three privates each, and one corporal, in each section under command of a sergeant. This accounts for 13 men, nine privates and four officers. There will be four sections, as above, in each company, under command of a lieutenant; 54 men in all, 36 privates and 18 officers. In addition there will be one first sergeant to each company.

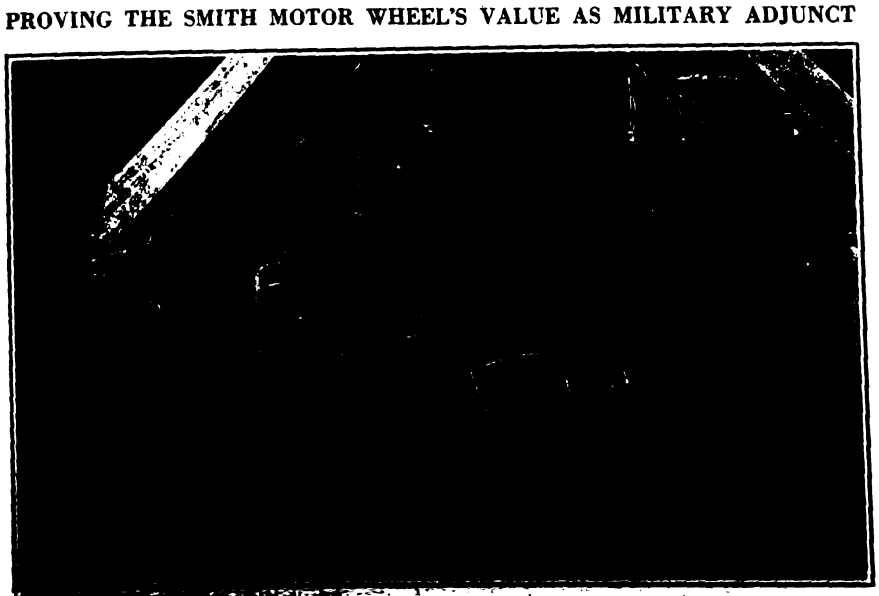
The riders will be detailed as follows: One company of sidecar combinations to the Sanitary Department and Hospital Corps; one company of solo riders for orderly duty; one section for duty with the headquarters staff, of which one squad will be sidecar riders; one section of solo riders for scouting, one section of tandem machines for scouting. The remaining riders will be apportioned among the various commands.

### Point of Assembly

The motorcycle volunteers will assemble on Kingsbridge Road and Jerome avenue, in front of the Coast Defense Armory, at noon on Saturday, September 25, and will move promptly at 1 p. m. The riders will select their own squad leaders or corporals, and the latter will report for special instructions at the armory on Sunday, September 19, at 11 a. m.

The Hendee Mfg. Co. will send two sidecar outfits to New York for the maneuvers, one equipped for hospital duty and the other carrying a machine gun.

## PROVING THE SMITH MOTOR WHEEL'S VALUE AS MILITARY ADJUNCT



L. H. Guterman at the Business Men's Military Instruction Camp, Plattsburgh, N. Y., Where He Used the Motor Wheel for Scout Work

## MEET TO ORGANIZE CORPS

A meeting of motorcyclists interested in the organization of a motorcycle corps in New York State was held at the Eighth Regiment Armory, 94th street and Park avenue, New York City, on Tuesday, Sept. 14. Capt. Lorillard Spencer presided. After a few introductory remarks, outlining the purpose of the corps, Capt. Spencer spoke of the interest which Gen. O'Ryan felt in the movement and called upon State F. A. M. Commissioner G. A. Ellis, and a number of regular army officers to address the two hundred riders present.

Riders were divided into three classes, solo, tandem and sidecar. A call for drill and formation was issued for 8:30 a. m., Sunday morning, Sept. 19, at the armory building. Corporals, sergeants and lieutenants will be selected at that time for the maneuvres on the 25th, at Van Cortlandt Park. One company will escort Gov. Whitman to the scene of the maneuvres.

## OPENS REPAIR SHOP

Brooklyn, N. Y., September 14.—E. M. Van Name, formerly connected with the Brooklyn Thor agency, has opened up a repair shop in connection with the Cyclone agency at 1213 Bedford avenue.

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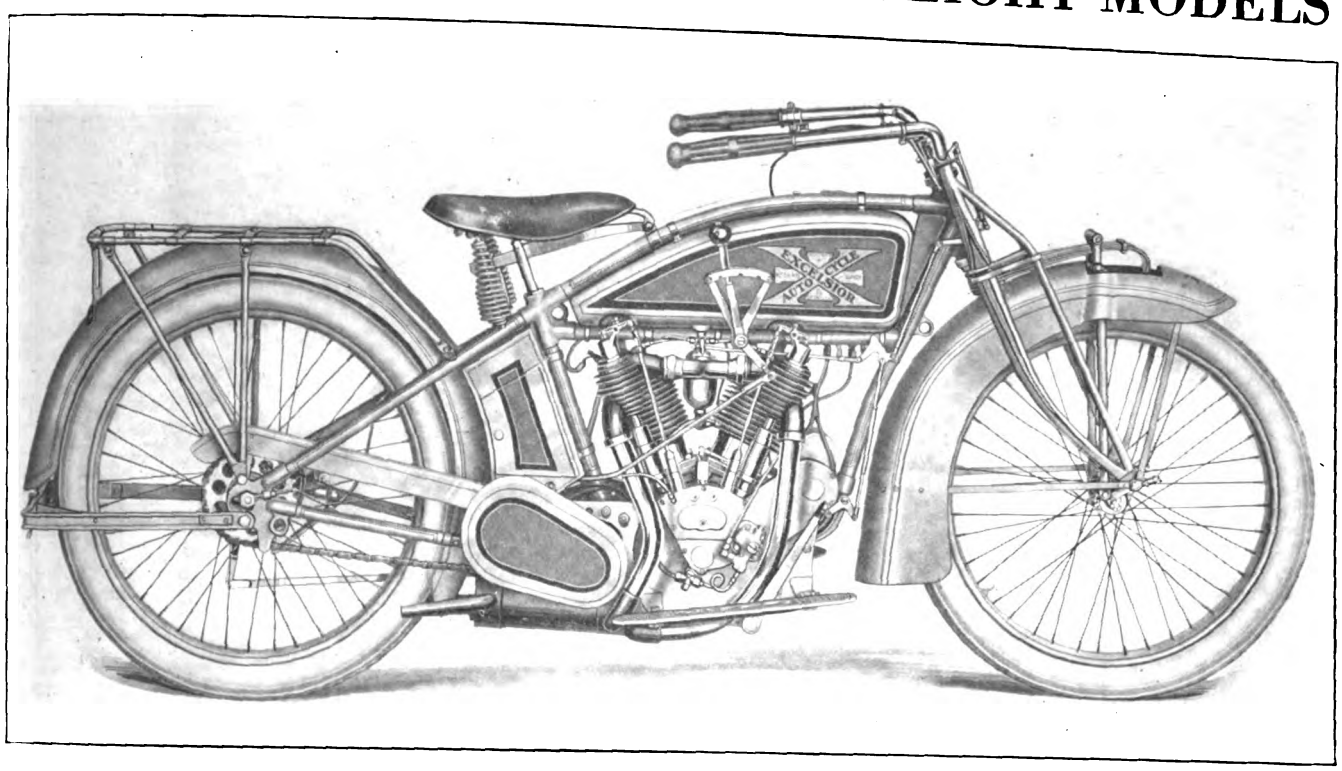
# EXCELSIOR POLICE AND LIGHTWEIGHT MODELS



**Right Side View of 1916 Excelsior, Model 16-1, a Single-Geared Twin**

FOUR models of the "16" series and a brand new lightweight are the offerings of the Excelsior Motor Manufacturing & Supply Company, of 3703 Cortland street, Chicago, Ill., for 1916. Of the "16" series, Model 16-3 is a three-speed twin, Model 16-1, is a single-geared twin; the Police Model is a new machine of great speed capabilities, and Model 16-S.C. is of the short-coupled speed type. The lightweight is of the two-stroke type with a two-speed gear, with combination drive.

The Model 16-3, is practically identical with the Model 15-3, the three-speed twin of the 1915 season, designed for heavy duty and sidecar service. The motor is practically the same as in 1915, with a bore of 3 21/64 and a stroke of 3½ inches, with a piston displacement of slightly less than 61 cubic inches. The cylinders are in one piece, with valves in a side pocket, the exhaust valves being operated by direct thrust and the inlets, in a cage overhead, being operated by a push rod and rocker. The exhaust mechanism is fully enclosed and there is a telescopic sleeve fitted to each inlet pushrod. The exhaust valves are easily adjusted by telescoping the sleeves surrounding the valve stems and springs, while the inlet valves are regulated by means of an adjusting sleeve at the top of the push rod. There are ball and socket joints between the top of the long push rods and the ends of the rocker arms.

### New Priming Device

The 16-3 motor is fitted with a new priming device, being a quick-acting needle valve in the bottom of the fuel tank directly above the motor. There are two leads for delivering the fuel directly into the passage over each inlet valve. It is only necessary to turn the needle valve handle a quarter turn and hold it there for a short time, as the L-handle of this valve points downward when closed it will not jar open at any time. This device replaces the priming cups fitted on previous models.

The motor is lubricated by the Excelsior direct-acting gear-pump, delivering oil through a distributing valve to the right main bearing, and front cylinder. The oil going to the main bearing also takes care of crankcase and cam gear lubrication. A hand pump entirely enclosed in the oil compartment of the tank is fitted for emergency service. The carbureter is the new Schebler model H with auxiliary air valve. The muffler is of a new design, giving great silence without back pressure.

### Transmission Details

The power of the motor is transmitted through the three-speed gearset mounted in countershaft position by means of a roller chain, with final drive to the rear sprocket on the right side. The object of this drive is to distribute the strain on the rear frame, and obviate any distortion that may arise from a chain-pull all on one side. The clutch is of the Eclipse multiple disc type, mounted on the main shaft of the gear set and is controlled by a foot lever at the left side of the machine and by the left grip. The clutch is lubricated by oil passing through the hollow main shaft of the change gear to the center of the clutch, where it is distributed to the plates and other clutch members by centrifugal force. The gearset is of the sliding-dog and gear type, all gears and pinions being of nickel steel. The dog-clutches are cut so as to facilitate instant engagement with the minimum of shock and the maximum of positivity, thus preventing slipping and damage to the gear teeth or the clutches themselves. High and low speeds are by means of the dog-clutches, while the intermediate speed is had through sliding a pinion on the main shaft into mesh with a gear on the side shaft. The gear teeth are chamfered to permit of this being done readily.

Extra large ball bearings are used to support the main shaft. These bearings are of the annular type and are open to the interior of the casing to ensure ample lubrication. Escaping oil is prevented by felt washers in combination with very accurate fitting. Gear changes are effected by a lever on the right side of the frame, and an automatic gear lock is provided, preventing shifting without first disengaging the clutch. The gearset is lubricated by heavy oil introduced through a filler cap in the top of the casing. A drain plug in the base is used to run off stale oil and to clean out the set with kerosene. In the 16-3 there is a neat little device for adjusting the shift, consisting of a screw stud in the base of the hand lever where it is readily accessible without the rider coming into contact with any other part of the machine.

### Brake and Hub Construction

The rear hub and brakes are practically identical with those fitted to the corresponding model in 1915, except that the end-plate taking the braking strain is a nickel-steel drop forging made heavier than in the 15-3 machines. There is also a wider range of adjustment for both the internal and external members. The service brake is operated by a foot lever, being a Raybestos lined steel band.

The frame is of characteristic Excelsior construction with open base. This makes for simplicity of construction, while great strength is attained by the use of nickel steel drop forged units instead of a number of small connections and short tubes.

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The head fitting is a single piece drop forging with integral connections for the top, brace and diagonal tubes. The seat post cluster, rear fork ends and rear motor supports, fork crown and front fork ends are all forgings of nickel steel. The frame tubing is of 12 gauge seamless cold-drawn steel.

### Cradle Spring Fork

The front fork is the familiar Excelsior cradle spring type with drop-forged crown plate, forged fork ends and tubular steel trusses. The fork sides are of seamless extension type, passing through the crown plate to the top of the fork, where they furnish a seat in connection with the fork stem for the three-point-connection handlebar. The ends of the handles are raised about 1½ inches as compared with those of 1915, giving a slightly higher position for the hands and more clearance of the top tube in making short turns. The rocker arms are improved over 1915 construction, which prevents striking through contact of any of the parts and gives a wider range of action. Compression grease cups in the forward side of the rocker arms take care of the lubrication.

The cradle springs are packed with heavy lubricant when the springs are assembled, ensuring long life to the parts. The head cups in the frame are now fully depressed in the fitting and entirely enclosed, preventing dirt and grit from entering as well as keeping the lubricant in its place. Such details as folding footrests, mudguards, luggage carrier and similar equipment are practically unchanged for the new season. The feature of grip control is retained and improved wherever possible. The throttle is operated by means of the right grip and there is a friction lock on the throttle which prevents its disarrangement without requiring attention from the rider. The pressed steel tank which characterized the 1915 models is retained unchanged, save for 1½ inch collars around the gasoline and oil compartments to prevent splashing out the vents or around the pump rod.

### Foot Starter Unchanged

The foot starter remains exactly as in the 15 models. It is of the gear and segment type, operated by a foot lever of the left side of the frame, where it is conveniently accessible with or without the sidecar being fitted.

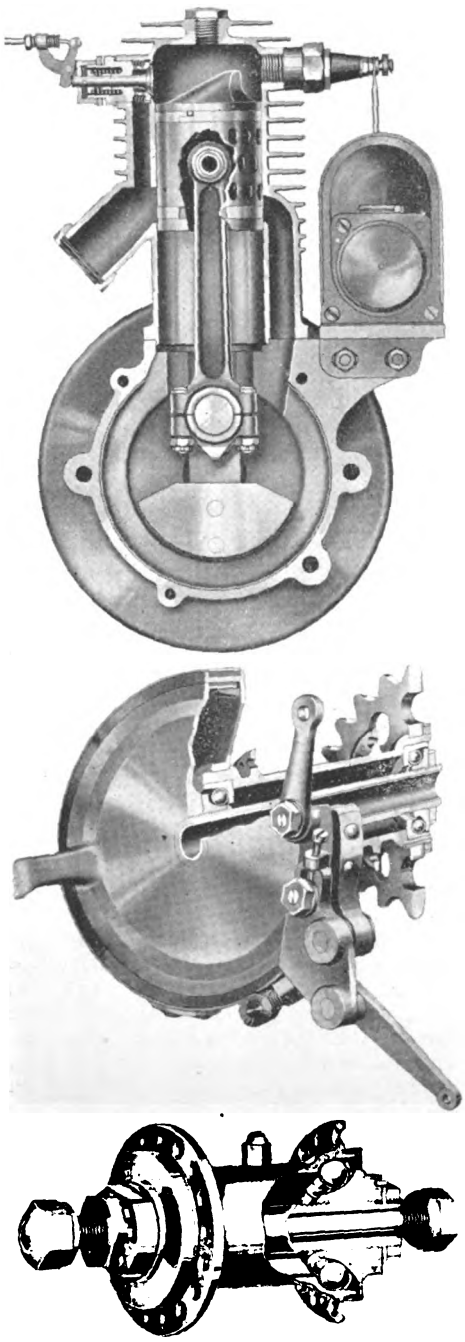
### Model 16-1 Details

The Model 16-1 is in every way identical with Model 16-3, except in not having the three speed gear. A neutral countershaft carrying the clutch is fitted, this countershaft having a single dog-clutch for disengaging the final drive to use the foot starter.

### New Police Type

The Police Model is a new one, specially designed to give a great range of speed from as slow as possible to keep steerage way to a guaranteed speed of 75 to 85 miles per hour. This machine is practically the same as Model 15-3, but is fitted with the Model 16 short-coupled motor. The variations in motor design from the regular speed type are in the matter of equipment only, and are in the carbureter and its appurtenances, to obtain a wider range of action and more economical gasoline consumption.

This machine was originally designed for the Chicago police, the officials of that body having learned through several years' experience with motorcycles that a man may be at any moment required to move very slowly through a crowded thoroughfare, or as an escort to a body of men on foot, and the next be called upon to chase a runaway team or fleeing joy riders in a high powered racing automobile. It is a well-known and acknowledged fact that under ordinary conditions a motor specially designed, timed and balanced for extreme speed will not render efficient service at low speed. It has, therefore, been the problem of the Excelsior designers to make a machine that would meet the requirements of both ends of the line. This they claim to have done in the new police model, backing it with a broad guarantee, and offer as proof the accomplishments of these machines in actual police service.



**Top—The Light Weight Motor. Middle—Brake on '16 Models. Lower—Front Hub Used on All Models**

### Short-Coupled Machine

The Model 16-S.C. is the short-coupled speed machine, specially designed for racing purposes. The motor is in a general way identical with the regular type, but it has specially-balanced flywheels, lightened reciprocating parts and huge valves. The entire cylinder, including inlet and exhaust passages is machined perfectly smooth, to give the greatest possible freedom for the passage of gases. The exhaust pipes are of the racing type and very large. Carbureter and inlet manifold are specially designed for high-speed service and are much larger than on the regular models.

The motor is lubricated by a regular gear-pump, and there is a special racing type of hand pump fitted outside of the tank. The fore part of the frame and tank is the same as in the regular 15-1, but the rear portion is shortened to obtain the desired short wheelbase. The front fork is of the rigid racing type, with trusses and drop handlebars. Power is transmitted through a multiple disc clutch and countershaft, chain drive of course being used. Pedals are fitted, the shaft passing through the hollow countershaft. Folding footboards are regular equipment.

### Double Brake Provision

Double brake application is provided, operating through pedals and foot lever at the left footboard. The front wheel is without mudguards, but there is a short guard in front of the real wheel to protect the motor from flying particles.

### Two-Stroke Lightweight

The Excelsior Lightweight is an entirely new product, one which has been designed throughout for lightweight service and not a product reduced in weight or size. It is distinctly foreign in appearance, but is thoroughly Americanized in simplicity of control and interchangeability of parts. The frame marks the first departure of Excelsior designers from the open bottom type, as the light motor is not adapted to this form of construction. Neither is it of sufficient weight and size to necessitate setting low enough to require an open frame to attain a low center of gravity. The two-speed housing on this model, which lies between the crankcase and the seat mast has to be supported, hence the frame construction adopted.

The motor is of the two-stroke type, with three ports. The cylinder is in one piece, while the crankcase is arranged in vertical halves. The flywheel is outside the crankcase, and has a heavy rim, giving great flexibility. There are but three working parts, the piston, connecting rod and crank. At the top of the cylinder is fitted the compression release valve or decompressor. Gases passing out of this device in starting the motor are led through a passage cast integral with the cylinder wall and thence to the exhaust pipe, passing out through the muffler.

### Shafts and Bearings

The main shaft bearings consist of a large annular ball-bearing on the left side and a long bronze bushing at the opposite side. Both main shaft bearings are fitted with packing boxes to prevent the escape of gas when it is being compressed in the crankcase. The packing used is a special

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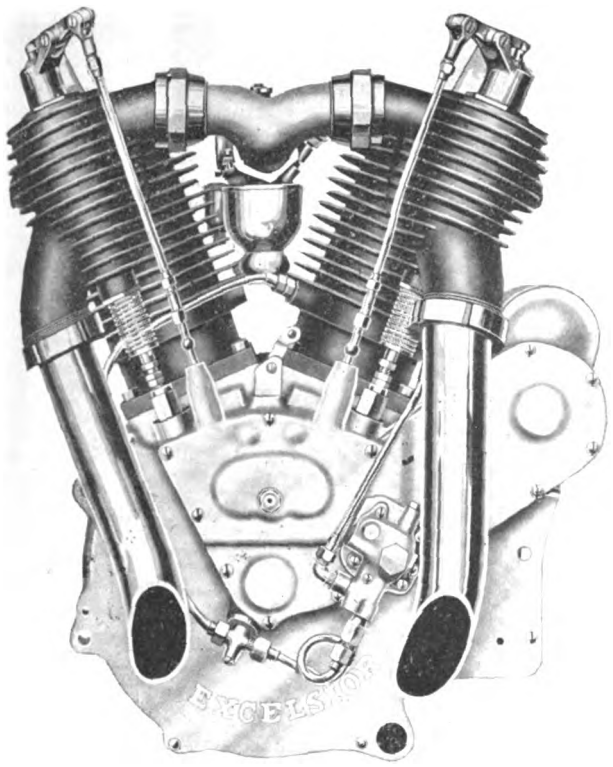
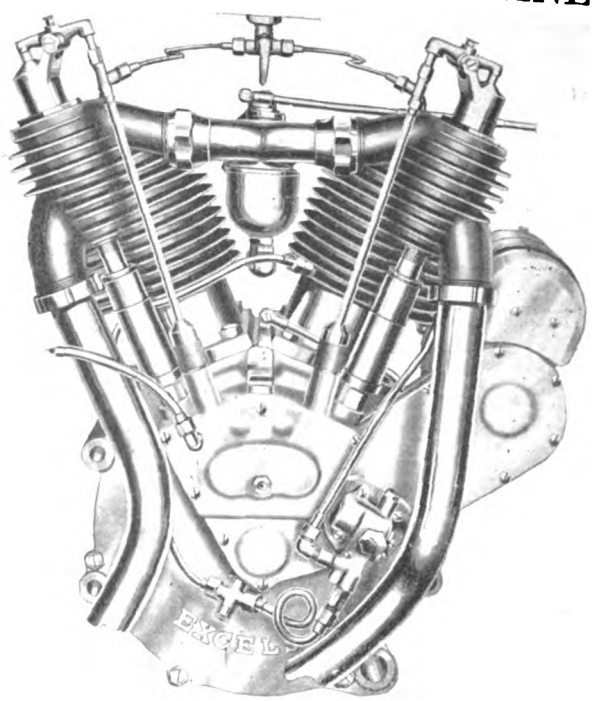
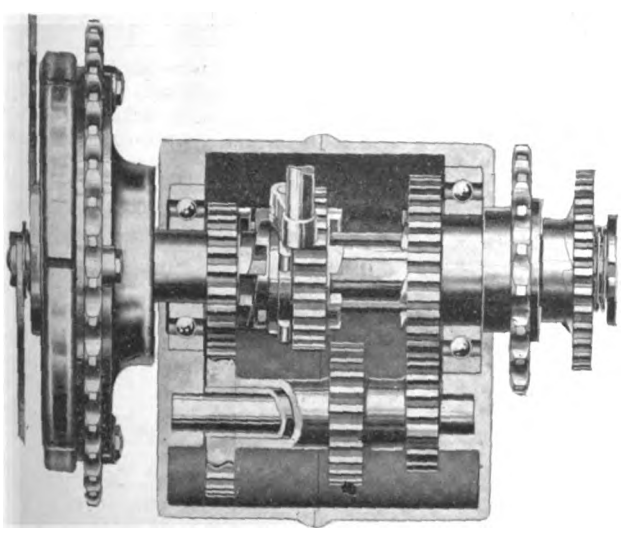
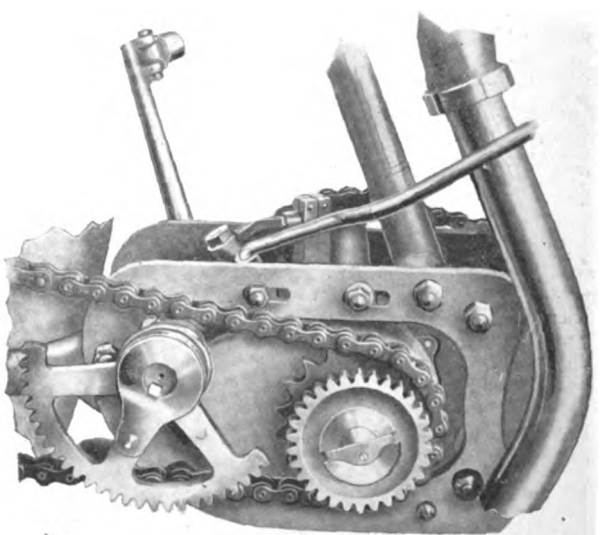
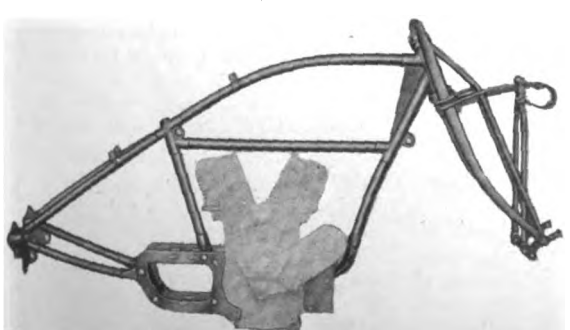
# SIX OUTSTANDING FEATURES OF THE 1916 EXCELSIOR LINE

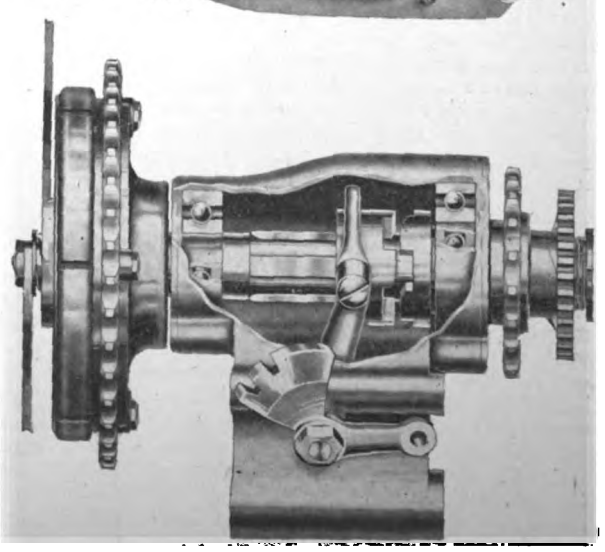












Upper Left, the Racing Motor; At Right, Model 16 Motor; Below At Left, the 3-Speed Transmission; At Right, the Foot-Starter; Bottom at Left, Model 16 Frame; Right, Neutral Shaft and Clutch on Model 16-1

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compound that eliminates friction between the bearings and shafts. The crankshaft is a one-piece drop forging, machined throughout and fitted with counterweights. The connecting rod is of the marine type, with Non-Gran bushings. The flywheel is fitted on the end of the crankshaft. Much attention has been paid to balancing the motor, and there is no vibration at high speeds, even with the motor in a stripped frame.

The two-speed gear fitted is of the conventional sliding type with the main shaft running on ball bearings and the side or lay shaft on a steel pin with Non-Gran bushings. The gearset is small and compact. All gears are nickel steel drop forgings, accurately cut and oil-tempered. The primary drive, on the left side, is by chain from the motor shaft to a sprocket on the main shaft of the gearset, with final drive, on the right side, by V belt and pulleys to the rear wheel. The rear hub is merely a cylindrical ball-bearing hub minus brake and sprockets, the brake being a shoe working on the inside of the rear pulley.

**Novel Pulley Fitting**

The rear pulley is fitted to the rim by a series of short spokes with nipples practically the same as in the regular wheel construction. This enables the pulley to be readily centered and maintained in perfect contour. The motor is ignited by a high-tension magneto, and the carbureter is a special Schebler, designed for this motor. The front fork is of the tried and popular rocker type, pivoted at the crown and bearing by links against a spiral ring fitted to a forwardly-extending piece from the head. The front wheel is carried in the fork ends.

The gasoline tank is cylindrical and is suspended from the top tube of the frame. It is in two compartments, one for fuel and the other for oil. The latter compartment is provided with a draw-off cock and measure, the latter being used to determine the proper quantity of oil to put in a tank full of gasoline. From this it will be seen that the motor is lubricated on the injection system, where the oil passes through the carbureter along with the gasoline.

**Lightweight Equipment**

The Excelsior lightweight machine is fitted with spring seat post and foot rests, no pedals being fitted to this model. The finish is the same as on all Excelsiors: Excelsior gray with red trimmings. Its weight is about 112 pounds.

M. H. Parsons, formerly district sales manager of the Goodyear Tire & Rubber Co., has resigned to accept a similar post with the McGraw Tire & Rubber Co., of East Liverpool, O. Under the new arrangement Parsons will have charge of eastern territory under General Sales Manager C. E. Miley, while R. J. Delevan will supervise western sales.

Joseph L. Patenaude, who for the past five years has been connected with the service department of the United States Tire Co., first with headquarters in San Francisco, and later in New York City, died of heart failure early Thursday morning, September 2, while on a sleeping car between Springfield and Boston, Mass. He had been associated with the Hartford Rubber Works Co. and the United States Tire Co. since 1899.

Frank Chase, sales manager for the Frank Mossberg Company, of Attleboro, Mass., has recently returned from a short vacation at Nantucket. Mr. Chase set right to work on his return to the office in compiling the new Mossberg catalog, and the product of his labors will be ready for distribution very soon.

"Big Bill" Farrell, of the J. W. Grady Company, of 66 High street, Worcester, Mass., says that 1916 will be a banner bicycle year. "If bicycle sales keep up the pace that they have been going lately, 1916 will be a boomer," asid Mr. Farrell recently. "Everything indicates a prosperous buying esason and bicycle dealers will have a splendid opportunity."

C. K. Patterson, Dayton dealer at Newark, Ohio, visited the plant of the Davis Sewing Machine Company at Dayton, Tuesday, August 31. Mr. Patterson has represented the Dayton motorcycles and bicycles in Newark for a good many years and thinks that 1916 is going to be a banner year in the bicycle business with an increase in the motorcycle trade.

His opinion is shared by the Dayton agent at Cincinnati, Mr. Schuster, who visited the factory Saturday, August 28.

Joseph M. Gilbert, former general manager of the United States Tire Co., and later president of the Lozier Motor Co., of Detroit, has acquired a substantial interest in the Gibney Tire & Rubber Co., of Conshohocken, Pa., becoming its vice-president and director of sales. He will make his headquarters in New York City.

Victor Brunzel, formerly connected with the Splitdorf Electrical Company, and lately with the Harley-Davidson Sales Company, of New York, is now a member of the sales staff of the Auto & Machine Spring Company, New York City, manufacturers of motorcycle parts. Mr. Brunzel will travel through the States of Ohio, Indiana, Illinois and Wisconsin.

Charles S. Whitney, formerly manager of the Chicago automobile department of the Westinghouse Electric Co., has resigned and joined the staff of the Willard Storage Battery Company. He will be sales manager and assistant to the manager of the Chicago branch of the company.

R. S. Bryant has been appointed manager of the Standard Welding Co., of Cleveland, O., in charge of all the manufacturing. He was formerly the consulting engineer of the company.

Los Angeles, Cal., September 14.—C. W. Risden, the Indian distributor for southern California, whose big store is located in this city, is looking for a capable shop foreman and has a good proposition to offer him, by which the right man could work up a substantial business for himself. The idea is to have the foreman take personal charge of Risden's splendid repair shop, the foreman to receive all charges for labor and the house to get the parts business. Under this arrangement he would be practically working for himself, and his income would depend upon the efforts he puts forth.

San Francisco, September 7.—Friends of D. A. Carlson, cashier for the Hendee Manufacturing Sales Company of this city, and familiarly known to the motorcycle trade as "Doc," will be grieved to learn that he met with a painful accident at San Jose on Labor Day, which resulted in his suffering a broken leg. He was piloting a sidecar when run into by an automobile.

W. O. Turner has resigned as secretary and director of the Lovell-McConnell Mfg. Co., of Newark, N. J., maker of Klaxon horns. He will take a rest of several weeks before re-entering the accessory field.

**TRADE WITH "CLOSED" NATIONS**

Dayton, O.—Foreign trade with Belgium, Germany, and the other European countries now closed on account of the war, will open up rapidly after the cessation of hostilities. This was the information received by H. M. Huffman, manager of the Cycle Department of The Davis Sewing Machine Company, from their former agent in Belgium, Mr. Henry DeRudder.

**RODE TO CHICAGO**

Indianapolis, Ind.—Fifteen riders left this city Saturday morning, September 4, for Chicago, with the Indiana Road Club to witness the 300-mile race. John Merz, the club's road captain, led the Indianapolis squad to LaFayette, where they expected to meet other riders from the state touring to Chicago.

**MOTORCYCLISTS ENJOY SKATING**

Indianapolis, September 3.—The Consolidated Motorcycle Club of this city held its first skating party of the season at the Riverside Skating Rink on September 3. Fifty members of the club took part. A fine program of races had been arranged. Several good prizes were donated for the winners by the G. H. Westing Co., of this city. Skating parties every two weeks have been arranged for by the club.

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# EIGHT MODELS FOR HARLEY-DAVIDSON

WHILE changes have been made in the Harley-Davidson product for 1916 as compared with that of 1915 and preceding seasons, they are in the nature of improvements which go to make for increases in power, silence, reliability, and last but not least, comfort for the rider. There are eight models listed, five being for touring and general hard service and the remaining three for racing. Three of the touring models are fitted with three-speed countershaft gearsets of the progressive sliding type, and each of these is fitted with a new type of step starter. It is this new starter which first attracts the eye on the 1916 models.

The eight models which are being produced from the Harley-Davidson Motor Company's factory in Milwaukee are: Model 16-F, twin three-speed with step starter, $265; Model 16-J, twin three-speed with electrical equipment, $295; Model 16-E, twin single-geared with step starter, $240; Model 16-C, single cylinder three-speed with step starter, $230; Model 16-B, single cylinder single-geared with step starter, $200; Model 16-R, twin cylinder speed roadster, $250; Model 16-S, 4 horsepower single cylinder stripped stock, $210; Model 16-T, twin cylinder stripped stock, $250. In all cases the twins are of eleven horsepower rating, while with the exception of Model 16-S, the singles are rated at 6 horsepower. For the new season Harley-Davidson motors have shown even greater power than their rating.

### Minor Improvements in Motor

The Harley-Davidson motors used on the 1916 twins, with the exception of the racing models (16-T and 16-R), are practically the same as those used in 1915, with, however, a few refinements. The inlet valve springs, for example, are now made of genuine vanadium steel, as are also the exhaust valve springs. The flywheel keys are of nickel steel, while the roller retainers in the connecting rod bearings are now of steel. A new type of oiler is fitted to the inlet rocker arm bearing and an oil in the pushrod bearing on this arm makes it easy to lubricate at this point, thus eliminating the annoying squeaks developed heretofore.

The inlet and exhaust valves are made with 45 degree seats, the former being of nickel steel and the exhaust valves of tungsten steel. The timing gears are of special alloy steel, heat-treated by a new method now in use at the Harley-Davidson plant. This treatment is also given to the magneto generator and driving gears. The 11 horsepower motor is of the long stroke, high-speed type, operating upon the four-stroke cycle. The single cylinder motor is rated at 6 horsepower and like the twin is guaranteed to give its power rating, and in most cases, somewhat more. What has been said about the twin construction and refinements applies also to the single cylinder motor.

### New Step Starter

While the 1916 motor shows no visible signs of being refined the three-speed gearset does so. The most noticeable change in connection with the set is in the new type of step starter. It is of the rear stroke type, located at the right side of the gear housing in line with the main shaft of the gearset. It consists of a long arm fitted with a folding pedal, the latter folding out of the way of the gear housing in order that it may not damage the housing should the machine be knocked over. The starter has all the gears and other working parts completely enclosed, thus doing away with any chance for dirt, water or mud entering and rendering starting difficult. The starter arm or crank is heavier than the crank on the 1915 step starter and the leverage is greater. A longer starter key is fitted, the material employed being a special steel. The sprocket key is of nickel steel. Step-starter gears are of chrome nickel steel, heat treated by the new Harley-Davidson method. A ratchet clutch replaces the starter disc on the three-speed models and the 1916 starter construction in all is much simpler than that of 1915.

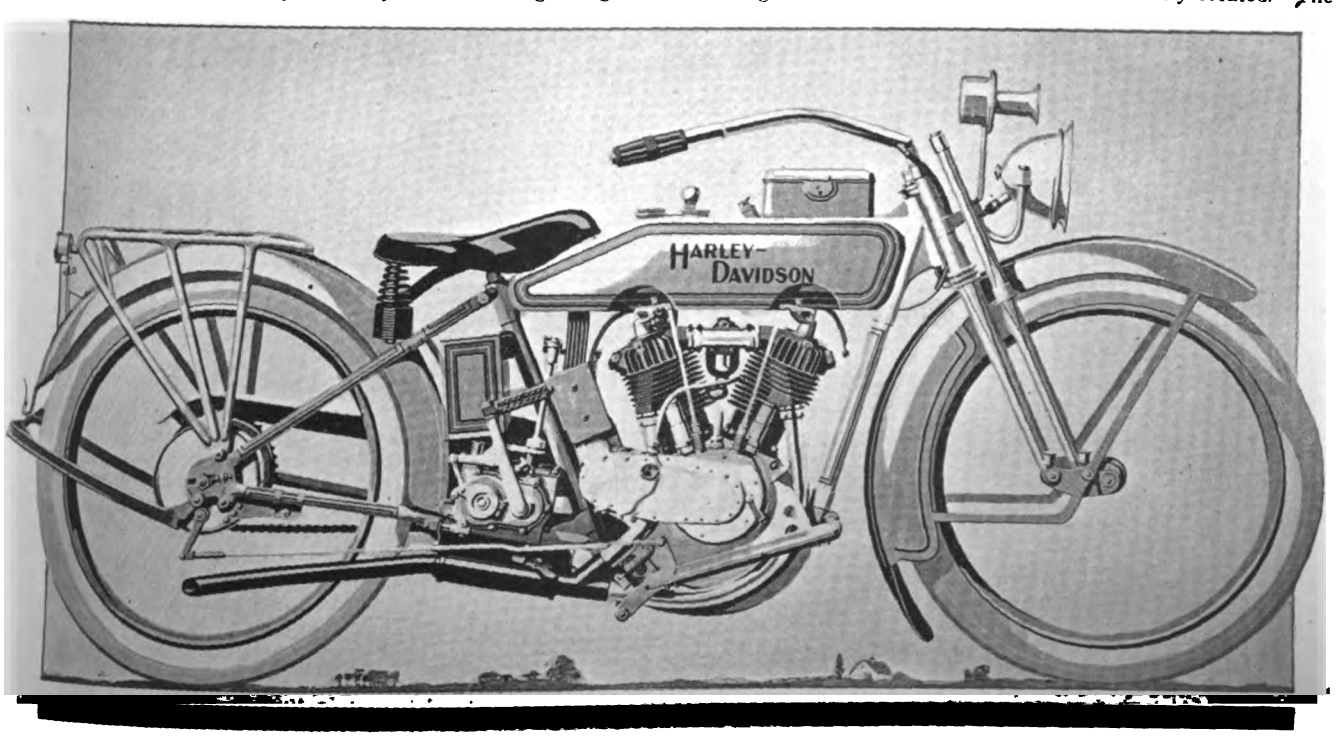
On the single-geared models, both twin and single cylinder motored, the well-known Harley-Davidson forward stroke starter is retained, this type having been standard on such models for the past two seasons.

### Gearset Improvements

In the gearset itself there are several important refinements. The main shaft runs now on annular ball-bearings of special type as in the past, but the layshaft is mounted on two high-duty Harley-Davidson roller bearings in place of the bronze bushing used in 1915. Steel roller retainers are used in these bearings. End thrust on the layshaft is taken care of by hardened and ground steel washers. The layshaft is made heavier, of genuine chrome nickel steel. A very ingenious self-aligning thrust ball-bearing keeps the pullrod and other clutch-actuating parts in perfect alignment at all times.

Nickel steel gears and pinions are used throughout the gearset. All gears are, of course, treated by the new method. For 1916 the gear housing is fitted a gasket on the right hand side to eliminate oil-leakage, while there is an oil-deflector at the left side of the housing. Oil-retainers are of improved design. The gear-shift gate is made without a notch, so the lever may be shifted right through from first to second speed without a halt. The gear shift lever bearing is 100 per cent. longer than in 1915.

The clutch lever on the three-speed models is more conveniently located. The




**Three-Speed Twin Cylinder, Model 16-J, with Electrical Equipment, Including Lighting, Ignition and Signal System.**

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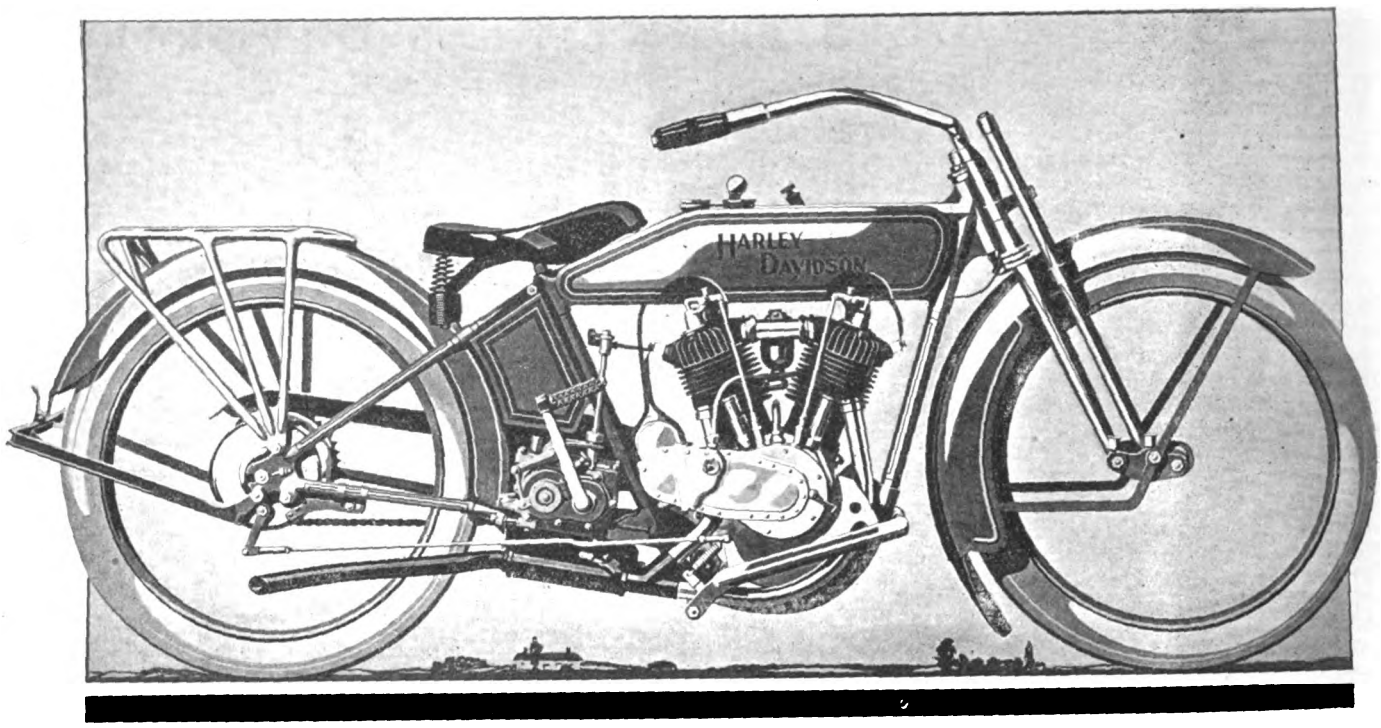



**Model 16-F Viewed from Right Side, Showing New Step Starter and Graceful Lines of Round-Cornered Tank.**

sprocket spacing collar on the countershaft is made wider and the sprocket lock-nut is now hardened. The faces of the sprocket hub are both hardened and ground. A heavier lock-nut is used on the clutch bearing and the clutch driving head is made heavier also. The clutch key is of chrome nickel steel for the new season and the clutch thrust bearing of special cone steel.

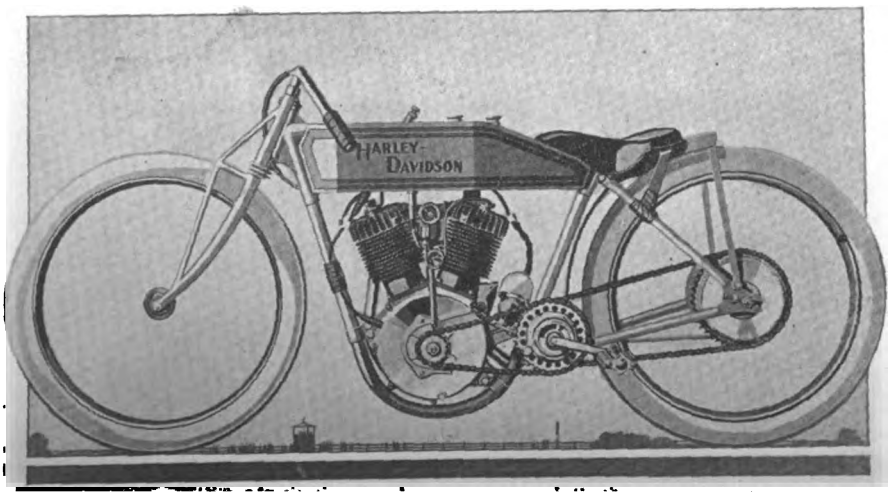
### Increased Tire Clearance

Another point that will appeal to the rider, present or prospective, is the increased tire clearance on the new models. The front fork is wider and the space between the mudguards and the wheels at both front and rear is greater, a feature which will be appreciated by riders doing any amount of touring in muddy sections. Tire chains can now be used on both wheels without trouble. The grip control has a new cover sleeve permanently fitted to the actuating worm member, doing away with the loose sleeve construction formerly used. The control rollers are now larger and turn on hardened studs instead of screws.

In tank construction, the new streamline tanks have nicely rounded edges in place of the square corners formerly used. There are no seams exposed. Each tank side is made of a single piece of metal drawn to shape under heavy pressure. Both tanks are much larger than in 1915, the oil tank holding 8 pints while the main fuel tanks contains 16½ pints and the emergency tank 5½ pints. The total gasoline capacity is thus 22 pints. Attention is called to the fact that the 1916 tanks will not fit any previous models.

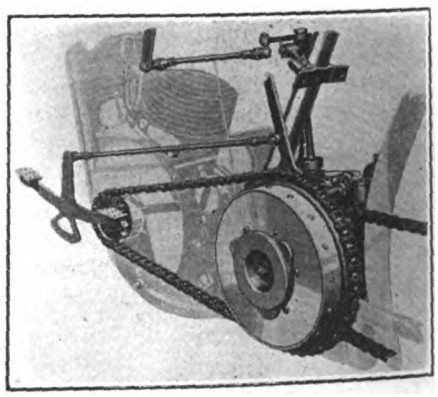
### Large Filler Caps

All tank filler caps have 1½ inches opening on the new machines. This increase in the size of the filling aperture enables the ordinary garage funnel to be used. The filler caps are faced off, rendering it very easy to screw them in place. The gasoline shutoff valves are improved for the new season and are now beneath the tank, making for a smooth and sightly job. Owing to the large size of the tanks, heavier clips are fitted. A large strainer is fitted inside both fuel tanks to prevent dirt or sediment in the gasoline from reaching the carbureter.




**Twin Stripped Stock, Model 16-T with Dropped Bars and Characteristic Saddle Position**

One big point that appeals to dealer as well as rider is in the standardization of all 1916 frames. This means that the frames are the same on both the single and twin cylinder three-speed models, and that



**Primary Drive and Control Details**

the single-geared models have the same frame for both single and twin motors. The left tank is the same on all single-geared models and the left tank is also the same on all three-speed models. The right tank has two pockets for the twin models to allow of removing the valves and one pocket on the single cylinder models for the same purpose.

### Standardization Advantageous

In utilizing the same frame on both single and twin models, it is possible to use the same footboards, brake rods and other parts. This greatly simplifies the handling of repair orders and makes it possible for the agent to carry a complete line of parts with a smaller investment. All three-speed parts are interchangeable on the single and twin models, the only difference being in the motor itself.

### Reinforcements Increased

In 1916 frame is of special carbon steel tubing throughout, with nickel steelf orged fittings. The frame is more heavily rein-

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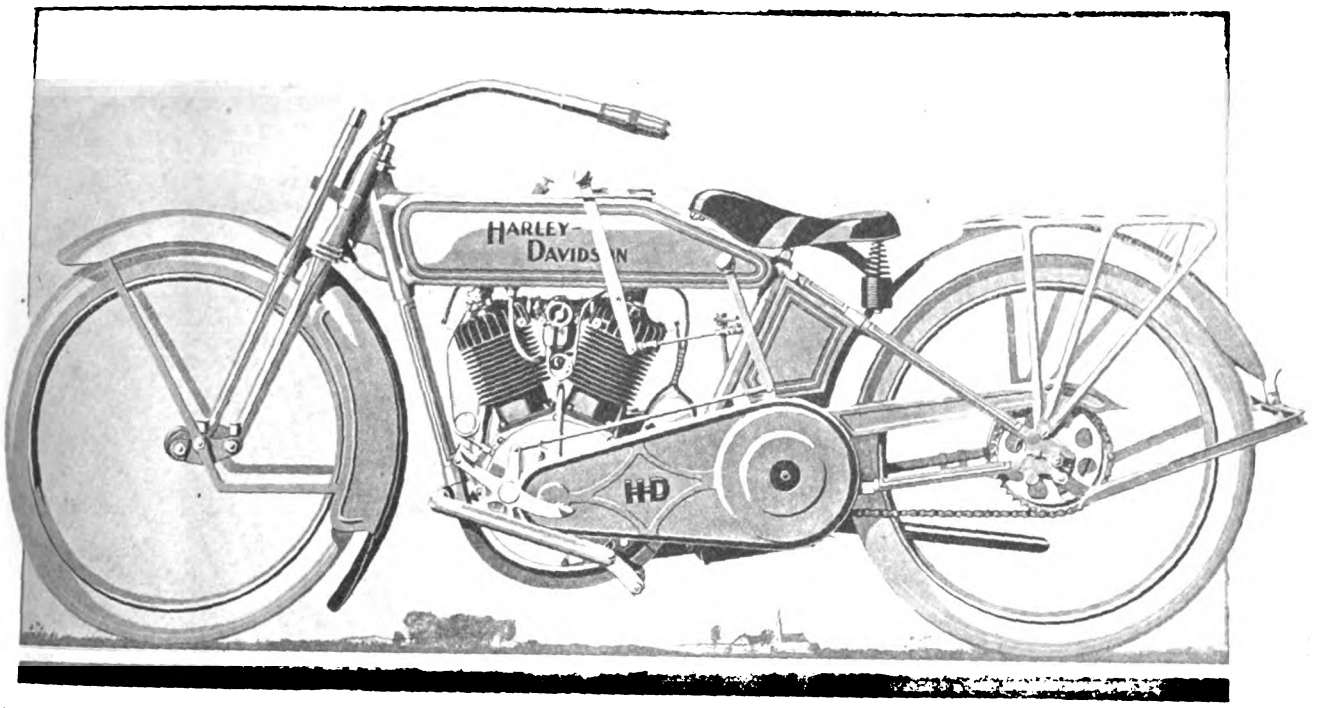
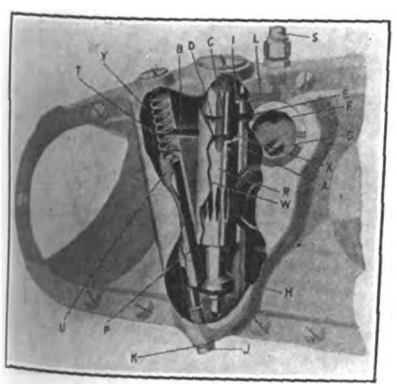



**Left Side View of Three-Speed Twin Model with Double Clutch Control, Efficient Chain and Mudguarding and Sturdy Luggage Carrier.**

forced than in 1915 below the head to withstand extended sidecar service. The rear stays are more heavily reinforced for sidecar work and the seat post clamp bolt is larger to take a bigger sidecar "I" bolt.



**Mechanical Oil Pump in Section**

The front fork is made wider to get increased clearance on the tires and permit the use of chains. Forksides are of special steel of new composition and are much heavier to stand sidecar service. The spring fork rocker plates are placed at a more efficient angle. The recoil springs are of vanadium steel.

In the front hub longer lock nuts are used for the axle cones and the axle and its nuts are longer. The upper head cone is made heavier and the surface is now curved to conform to the profile of the ball, doing away with point contact and substituting surface contact. The lower cone is heavier and is curved like the upper cone. The new installation can be fitted to older models of Harley-Davidson frame.

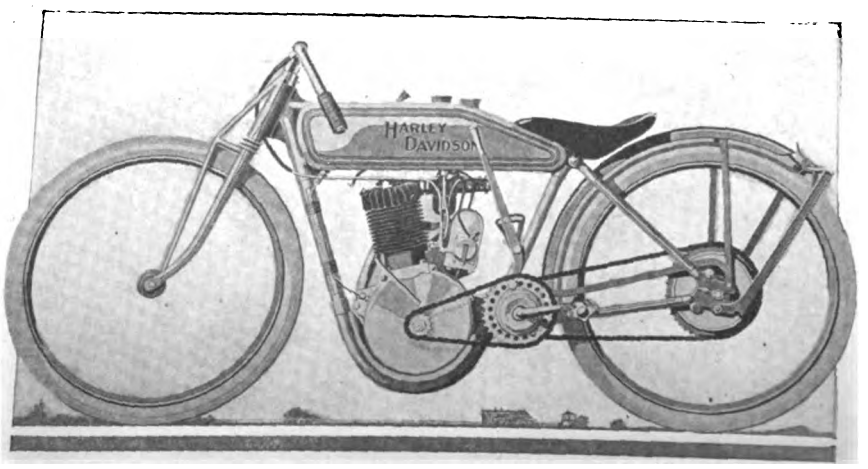
### Rims and Mudguards

Both front and rear rims, although of CC type, are made from special high-carbon steel, and are 50 per cent. stronger by actual test than rims used heretofore. The mudguards are made wider, being 5¼ inches from edge to edge. The front guard is longer, extending well forward and braced by four stays instead of two. Two fender-bolts on the spring fork, 4 inches apart, make a rigid fastening at this point. The splash flap is larger to give increased protection. The rear section of the rear fender is detachable to facilitate removal of the rear wheel or for making tire repairs with the wheel in place. Fender stays are of special flat stock, heat-treated. Both fenders are drawn at the offsets instead of being cut away.

The Model 16-F Harley-Davidson is powered by the 11 horsepower twin motor, three-speed gearset and step starter. It is fitted with Bosch high-tension magneto ignition, Schebler carbureter and the Harley-Davidson mechanical oiler which proved so successful during 1915. This model has the combined pedal and hand lever clutch control, foot-controlled band brake, countershaft chain drive and other details as given above as well as those which have been continued from 1915. The wheelbase is 59½ inches and 28 x 3 inch tires of Goodyear Blue Streak, U. S. Chain Tread or Firestone Non-Skid type are offered. The gear ratios are: High, 3.84:1; intermediate, 5.76:1; low, 8.64:1. The list price is $265, a reduction of $10 from the figure of 1915.

### Single-Geared and Electric Fitted

The Model 16-E is the same machine without the three-speed gearset and has the forward stroke starter in place of the one used on the three-speed models. The gear ratio is 4.07:1, and the clutch is located in the rear hub. Price is $240. The Model 16-J is a three-speed twin corresponding to 16-F, but fitted with Remy-Harley-Davidson electric lighting equipment and signal system. The source of ignition and lighting current is a special generator. The headlight is a twin bulb one, the main bulb being a 7 volt, 12 c. p., located in the focus of the lens, while the pilot bulb is 7 volts, 2 c. p. The tail lamp carries a 7 volt, 2 c. p. bulb above a license bracket on the rear mudguard. The horn is electric and a vacuum lighting control, the




**Four Horsepower Stripped Stock Model 16-S Fitted with Clutch.**

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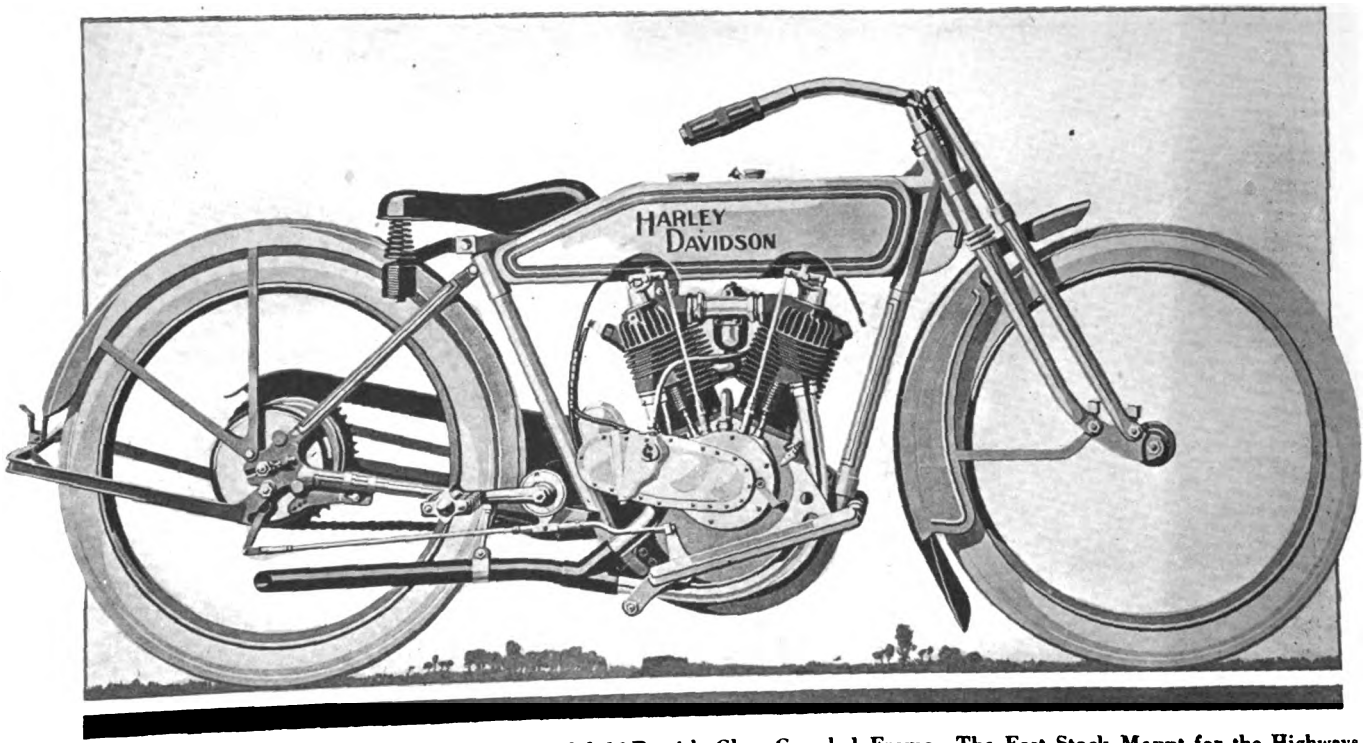


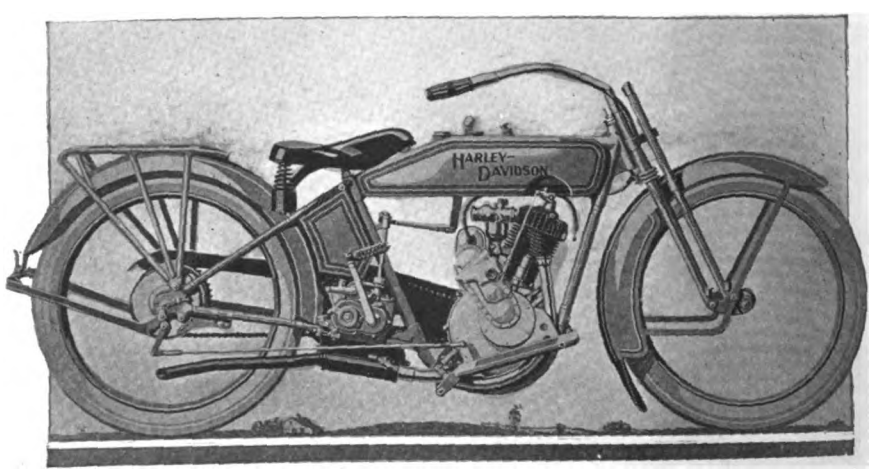

**Harley-Davidson Twin Cylinder Speed Roadster, Model 16-R with Close-Coupled Frame—The Fast Stock Mount for the Highways**

same as in 1915 is used. This machine costs $295, a reduction of $15 from the corresponding model of last season.

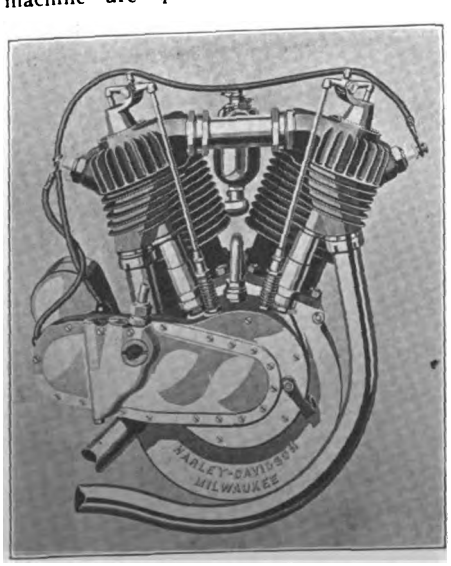
The 16-C model is a single cylinder, 6 horsepower, three-speed machine, similar in all respects to the 16-F except in the motor. It is priced at $230, the same figure as that for the single cylinder hub-two-speed model of 1915. The 16-B is fitted with the same motor as the 16-C, but is single-geared and has the forward stroke starter. It lists at $200.

### The Speed Models

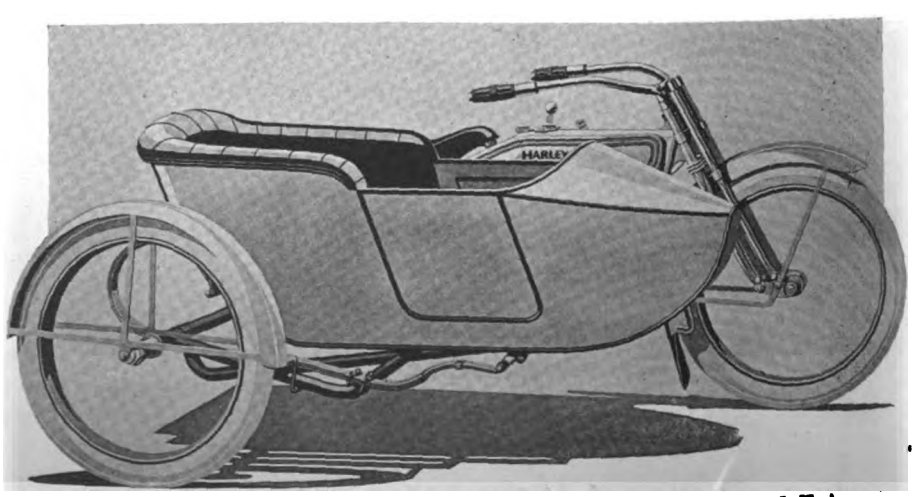
The speed models, 16-R, 16-S and 16-T are, respectively, fitted with the 11 horsepower twin motor, and the 4 horsepower single cylinder motors, the first and last models having the twin. But while the twin motor is rated at 11 horsepower it is made with mechanical construction to suit any requirements, provided that the piston displacement does not exceed 61 cubic inches. In fact, the specifications for each machine are quite elastic, permitting a mechanical construction to fill almost any demand. Lubrication is by hand pump or mechanical oiler. The wheels are 28 inches and the tires of 3-inch profile or smaller. The saddle is a Troxel or special racing type and transmission is by roller chain. Magneto ignition is fitted and the wheelbase on the 16-T and 16-R is 51½ inches or optional. On the 16-S, 4 horsepower single cylinder stripped stock




**Single Cylinder 6 Horsepower Model with Three-Speed Gear and Step Starter, Model 16-C**




**Twin Cylinder Motor**




**Latest Model of Harley-Davidson Sidecar Coupled to Three-Speed Twin**

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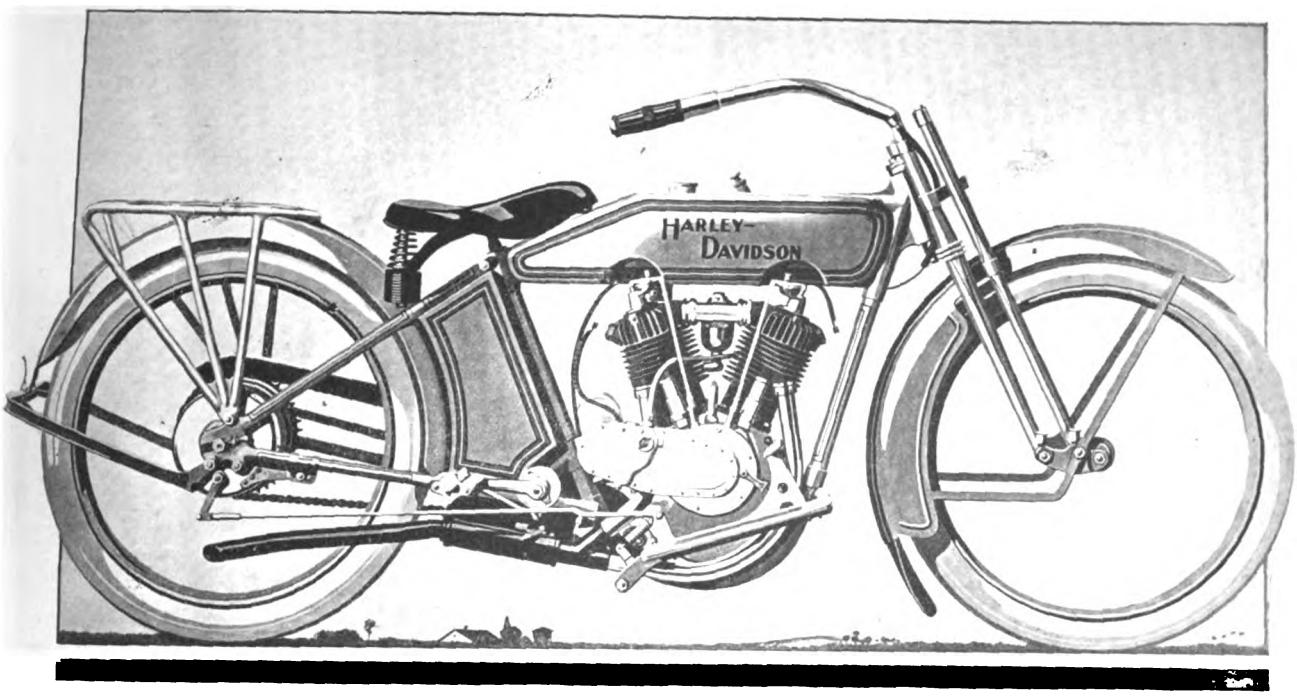


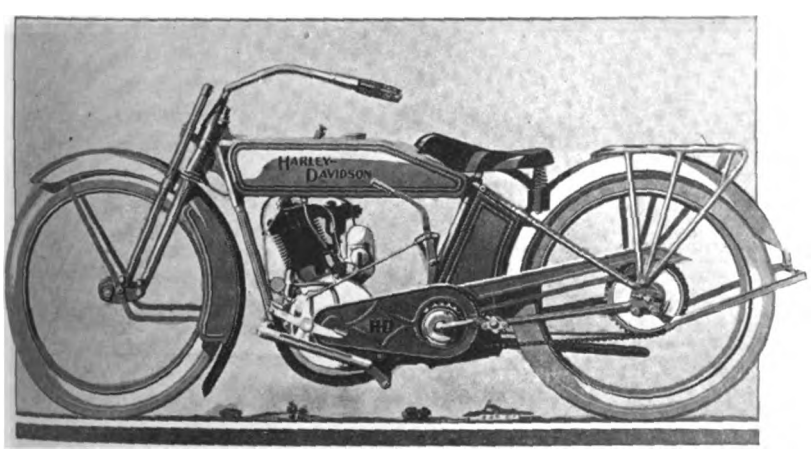

**Twin Model Fitted with Forward Stroke Starter and Harley-Davidson High-Speed, High-Duty Motor, Model 16-E**

mount, the wheelbase is 50½ inches or optional and the motor is built to meet the requirements of the purchaser, but must not exceed 30½ cubic inches in displacement. Details, such as forks, handlebars, clutch, brake, etc., are optional. The prices are 16-R, twin cylinder speed roadster, $250; 16-S, single cylinder stripped stock, $210; 16-T, twin cylinder stripped stock, $250.

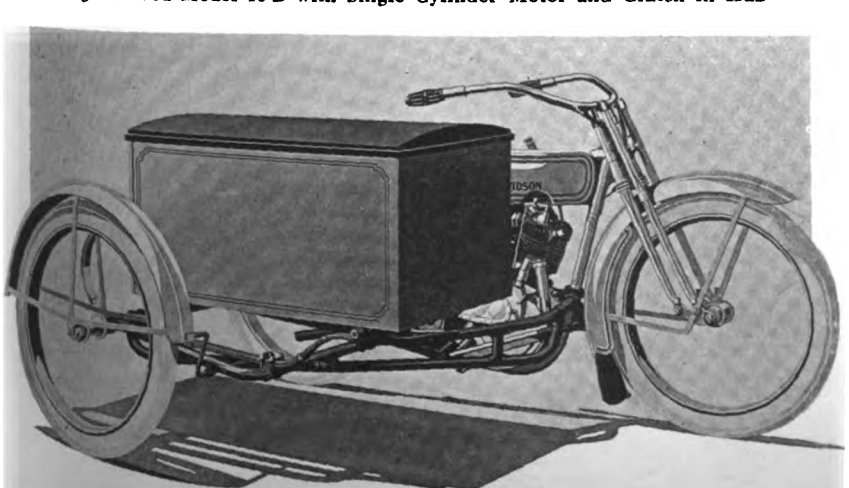
### Sidecar and Van Changes

For 1916 the sidecar body is two inches wider than in the former model. A ratchet brake lock is provided with each sidecar, this being ready to attach to the right footboard of the motorcycle in a short time. The lock makes it possible for the sidecarist to hold the sidecar in either direction when the machine is standing. This lock can be supplied to present owners of Harley-Davidson sidecars at an extra cost. The sidecar springs are of a new steel, giving better service under hard driving, as well as longer life. The "I" bolt, where the sidecar fitting is attached to the seat post, is made larger, being 9/16 of an inch in diameter and is of nickel steel.

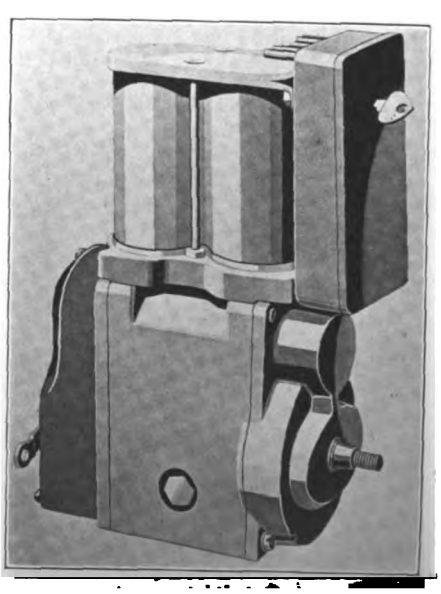
The side van has a body measuring 36¼ x 21¾ x 18 inches deep at the center and 15½ inches deep at the sides. The body is made of substantial air and kiln-dried wood, carefully selected. The top is hinged so as to open from the driver's seat. The body may be lettered at the factory at a




**Single-Geared Model 16-B with Single Cylinder Motor and Clutch in Hub**



**1916 Harley-Davidson Sidevan Attached to Model 16-F Twin Machine**



**Generator Used on Model 16-J**

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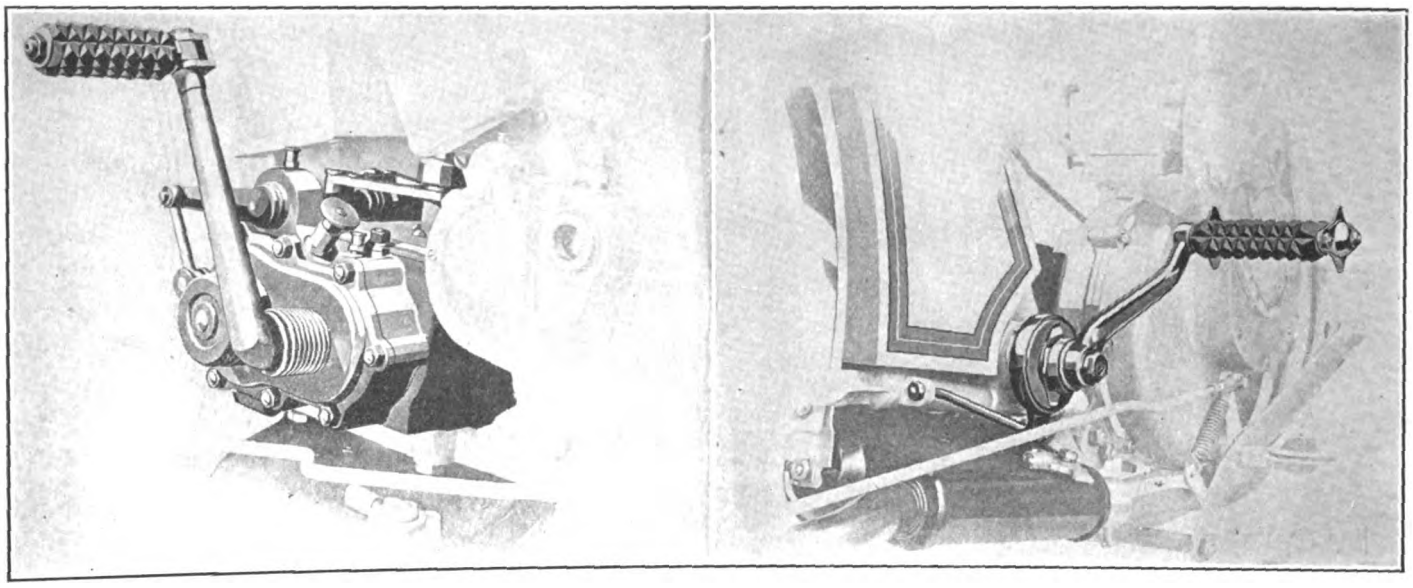
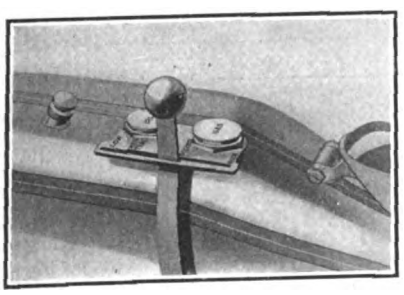


**Left, 1916 Model Step Starter Operating by Rear Stroke; Right, Forward Stroke Starter Used on Single-Geared Models**



**Gear Shift Lever and Quadrant**

cost of ten cents per letter. The ratchet lock supplied with the sidecar comes with the sidevan also. Prices are: Sidecar, Model 16-L, including 28 x 3-inch tire on sidewheel, $75; sidevan with 28 x 3-inch tire on sidewheel, $65.

### Heat Treating Process

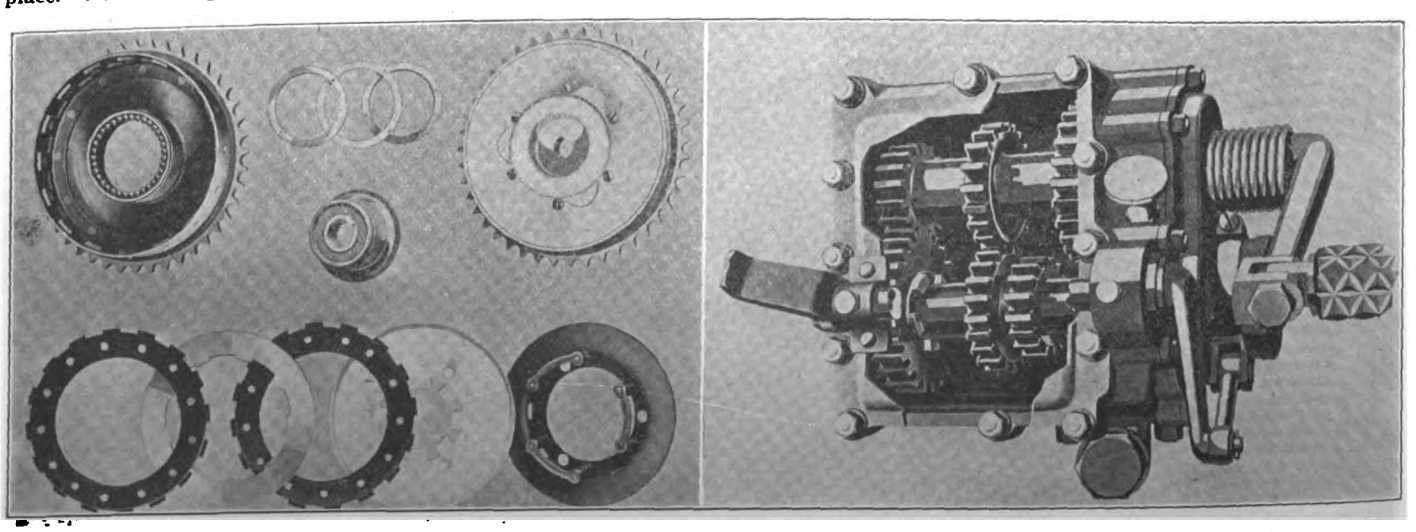
Harley-Davidson engineers have perfected a remarkable new process for heat treating gears and other steel parts with exposed working surfaces. This new method has eliminated all loss of metal in heat treating by so-called "scaling" or "flaking," which is the result of oxidizing of the metal, for with this new process no oxidation of the metal whatever takes place. Beside doing away with oxidation, the new method makes it unnecessary to use any sand-blasting, so the accompanying loss of metal from sand-blasting is also eliminated. In sand-blasting the surface of the article blasted is left rough, of course. It takes time for this surface to wear smooth and when it does wear smooth the parts are smaller than originally. It is true that the difference may be but a decimal part of an inch but often it is enough to make noisy gears, if the articles sand-blasted happen to be gears.

Still another advantage of the new process of heat treating is that there is no noticeable distortion due to internal strains in heating or cooling the gears, or articles heat-treated. Distortion invariably occurs to a greater or lesser degree in all heat treating by the old methods. The distortion may be microscopical but it exists, nevertheless. It sometimes grows worse with service. By the very nature of it, the uniform heating and cooling of the steel by the new Harley-Davidson process eliminates practically all chance for distortion.

## LATEST ADDITIONS TO THE CHICAGO SHOW LIST

In addition to those already listed the following companies have contracted for space at the Chicago Show, according to the latest bulletin from Manager Coffman:

Forsythe Metal Goods Co., Buffalo, N. Y.
Hagerstown Shoe & Legging Co., Hagerstown, Md.
Kelly Handle Bar Co., Cleveland, Ohio.
Wheeler & Schebler, Indianapolis, Ind.
Schickel Motor Co., Stamford, Conn.
Handy Bicycle Co., Chicago, Ill.
Indiana Rubber & Insulated Wire Co., Jonesboro, Ind.
Premier Cycle Works, Chicago, Ill.
Remy Electric Co., Detroit, Mich.
Chicago Eye Shield Co., Chicago, Ill.
Pioneer Mfg. Co., Milwaukee, Wis.
Caillet Bros., Wellington, Col.
New York Lubricating Oil Co., Chicago, Ill.



**Left, Harley-Davidson Disc Clutch Parts; Right, Three-Speed Gearset with Top Broken Away and New Step Starter**

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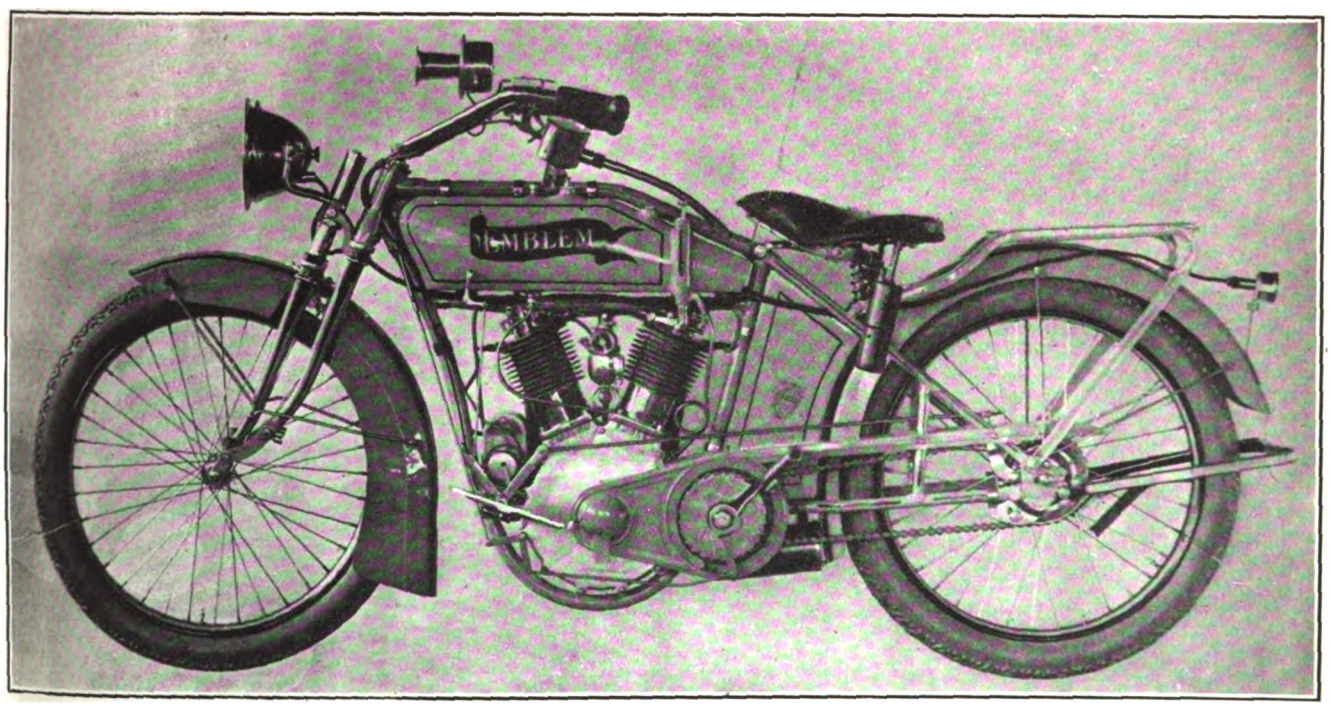
# NO PEDALS ON EMBLEM MODELS

FOUR distinct models of Emblem motorcycle are announced by the Emblem Manufacturing Company, of Angola, N. Y., for the 1916 season. The first of these, Model 110, has a 76 cubic inch displacement twin motor, a kick starter, and improved fork, and lists at $250. The second is Model 108, a 67 cubic inch twin similarly fitted and listing at $225. The third is Model 105, a single cylinder mount. The fourth, about which details are not yet to hand, is Model 106, a medium-weight twin in less power than either of its mates, with improved spring fork. The latter twin is designed to fill a want in the motorcycle field for a machine with two cylinders, capable of a speed of 40-50 miles per hour on the road and yet light enough to be easily handled. The Model 106 will make its debut at Chicago on September 21.




**Emblem Twin, Showing Kick Starter, New Device on Tank and Electric Lighting Equipment—No Pedals Are Fitted**

The big Emblem, Model 110, which develops 14 horsepower, proved itself very popular in 1915 and preceding seasons and has shown greater speed for the present year. It will give a road-speed of 70 miles per hour, and the maker claims that this is the fastest stock machine on the 1916 market. The Model 108, while not so fast as the bigger twin, will still travel at least 65 miles per hour on the road, and is suitable for sidecar work like the Model 110 The single cylinder Model 105 develops 7 horsepower.

### Emblem Motors

The engine of the Models 108 and 110 is fitted with the intake overhead valve and regular exhaust valve. The overhead valve, which is so popular among the automobile manufacturers on account of its increased power and cooling, is retained on the 1916 model. The exhaust valve action has a new device which has improved its action very much and produced greater speed and power and also eliminating the noise of the action. The intake walking beams are also bushed at all points with wood fiber so as also to eliminate the metal sound of the valves.

### Magneto Gear Casing

The magneto gear case is a housing by itself, holding all of the gears which drive the magneto and is placed through an opening through the cam gear housing and fastens with two bolts. This housing can easily be removed by simply unscrewing two bolts and pulling the entire train of gears from the motor. This housing is also fastened to the magneto and practically makes a unit of itself and cannot get out of alignment. The new oiling device will be fastened to the cover of this magneto gear case and be a part of same and be driven from the large magneto gear which drives the magneto.

On the interior of the Emblem motor the pistons are fitted with three rings, two above the wrist pin and one which slightly covers the piston pin and keeps same from working cams. The motor is a new oiling device giving a constant flow of oil at all times, increasing with the speed of the motor. Outside of minor improvements there will be no radical changes on the twin motor.

The valve operation of the Emblem motor is by means of four cams in one piece, each cam performing the action for the four valves of the cylinder. By this four-cam action the proper opening and closing of the valves can be arranged, which is so essential to get the best power and speed from a motorcycle motor. It gives a full charge of ingoing gas and also discharges the entire burned gas. The exhaust pipe is of a large diameter so as to give a free flow of the exhaust gas without any resistance whatever. The exhaust valve tappets are all bushed with wood fiber so as to prevent the metal sound of the valve and scarring the side of the cylinder. The pistons are of a very light design and drilled with a number of small holes around the entire lower base of the cylinder. The lower piston ring also acts as an oil ring; just below this piston ring there is a groove cut into the piston a trifle below the depth of the ring, which on its downward action scrapes all the surplus oil and forces same into this groove and through holes into the crank case. This prevents the oil from getting above the piston and thereby fouling the spark plugs. The piston pins are of ¾ inch diameter and hollow. The connecting rods are of a vanadium steel forging with a four piece roller bearing at its lower end. This bearing runs over a 1-inch crank pin made from Hyten steel. This bearing is similar to the one which was used in the past season, and which has been in use for many thousand miles without showing but a slight wear. The main shaft bearings, which are of a large diameter, are run in bronze with oil grooves on each side. These bearings have also proved very satisfactory in the 1915 models, and will be retained in the 1916.

### Closer Clearances

In regard to the fitting of the cylinders and pistons, the clearance between these two is far more closely than previously, making them practically a tight fit when the motor is built up and are only worked down when running in a bath of oil until they run freely. The cylinders and pistons also are put through a heat treat operation before the final grinding is done.

The countershaft has been fitted with a new oiling device. This device is made by passing a steel tube through the inside of the countershaft, this tube acting as a grease cup. This tube is threaded on the inside to a depth of over half way. Into this tube

*(Continued on page 68.)*

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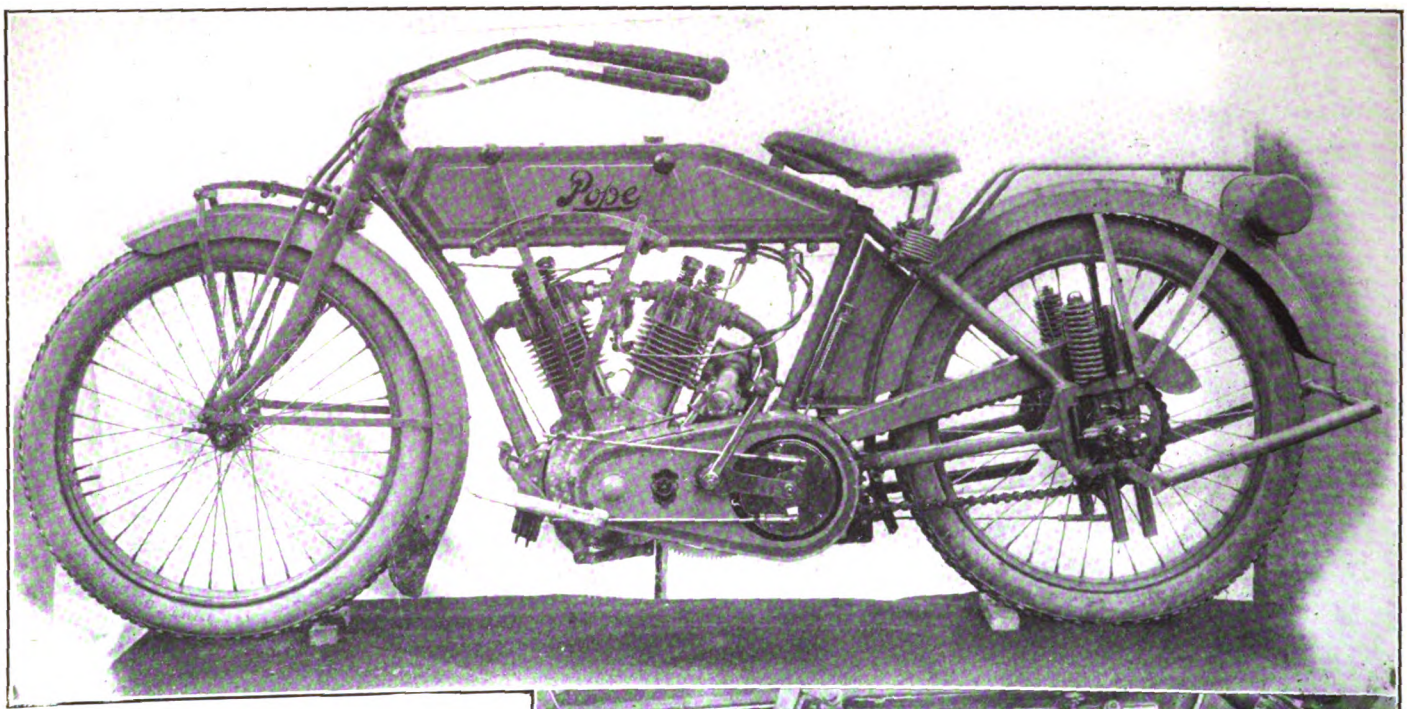
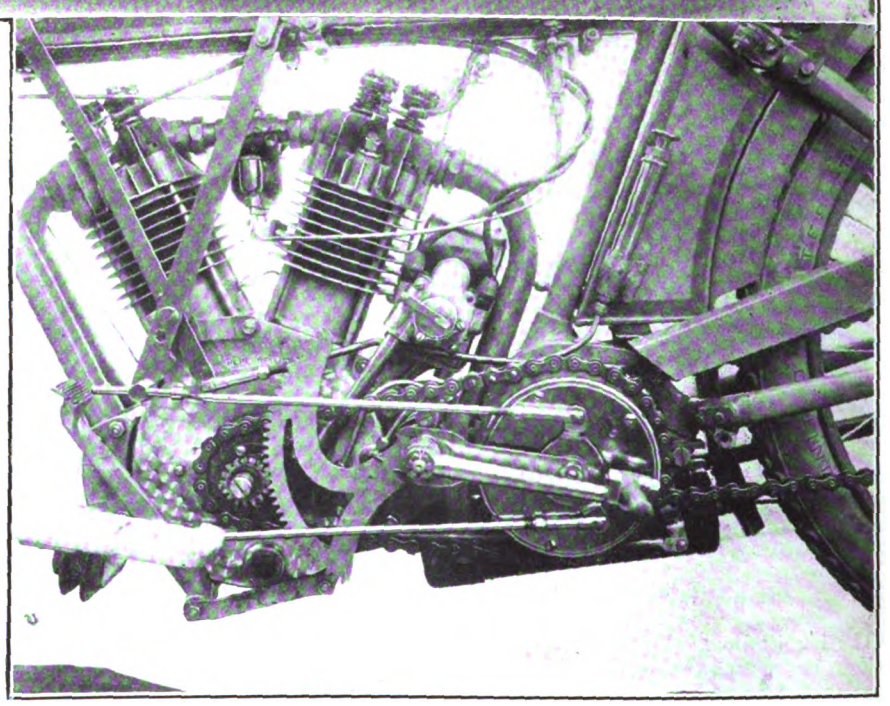
# NOVEL THREE-SPEED GEARSET IS CHIEF



**Left Side of Three-Speed Model, Showing New Kick Starter, Clutch and Brake Control and Magneto Drive; Above, Model R-16 Three-Speed Twin**

OF the varied offerings of the Westfield Mfg. Co., Westfield, Mass., which succeeds the Pope Mfg. Co., the one most likely to interest big twin and sidecar devotees for the 1916 season is the ingenious three speed gearset on the R-16 twin model. This gearset has a number of striking features, one of which is that the three pairs of gears giving the three speeds are always in mesh. Another feature, which is a radical departure from existing motorcycle practice, is the operation of the sliding dog clutches for the different gears by a pair of barrel cams.

But the new three-speed gear is not the only added feature for this model in 1916. A direct foot-starter of the pinion and sector type is fitted, the pinion being mounted on the motor shaft and the sector and its arm with folding pedal on an intermediate lug on the rear motor bearer. With the new gearset comes a new control of the gear shift and a novel and handy means of carrying the box itself. The clutch lever for this model, when pushed forward, first disengages the clutch and then sets the brake, a most handy feature for both solo and sidecar rider.

### Gears Always in Mesh

The new three speed gearset contains but six gears, all being in mesh at all times. The main shaft left hand gear is fitted with a dog clutch and the low gear on the main shaft, which comes next to this first gear is likewise fitted with the same device. On the fluted main shaft is a slider with opposite dog clutches. The intermediate main shaft gear, at the right, has a dog clutch and there is a single dog clutch slider on the fluted shaft to correspond.

On each slider works a fork whose upper end projects through the gear casing cover and carries roller. These rollers fit into special grooves in a barrel or cylinder, these grooves forming cams. The barrel cam rotates in a special chamber above the gear casing proper at the right side and carries a pinion at its right end. In this pinion is meshed a rack operated by a lever attached to the gear shift lever at the left side of the frame. The operation is as follows, the gear being in high speed position:

### Shifting Operations

On moving the shift lever toward the intermediate position, the rack rotates the barrel cam from front to rear. The roller and fork following the cam groove, takes the high speed dog clutches out of mesh and meshes the intermediate dog clutches as the intermediate position is reached. From intermediate to low gear, the intermediate clutches are unmeshed and the low clutches are gradually meshed, both slider forks being acted upon by the cam grooves at all times. The grooves are so formed as to prevent meshing more than one set of clutches at a time.

There is an interlock between the gear shift and the clutch pedal or lever. On the end of the shaft carrying the barrel cam is a notched plate, the notches corresponding to the three gear positions and a neutral point. On operating the clutch a short rocker on the right side is first withdrawn from the notch in the plate before the gears can be shifted. This rocker acts as a gear lock as well

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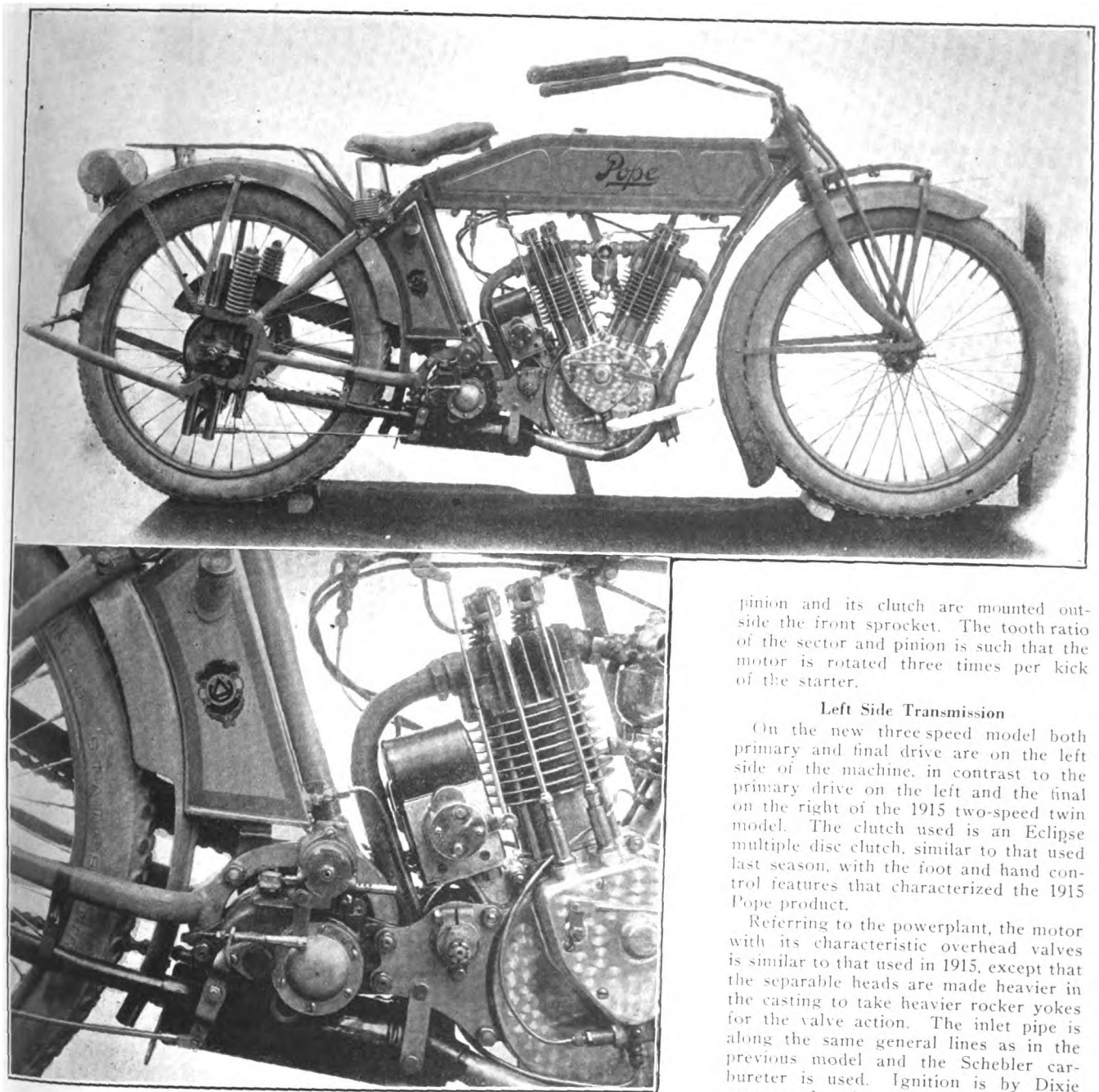
# ADVANCE IN POPE LINE FOR NEW SEASON




**Right Side of Twin Powerplant with Clutch and Gear Interlock and Dixie Magneto; Above, Pope Three-Speed Model, Illustrating Characteristic Features**

as a clutch interlock. A short shaft on its lower arm is operated upon by a lever mounted on a through shaft working in a boss at the lower rear part of the gear box, there being another shaft attached to the clutch control on the opposite side. The lever on the right hand side further is connected to the brake arm on the big double acting band brake at the right side of the rear axle. This position for the brake is new for 1916, and so is the brake itself.

### Gearset Mounting

The three-speed gearset is mounted in the bottom bracket in a similar manner to the two speed set in 1915. There are two forks on each side forward and one at the rear on each side. The supporting bolts have their heads to the left and the nuts are provided with a novel device which keeps them from revolving when the bolts are unscrewed or screwed up. This feature makes it possible to adjust the gearset from either side so as to compensate for chain wear, without having to go to the opposite side as well.

The foot-starter kicks downward toward the rear. It is mounted in the same position axially as the short shaft carrying the rear sprocket of the Pope 1915 Model R-15 starter. The arm is long and carries a toothed sector, the latter being mounted on the main motor shaft and having dog clutch teeth to correspond with others attached to the shaft. The pinion and its clutch are mounted outside the front sprocket. The tooth ratio of the sector and pinion is such that the motor is rotated three times per kick of the starter.

### Left Side Transmission

On the new three-speed model both primary and final drive are on the left side of the machine, in contrast to the primary drive on the left and the final on the right of the 1915 two-speed twin model. The clutch used is an Eclipse multiple disc clutch, similar to that used last season, with the foot and hand control features that characterized the 1915 Pope product.

Referring to the powerplant, the motor with its characteristic overhead valves is similar to that used in 1915, except that the separable heads are made heavier in the casting to take heavier rocker yokes for the valve action. The inlet pipe is along the same general lines as in the previous model and the Schebler carbureter is used. Ignition is by Dixie magneto for the new season, the Pope inclined shaft drive with worm gears being retained.

### New Band Brake

The brake, mounted on the right side this season, is new and very large. It is of the contracting band type, operable by either the clutch lever or the brake pedal as desired. The gear shift lever, mounted at the left ahead of the clutch lever works in a slotted quadrant, with the positions of each gear and of a neutral point marked. The quadrant is slotted to ensure the rider's not unintentionally passing through a speed position.

Little details which make for greater safety are noticeable in this new model. There is, for example, a lug cast integral with the pedal arm, this lug being bored to take the bent end of the lower clutch-operating arm. In the 1915 construction.

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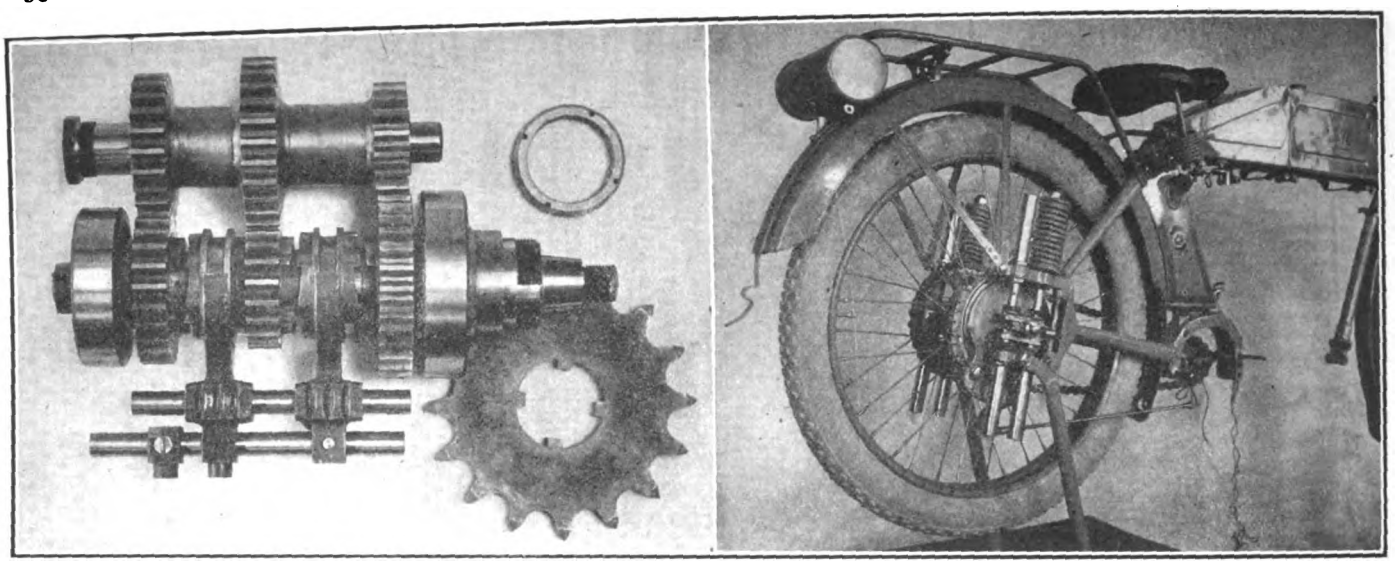


**Left, Gears and Shafts in Pope Three-Speed Set, Which Has Dog Clutches for All Speeds; Right, Spring Suspension and Rear Frame**

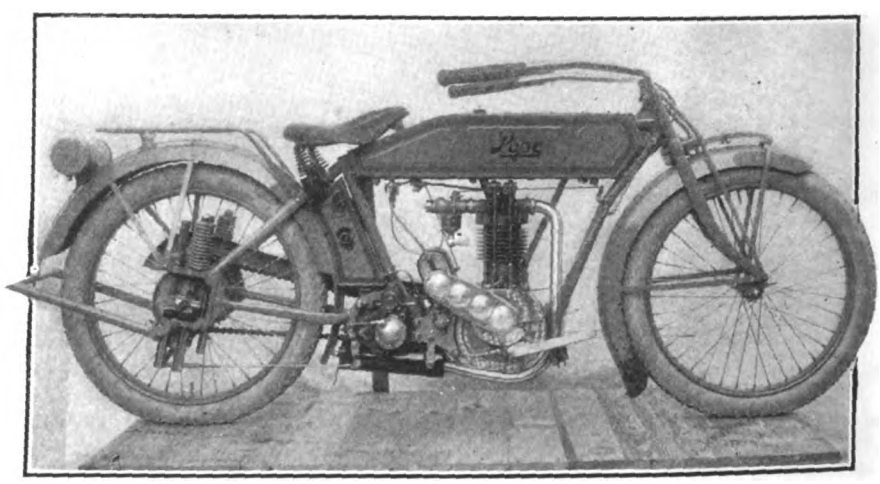
the rod is attached through a hole in the pedal arm, but this arrangement, while satisfactory, was not as good as the present one. The rear chain guard has a novel method of front attachment to the frame. There is a slotted short flat piece projecting downwardly from the front end and fitting over a through bolt with side slots in it. This bolt passes through the lugs on the rear forks, and the slotting arrangement enables the rider to lift up the chain guard by slacking the nut on the right hand side.

The gearset itself partakes of this ease in adjusting or dismounting. The only tools needed to disassemble the entire gearset are a screw-driver and a bicycle wrench. In fact, Pope accessibility, is an even stronger feature for 1916 than for the preceding season.

### Head Reinforcements

There has been no change in the front fork for the new year, and the same can be said of the frame from front to rear, with the exception of a fishtail reinforcement at the lower reach of the head tube and an external reinforcement at the brace tube. The footboards are new and give greater foot surface. The muffler has been improved also. There is a lower saddle position, the height being now 28¼ inches.

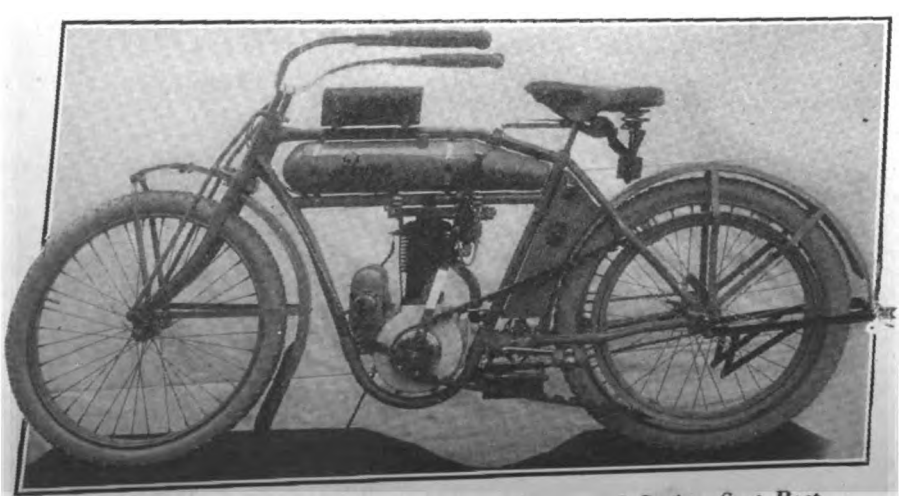
In regard to other members of the Pope motorcycle family, there is a 38 cubic inch single cylinder type, the Model TM-16, fitted with the same three-speed gearset as the model just described. This is the successor of the RM 15 two-speed single of the 1915 season, and outside of the three-speed set remains similar to its predecessor. The Model M-16, succeeding the M-15, has a few refinements for the new season, while the Model L-16 twin with direct starter of the pedal and chain type, remains practically the same as the corresponding model of last season. The same is true of the V-belt driven Model H-16, with Eclipse clutch and pedalling gear. Attention is called to the fact that for the 1916 season, the Sturmey-Archer three-speed hub gear has been discontinued on the H Model.



**Three-Speed Single Cylinder Model TM-16 with Same Transmission As R-16 Twin**

### Pope Gray Finish

All models coming from the Pope factory will be finished in Pope gray with contrasting striping. The Model H in particular, in this finish, is exceedingly attractive, especially in connection with the aluminum-finished crankcase and black cylinder. Prices on the various models are not yet quoted.



***Model H-16, Single Cylinder with V-Belt Drive and Spring Seat Post***

## VARIETY IN POPE BICYCLE OFFERINGS

OF the ninety distinct models of bicycles that the manufacturing company stands sponsor for, one of the most noticeable for 1916 will be a man's bicycle with a number of novel fitments. The first of these is a spring seat post, similar to that used on the Pope Model H motorcycle, others including a motorcycle type saddle, tandem spokes and Pope heavy guards. This mount is designed for merchants or others who have to deliver heavy packages, for riding on sandy roads or poor surfaces and for the

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fitting of motor attachments. As will be gathered from the above, the machine is stronger than a regular bicycle.

This bicycle is made with a 20, 22 or 24-inch frame, the main frame members being constructed of stronger and larger tubing than the ordinary types. The rear stays are heavy. The frame is designed to take 1¾-inch tires. The head is large and the cups and cones are made larger than in the other Pope models. The Columbia frame head, which has stood road punishment in all kinds of hands for years and has not needed changing since its introduction, is used on this model.

### Clipper Roadster

The Clipper light roadster, designed for either road or track, is a short-coupled mount. It has a curved tube in rear of the head for 1916 and the seat mast is curved to give the desirable short wheelbase. The main frame tubes are ⅞-inch in diameter, and are of Shelby stock. The crank stock on this and other Pope models is the same as was used on Columbia bicycles over 20 years ago and has not needed changing since.

The big boy, in the "awkward age" who is too large for a juvenile and yet too small for a man's wheel, is taken care of by the Pope designers. For him there is a mount with an 18-inch frame and 28-inch wheels, giving him room to grow, as it were. The 1916 output includes many other styles, both chain and chainless models, with and without the Pope spring fork and cushion frame. There are mounts offered with three-speed hubs and a considerable list of competition bicycles included. In fact, in the chainless models, the devotee of the multiple gear can have two speeds, while in the chain models he or she can get two or three speeds.

### Catalog Brands

The Pope officials have found that a reduction in price on the chainless models in 1913, far from unfavorably affecting the output, had trebled the sales of these models in New York and in foreign fields. In all the Westfield firm produces the following catalog brands: Pope, Columbia, Cleveland, Hartford, Pope Special, Seminole, Rambler, Westfield, Pope Daily Service, Defiance, Clipper Light Roadster, Tribune, Monarch, Crescent, Imperial, Stormer, Ideal, Sterling, Fay Juveniles and Motorbike.

# NOVEL TWO-STROKE MOTOR IN TIGER

FOR 1916, the Autobike Company, of 2233 Prairie avenue, Chicago, Ill., is bringing out the Tiger Autobike, a two-stroke machine with a novel arrangement of valves. This machine, which has a camel-back frame, deep and thin tank, V-belt transmission and pedal gear, weighs 112½ pounds and lists at $112.50.

Referring to the motor, there is an auxiliary passage whose lower end communicates with the space formed by a slot in the piston and also above the piston head when the piston is at the foot of its stroke. The carbureter is connected to this passage by a short pipe carrying a spring-loaded poppet valve. At the upper end of this passage is a second poppet valve giving communication directly into the cylinder close to the head.

### Advantages Obtained

The result of this construction is stated to be a direct flow of cool gases into the cylinder at its top, a freedom from reversing and "back firing," and a cleansing action on the part of the cool inlet gases as they pass into the cylinder. The motor, which is air-cooled, has a bore of 2½ inches and a stroke of 3 inches being rated at 4½ horsepower at a speed of 1,100 revolutions per minute. It is known as the Frederickson motor, from its designer, Clayton Frederickson.

The carbureter, fitted forward and quite high up on the passage referred to, is of the float type with auxiliary air valve. Ignition is by gear-driven high-tension magneto, located on a foot just ahead of the crankcase. The injection system of lubrication is used. The muffler is of pressed steel, with direct cut-out, and fits between the rear bearer plates. The exhaust aperture and pipe is large, thus permitting of the rapid escape of gases.

### Drive and Running Gear

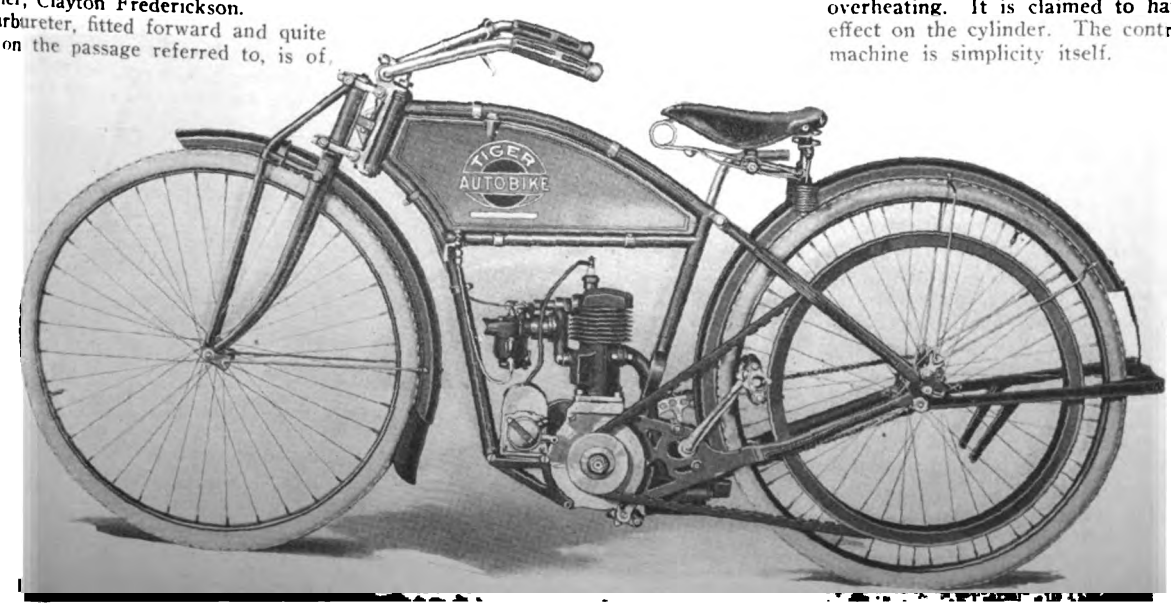
Transmission is by V-belt from a pulley on the motor shaft to a large rim on the rear wheel. A pedal gear is fitted and a coatser brake, operated by back-pedaling is provided. Wheels are 28 inches in diameter with 2 inch tires. The wheelbase is 48 inches.

The frame is of the same gauge and quality as is used on heavy weight machines. The front fork has been specially designed to give easy riding and is guaranteed to stand all strains. The top tube is "camel-backed" to give a low saddle position. The tank is about 2½ inches in width, but its depth and form allow of a large capacity, and this with a number of tests in which 140 miles to the gallon have been attained, give a wide radius of action on one tank of fuel. The handlebars are of nickel steel seamless tubing, bent close to the grips to give a comfortable position to the hands.

### Saddle and Stand

The saddle is a heavy and comfortable one, with seat post having a wide range of height-adjustment. The stand is of the heavy folding type, locking to the rear mudguard when not in use. The finish of the machine is Tiger yellow with black striping and all exposed metal parts are nickeled. The weight is 112½ pounds, and the price is $1 per pound, or $112.50.

The action of the Frederickson two-stroke motor is unique. The gas is drawn into the passage or manifold and then forced into the top of the cylinder. As the piston opens the exhaust port, the fresh gas rushes into the top of the cylinder without waiting for the piston to uncover the inlet port. The larger poppet valve acts to prevent "popping back" into the carbureter, while the upper and smaller valve acts as an automatic inlet valve. The piston is fitted with a deflector plate of novel design, which prevents premature firing of the charge should the burned gases "linger" in the cylinder from any cause. The cool gas entering the cylinder plays on the spark plug and keeps it from carbonization and overheating. It is claimed to have a like effect on the cylinder. The control of the machine is simplicity itself.

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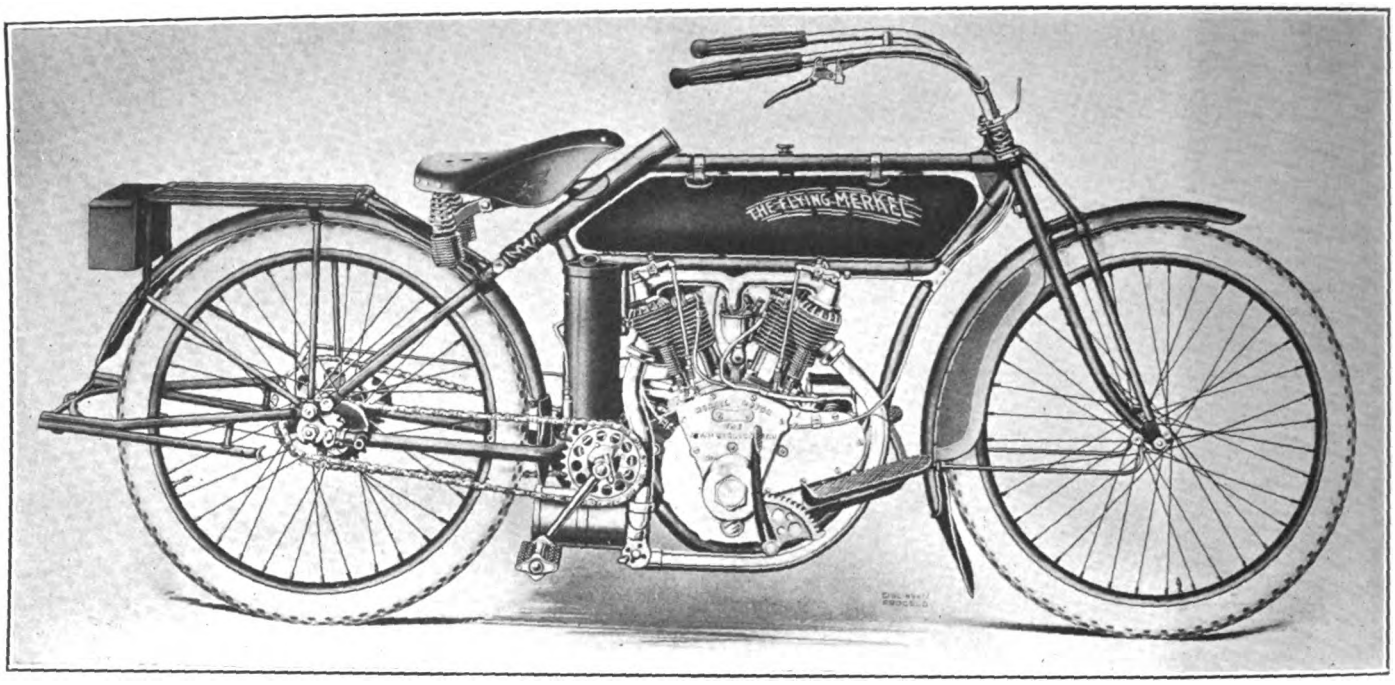
# MIAMI OFFERS THREE POWER BICYCLES

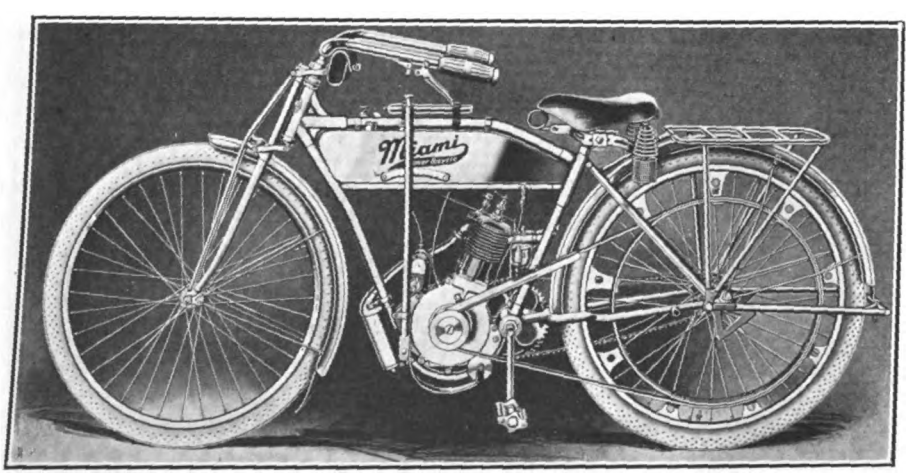



**Flying Merkel Two-Speed Planetary Gear Twin Model 675 with Direct Foot Starter and Pedal Gear**

THREE models of the Miami Power Bicycle, and five models of Flying Merkel motorcycle are offered by the Miami Cycle & Manufacturing Company, of Middletown, O., for the 1916 season. The Power Bicycles include a chain-driven two-speed machine, known as Model 16; a belt-driven, magneto-ignited, single-geared mount, known as Model 15, and the same machine, fitted with battery ignition, Model 14, which was first introduced last season. All these models are fitted with a single-cylinder, side-by-side valve, four-stroke motor of 2½ horsepower. The Flying Merkel models differ in minor details only from their immediate predecessors.

The Model 16 Miami machine is of the countershaft chain-drive type, a 3/16 x ⅝-inch roller chain being used on both primary and final drives. The ball-bearing two-speed gear is of the sliding type, fitted on a special bottom bracket. It is controlled by a short-ball-grip lever working in a quadrant on the right side of the frame close to the seat cluster. The gear ratios are 6.3:1 on high, and 11½:1 on low. High gear is direct, while the reduction on low is 1.78.

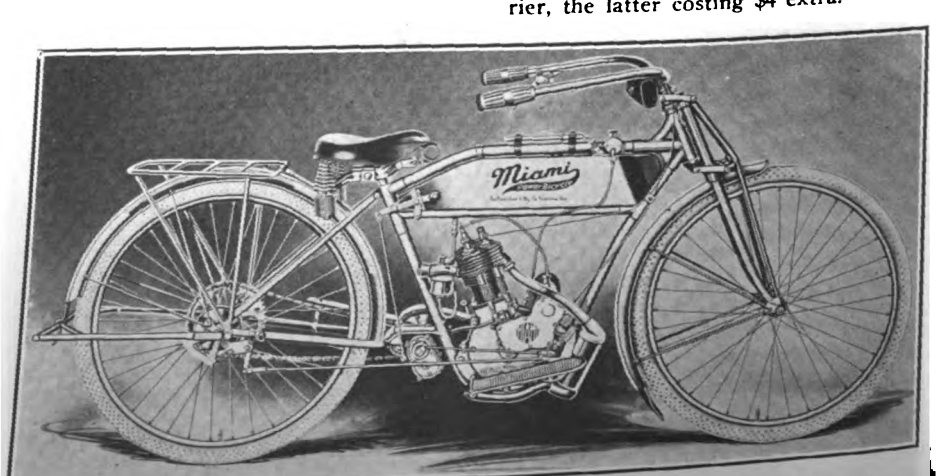
The gearset incorporates a disc clutch of the dry type, having four Raybestos discs interleaved with steel discs. This clutch is controlled by a rocker pedal on the left footboard through linkage on the right side of the machine. The motor shaft on Model 16 carries a spur-pinion, in addition to the front sprocket, and with this pinion gears a toothed sector pivoted to the crankcase on the left side. This sector is fitted with an arm and pad and enables the motor to be turned over about three times at one kick. This starter, as it really may be termed, is fitted with a ratchet clutch in the pinion on the motor main shaft.




**New Belt-Drive Miami Power Bicycle, Model 15, Having Magneto Ignition**

### Contracting Band Brake

Going toward the rear of the machine, the brake is seen to be of the band type, acting to hold the mount either backward or forward. It has a powerful leverage and is operated by a pedal on the right footboard. Footboards are of aluminum. The machine is fitted with 28-inch wheels and two-inch Goodyear Blue Streak tires are standard, with an option on Federal studded treads. The wheelbase is 51¼ inches. Model 16 is listed at $140, but the equipment does not include a luggage carrier, the latter costing $4 extra.




**Right Side of Two-Speed Miami Model, Showing Clutch and Gear Control**

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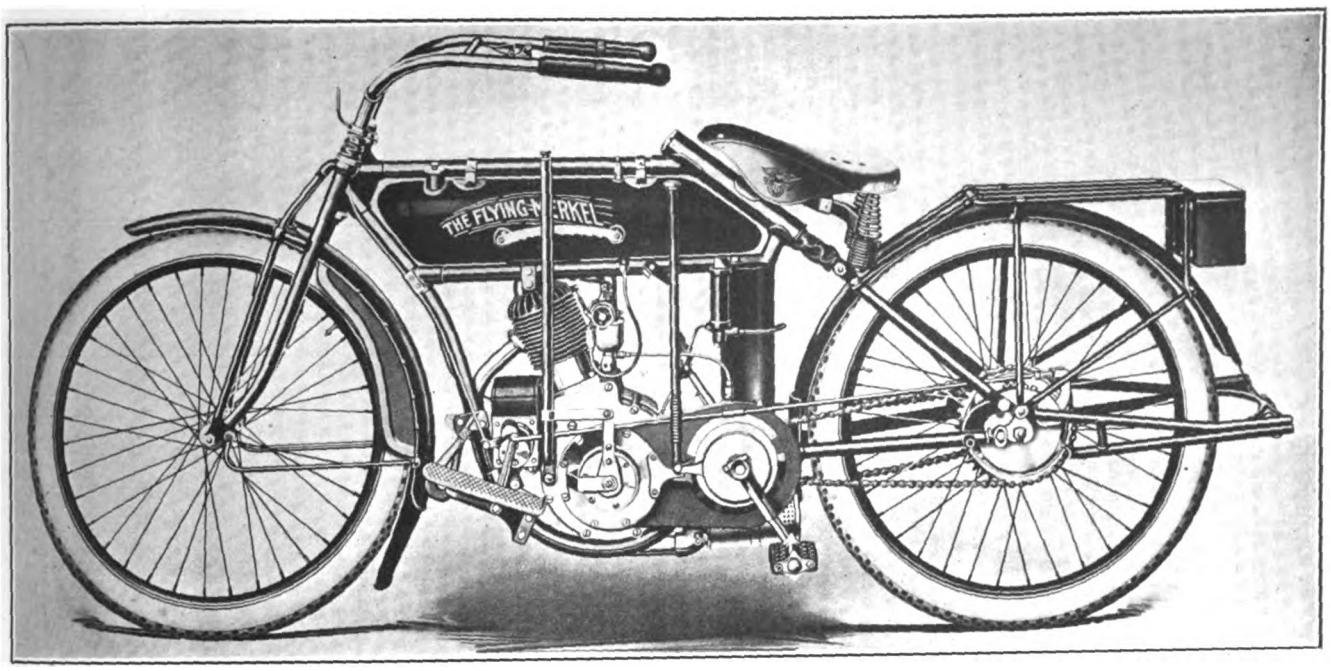
# AND FIVE MERKEL MOTORCYCLE MODELS



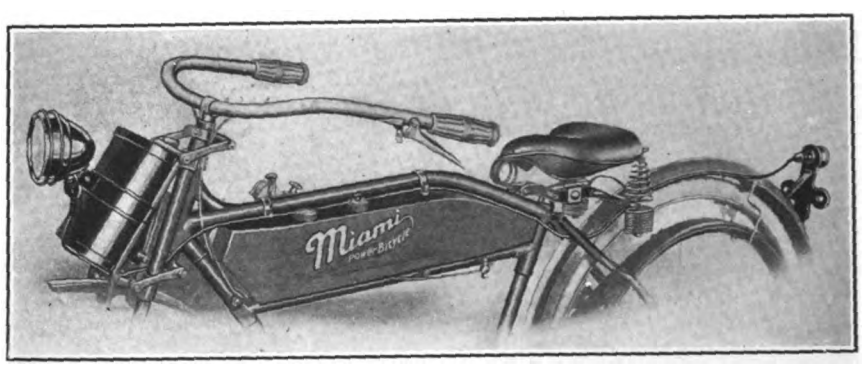

**Single Cylinder Two-Speed, Model 643, Showing Two-Lever Control, Footboards and Luggage Carrier**

The power plant used in the Model 16 is the same as that used in Models 15 and 14, except that a sprocket and starter pinion are fitted in place of the flat-belt pulley on the motor main shaft. The motor is of the side-by-side valve type, with exhaust valve in the forward chamber. The bore is 2½ inches and the stroke is 2 15/16 inches, giving the motor a rating of 2½ horsepower. The piston displacement is 14.21 cubic inches. The carbureter is of a special type, named the Miami, and fitted with a choking device for easy starting. It is a float-feed instrument with adjustable air and needle-valve to the jet. The throttle is controlled by the right grip on all models.

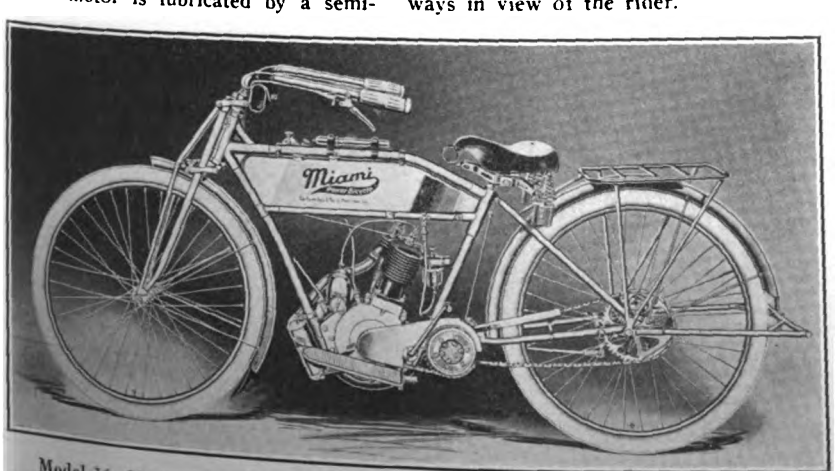
**National Magneto Used**

The ignition is by a fixed-spark, high-tension magneto, the National. It is fitted at the front of the crankcase and is driven by a train of three spur gears running in an oil-tight casing. The muffler is arranged at the front below the crankcase and is very compact. Its great size in proportion to the cylinder volume makes it noiseless. The tail-pipe extends to the rear under the motor. The motor is lubricated by a semi-automatic device incorporated in the oil compartment of the tank, the oil going to the bearing surfaces by splash. This device has a spring plunger which forces oil through a cylinder and sight-feed to the crankcase. The sight-feed is in a horizontal glass barrel on top of the tank, always in view of the rider.

The difference between Models 15 and 14 lies in the ignition only. Model 15 uses the National magneto, while Model 14 employs a battery and coil system. Both models, as well as the Model 16, have the characteristic loop frame of the Miami Power Bicycle of last season, also the cantilever type spring fork, fitted only by the makers. The tank has a gasoline capacity of slightly more than 1½ gallons, while the oil capacity is 2 pints. There are double partition walls between the oil and fuel compartments. The mudguards and stand are the same on all three models of the Power Bicycle, while the means of controlling the valve lifter, by hand-latch on the left grip, is also common to the three models. The wheelbase of both models is shorter than that of the chain machine.




**Electric Lighting Set for Miami Power Bicycles, Listing at $5 Extra**




Model 16, Chain Drive, Two-Speed Miami Power Bicycle, Showing Footboards

**Spartan Belt Drive**

Both Models 15 and 14 are driven by 1½-inch Giant Spartan flat belts, with idler or "jockey pulley" acting to regulate the tension and free the motor from the transmission. The brake used on both is the Musselman positive drive coaster type, operated by back-pedaling. A Troxel Motor Bike saddle is fitted, like that on the chain-

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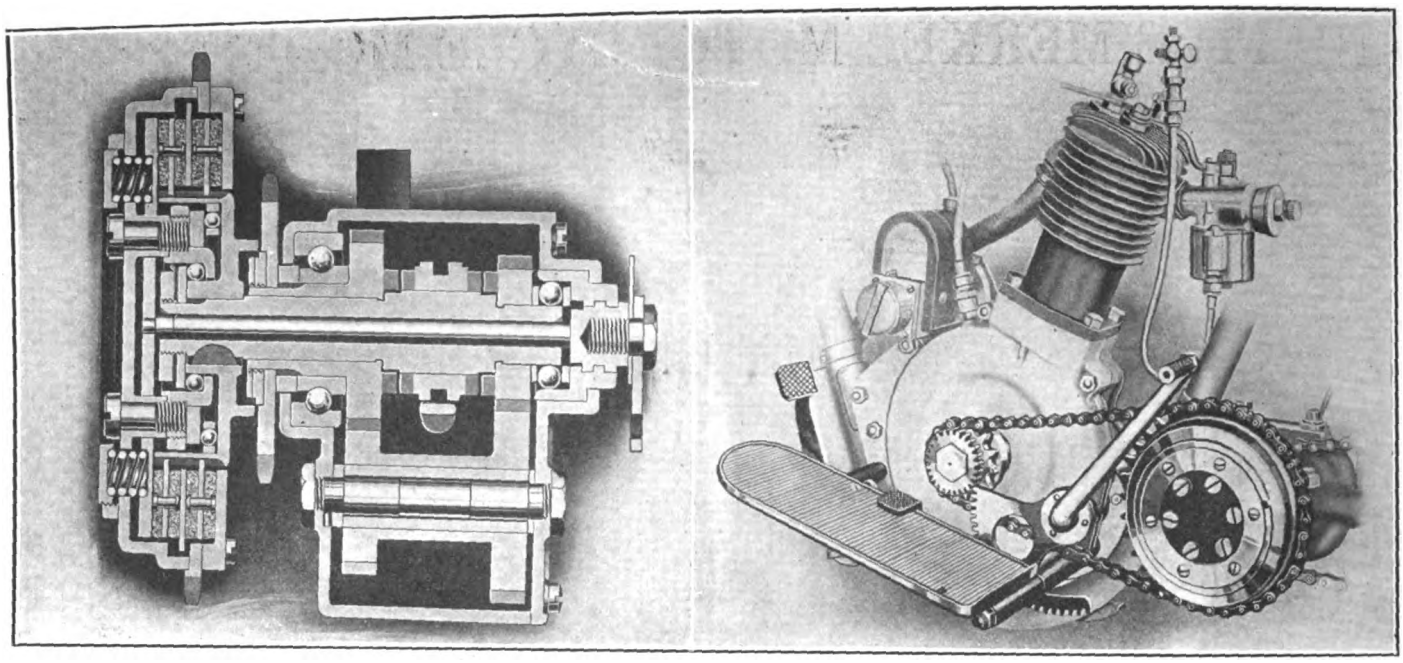
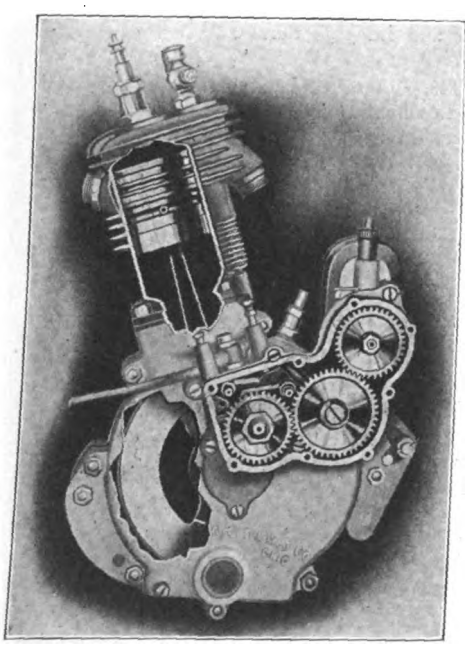


**Left, Section of Two-Speed Gearset on Chain Drive Miami Power Bicycle; Right, Motor, Kick Starter and Clutch on Model 16**

drive two-speed model, and the tire equipment is the same as on the latter. Pedals



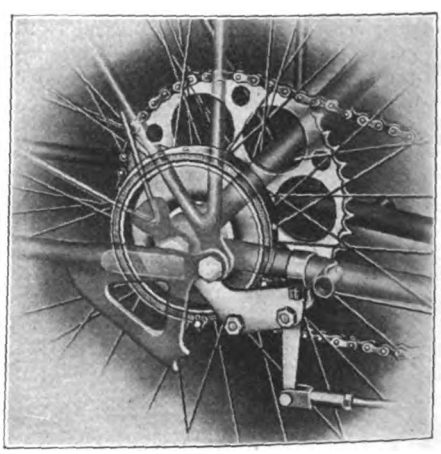
**Section of Miami Motor**

are fitted, being of motorcycle type. A tubular luggage carried is listed at $4 extra. The Model 15 (magneto ignited) lists at $125, while the Model 14 (battery ignited) is priced at $100.

An electric lighting equipment is offered by the Miami firm as an extra for the different models of the Power Bicycle. This consists of a set of dry cells, a headlight and a tail lamp. The battery is to be mounted on the front fork, with the headlight on its casing, while the combined tail lamp and license plate bracket is to be attached to the rear mudguard. The outfit is supplied with the necessary wiring. It lists at $5. Application for details on this set should be made to the manufacturer at Middletown.

### Flying Merkel Series

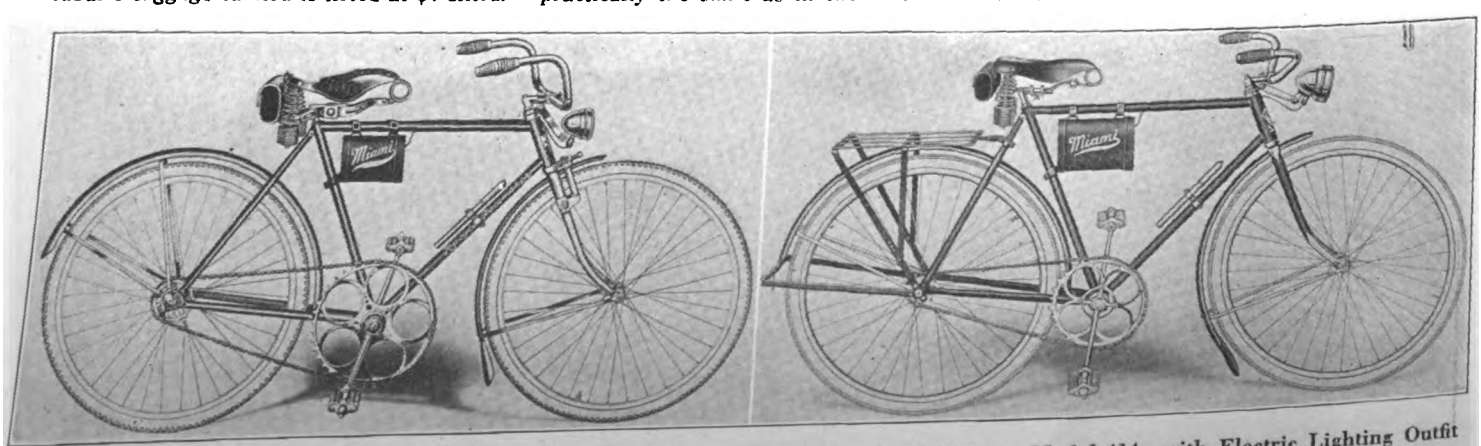
In the Flying Merkel line, the twin models, 673, 671 and 675, are now fitted with a one-piece inlet manifold, in place of the built-up one of previous seasons. The clutch used is an Eclipse, of 1916 type, giving greater surface than that previously used. The Miami combination dual brake is fitted on all models, and ignition is by the Dixie high-tension magneto. The five machines which constitute the Flying Merkel line, are all fitted with the successful Merkel spring frame, the truss spring fork, and a crossbar between the handlebars. The power plants in each case are practically the same as in the 1915 models, and the same details apply to the frame, tanks, and saddle equipment. The two-speed gear used in 1915 has been continued for the new season. Tires for 1916 are Goodyear Blue Streaks, with an option of



**Band Brake on Model 16**

Firestone non-skids, 28 x 3 inches in size. Footboards are fitted as in 1915.

The Flying Merkel models are the Model 675, planetary two-speed twin, $260, incorporating the foot starter at the right similar to that of 1915; Model 673 twin,




***Left, Racycle Pacemaker, Model 210, Showing Full Equipment; Right, Flying Merkel Scout, Model 414, with Electric Lighting Outfit***

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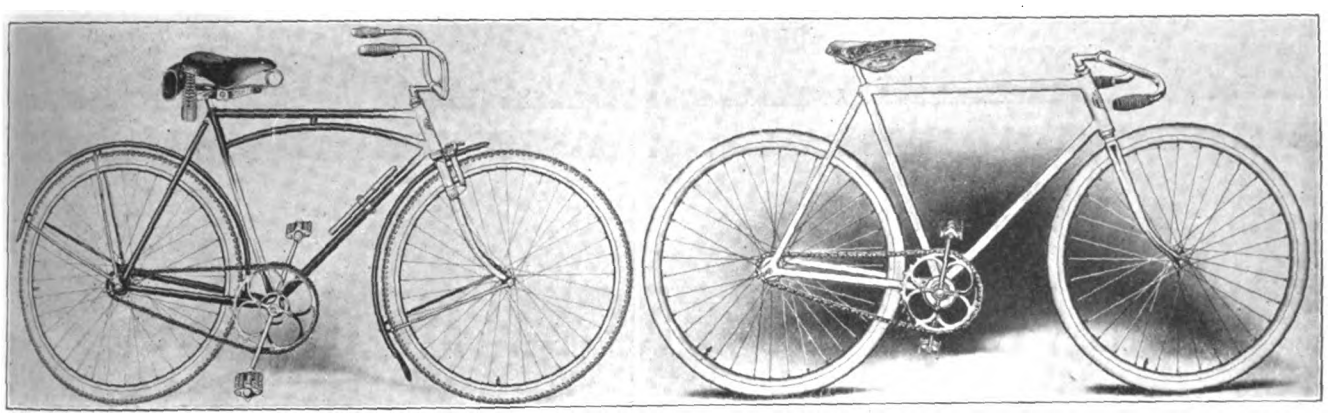
with pedals and footboards and no starter, $250; Model 671, single-geared twin, $225; Model 643, single-cylinder, two-speed, $225; and Model 641, single-cylinder, single-geared, $200. Luggage carrier on all models is listed at $5 extra. Color is Merkel orange, with an option of No. 17 blue.

In the bicycle line, the Miami company announces the Racycle Pacemaker as one of its 1916 leaders. This machine, otherwise Model 210, comes with electric lighting equipment, Miami spring fork and high pedaling gear, for $60. It is fitted with Musselman coaster brake as standard equipment, as well as studded tires. The Hudson racer, Model 510, listing at $50, is another machine which has been further developed for 1916. The top tube has been enlarged without detracting from the appearance of the machine. This model is equally adaptable to road, as well as to track racing. A similar model is made in the Miami, and Racycle lines, adaptable to a similar service.

The Flying Merkel Scout is another 1916 model that will prove its popularity during the coming season. This is equipped with electric lighting equipment and flat luggage carrier, listing at $35. The frame pump is attached by clips to the diagonal tube. This model comes with the Musselman coaster brake as standard equipment. The Miami Pathfinder, Model 310, is fitted with the characteristic Miami spring fork, trussed top tube and Musselman coaster brake, for $50, complete with frame pump.

The different bicycle lines of the Miami Cycle & Manufacturing Company, manufactured in 1915 and previous seasons, are being continued for the new year. There are nine in the Racycle line, six in the Miami line, three in the Flying Merkel line and five in the Hudson series, in addition to those mentioned above. Prices range from $25 to $35.



**Left, Miami Pathfinder, Model 130, with Truss Frame and Spring Fork; Right, Hudson Racer, Model 510, with Enlarged Top Tube**

# SMITH MOTOR WHEEL RECOGNIZES NO SEASONS

MILWAUKEE, Wis., September 14.—When asked for a description of the Smith Motor Wheel for 1916, W. V. C. Jackson, general manager of the Motor Wheel division of the A. O. Smith Company, stated that the company recognizes no seasons, that its engineers make an improvement in the product whenever an opportunity presents itself and that the policy of yearly announcements does not jibe with the "do-it-now" spirit of the organization.

"There was no 1915 model of the Smith Motor Wheel and there will be no 1916 model," said Mr. Jackson. "If there is one thing more than another that we are trying to accomplish in the marketing of Smith Motor Wheels it is the elimination of the seasonal idea.

"If we see a chance to improve our product we do it at the earliest possible moment. This may be early in the summer, or late in the fall, or in the middle of winter. Why should we wait until a definite date to say to our dealers: 'The machines we will ship you on and after such a date will differ in such and such respects from the machines we have been supplying you in the past?'

### Always Seeking Improvements

"It goes without saying that we are continually seeking improvement. We want to make the Smith Motor Wheel the best thing on the market, not in 1915 or 1916 or 1917, but all the time. Our dealers have the constant assurance that every machine that is shipped to them is the very best our factory has turned out up to that time, with the added assurance that the moment we are satisfied that any improvement under experiment is practical, it will be embodied in the machine. Smith Motor Wheel dealers are not compelled to wait until the opening of the 1916 season, so-called, to get the benefit of our latest efforts to make the machine better.

"The Smith Motor Wheel that we are turning out today is an improvement over the Smith Motor Wheel that we turned out six months ago. I doubt if there will be a great deal of difference between the machines we exhibit at the Chicago Show and those that have been going out to our dealers for several months past. On the other hand, we expect to keep right on making improvements, changes here and there, wherever experience indicates the need.

**A Messenger Who Is Saving Time with the Aid of a Smith Motor Wheel**

### The "Waiting" Idea Eliminated

"The big thing that we are accomplishing by this policy of steady improvements instead of a sort of annual upheaval which results from the seasonal idea, is that instead of coming out each year with a machine radically different from every machine turned out the year before, we keep up to date all the time. There are no radical differences between our machines. The latest turned out are better than those that preceded them, but they are all good, and the man who buys a Smith Motor Wheel today has the assurance that he is getting the best our factory knows how to produce up to that minute. He need not feel that he should wait a few weeks so as to get the 1916 model, for there is no such thing. Our dealers also know that should we evolve an improvement two months or six months from now, it will be immediately incorporated in the machine and there will be no holding up the good things for another season.

"The seasonal idea has been a terrible disadvantage to the cycle industry, in our opinion. Manufacturers, dealers and riders all suffer from it. Because of the custom of coming out once a year with changes and improvements on the machines, riders have got the idea that after the first six months of a year is gone they might as well wait a few weeks longer and get next year's model. Dealers are also hampered by slacking up on sales in mid-summer to wait for the prospective new models.

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# A LETTER FROM INDIAN

Sept. 11, 1915.

Dear Sir:—

Here's a chance to obtain an INDIAN MOTOCYCLE agency in a big, live town.

We are revising our agency appointments for the 1916 season and have a number of live towns in different parts of the U. S., ranging from 5,000 to 100,000 inhabitants, where we consider it desirable to change our representation.

We are looking for "live wires" to take the agency for the INDIAN MOTOCYCLE in these towns.

Only a small investment will be necessary and good money can be made in the motorcycle business in the towns we have to offer.

If you already have an agency and feel you have outgrown your present location and could handle a bigger proposition, or if you have not had any experience and would like to try your hand; this is an opportunity to get in the motorcycle business right in a territory that is capable of big development.

First, study the 1916 Indian announcement—the new Indian Power-plus Motor—the new Indian Featherweight.



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# 1916

**Then, address a personal letter to the undersigned, giving full particulars as to your experience, qualifications and the investment you would be able to make.**

**On receipt of your letter we will forward you at once a list of these towns, giving you full information as to what has been done in these towns in the past and what we think can be done in the future.**

**An early reply will insure the choice of territory—will let you in on what many big men in the trade predict will be the most successful year in Indian history.**

**Our sales staff will be glad to meet you at the Chicago show.**

**Frank J. Weschler, *Treasurer.***
**HENDEE MFG. COMPANY,**
**Springfield, Mass.**

# Indian



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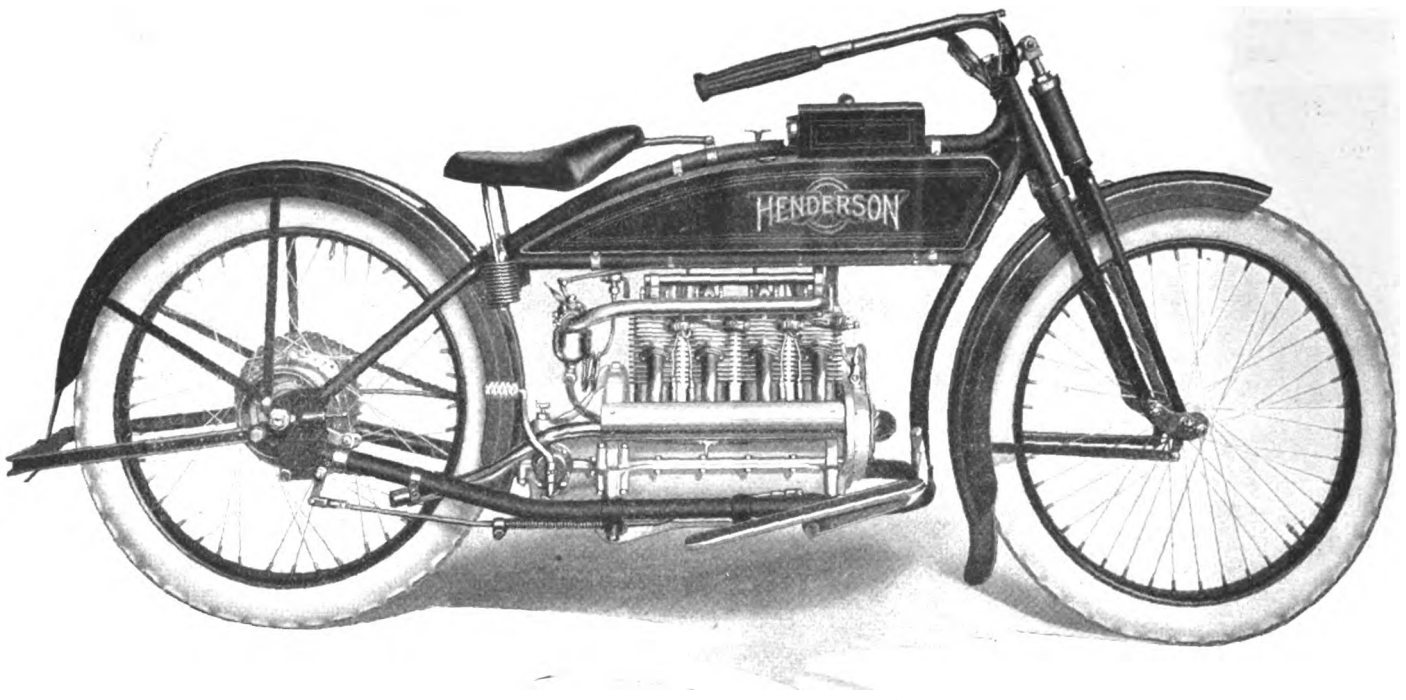
# HENDERSON IMPROVEMENTS ADD TO SPEED,




**Right Hand View Showing New Kick Starter in Unit with Four Cylinder Power Plant and Comfortable Footboard**

DETROIT, Mich. — Following its established policy of constructive advancement, the Henderson Motorcycle Company has embodied in its 1916 models a number of new features which go to make the service of the machine still more uniformly efficient and satisfying than in the past. That is to say, more snappy in action, livelier in acceleration, more full of "pep" and ginger, and smoother and quieter than ever. At the same time, changes of a radical nature have been avoided, the principles that past experience has proven right being all retained in their full strength.

Two models are in the Henderson line for 1916. Model F is the standard single-speed model, four-cylinder, 8 h. p., with 58-inch wheelbase. Model F2 is the two-speed machine. Either model may be obtained with electrical equipment if desired.

### Frame Lower and More Racy

The frame lines of the new models are much the same as the 1915 Model E, but a still lower saddle position gives a more racy appearance.

The alterations in which most keen interest is taken are naturally in the motor, as the power plant is, of course, the vital factor. There are several improvements which tend to make it still smoother and snappier in its action and even more responsive in quick acceleration.

The cylinders have been redesigned and the total piston displacement slightly reduced, so as to bring the machine within the 61-cubic-inch limit. This makes the four-cylinder Henderson eligible for track races, hill-climbs and all other contests held under F. A. M. rules, and at the same time the motor has been made still faster and more powerful by refinement of design.

Both the intake and exhaust valves in the new motor are much larger in size—now being 1¼ inches in diameter. This provides for quickly and thoroughly scavenging the cylinders of dead gases, and injecting a full fresh charge. The gas passages from the valves to the exhaust pipes are also made larger, thus facilitating quick movement of gas and reducing friction to the minimum.

The intake manifold is shortened so as to give more direct passage of the incoming gases, and is carefully designed to eliminate resistance.

The spark plugs in the new motor are located in the side of the valve pocket. This location places the spark points in the center of the very freshest gas so as to produce quick and thorough combustion. The flow of cold, fresh gas from the intake valve, passing across the points, effectually prevents plugs burning and eliminates any chance of their being fouled by oil.

The pistons of the new motor are of hard, gray iron, very light and strong, and provided with a number of carefully drilled holes in the side walls to insure perfect lubrication and to reduce the weight of moving parts.

### New Mechanical Oiler

Lubrication is taken care of by a new mechanical oil pump of the positive plunger type, driven by a worm gear. This is adjustable so as to provide just the right oil feed for any grade of lubricant, or to meet the requirements of changing conditions. It delivers just the proper amount of oil to the motor in proportion to speed—as the motor runs faster it feeds more oil, and as it slows down there is less, etc.

A feature of this lubricating system which the experienced riders appreciate is the sight glass on the oil line where it enters the gear case. This glass allows the rider to observe the flow of oil so as to make sure that the engine is getting just what it ought to have.

### Hand Pump Fitted Too

A hand oil pump is provided for high speed use, the pump being located in the tank with the handle in a convenient position in front of the rider. The mechanical oil pump delivers the oil to the gear case at the front of the motor. From this point it flows to the motor base, where it reaches a level by means of passages through the partitions, and from the motor base oil is thrown to the cylinder walls by projections on the lower connecting-rod ends which dip into it.

This system of lubrication is positive and unvarying, as the lubricant is thus thrown direct onto the bearing surfaces and the moving parts cannot possibly run dry unless there is a total absence of oil.

The wrist-pin bushing is oiled through the hollow wrist-pin which is provided with outlet holes, carrying lubricant direct to the working surfaces. The lower connecting-rod bearing also has holes provided to care for the inner surfaces and a system of grooves and channels in the bushings insures proper distribution of oil over every part of the surfaces.

### Neat Piston-Pin Fastening

The fastening of the wrist-pin is a detail which meets with approval from the mechanically-inclined riders who give attention to the little inside features. In place of the troublesome cotter-pin or similar devices which have formerly been used for this purpose, the pin is screwed in a hole which passes through both the boss and the wrist-pin and is held against any possibility of working out by a lock-nut. Only the lower part of the boss is threaded and this fasten-

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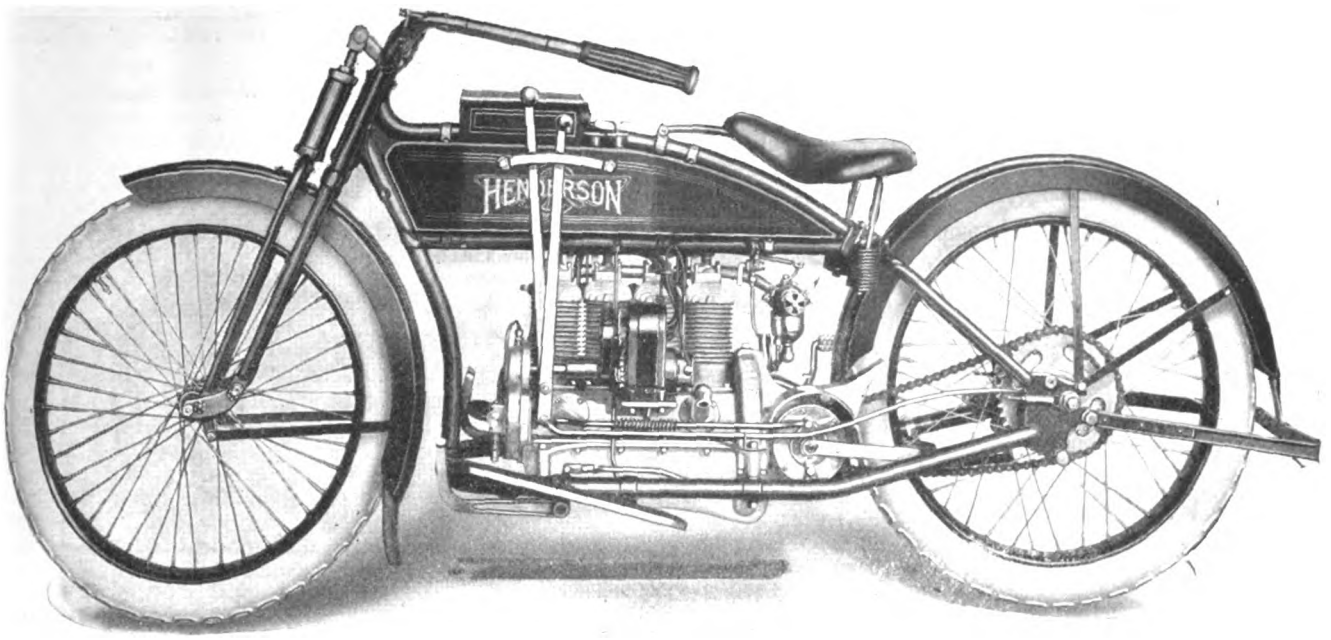
# STURDINESS AND SIMPLICITY OF CONTROL




**Left Side of Henderson with Clutch Control by Foot and Hand, Me chanical Oiler—Gearset Is in Hub**

ing makes a very secure and dependable one which allows no chance for working loose, in addition to being easy to install and equally easy to remove again, in case it is desired to do so at any time later.

### Big Bearings Are Used

The bearings in the new motor are unusually large and the big surfaces form ample provision against wear or undue friction. The four crankshaft bearings are, from front to rear, 1⅜, 1⅝, 1½ and 1¼ inches wide, giving generous surface that is more than ample for the hardest work that they will ever be called on to do.

The shaft itself is a steel drop-forging, carbonized and carefully oil tempered. An improvement in the crankcase breather points this downward so that there is no possibility of oil vapor being blown on the machine or rider.

### New Kick-Starter

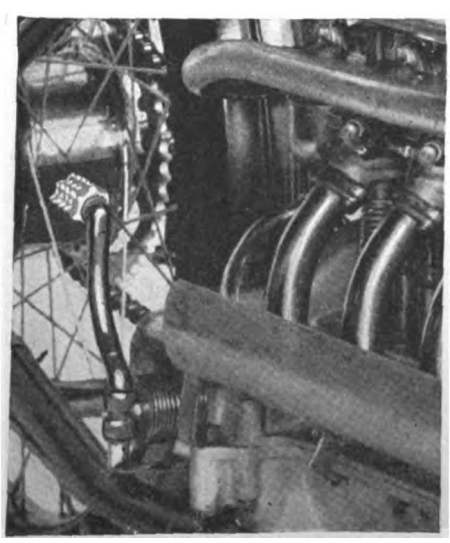
A feature which is meeting with an enthusiastic reception is the new Henderson kick-starter. It is distinctly different from any other device made for this purpose, and is remarkably simple and effective. There is a neat foot-lever which folds back out of the way and out of engagement when not in use. When swung around to the position for starting, a cam movement engages the eight dogs on the starter and a down kick spins the motor over, starting it readily. The leverage is so powerful that it is easy to kick the motor over against compression, and as the motion passes through the transmission bevel gears the revolutions are so fast that the engine starts quickly and easily practically every time—just an easy pressure of the foot on the starting lever and the motor immediately begins to purr like a contented cat.

When the foot is removed from the starter it is swung back up and folded in its proper position by a spring. The rider simply kicks it down to start the motor, removes his foot and after that it takes care of itself.

### New Carbureter Kink

Two new features on the special Schebler carbureter which is made for the Henderson, attract attention. One is the new auxiliary air-lever. The extra air shutter is provided with a short, convenient lever for regulating its opening, instead of the Bowden wire which was used last year.

Another carbureter feature which looks good to the efficiency-seekers is the warm-air intake. A pipe from the main air port at the lower end of the carbureter leads to a jacket around the exhaust, where it draws hot air for the mixture. This results in an appreciable increase in efficiency, especially in cold weather, as it gives perfect vaporization and does much to get proper results from the poorer grades of gasoline which are generally the best that can be obtained.



**Position of Kick Starter**

### Dual Clutch Control

Another new point of a very practical and useful nature is the dual clutch control which permits the clutch to be manipulated either by hand or foot. A foot lever located conveniently by the left footboard releases the clutch when it is pressed down and returns it to the same point of engagement that it occupied originally, when pressure is removed. The hand lever can, of course, be used independently.

If the hand lever has been set at just the right point to give proper traction for the conditions at the time, the rider can release the clutch for a sharp turn, or a slow-down, simply by pressing on the foot lever, and then can go on again without removing his hands from the bars or disturbing the hand lever adjustment, simply by lifting his foot. With the clutch foot lever on the left and the brake lever on the right, the rider has the most perfect kind of control over the machine at all times, being able to stop with the most abrupt suddenness if he wishes, or to creep forward at a snail's pace in crowded traffic or under similar circumstances, or to stop and start, or slow down or speed up, just as conditions call for.

The clutch used in the 1916 models is an Eclipse multiple-disc of ample size to provide plenty of bearing surface for transmitting the greater power of the new motor.

A neat guard over the clutch and front sprocket prevents any possibility of oil

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being thrown, or of dirt or road grit from the wheel being thrown on the sprocket or chain.

The two-speed gear is the Henderson rear-hub design which has proven so efficient and satisfactory during the past year. It is remarkably simple and strong, using big gears with wide faces, which give plenty of working surface to handle the load and do away with wear.

### Improved Fork Design

A change in the design of the front fork rocker arm makes this easy-riding machine still more easy. The new angle at which the front axle is supported, in relation to the spring-supported member of the fork, causes the wheel to move up and back when the shock is met, so as to give a still more flexible action and softer, easier motion. The front forks are made especially strong sidewise as well as vertically and longitudinally, so as to take care of the added side strains imposed by sidecar use.

The design of the forks on the new Henderson has been worked out very carefully and the angle of the rake of the steering head, the position of the rocker arms and the relation of the position of the axle to this, have been designed so as to make the machine very steady to handle. It steers easily on slippery surfaces or at extremely high speeds—holds the road and keeps to a straight line true as a die.

The frame is of the same suspension cradle type as in 1915, of course, with a more decided drop to the saddle, giving a still lower riding position.

The saddle is of a new floating design and is built right onto the motorcycle. There is no saddle frame at all, as such frames are ordinarily considered—just a yoke across the rear fork to support the seat springs. The long radius of action and flexible spring system make this unusually easy riding and comfortable.

### Frame Stronger Than Ever

Additional refinements in the side members of the frame make this even stronger than before. The forgings at the head and at the rear fork tips are unusually husky and powerful and eliminate any possibility of yielding to greatest strain. The frame is made of extremely heavy 13-gauge seamless steel tubing and the additional reinforcements, at points where strains are heaviest, make it immune to the most severe kind of service.

The Henderson is distinctive in that there are no parts at all projecting beyond the frame, so that in case of a spill there is no chance of breakage or derangement. The footboards, of course, fold up, and when this is done the side members of the frame and the rear forks form the extreme outer limits so as to protect all vital parts from accident. This includes protection of the two-speed control. The lever which shifts the gears on the rear hub two-speed operates inside the fork tips where it runs no chance of damage.

### Handlebars Changed

On account of the lower saddle position on the new models the shape of the handlebars has also been altered somewhat, placing the grips lower, so as to give a very comfortable riding position and a racy, attractive appearance to the machine.

The center of gravity of the new Henderson is remarkably low and the weight is distributed between the two wheels so as to give unusually good balance and make the machine very easy to handle under all conditions. The rider is protected from road dirt by wire extension mudguards which give plenty of clearance so as to permit the use of tire chains when desired. The rear guard may be swung down and forward so as to give easy access to the rear wheel.

The wheel base of the 1916 models is 58 inches.

A metal tool box is provided above the gasoline tank, and is enameled to match the machine. The standard finish is dark royal blue.

### Two-Unit Electrical Equipment

Either model can be obtained fitted with electrical equipment at an extra charge. This electrical fitting is of the two-unit system, retaining the magneto for ignition purposes and providing a separate generator and storage battery for lights and horn. The Henderson system includes a Rex generator and storage battery, head and tail lights and electric horn. The generator is shaft driven from the motor, being built in as an integral part.

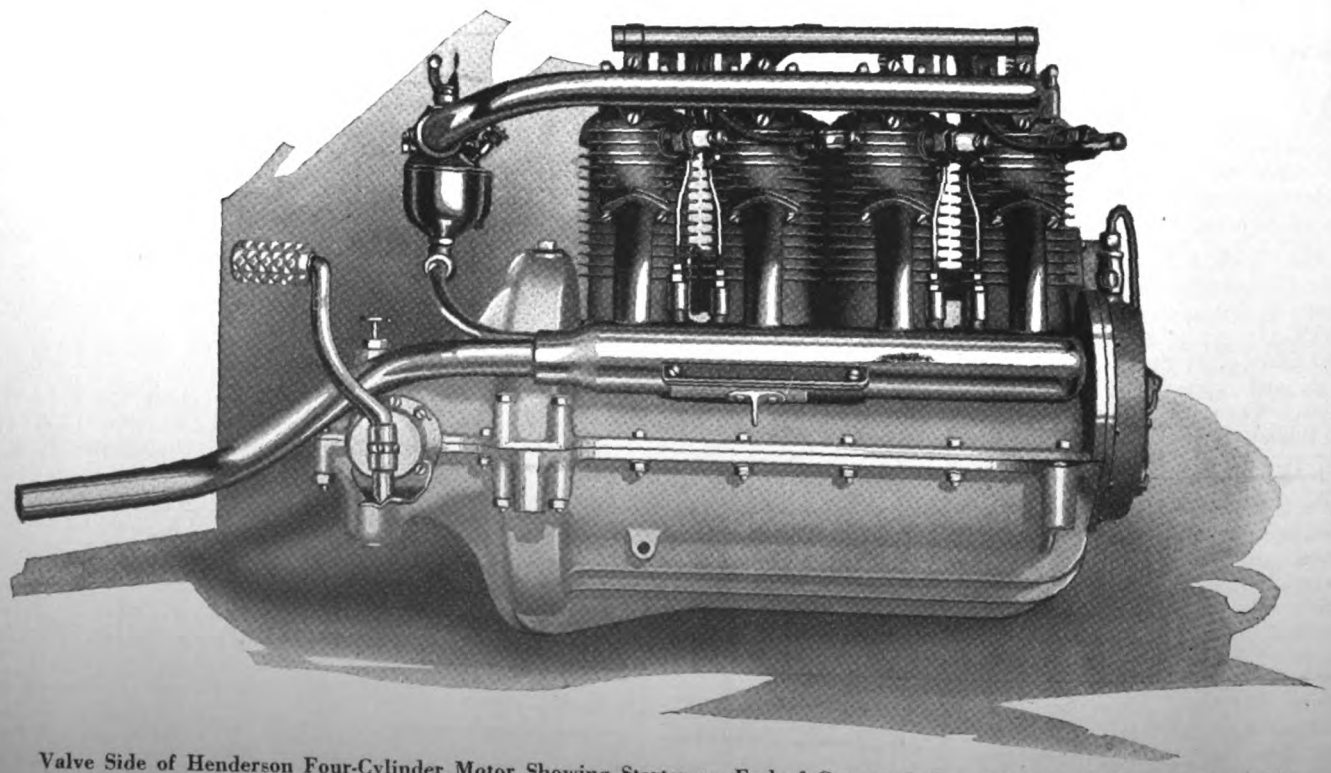
### Price Reduction for 1916

A greatly increased output and the installation of a quantity of new high-speed machinery of extreme efficiency has enabled the Henderson people to reduce the price of the new models, in spite of the fact that its new features and improvements increase its actual value.

The new model F single-speed sells for $265, while the two-speed model is listed at $295. Either model may be obtained with the two-unit electric system, built in, for $45 additional.

The factory is preparing for an extremely busy season, with these new models, as all indications are very encouraging.

The Henderson people have already established heavy export trade, as over 50 per cent. of the 1915 output was shipped abroad. Extensive arrangements have been made to increase the factory's output, so as to take care of this, as the demand from dealers in America—United States and Canada, that is—is becoming so strong that many more machines will have to be manufactured in order to spare any of the foreign trade.



**Valve Side of Henderson Four-Cylinder Motor Showing Starter on End of Countershaft and Inlet and Exhaust Manifolds**

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# MOTOR CYCLE ILLUSTRATED

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**VOL. 10 THURSDAY SEPTEMBER 16, 1915 No. 37**


## STRIKING THE ALL-YEAR-ROUND PACE

THE Chicago Exhibit, which opens at the Coliseum, in Chicago, on Monday, the 20th, is the earliest national motorcycle and bicycle show ever held in this country. It ought to, and we believe it will, well serve the purpose of lengthening the season, in fact, making the selling of motorcycles and bicycles a practically all-the-year-round business. With the new models creating interest in the early Fall, with better deliveries than ever before practically assured, it remains for the dealer to make the most of his opportunities to sell machines during such months as October, November, December, January and February, which used to make up what was once known as an absolutely dead season.

Through the early shows, the Motorcycle Manufacturers' Association has afforded its members and their dealers an excellent opportunity to make an early start. With a mild Autumn in prospect, sales in advance of the Winter months ought to be fairly, if not very, good. We have just finished a rather poor season; now let us all get busy at once in preparation for what promises to be one of the most satisfactory years the trade has ever experienced.

## PRACTICAL HELP FOR THE CYCLE EXPORTER

ALTHOUGH we thoroughly appreciate that no one is capable of coming anywhere near mastering the export situation in so short a period of time as a year, still, we are convinced as a result of twelve months' study that wonders can be accomplished toward upbuilding foreign business in American cycles. We propose to do our share. To this end, we are in position to announce that we have completed arrangements for the establishment, by this journal, of a CYCLE TRADES EXPORT BUREAU, through which we hope and expect to disseminate among interested American manufacturers a lot of valuable and practical information regarding the situation in foreign countries, and at the same time bring foreign buyers of cycles and accesories into closer touch with the American market.

We have already begun the issuance of bulletins on foreign cycle trades opportunities, to interested manufacturers. In some cases, these bulletins will be sent by mail and, in others, published in a separate department, which will be started with next week's issue of this journal. We believe that every manufacturer will find both interesting and of practical benefit the date which we will publish from time to time in our export pages.

Incidentally, we have gradualy built up a list, accurate and up-to-date, of the names and addresses of more than five thousand motorcycle and bicycle dealers in something like fifteen hundred foreign cities and towns. Where a manufacturer desires to make a connection in any particular foreign town of importance, we shall be only too pleased to send him the names and addresses of the concerns in that town with which he ought to get in touch.

In sum and substance, we wish to be considered at the service of the trade in any way having to do with cycle exports business. We are almost daily adding to our data on the subject, and wish it clearly understood that manufacturers in this field are entirely welcome to all we have.

## STRAIGHT TALK FROM A CONSERVATIVE

FROM Los Angeles W. G. Schack, of the Emblem Manufacturing Company, writes under date of September 3:

"Business quite satisfactory; looks much better for 1916."

Those who know Mr. Schack are thoroughly well acquainted with his conservatism, and an expression like the above from the builder of Emblem motorcycles and bicycles means a great deal. However, Mr. Schack's optimism in regard to 1916 is shared by most of the people in the cycle trades. Nineteen hundred fifteen was undeniably a bad year, due to a combination of unfavorable circumstances such as we are not likely to be confronted with again for some time.

First, there was a condition of general unemployment which did not begin to show any great improvement until last spring. Men who would ordinarily buy motorcycles either were out of work when the season opened, or working on part time, or had been out of work long enough to make it impossible for them to make any investments in anything except absolute necessities.

But even if the market had been a normal one, business could not have been good under the weather conditions which have made this summer so abnormal. From the middle of May until nearly the middle of August, at least in so far as New York was concerned, there were not two successive days on which there was no rain.

At the present time, conditions of employment are better than fair, and rapidly approaching normal, if they have not already reached that stage. As for the weather, it is safe to predict that the summer of 1915 will not be duplicated for a long time.

Finally, the advent of the light weight will undoubtedly serve to extend the normal market, so that all indications point to a very satisfactory 1916 season. With deliveries following immediately after the shows, the season ought to open, and will open, within a few weeks, thus giving manufacturers a good start in advance of the inauguration of the active riding season next spring.

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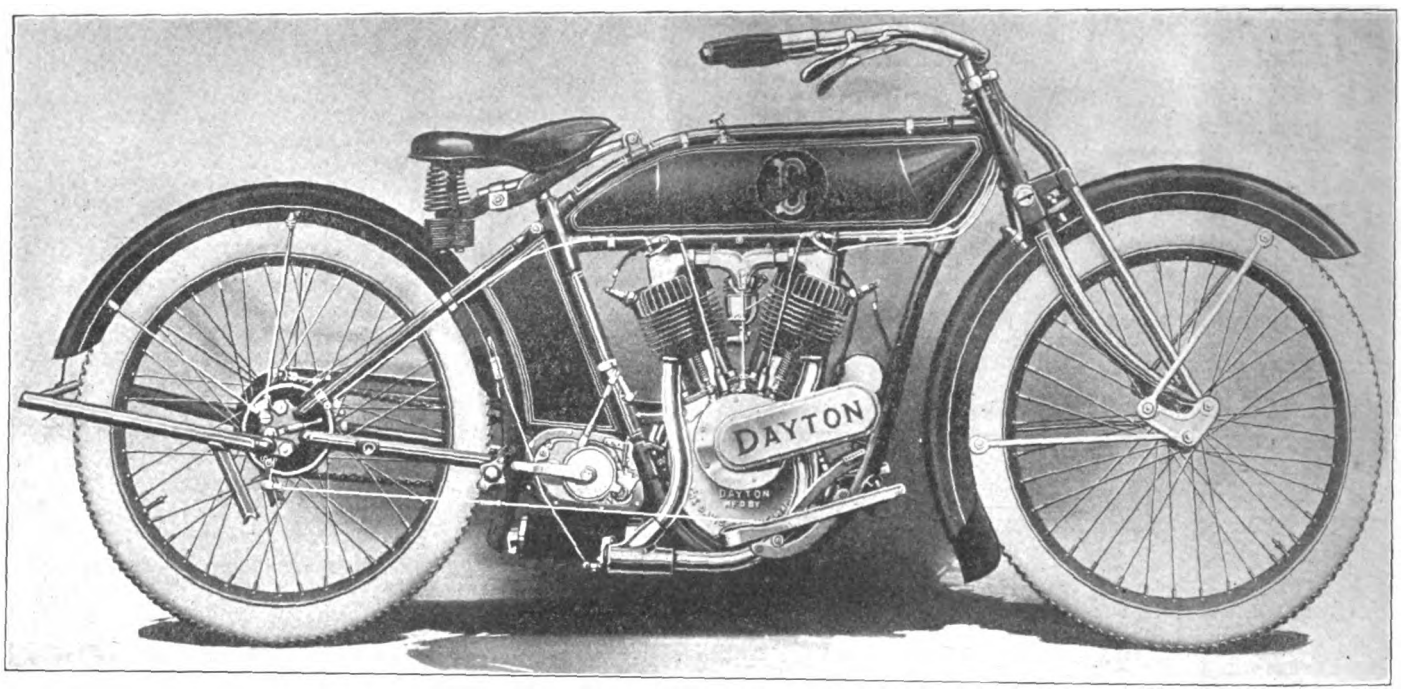
# INGENIOUS GEAR SHIFT AND CLUTCH




**Dayton Motored Model D-3 with Countershaft Two-Speed Gear, New Brake, and Front Fork Rockers—Note 1916 Tank and Emblem**

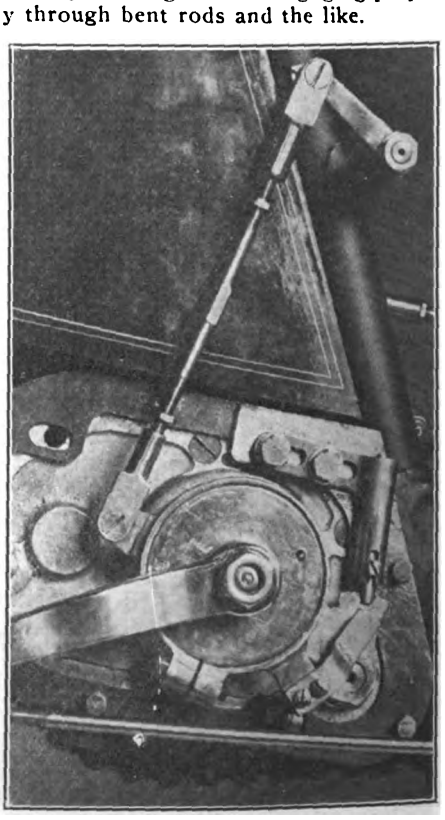
FOR the 1916 season, the Davis Sewing Machine Company, of Dayton, O., announces six models of Dayton twin motorcycles. Three of these will be fitted with the Dayton motor of 8 horsepower, while the remainder will have the Spacke De Luxe 9 horsepower twin for their power plants. The line includes four models incorporating two-speed gearsets, and it is on these models that the chief improvements over the corresponding 1915 Dayton machines have been made. There are two electrically-fitted models and two single-geared models. Only twins are produced.

What first attracts the attention of the motorcyclist to the two-speed Dayton for the new season is the gearshift lever and its slotted quadrant, mounted on the left side of the frame and so arranged as to be within easy reach of the rider without interfering with his knee-grip at any time. The next improvement noted will be the combined lever and rocker pedal control for the clutch convenient to the left footboard. There is also a crossbar between the handlebars, giving added rigidity to the handlebar assembly, and this fitment is on all other Dayton models in addition to those fitted with two-speed gearsets. In connection with the gearset itself, there is a very ingenious locking device for the different positions and a novel device in connection with this lock which prevents any attempt to change gears unless the clutch is first disengaged.

Hub and Double Brake Construction

### Clutch and Brake Controls

While on the 1915 two-speed models, control of both clutch and change gear was accomplished by the movement of a T-grip hand lever on the left side of the frame, on the new models there is a separate control for each. The T-grip hand lever is now attached to a rocker-pedal close to the left footboard, the connection to the clutch collar on the right side being made by rods through a rocker mounted on the seat post tube. The clutch collar has an arm on the side opposite to that on which the rod and clevis joint is attached and this arm carries a tongue which acts as a clutch interlock. The gearshift lever is a ball-grip handle of generous proportions and short throw, working in a slotted double-quadrant, the slots being cut to correspond with the high, neutral and low positions. The arm of the handle is disengaged by pushing inward on the grip, a spring causing the grip to move outward on release by the rider. The connection from this shifter to the arm on gearset is direct, thus ensuring changes being made without loss of time or possibility of the gears not engaging properly through bent rods and the like.



**Gearset with Clutch Interlock**

The clutch control which is dual, being arranged for either hand or foot, at the desire of the rider, is most conveniently placed, permitting of long distance riding without cramping the feet to operate the rocker pedal. The T-grip on the lever ensures a positive hold for the hand no

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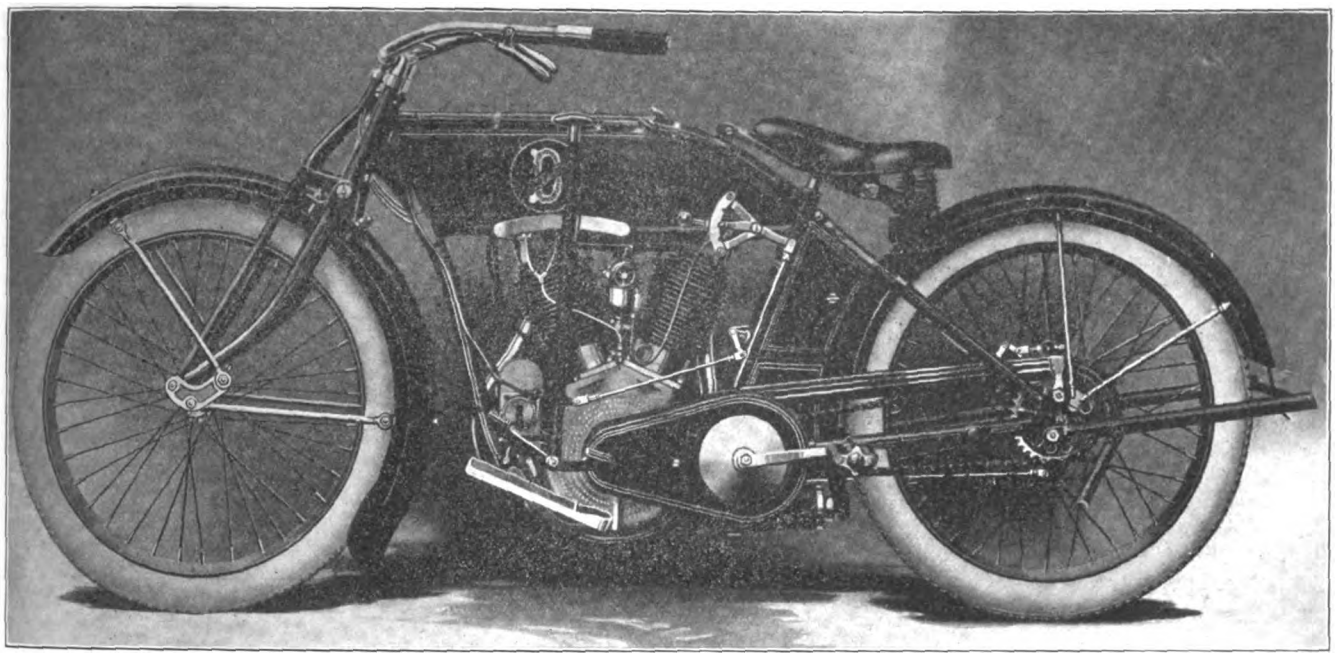
# CONTROL FEATURE 1916 DAYTON TWINS

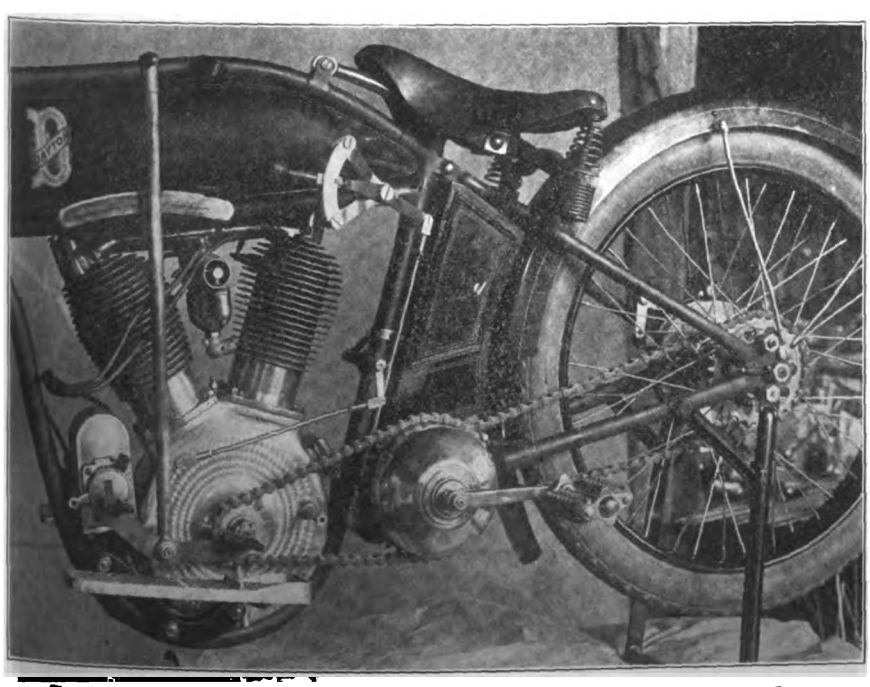


**De Luxe Motored Model D-7, Showing New Gear-Shift, Double Clutch Control and Hand Brake Latch on Left Bar**

matter whether the grip is wet or dry and is so positioned that it can be operated by either hand without hampering the steering of the mount. While the Dayton two-speed models have always been easy to control, the 1916 models are even easier than their predecessors and go a long way toward attaining the ideal in control and comfort for the solo or sidecar motorcyclist.

### Novel Locking Device

On the right side of the gearset, attached to the shaft which operates the sliding dogs within is a short and stout quadrant with three deep notches in it. Attached to the outside of the gearbox is a cylinder carrying a knife-latch or plunger, the latter engaging in the slot corresponding to the high, neutral and low gear positions according as the shift lever is moved. This latch answers the purpose of a gear-lock, giving two locks to the shift, the other one being that on the shifter handle. The tongue on the arm of the clutch collar is normally out of engagement with the knife-latch, that is when the clutch is engaged, but as soon as the clutch is disengaged, the tongue rises out and forces the knife-latch upwards, releasing the quadrant and allowing the dog clutches to be moved and the speed changes to be effected. In regard to the gearset itself, the same substantial one used in the 1915 models has been retained, no changes having been found necessary in its entire construction.



**Transmission and Control Details on Two-Speed Dayton Models—D-3 and D-7**

But while the gearshift has been improved in the direction of giving a double lock to the dog clutches and the clutch control by either hand or foot, greater safety has been seen to in the fitting of a double brake on the rear hub. This brake, which supersedes the Davis internal type used in 1915, has both internal expanding and external contracting bands, the former being operated by a foot-lever on the right hand side close to the footboard and the latter by a finger-lifter or latch on the left handlebar. Either brake is powerful enough to pull up a fully-loaded Dayton sidecar combination, and the fitting of the two independent sets is invaluable for both solo and passenger work, even of the heaviest class. The double brake is fitted to the right side of the hub, the internal carrier being attached to the axle tube, while the drum is fitted to the hub-shell itself. Brake anchorages are on the frame.

The brake drum is screwed on the rear hub, being held in place by a positive locking device. The axle proper is 5/8 of an inch in diameter and is of the knockout type.

### New Rocker Construction

Returning to the front of the new Dayton models, the rockers are now fitted with the "elbow" below. They are L-shaped drop forgings, the curved brace of 1915 construction being done away with. The front fork brace is heavier and leads directly to the yoke from the rear of each rocker. The forward end of the rocker is attached to the fork-end on each side, while the axle attaches to the lowest point. The front axle is of the knockout type and is 3/8 of an inch

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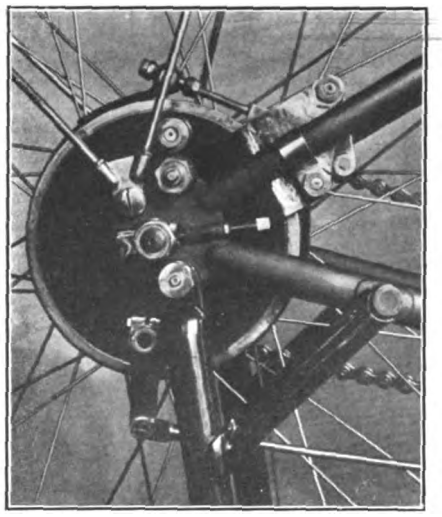
in diameter. In other respects, the characteristic Dayton fork used since the machine was first put on the market has been unchanged.

Regarding the handlebars, the only change is in the addition of a crossbar of substantial construction. The control cables are carried outside of the bars near the head in the 1916 models and lead to their respective points of application by the most direct route. The tank with its removable unit oil compartment is continued for the new season. The frame is not changed except in the base of the seat post tube, where a reinforcement has been formed on the gearbox hanger. This reinforcement extends four inches above and four inches below the hanger, making a total of 11½ inches on the tube. The characteristic shock-absorbing Dayton seat post has been continued on the new models.

**Convenient Toolbox Arrangement**

The toolbox is changed to give more convenience to the sidecarist, as well as the solo rider. The door is now at the left, permitting ready access to the contents when the sidecar is fitted, a feature impossible with right hand opening doors. Foot boards are of the folding type, as are the pads on the clutch rocker and brake pedals. The wheels are 28 inches in diameter, fitted with 3-inch tires, of U. S., Goodyear or Continental make. Wheelbase is 58 inches. The power plants on all the Dayton models are unchanged from those of the 1915 season.



**Internal and External Brake as Fitted to All Dayton Models**

A new decalcomanie is used on the 1916 Daytons. This consists of a large D corresponding to the initial letter of the word "Dayton" on the preceding models, arranged within a circle at the center of the tank on each side. The typical Dayton red color is used for 1916. The following models are offered.

D-1, single-geared, Dayton-motored model, $240; D-3, two-speed, Dayton-motored model, $265; D-4, two speed, Dayton-motored model with Splitdorf Mag-Dynamo and electric lighting set, $305, D-5, single-geared, Spacke De Luxe motored model, $240; D-7, two-speed, De Luxe motored model, $265; D-8, two-speed, De Luxe motored model with same electric equipment as on the two-speed D-4, $290.

# IVER JOHNSONS HAVE HUB TWO-SPEED

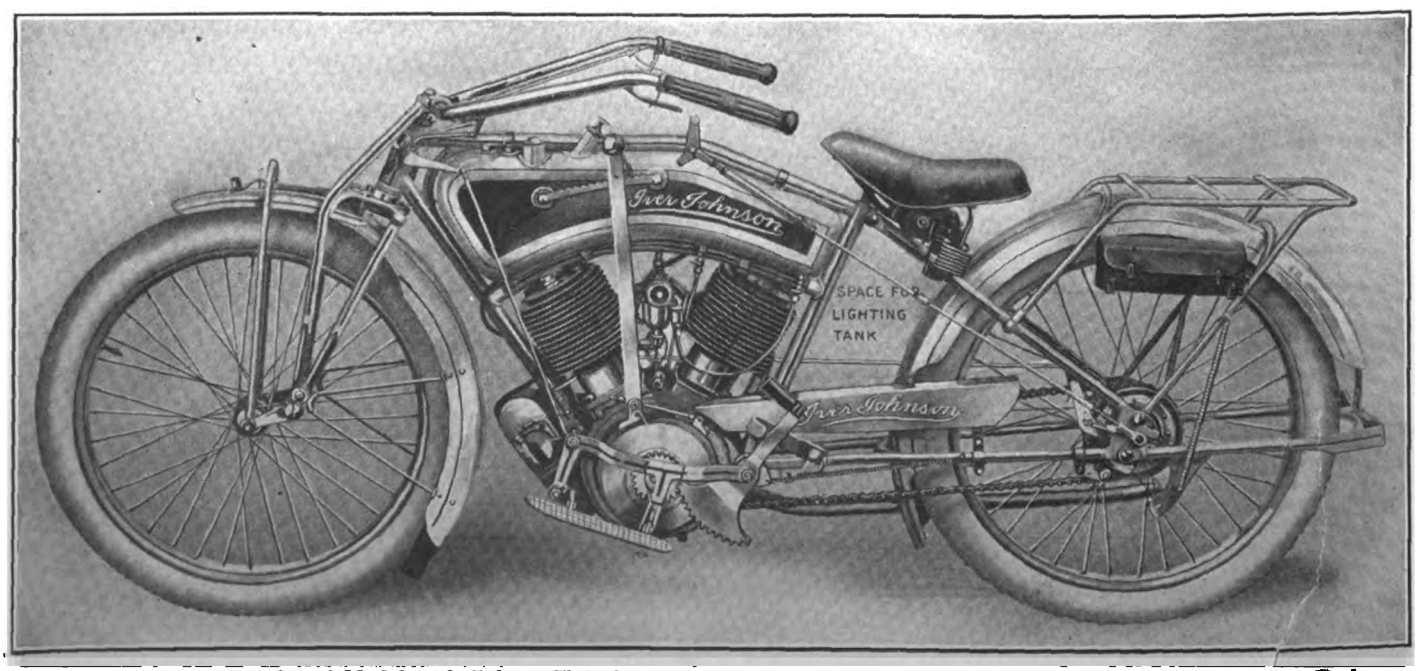
FIVE models of Iver Johnson motorcycles are being manufactured for 1916 at Fitchburg, Mass., by the old-established firm of Iver Johnson's Arms and Cycle Works. The leader of the quintette of models is the 16-7TS, a two-speed twin with kick-starter and spring seat post, and listing at $250. The others are the 16-7, a single-geared twin with starter and spring seat post, at $225; a two-speed 4-horsepower single equipped like the 16-7, selling for $200; a single-geared 4-horsepower single with like equipment, priced at $175, and a V-belt single, pedal equipped and with spring seat post, for $150.

The 16-7TS is fitted with the Eclipse two-speed gear in the rear hub. It is provided with a sector and pinion type of starter, located conveniently to the left foot of the rider on the crankcase side. The sector meshes with a pinion on the left extension of the motor shaft and one thrust down of the sector arm will turn the motor over three times.

**Planetary Clutch Used**

The clutch used on this model is the Iver Johnson planetary one, used during the past three seasons with success. It is operated by a side lever working over a quadrant on the left of the tank. The two-speed gear is operated by a short lever on the top tube close to the rider's hand. The seat post consists of a spring-supported bar carrying the saddle and being itself borne by a rigid piece in the seat post tube top. The motor is the characteristic Iver Johnson 60-degree, side-by-side valve twin, with push-down valve lifter interconnected with the throttle rigging, double crankpins, and internally-geared rotary cam. The typical "cows horn" inlet manifold of this make is retained for the 1916 season, the advantages of this construction having demonstrated themselves since it was first put on the market.

The 16-7 has the same power plant and planetary clutch as the 16-7TS, but is single-geared. The frame, which is the same as that used on most Iver Johnson models, has the curved top tube with two-compartment tank, the short steering head, cradle spring fork and long handlebars with tongue and fork grip control which distinguishes this make. There is ample space between the seat post and the rear mudguard for a lighting apparatus or a gas tank, this feature having been continued from 1915 by the designers. The 16-7 model has the spring seat post and foot starter, as well as the mechanical oiler which has been used for the past season on all motors of this make. Like Model 16-7TS, ample




**Model 16-7TS, Two-Speed Model with Eclipse Hub Gear, Planetary Clutch and Kick Starter--Note Space for Lighting Tank**

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footboards are fitted, that at the left having its carrier prolonged to support the starter.

### Single Cylinder Models

The 4-horsepower single models, one with a two-speed and the other single-geared, are practically the same as the corresponding models issued in 1915. They are known as the "Big 4" models. During 1915 these machines had the spring seat post as an extra and pedals were used for starting, but for the new season both will have the new foot-starter and seat post as standard fitments. The V-belt single is the successor of the first Iver Johnson motorcycle. It has the double cone clutch, pedal gear and characteristic control, frame, tank and other Iver Johnson features. There is the same space for lighting tank or apparatus back of the seat post as on the larger machines. Its price, $150, is some $50 less than the figure quoted during 1915.

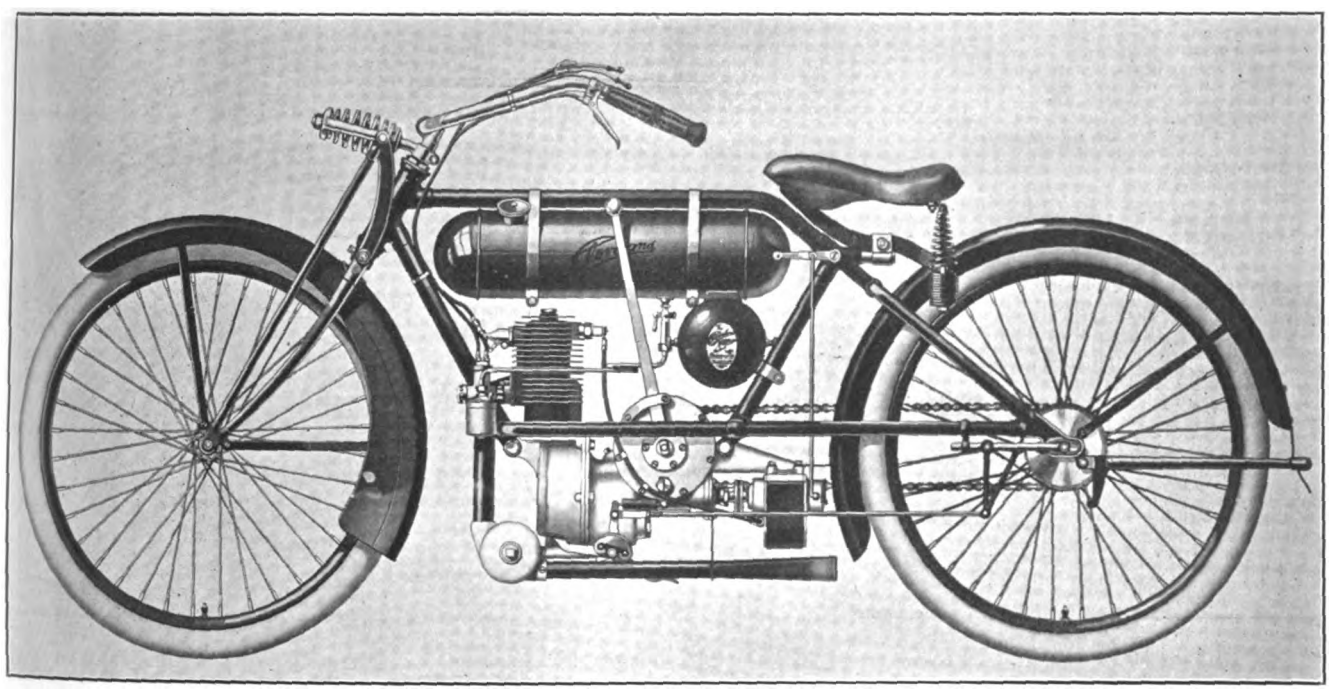
Recapitulating, the 16-7TS lists at $250; the 16-7 lists at $225; the Big 4 two-speed is priced at $200; the Big 4 single-geared at $175, and the V-belt single at $150.

### Iver Johnson Bicycles

In the bicycle line, Iver Johnson will produce all truss models except in the juvenile lines. The machines listing for $30 are fitted with the wedge truss, while those selling for $40 have the brazed truss. One of the new models is a service machine, listing at $40 and fitted with a 30-tooth front sprocket and stand as regular equipment.

The Iver Johnson roadsters have 22-inch bars, mudguards and motorcycle pedals. They can be equipped with Sturmey-Archer three-speed hubs or with Corbin two-speed hubs. The firm is offering a racing model in a new copper-bronze finish, all Chater-Lea fittings and designed for either track or road.

# DEMOUNTABLE POWER UNIT ON CLEVELAND



**Left Side of Machine, Showing Unit Power Plant with Clutch Lever, Spark Control, Cleveland Spring Fork and Handlebar Control**

FOR the 1916 season, the Cleveland Light Motorcycle with its readily-demountable unit power plant, trapezoidal frame and rocker-type spring fork shows but few changes since its debut on the market last Summer. The chief differences in the new machine and in the original model are in the fitting of a clutch, the rocker-pedal control of the two-speed gear, the use of a fibre and metal Hooke's joint in the magneto drive and the lever control of the spark. The drive is by Coventry roller chain. The weight of the Cleveland, as it comes from the hands of its makers, the Cleveland Motorcycle Manufacturing Company, 7209 Platt avenue, Cleveland, O., is 145 pounds.

The power plant of the Cleveland motorcycle consists of a single-cylinder two-stroke motor, a sliding-jaw clutch two-speed set, a worm-driven countershaft and a high-tension magneto, all in one unit. This unit, of aluminum, is carried below the lower members of the trapezoidal frame by means of through bolts forward at the end of the diagonal tube and at the rear at the end of the seat-post tube. Although the different members of the power plant are in a unit together, they can be removed separately, while the entire construction can be removed or replaced in the frame by withdrawing the bearer bolts, or inserting them after the unit is lined up with the bolt-holes.

### Three-Port, Two-Stroke Motor

The motor is air-cooled, and of the three-port type. The bore is 2⅛ inches and the stroke 2¾ inches, the rating being 2½-3 horsepower. The flywheel, into which is pressed the crankpin, is within the crankcase and runs at right angles to the frame of the machine. There are but three moving parts to the motor: the piston, the connecting rod and the flywheel. The Cleveland two-stroke motor is valveless, ports uncovered by the piston during its up and down strokes admitting the fresh charges and releasing the burned gases at the proper intervals. There is one power stroke at each revolution.

The cylinder is in one piece, with the transfer passage cast integral. The compression release, of the poppet valve type, is fitted in the head at the front, and is operated by a lift lever on the left bar. The spark plug fits into an aperture to correspond at the rear. The carbureter, a two-lever single-jet Brown & Barlow type, fits on the inlet port by means of a short connection. This carbureter is hand-controlled by Bowden cables from the right handlebar and is fitted with a device which ensures easy starting. The exhaust port has coupled to it a long vertical pipe leading to the cylindrical muffler arranged across the lower forward part of the power plant. The tail pipe on this muffler extends horizontally to the rear, leading the exhaust gases well away from the machine.

### Injection Lubrication

The motor is lubricated by the injection system, in which the oil and gasoline are mixed in the 1½ gallon cylindrical tank in a certain proportion and pass through the carbureter into the crankcase. At that place, the oil separates out from the fuel, the latter going into the cylinder through the transfer passage at the proper time, while the oil goes to the bearings.

The flywheel in its turn is mounted on the forward end of a long shaft. This shaft forms the main shaft of the gearset and carries a worm at about its center. At the rear it has attached a fibre and metal Hooke's joint to drive the magneto, the latter being bolted upside down to a hollow arm forming part of the aluminum unit. The worm on the long shaft drives a vertical worm-wheel whose lateral axis carries

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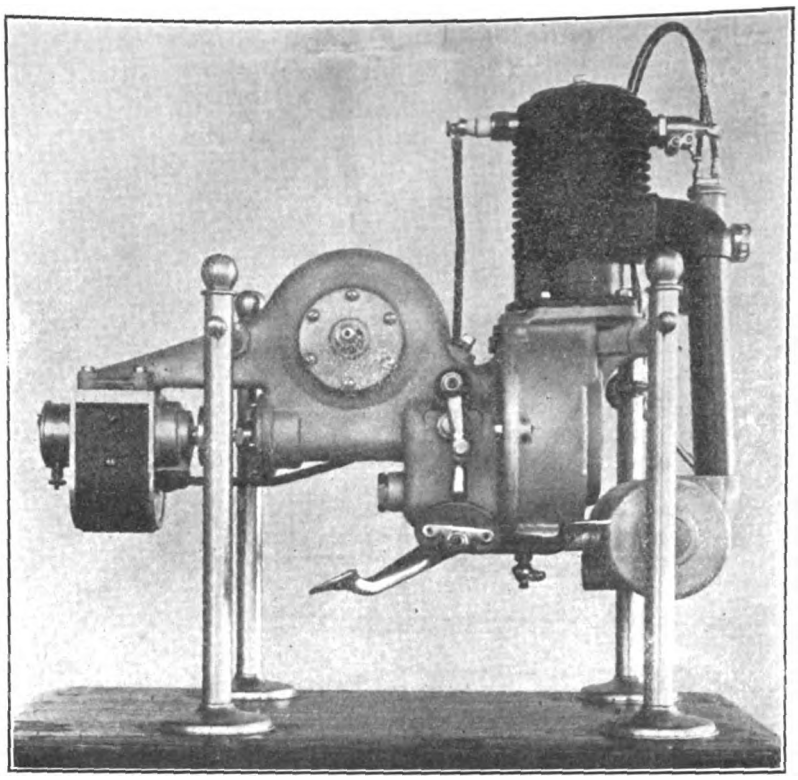
the clutch and the drive sprocket. In the entire unit, the sprocket is the only exposed moving member.

The two-speed gear, arranged in the unit immediately in rear of the motor, is of the sliding dog-clutch type and is operated by a rocker pedal on the right footrest. The teeth of the clutches are so formed that a change of gear can be made without recourse to the friction clutch on the cross side. The shaft is arranged below the main shaft. The worm and the worm-wheel housing follow the gear set in the unit, the cross shaft carrying the clutch and drive sprocket being above the main shaft. The clutch is controlled by a hand lever working in a plain quadrant on the left side of the power plant. All shafts in the unit are carried on ball-bearings. The gears in the two-speed device, the worm and worm-wheel and the main shaft run in an oil bath.

The magneto is of the armored, high-tension type, with direct connection from the contact maker casing arm to a short lever pivoted at the seat post cluster, within easy reach of the rider. The frame has a camel-back top tube, with the fuel tank suspended below it by broad bands. A cylindrical toolbox is attached to the rear of the tank across the frame and serves as an additional brace for the latter. The toolbox has a door on the left side, this door being held by a special locking device, which renders the contents secure and at the same time enabling easy access. This is a very handy arrangement.



**Unit Powerplant of Cleveland Lightweight; The Aluminum Countershaft Casing and Magneto Seat Are Clearly Seen**

**Brake and Fork Construction**

The Cleveland motorcycle is fitted with a band brake of the external contracting type, operated by a substantial foot-lever on the left footrest. This brake is double-acting and has a power more than ample to bring the machine up all standing. The front fork, of the rocker type, is pivoted at the crown, the wheel being attached at the fork ends. The fork members have the general form of the letter D, with the spiral spring attached to a post from the steering head at its inner end, links connecting the outer end with the fork members. This fork has been tried out in Europe over all kinds of roads for many seasons and has proved its worth not only in pleasure but in war service.

The saddle supplied with this motorcycle is of the Troxel Truform type. The footrests are conveniently located and have deep and wide rubber treads. They are firmly attached to the motor housing. The mudguards are wide and cover a large arc on each wheel, the front guard being fitted with side wings. Wheels are fitted with steel clincher rims, heavy spokes and dustproof hubs. The tires are 26 x 2¼ inches, with nonskid tread. The stand is of tubular steel, attaching to the rear fork. The wheelbase is 53 inches, and the clearance is 10 inches.

**Materials Used**

Regarding the construction of the Cleveland Light Motorcycle, the best steel stampings and drop forgings are used at the most desirable points. High-grade bronze is used in the worm-wheel and heat-treated nickel steel for the worm and shaft. Alloy steels are used in all vital parts. The use of a two-stroke motor is in line with the general policy of keeping the number of parts at a minimum and accessibility is well provided for. In addition to being able to remove the entire unit by taking out the bearer bolts, the cylinder can be taken off by removing four nuts. The magneto can be removed by disconnecting the Hooke's joint, taking out four screws and uncoupling the contact-maker arm.

# THREE SPEEDS ON READING-STANDARD TWINS

BUT one model, a three-speed 12 horsepower twin, is announced by the Reading Standard Company, Inc., of 348 Water street, Reading, Pa., for 1916. This model is the successor of the 10 horsepower twin which was the R.-S. leader during 1915, but in accordance with Reading-Standard practice ever since the first little single cylinder mount was brought out by this firm the new twin shows a number of improvements. The three-speed gearset, the clutch of increased size, the mechanical oiler, the step-starter, the redesigned handlebar and front fork, and the distinctive camel-back frame are among the improvements for the new season.

The three-speed gear, appearing for the first time on R.-S. machines, is countershaft-mounted and is very accessible for lubrication and adjustments. The gearset can be removed from the frame without disturbing the motor and similarly the motor can be taken out without interfering with the gearset. The three-speed set has the high and low speeds by dog-clutches and the intermediate speed by sliding a pinion on the main shaft into mesh with a gear on the lay shaft. All gears in the set are of vanadium alloy steel, giving great strength and long wearing qualities.

**Gearset Details**

The main shaft runs on self-aligning double ball-bearings of the annular type, of a size more than ample to carry the greatest load that can be imposed on them. Clutch thrust is taken care of by a flanged bushing running against a hardened steel collar of ample size. The lay shaft is a one-piece drop-forging, with all gears integral. A bronze bushing runs the entire length of this shaft, and the whole revolves on a steel center shaft hardened and ground to ensure a perfect bearing at all points. One of the noticeable features of the gearset, which follows Reading-Standard construction in this respect, is in the ample factor of safety, the gear-faces being of sufficient width to transmit 20 horsepower, much wider than many automobile gears adapted to motors of this power and of greater cost of material.

The teeth of the intermediate gear and sliding pinion are chamfered to facilitate meshing in changing both up and down. A positive drive is ensured on both high and low speeds by deep-cut dogs, and the gears are held in engagement by a plunger rack type of lock, governed by a simple locking-rig. This makes it impossible to shift the gears without first disengaging the clutch. Gear shifting is performed by a long lever at the left side of the frame, this lever working in a notched quadrant on the side of the tank. Connection to the shifting mechanism on the gearset is made through a single rod only. Disengaging the clutch automatically releases the gear shift lock, there being an inter-connection between the clutch rigging and the lock arm. The entire mechanism is enclosed in a neat aluminum housing, fitted with a removable top and is absolutely dirt and oil proof. As the gearset is fitted to the bottom bracket from above, access through the housing top is very easy.

**Clutch and Double Control**

The clutch is of the Eclipse type, countershaft-mounted. It is very large and

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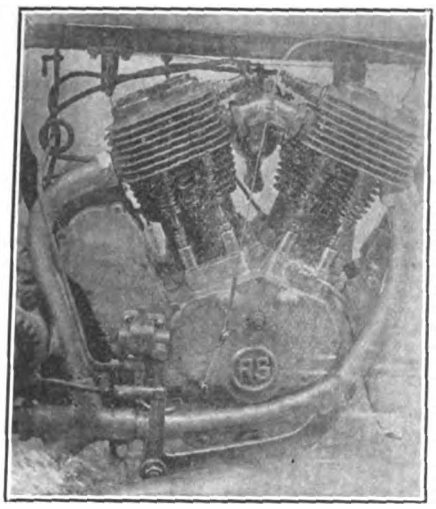
more than ample to care for the utmost power obtained from the motor. Control is by lever on the left side of the frame or by pedal located close to the long folding footboard on the left side. The pedal is to be normally employed in changing gears or for temporarily releasing the clutch in traffic. The normal position of the pedal is with the clutch engaged, provision being made within the clutch for this purpose. The operation of the clutch by pedal does not interfere with the operation by hand lever and vice versa.

The foot starter is new, being of the sector and pinion type, the latter acting on the gearset. This starter replaces the direct pedal-gear of 1915, in which the motor was cranked direct through a pinion on the right side of the main shaft by a chain and sprocket gear. The ratchet pinion is on the right side as is the toothed sector, but a shaft carries the latter and this shaft has the starter arm and pad on the left side. The arrangement thus gives free access to the starter when a sidecar is fitted and also enables the rider to kick her over from the saddle. As the majority of riders use the left foot in starting, the arrangement is a most happy one. One kick on the starter will turn the motor over more than three times.

### Increased Motor Power

The power plant is of the Reading-Standard side-by-side valve type, first adopted on the single cylinder models in 1907. To all outward appearances the motor is the same as the 10 horsepower twin of 1915, but an increase in valve area and in size of inlet manifold and carbureter have effected an increase to 12 horsepower on the same piston displacement. Valve tappets have been increased in diameter and the guides lengthened materially, preventing any oil from working out. The company, in fact, guarantee an oil-tight motor for 1916. The pockets are removed from the valve caps and the magneto is now bolted on instead of being held in place by



**Reading-Standard Powerplant Viewed from Valve Side**

a strap. The magneto seat is cast integral with the crankcase halves.

But the big addition to the motor lies in the mechanical oiler of the plunger type. Some seasons ago the Reading-Standard had a mechanical oiler, but it did not fit the exacting R.-S. requirements and it was abandoned in favor of the drip-feed system. The new oiler is satisfactory in every respect and is driven by a worm-shaft pressed into the timing gear. The ratio of the pump is such that at every twenty-second revolution of the motor a charge of oil is sent into the crankcase. The amount of this charge is readily controlled by a very simple adjustment. Sufficient pressure is developed by the pump to overcome any ordinary resistance due to sediment in the pipe. The oiler itself is very small and four screws hold it to the gearcase.

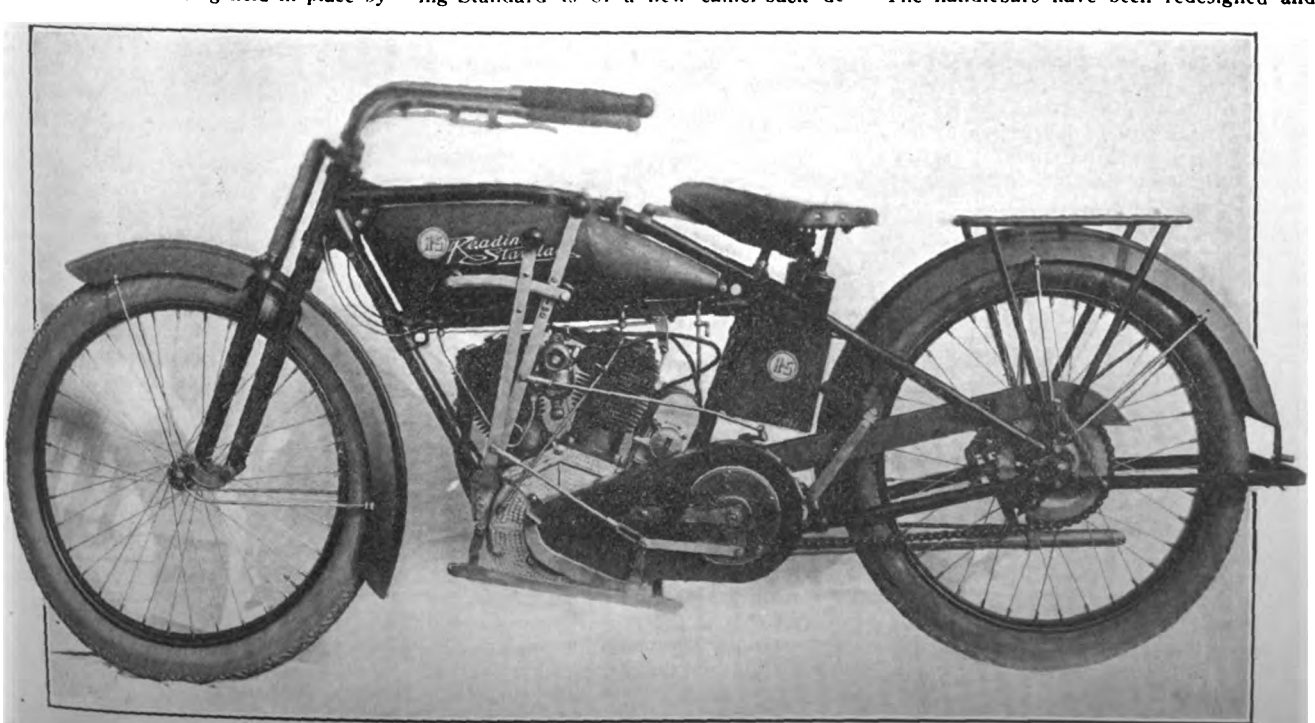
### New Camel-Back Frame

The frame on the 12 horsepower Reading-Standard is of a new camel-back design, giving very low saddle position. The tank is made very deep and is of graceful shape, with large capacity for fuel and oil. In spite of the low position of the brace tube, the motor or each cylinder can be taken out from either side without difficulty. The rear fork sides are made much heavier as are also the rear stays. All connections are socket-joints and drop forgings are used where any part is subjected to severe strain. The sidecar fastenings are integral with the frame, and the fastening on the rear end acts as a stop in connection with the Reading-Standard automatic stand.

The stand is in one piece and the luggage carrier is much improved. The carrier is supported entirely from the frame, removing all weight from the mudguard. The entire carrier is brazed together, thus forming practically a unit free from bolts or nuts. The mudguards are of pressed steel of greater width and depth than on preceding models. The front guard travels up and down with the wheel, thus retaining the same clearance under all conditions. The toolbox is located directly underneath the saddle instead of being on the top tube as in preceding seasons. The front hub is larger and heavier balls are used in it. The rear hub has a knock-out axle.

### Fork and Seat Post

The front fork, while retaining the Reading-Standard design which worked so successfully for the past ten years, has double fork sides for 1916. The springs have been so proportioned and fitted as to increase the total resiliency one hundred per cent. The large coil spring now takes the shock and the smaller one the recoil. The seat post for the new model is different from that used in preceding machines. It is known as the "Perfection," being of the spring plunger type, enclosed in the seat post. Adjustment is provided to meet the requirements of riders of various weights. The handlebars have been redesigned and



**Left Side of Reading-Standard 12 Horsepower Twin, with Lever and Pedal Clutch Control, Shift Lever and Starter Arm**

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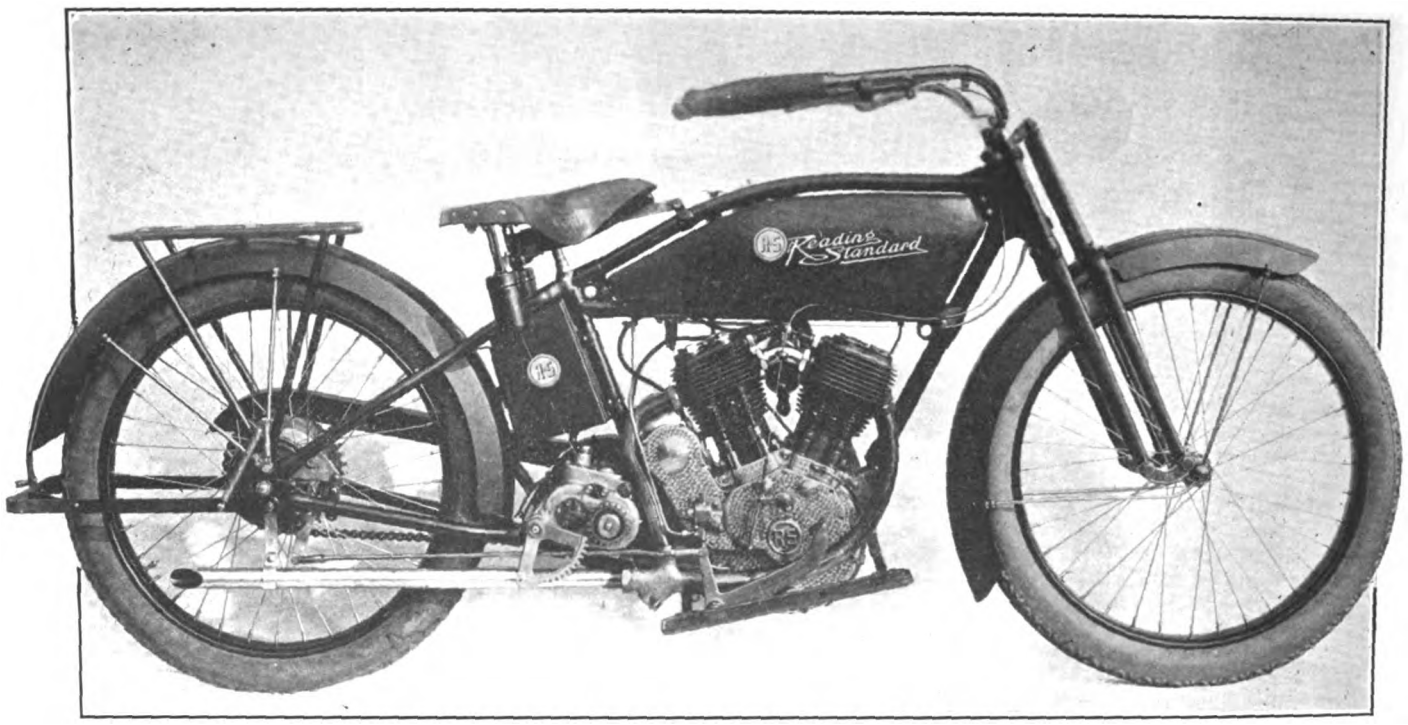


**Right Side of Reading-Standard Three-Speed Twin. Starter Sector and Pinion, Tail Pipe and Brake Are Clearly Shown**

are made from seamless steel tubing. There is a three-point connection and a horizontal brace. The bars are dropped and more graceful in form.

The footboards on the new model are 16 inches in length and are supported very securely at the bottom of the crankcase. They are most comfortable, not only in location but in form. They are within easy reach of the clutch and brake pedals.

The brake is of the expanding type, operated by a stout foot lever close to the right footboard. The muffler is entirely new, although the external part shows no difference over that of last year, but in the front part of the long tail pipe is a perforated sleeve. This muffler is easily removed by unscrewing the union nut holding the pipe in place. It is very simple and positively effective. The controls remain the same as in previous Reading-Standard models: Right grip operates throttle; lifter on right bar operates valve lifter; left grip operates spark position; right pedal operates brake and left lever or pedal operates clutch.

The Reading-Standard Company, Inc., will probably announce other models at a later date. The firm states, however, that at least 75 per cent. of orders for the new season will be for this model, the 12 horsepower, three-speed twin, with its 68 cubic inch motor and many improvements.

## NO PEDALS ON EMBLEM MODELS

*(Continued from page 47)*

a plunger is screwed, which forces the grease through a small opening directly into the discs of the clutch. With such a device all of the clutch trouble has practically been eliminated, as most of the clutch trouble has been due to the lack of lubrication of the clutches. All that is necessary with this device is to fill up this tube with grease, screwing the plunger down three or four turns after each long ride, which will take care of the lubricating of the clutch. This tube can easily be refilled by simply unscrewing the plunger and filling the tube and then replacing the plunger again.

### Kick Starter Improvements

The improved kick starter has worked so satisfactorily that the pedals will be entirely eliminated on all 1916 models. However, if the rider should at any time desire pedals these can be easily put into his countershaft without any necessary change. The gearing from the clutch to the countershaft has been changed, the sprocket on the engine being made considerably smaller. When using the kick starter, this allows the starter to throw the motor over much faster and also over more than one compression stroke. This has improved the starting of the motor satisfactorily.

The spring forks of the Emblem motor have also been improved. The spring in the cushion has been made much heavier to take care of the constant jars which have been created through the high speed of the motor. The fork sides have also been reinforced through their entire length and the rocker arms are fitted with small grease cups at all points. The front forks are also fitted with two sockets in which the lamp brackets are placed making a very neat appearing lamp bracket and which is located just above the front guard. This is far superior to the most common used bracket fastening on the handle bar which obstructs the view of the rider. The front mudguard has been fitted with large deep side flanges, which greatly improve the appearance. A new rear chain guard has also been added covering the rear drive chain, and is also arranged in such a manner so that the rear wheel can be removed without the removal of the guard.

### Two-Speed Gear

All Emblem models can be fitted with the improved two-speed, which has proved very satisfactory. This two-speed is located in the rear hub, and through many tests we find that this is the proper place for the speed ratio on account of not putting the severe strain on the drive chain leading from the countershaft to the rear wheel. With the speed change in the rear hub there is less strain in the drive chains when in low speed than during the high speed. It has been found unnecessary to have a three-speed attachment on the Emblem motorcycle. The motor with its high power will take the rider over the highest grades without the use of the speed change, therefore it was necessary to put in only one-speed change for the Emblem motor which has from 5 to 15 inches more piston displacement than most of the twin models on the market.

The finish of the different models is the same as in 1915, with a few exceptions. The panel on the tank is of a ribbon effect with the word "EMBLEM" on same. The new finish can hardly be appreciated only by seeing one of the models.

The Emblem models can also be fitted with sidecars and vans, the sidecar which has proved so satisfactory for the lover of a two-passenger motorcycle. The van is also highly recommended for delivery purposes as well as Rural Free Delivery motorcycles.

The sidecar "Beautiful" for 1916 sells for $70 and the "Serviceable" at $60. The Model 110 sells at $250, Model 108 at $225; extra for two-speeds $25.

### VIM SALES FULL OF VIM

The Vim Cycle & Hardware Co., of Buffalo, reports the largest August business they have ever had. "Sales have been remarkably strong," stated President Henry, "for this season of the year, and I believe that this condition is neither localized nor particular to our concern."

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## Verrill Harpoons 25-Mile Toledo Grind

TOLEDO, O., Sept. 12.—The races of the Interstate Racing Association at the fairground half-mile track this afternoon drew a large crowd and aroused much attention. Verrill, Indian, was the star of the day, but the track being in bad condition the time made was not exceptional.

It was an unlucky day for Jones and Pineau. Twice Pineau shot to the front and opened a healthy lead that appeared to cinch first money for him, only to have mechanical trouble retire him from the race. The only time he evaded the jinx was in the consolation heat which he led from the very start, finishing in the same time made by Verrill in winning the first heat, 5:55.

Jones won the second heat after a nerve-racking battle with Marks, Thor and Coffee, Indian. Hardly a dozen feet separated the three all through the race, until Jones nosed to the front in the final sprint for the tape.

Verrill won the final heat, Jones being retired by mechanical misfortune again. Meyers took second and Amos piloted his Merkel to third. In the 25-mile sweepstakes Verrill marched to victory with the lead in his possession all the way. Amos rode consistently to second place and Coffee finally got third after a heart-breaking struggle with Sudduth, Thor.

Summaries:

First heat, five miles—Verrill, Indian; Meyers, Indian; Amos, Merkel. Time, 5:55.
Second heat, five miles—Jones, Merkel; Marks, Thor; Coffee, Indian. Time, 6:11.
Consolation heat, five miles—Pineau, Merkel; Amos, Merkel; Sudduth, Thor. Time, 5:55.
Final heat, five miles—Verrill, Indian; Meyers, Indian; Amos, Merkel. Time, 5:50.
Two miles, novelty—Meyers, Indian; Pineau, Merkel; Carver, Thor. Time, 5:10.
Twenty-five miles, sweepstakes, open—Verrill, Indian; Amos, Merkel; Coffee, Indian. Time, 29:41.

### EIGHT EVENTS AT TRENTON

Trenton, N. J., September 11.—With a splendid list of entries, good time marked the series of motorcycle races which were conducted here on Labor Day under the auspices of the Trenton M. C. The following are the summaries:

Three-Mile Novice (single cylinders)—First, Leo Van Noy, Harley-Davidson; second, R. S. Woods, Harley-Davidson. Time, 7:14⅗.
Five-Mile Novice (twin cylinders)—First, Elmer Christy, Indian; second, R. S. Woods, Harley-Davidson; third, Earle Ely, Excelsior. Time, 6:05⅘.
Five-Mile Bucket-Seat Race—First, Eugene Seidle, Indian; second, A. Massarini, Excelsior. Time, 5:57⅕.
Five-Mile Amateur (single cylinder)—First, Leo Van Noy, Harley-Davidson; second, Ray Forst, Harley-Davidson. Time, 7:58⅕.
Five-Mile Amateur (twin)—First, Christian Carson, Indian; second, Roland Carly, Indian. Time, 6:07⅗.
Five-Mile Sidecar Race—Won by Robert V. Studholme, Indian. Time, 8:39⅗.
Ten-Mile Free-for-all—First, Christian Carson, Indian; second, Elmer Christy, Indian. Time, 11:59¾.
Christian Carson, five miles against time. Time, 5:51⅕.

### HARD FOUGHT CINCINNATI RACES

Cincinnati, Ohio, Sept. 13.—Three exciting and hard-fought motorcycle races were an attractive part of the Labor Day program at Latonia race track. Dave Kenney, who has won quite a reputation as a rider at the Lagoon motordrome, capturing the two events for professionals, thereby getting away with the bulk of the prize money. Francis Knight, a messenger at the Cincinnati postoffice, won the amateur event at five miles, with a purse of $15, much to the delight of his friends. The summary:

Five miles, professionals—Dave Kenney, first; Harry Phillips, second; William Kamp, third. Time, 4:36. Prizes, $25, $15 and $10.

Five miles, amateurs—Francis Knight, first; Henry Von Altmann, second; Harry Stephens, third. Time, 5:15. Prices, $15, $10 and $5.

Ten miles, professionals—Dave Kenney, first; Harry Phillips, second; William Kamp, third. Time, 9:02. Prizes, $25, $15 and $10.

## 18 CLEAN SCORES ON INDIANA F. A. M. RUN

INDIANAPOLIS, Ind.—The judges on the two-day F. A. M. endurance run on August 7-8, have made their final decisions as to the winners. Of the 33 starters all but seven finished the 456-mile ride. The schedule of almost 24 miles an hour over the roads in northern Indiana failed to cut down all the perfect scorers as 18 contestants came through with scores intact. Eight other riders covered the course but did not check perfectly at all controls.

The Indian team, comoposed of Hodgin, Sargent and Von Staden, riding under the colors of the Consolidated Motorcycle Club of Indianapolis, was awarded the silver loving cup donated by the United States Tire Co. for the club team finishing with the highest aggregate score. The three riders had perfect medal scores, but lost a total of 134 points on consistency. This was the only team on the run to finish with a perfect score. The Indianapolis Motorcycle Club team, composed of Merz, Gilchrist and Somers, lost their perfect score when they failed to check in perfectly at the first night control. Just outside the control at Marion the Excelsior team began to have tire trouble and were forced to check in several minutes late.

Ivan Jacobs finished with a perfect score and had the highest consistency score. Jacobs ran close to schedule at all times and lost but 26 points on the entire course.

The merchandise donated by the manufacturers for the winners of this run will be awarded, together with the medals to the finishers. Perfect scorers will receive bronze medals.

### MANY ATTENDED DANCE

San Francisco, September 8.—Seventy-five couples attended the last monthly social and dance given by the San Francisco Motorcycle Club, at its club rooms, in Shakespeare Hall, on Fifteenth street, near Mission. Refreshments were served.

These affairs are always largely attended and enjoyable, and tend to keep up the interest of members in the club's affairs.

### FINAL STANDING OF INDIANA RUN CONTESTANTS

| Rider. | Make. | Team. | Medal Score. | Consistency. |
|---|---|---|---|---|
| Nelson Hodgin | Indian | C. M. C. | 1,000 | 958 |
| Geo. Von Staden | Indian | C. M. C. | 1,000 | 958 |
| Clarence Sargent | Indian | C. M. C. | 1,000 | 954 |
| John Merz | Excelsior | I. M. C. | 994 | 955 |
| Don Gilchrist | xcelsior | I. M. C. | 995 | 957 |
| Otto Sommers | Excelsior | I. M. C. | 996 | 959 |
| Ivan Jacobs | ndian | C. Team | 1,000 | 974 |
| H. F. Drake | Indian | C. Team | 988 | 935 |
| J. C. Carr | Indian | C. Team | 989 | 956 |
| Roy Martin | Indian | C. M. C. | 1,000 | 884 |
| Wm. Lowry | Indian | C. M. C. | Out | Out |
| A. C. Apple | Indian | C. M. C. | 990 | 926 |
| Walter Wischmeyer | Indian | C. M. C. | Out | Out |
| Ray Denges | Indian | C. M. C. | Out | Out |
| Paul Catterson | Harley-Davidson | C. M. C. | 1,000 | 937 |
| G. W. Waughop | Dayton | | 1,000 | 947 |
| C. C. Capshaw | Dayton | | 1,000 | 948 |
| A. C. Ferguson | Excelsior | | 984 | 916 |
| Roland Dilts | Harley-Davidson | | 995 | 945 |
| Paul Hegner | Indian | | Out | Out |
| V. R. McMillan | Indian | | 1,000 | 942 |
| Wm. Reinhardt | Indian | | 1,000 | 932 |
| Dan Reinhardt | Excelsior | | Out | Out |
| Geo. Evans, Thomas Miller | Excelsior, Sidecar | | 1,000 | 944 |
| Ernest Hughes, Harvey Davis | Harley-Davidson, Sidecar | | Out | Out |
| Heine Speckman, Harry Phillips | Harley-Davidson, Sidecar | | 1,000 | 934 |
| E. A. Swearinlon, Dennis A. Bierly | Indian, Sidecar | | 1,000 | 940 |
| Everett Chandler | Indian | | 1,000 | 959 |
| C. A. Butterfield and wife | Harley-Davidson, Sidecar | | 1,000 | 928 |

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# SAVANNAH GRAND PRIZE RACE IS CALLED OFF

SAVANNAH, Ga., September 11.—Owing to a lack of enthusiasm among those who have heretofore helped to finance the Savannah Grand Prize motorcycle race, the Savannah M. C. has decided not to attempt to stage the big event this year. It has been customary to hold the 300-mile race over the Grand Prize course on Thanksgiving Day.

The announcement will be received with regret by factory men as well as racers, for the race had taken on the interest of a motorcycle classic and was certain to attract the best speedsters in the country. The club members point to the fact that Savannah is the home of the 300-mile motorcycle race in this country, and express deep disappointment over the declaration that it cannot be staged this Fall.

Plans are already being laid, however, to hold the 300-mile event on a flat track in 1916, steps having been taken to raise the funds necessary to construct a first-class course. It is the intention to make the 1916 race a relay affair.

The Savannah M. C. is now promoting races on the local half-mile track and the proceeds will go towards the construction of the new mile track. A meet was held on Labor Day, and others are being programmed for Thanksgiving, Christmas, New Year's and all succeeding holidays throughout the Spring and Summer of the coming season.

## ANNUAL PROVIDENCE TRIANGLE RUN

Providence, R. I., September 13.—The Providence Motorcycle Club will stage its twelfth annual triangle run on October 3. Entry blanks are now being printed and can soon be obtained on application to B. A. Swenson, 522 Broad street. The fee will be $2 and entries will close on September 30. Post entries will cost $3.

The roads of the route that has been selected are the best and the pace will be slow so that every rider can keep up with the field. Four pacemakers will head the line and no contestant will be permitted to pass them. A large sidecar entry has already been assured. The sidecar entry will be double the regular fee, if both the driver and the passenger intend to compete for the awards, which will be given to all perfect score winners and survivors. F. A. M. members only will be allowed to enter the run.

## CANADIAN VISITORS TRY NEW TRAILS

Led by Chieftain N. Chambers, a party of nine Indian enthusiasts of Hamilton, Ont., including a 14 months old lusty-lunged warrier, went far afield during the past two weeks in quest of new scenes and pleasures during the fine fall weather. There were three sidecar outfits and a solo machine on which were mounted Mr. and Mrs. Chambers, Mr. and Mrs. Bert McAllister, Mr. and Mrs. S. Atherton and daughter, Bert Hamilton, and William Griffin.

Their trail led from Hamilton to Niagara Falls, through the lake country of western New York, then East to Pittsfield, Mass., and Springfield. After being entertained at the Indian factory the party left for Providence and the shore. They expected to spend two weeks on their outing.

## ATE THIRD OF A TON OF MELONS

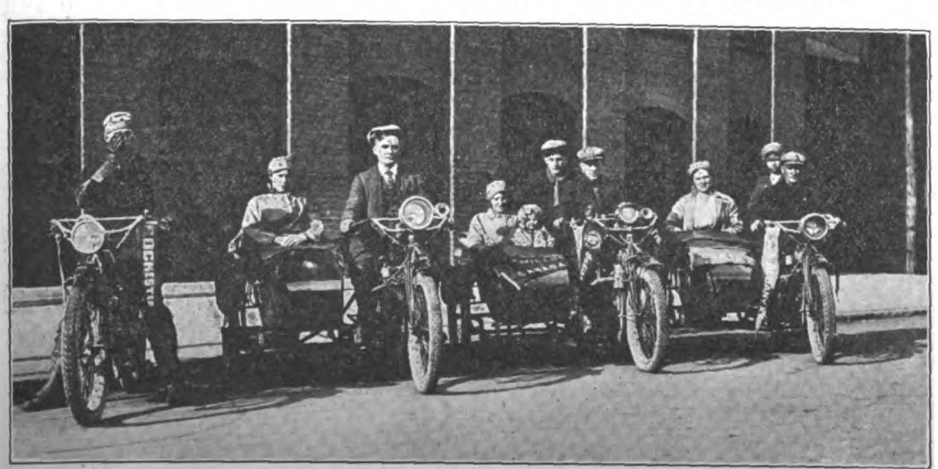
Los Angeles, Cal.—All speed limits were disregarded by the watermelon runners of the Los Angeles Motorcycle Club who made a 27-mile trip from the swimming pool on the San Gabriel to the official watermelon ranch. They brought back 625 pounds of melons, and by sticking to the job and eating nothing else the 53 riders, who went on 23 machines and one sidecar, consumed all but enough to take back to the club to make the stay-at-homes jealous. Bathing suits were at a premium, and in the final adjustment went mostly to the girls, but everybody managed to get a tobacco leaf or something, and the fish sure got a scare in the old pool. Since the run the boys on Motorcycle Row have been going into one prominent store and asking, "Les, how do you make a bathing suit out of a safety pin?"

## TWO MOTORCYCLE SCOUT SQUADS

Baltimore, Md.—A motorcycle scout squad will soon be added to the Fourth and Fifth Regiments, Maryland National Guard, according to an announcement by Adjutant General Charles F. Macklin. This means that the offer of the Maryland M. C. has been accepted. The members some time ago, through City Councilman D. C. Joseph, who is counsel for the club, offered to raise a batallion of motorcycle riders to serve in any capacity the military authorities designated. The men agreed to furnish their own machines and keep them in condition, only stipulating that the state furnish them uniforms and other necessary military equipment.

When first approached by Mr. Joseph, General Macklin did not think the proposition feasible but, nevertheless, he communicated with the War Department and a few days ago received word that a cycle squad would be acceptable. The men will be used for scouting purposes and as message bearers. With 20 men to each regiment the Maryland M. C. will be able to supply the forty men needed.

JOHN CANUCKS AND THEIR WIVES ON A TRIP IN THE STATES



This Party of Canadian Motorcyclists Made a Pleasant Journey to the Home of the Indian in Springfield, Mass., from Hamilton, Ont.

## GIVING EFFICIENT SERVICE

**Henderson Outfit Used Daily by a Poultry Store in New York**

## POLICE GET MOTOR BICYCLES

The twenty Miami Motor Bicycles which were ordered by the New York Police Department through H. A. Gleisman, the Eastern representative, were recently delivered and placed in service in various sections of New York City. Eight machines were assigned to the Flushing precinct, six to East New York and six to Staten Island. At the same time the Motor Bicycles were sold, an order for forty Hudson bicycles, made by the Miami Cycle & Mfg. Co., Middletown, Ohio, was also placed by the Police Department through Gleisman.

## AT THE INDIAN FACTORY

Baltimore, Md.—Ernest Wimmer, of Howard A. French & Co., this city, and J. McC. Seabrooke, of the Washington branch of the firm, are visiting the Indian factory at Springfield. They made the trip on an Indian with side car.

## NEW FIRM IN ALHAMBRA

Alhambra, Cal.—Parker Bros. have opened a repair shop at 103 N. Garfield avenue, and are on the lookout for a desirable motorcycle agency to boost during the 1916 season.

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### NEW LAWS FOR NEW JERSEY

Newark, N. J., September 14.—With rumors of legislative action beginning to be whispered about, New Jersey motorcyclists are warned to organize more fully and to be on the watch for drastic laws which may be enacted during the winter session of the Legislature at Trenton.

As a result of a conversation which your correspondent had with an inspector of the State Motor Vehicle Department, it appears that a very large license tag is favored. Two white lights showing to the front will probably be demanded of sidecar owners. Sidecars will undoubtedly come in for attention when license fees are discussed in Trenton, for highways are breaking up badly and new sources for highway revenue will be sought.

### NEW YORKERS TAKE HEED

Passaic, N. J., September 11.—A law recently enacted in this State regarding the dimming of headlights should be heeded by motorcyclists from foreign States. Commissioner William L. Dill is confronted with a difficult problem through New York's failure to enact similar legislation and New Jersey is being overrun by New Yorkers who are not familiar with the provisions of the headlight law of this State.

Numerous summons have been issued in every district of the State and local offenders are being prosecuted before magistrates within the district where the violations occurred.

### CYCLISTS TOLD OF SCOUT MOVE

Dayton, Ohio, Sept. 13.—H. Lawrence Eddy, national scout commissioner of the Boy Scouts of America, was the guest of honor and the principal speaker at a meeting of the Dayton Bicycle Club recently. He delivered an address to the members on the scout movement in Dayton.

### CAFE NOIR A LA BAKER

San Diego, Cal.—The menu which was prepared for the banquet tendered "Cannon Ball" Baker here, when he completed his record three-flag dash, was cleverly worded in motorcycle lingo. Among other good "eats" there was consomme a la ball bearing; sand dabs with brown gasoline; combination salad with cup grease; roast chicken a la Indian; spark plug omlette a la exhaust; cafe noir a la "Cannon Ball" Baker.

### TURNPIKE BEING IMPROVED

Paterson, N. J.—Work has begun on the Paterson-Pompton Turnpike, which has been for the past year in bad condition. Early this year the Passaic County Freeholders voted that the turnpike be fixed. William Foley, of Paterson, received the first contract to lay tarvia from Paterson to the Jackson Hotel. At Upper Preakness, a distance of seven miles, and the other half of the contract, has been held over until next spring. In order to get to Pompton all riders will have to take the detour at the Cross Road Hotel in Haledon to Lower Preakness.

### INTERIOR OF THE BROOKLYN (N. Y.) EMBLEM AGENCY

**This Establishment, Managed by Otto Sohofer, Has Tripled the Sale of Emblems in Brooklyn During the Closing Season**

### GOOD ROADS FOR OHIO

Columbus, Ohio.—The Cass Highway law, which was passed by the last session of the Ohio General Assembly, went into effect September 6. It places the Buckeye State in the front rank of the states of the country in the matter of building, repairing and maintaining roads. The law, which practically repeals all other road laws in the state, is scarcely understood by officials and much study is necessary to completely understand it.

### WILL TRY 975 MILES IN THREE DAYS

Newark, N. J., Sept. 10.—Edward Everett, a local rider, left town recently on his Harley-Davidson with the intention of covering 975 miles in three days. His destination is Jacksonville, Ill., and his schedule calls for night stops at Pittsburgh and Indianapolis. Post cards from Everett show that he reeled off 356 miles on the first day.

When he arrives at Jacksonville, he will rest up for a week, then hook up his sidecar awaiting there and proceed leisurely homeward with his wife as sidecar passenger. Everett expects that his speedometer will ring up 2,600 miles before he spins into Newark.

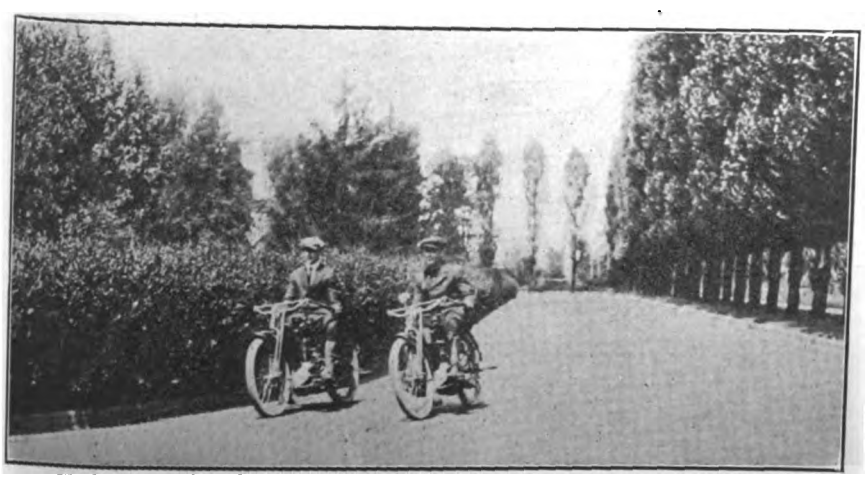
### HALEDONITES AT ATLANTIC CITY

Haledon, N. J.—Seventeen members of the Haledon Motorcycle Club spent the week-end at Atlantic City. They rode to the sea in seven hours and ten minutes, a distance of one hundred and sixty miles. There was very little time lost, tire trouble and fouled spark plugs causing the delay.

### SAN PEDRO HAS A FAIR RIDER

San Pedro, Cal.—Mrs. Maud Nelson is an enthusiastic local motorcyclist. She rides a Henderson and has covered several thousand miles on her mount alone. She is now on a motorcycle tour to the San Francisco Exposition.

### OUT FOR A SUNDAY SPIN ON THE BOULEVARDS



**Henderson Enthusiasts of Detroit Taking an Early Morning's Ride Through a Beautiful Section of the Big Manufacturing City on Lake Michigan**

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# The Engineers' Forum

## BALL BEARINGS FOR THE CRANKSHAFT

By H. H. GILDNER
Chief Engineer, S. K. F. Bearing Co.

IT is pretty well recognized by every user and manufacturer of motorcycles that the bearings which are most difficult to keep in condition are those on the crankshaft. This is due to the fact that they are subjected to very severe stresses, both from the shocks of explosion pressure in the cylinder and from the greater or less misalignment and distortion liable to occur under service conditions.

For this service, bearings must conform to the following conditions: High carrying capacity; superiority in material and workmanship; facilities for lubrication; self-alignment; proper mounting both as to design and manufacture.

S. K. F. Self-Aligning Ball Bearing

### High Carrying Capacity

The explosion pressure may be termed instantaneous, and, roughly speaking, may be considered equivalent to a blow of about one ton per cylinder delivered from 1,000 to 2,000 times per minute, depending upon the speed of the motor. In a plain bearing, this series of blows tends to squeeze the lubricant from between the bearing-surfaces, and rapid wear naturally results. In the case of a ball-bearing, the balls not only have an extraordinarily high crushing strength in so far as their capacity is concerned, but also the space in which the balls run always permits of thorough lubrication, providing that the ball retainer is properly constructed.

The double row construction of the bearing illustrated permits the use of a greater number of balls for a given size of bearing and naturally increases its carrying capacity and life to a corresponding amount. It will also be noted that the balls are staggered in two rows, so that the balls are very close together and allow of the load to be distributed in a most favorable manner over the raceways.

### Superior Material and Workmanship

The question of material and workmanship is naturally associated intimately with high carrying capacity. While some effort has been made in this country to produce a grade of steel suitable for ball-bearing purposes, the comparative smallness of ball-bearing manufacture in this country has apparently not been sufficiently attractive to domestic steel manufacturers to expend the energy and care necessary in the production of material equal to imported steel for this service. The bearing illustrated is manufactured in Sweden and the steel produced in that country is well recognized as the very highest degree of perfection, both chemically and physically.

Also, the reputation of Swedish workmen for the highest degree of skill in manufacturing is well recognized throughout the world. This is attested not only by the quality of ball-bearings produced, but also by the remarkable accuracy and perfection of gauges, tools and other high grade steel products produced in that country.

### Lubrication Facilities

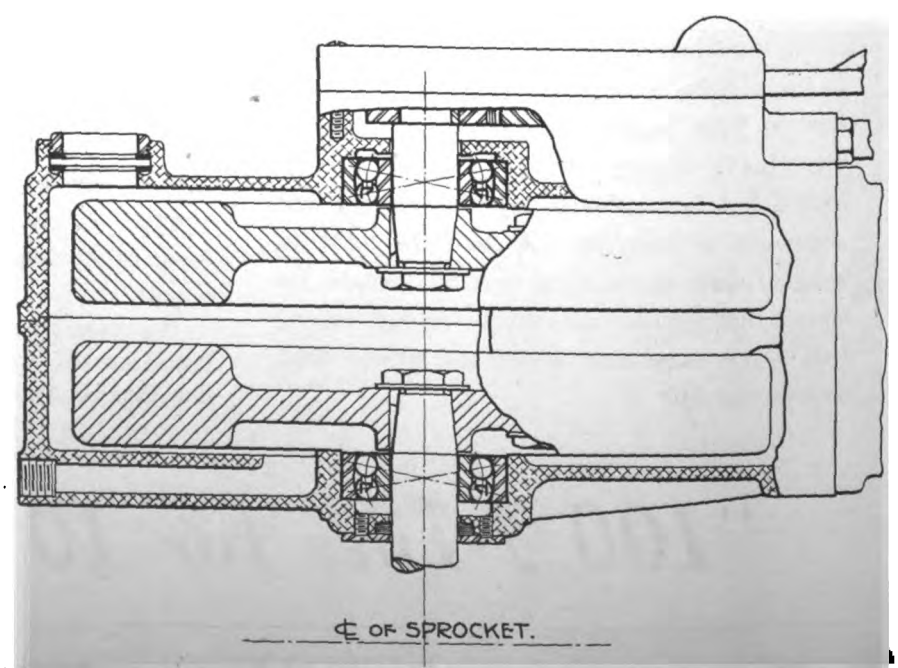
Lubrication is effected by splash from the crank case. It is desirable, therefore, that the ball retainer be open at the sides in order to allow free access of lubricant. This is all the more necessary with a double-row bearing, as the row of balls on the outside naturally receives by this means its proper share of the lubricant.

Changes in temperature or vibration when machines are working on the very high roads give rises to distortions which may not be very great in amount, but in a rigid bearing must result in rapid wear. This is eliminated by the use of a bearing which readily conforms to the misalignment without cramping. Such a bearing is "self-aligning."

### Proper Mounting

The selection of the proper size of ball-bearing must necessarily be referred in each particular case to the ball-bearing manufacturer, as a number of variable conditions are involved. It is ordinarily recommended by the manufacturers that the inner race be made quite a tight fit on the shaft and that a threaded nut be further used as a precaution to prevent slipping of the races on the shaft under severe service conditions. This threaded nut is not necessary if the shaft be finished with sufficient accuracy and smoothness. The shaft should be ground smooth to size and the inner race such a fit that it may be slipped into place with little effort by hand.

The outer race is ordinarily fitted directly in the aluminum crankcase. This brings conditions which require the most rigid attention in manufacture. It has been found ordinarily impracticable to allow the outer race to creep inasmuch as this race is carried directly in the aluminum crankcase, and if there is any looseness whatever between the race and the case, the constant shocks will finally peen down the race so loose as to ultimately destroy the bearing.




Application of S. K. F. Ball Bearings to Crankshaft, as in Harley-Davidson Motorcycle

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# LOOK HERE!

## America's Premier Lightweight

HENRY FORD made fortunes for his agents because he offered to the American automobile public a low priced car that gave the same essential service as a high priced car.

When we announced the Miami Power Bicycle at the New York Show last January, we made as startling a sensation in the cycling world as Henry Ford did in the automobile world.

That the Miami Power Bicycle is a logical development in the cycling industry is attested by the fact that other manufacturers are following in the trail we have blazed.

For 1916, we offer to the cycling world the Miami Power Bicycle in two new models, in addition to this years model with refinements in the details which go to make the machine more flexible, more universal in its adaptability to the requirements of the tremendous market demanding such a machine.

Miami Power Bicycle

We introduced a moter driven two-wheeler at the popular price of $125.00—A MACHINE GIVING THE SAME ESSENTIAL SERVICE AS THE HEAVY WEIGHT, HIGH-POWERED MOTORCYCLE, but far easier to handle and far less expensive to keep up. A machine light in weight, silent in running, safe to operate. So simple that anyone can run it—so convenient that everyone wanted it—so low priced that anyone can buy it.

In short, the Miami Power Bicycle for 1916 is a machine that recasts every standard by which motor driven two-wheelers are judged—a machine that revises all previous ideas of efficiency and economy in the cycling world.

We take pleasure in submitting to the trade on the following pages detailed specifications of America's Premier Light Weight.

## "100 Miles for 10 Cents"

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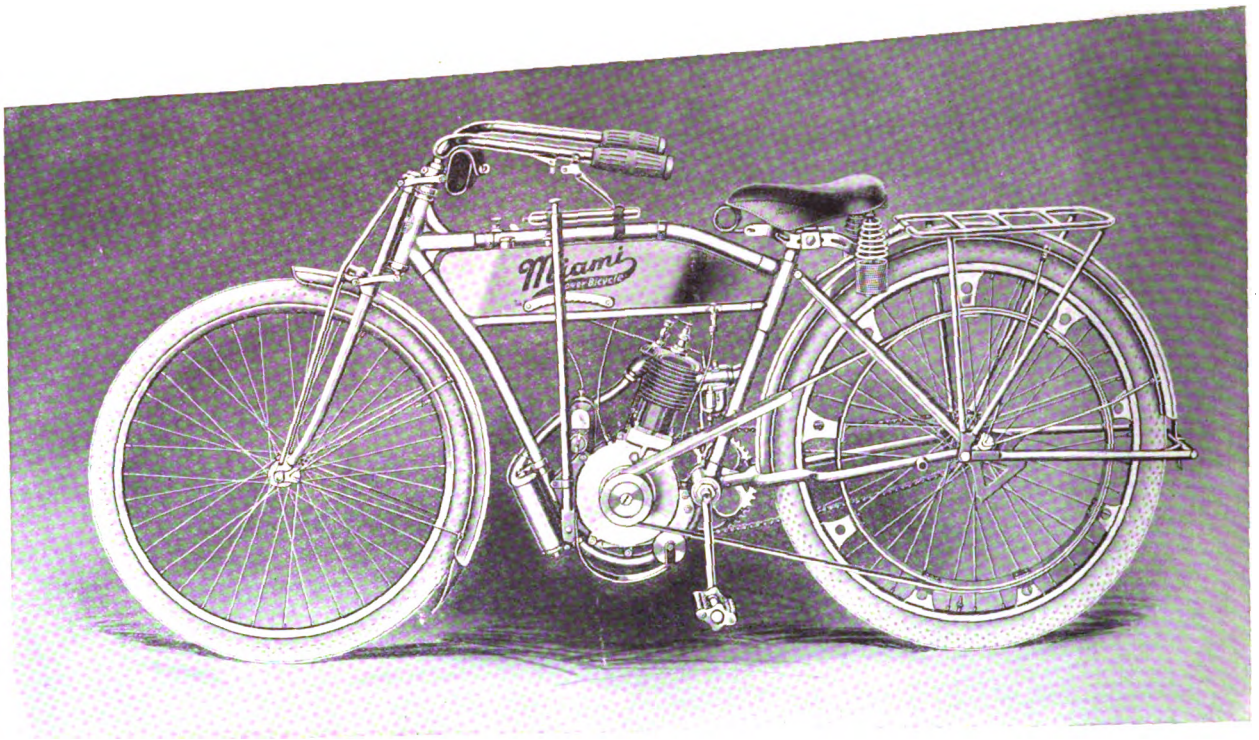


**Model 14** — **Price $100**
**Model 15** — **Price $125**

*F. O. B. Factory*

## SPECIFICATIONS

**Motor**—Single cylinder, 2½ H. P. Bore 2½ in. Stroke, 2 15-16 in. Piston Displacement, 14 21-100 cu. in. Main bearing annular type. Connecting rod bearing roller type. Priming cup on motor.

**Carburetor**—Miami, designed and manufactured by us especially for this motor. Choking device for easy starting and an adjustible gasoline needle giving proper mixture at all speeds.

**Control**—Miami Patent Leverless Double Handle Bar Control. Throttle controlled by right hand grip.

**Muffler**—Very compact and noiseless. Specially designed, so that there is absolutely no back pressure.

**Frame**—Loop design frame, made of AA1 Standard Welding tubing. Color No. 17 National Blue.

**Wheels**—Single clinch automobile type steel rims for 2 inch tires. 28 inches in diameter. 36 extra heavy tandem spokes used both front and rear.

**Front Fork**—New design Cushion Spring Fork, eliminating all vibration.

**Mud Guards**—Steel, extra strong, drop center, 2½ inches wide. Leather flap on front guard.

**Wheel Base**—50 inches.

**Brake**—The Musselman Positive Drive Coaster Brake operated by pack pedaling.

**Transmission**—1½ inch Spartan Giant Tanned flat leather belt, with specially designed idler pulley or belt tightener. Tension is controlled by conveniently located lever and positive notched segment control on left side of tank.

**Saddle**—Troxel Motor Bike, padded.

**Tires**—Goodyear Blue Streak, Studded Tread or Federal Studded Tread, 28x2 in. Optional.

**Ignition—Model 14**—Dry Battery and Coil. Jump Spark.

**Ignition—Model 15**—Fixed spark. High tension gear driven armored magneto. National.

**Lubrication**—Gravity force feed type, actuated by spring plunger located on top of oil tank. Sight feed, so that rider can see flow of oil at all times.

**Tank**—Stamped of special analysis sheet metal, heavily tinned inside and out.

**Gasoline Capacity**—1½ gallon plus. Gas reservoir in rear part of tank.

**Oil Capacity**—2 pints. Oil reservoir front part of tank. Double partition walls between oil and gasoline reservoirs.

**Tool Bag**—Troxel Leather. Attached to handle bars. Contains complete set of tools.

**Luggage Carrier**—Made of seamless steel tubing with cold rolled stamped connections and tubular braces. $4.00 extra.

**Pedals**—Motor Type Rubber.

## *The Miami Cycle and M'f'g Co.*

***Middletown, Ohio, U. S. A.***

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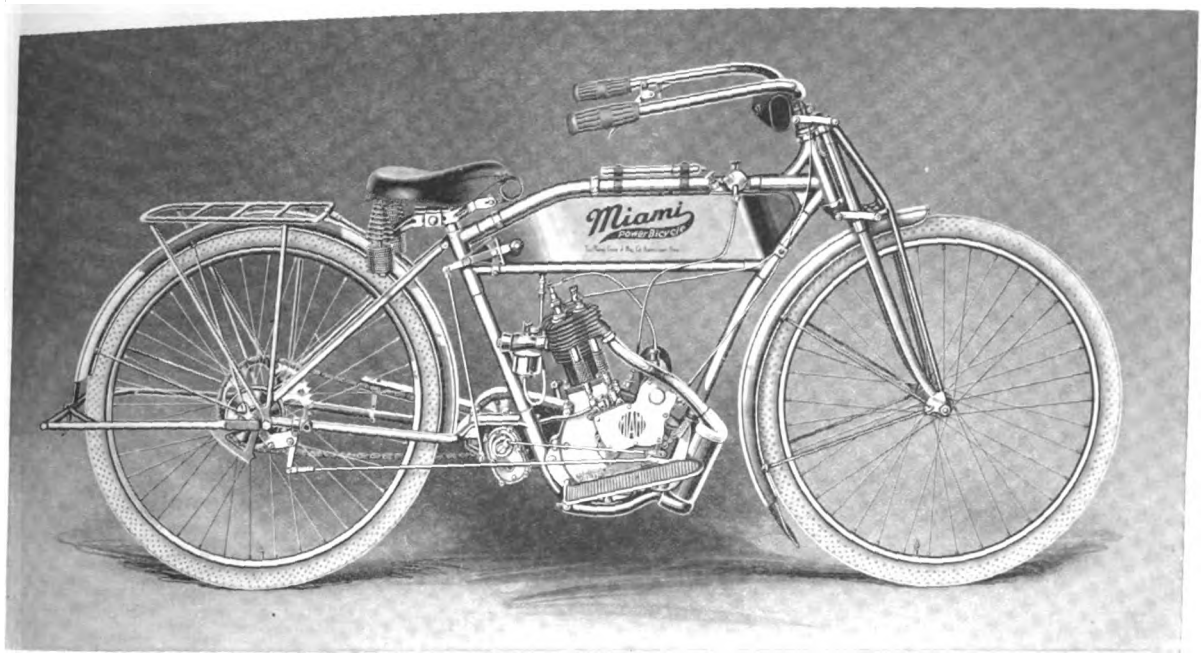


**Model 16** *F. O. B. Factory* **Price $140**

## *SPECIFICATIONS*

**Motor**—Single cylinder, 2½ H. P. Bore 2½ in. Stroke, 2 15-16 in. Piston displacement, 14 21-100 cu. in. Main bearing annular type. Connecting rod bearing roller type. Priming cup on motor.

**Carburetor**—Miami, designed and manufactured by us especially for this motor. Choking device for easy starting, and an adjustible gasoline needle giving proper mixture at all speeds.

**Control**—Miami Patent Leverless handle bar control. Throttle controlled by right hand grip.

**Muffler**—Very compact and noiseless. Specially designed, so that there is absolutely no back pressure.

**Frame**—Loop design frame, made of AA1 Standard Welding tubing. Color No. 17 National Blue.

**Wheels**—Single clinch automobile type steel rims for 2 inch tires. 28 inches in diameter. 36 extra heavy tandem spokes used both front and rear.

**Front Fork**—New design Cushion Spring Fork, eliminating all vibration.

**Mud Guards**—Steel, extra strong, drop center, 2½ inches wide. Leather flap on front guard.

**Wheel Base**—51¾ inches.

**Free Engine Clutch**—Miami dry plate type. Four Raybestos surfaces against steel. Operated by pedal on left foot board.

**Kick Starter**—Miami, acting directly on fly wheel shaft through ratchet clutch.

**Two Speed**—Miami. Sliding gear transmission. Operated by lever on right side of tank in convenient location. High gear 6 1-3 to 1. Low gear 11½ to 1. Reduction, 1.78.

**Transmission**—3-16 in. x ⅝ in., roller chain.

**Brake**—Miami Band Brake. External contracting type, operated by pedal on right foot board.

**Saddle**—Troxel Motor Bike, padded.

**Tires**—Goodyear Blue Streak Studded Tread or Federal Studded Tread, 28x 2 in. Optional.

**Ignition**—Fixed spark. High tension gear driven armored magneto. National.

**Lubrication**—Gravity force feed type, actuated by spring plunger located on top of oil tank. Sight feed, so that rider can see flow of oil at all times.

**Tank**—Stamped of special analysis sheet metal, heavily tinned inside and out.

**Gasoline Capacity**—1½ gallons plus. Gas reservoir in rear part of tank.

**Oil Capacity**—2 pints. Oil reservoir front part of tank. Double partition walls between oil and gasoline reservoirs.

**Tool Bag**—Troxel Leather. Attached to handle bars. Contains complete set of tools.

**Luggage Carrier**—Made of seamless steel tubing with cold rolled stamped connections and tubular braces. $4.00 extra.

**Foot Boards**—Aluminum foot boards with rubber treads.

# *The Miami Cycle and M'f'g Co.*

***Middletown, Ohio, U. S. A.***



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# Introductory Announcement

—OF—

# America's Greatest Cycle Factory

WE take pleasure in presenting on the following pages a synopsis of our various lines for the season of 1916.

Space forbids the illustration of anything but the leading models of each line. However, we have complete catalogs with detailed description ready to mail out to the trade.

We feel that for the coming season, we have reached a period in our career as America's largest manufacturers of high grade bicycles and motorcycles, from which we can look back with pride upon our achievements in the cycling world and at the same time look forward with equal confidence that the merit of our goods will be attested to by the continuance of an increased production, such as has been the case during the past decade.

There are two ways to manufacture bicycles and motorcycles—one says "get it done"—the other says "get it done right."

Quantity production has its virtues, but in quality production, quantity is necessarily a secondary consideration.

Quality production means greater care—more attention to the vital points—maintaining a higher standard—doing it right. The cost is necessarily greater, but the results are invariably worth the cost. Otherwise, why should anyone strive to produce a better article?

When you dealers offer the goods you sell to your trade, be sure that the maker you buy from is just as particular in making his goods as you are in buying and selecting them. You cannot exercise greater care in buying the bicycles and motorcycles you sell than we do in making the lines we offer to you for your consideration.

The greatest of economies is satisfaction. The buyer who goes by price instead of by value is invariably disappointed. Ascertain what you may reasonably expect it will cost your consumer in the matter of upkeep expense in the bicycles and motorcycles you sell. This is where quality manifests itself. A good bicycle or motorcycle means the minimum cost of upkeep plus satisfaction.

We feel that if you will bear these facts in mind and then carefully investigate the offerings we have for 1916, that you will establish your business on the firmest basis possible.

The Miami Cycle & Manufacturing Company for years has been quality producers of high grade bicycles and motorcycles, and we are pleased to present to you briefly on the following pages what we have to offer for the ensuing season of 1916 in the Racycle, Miami, Flying Merkel and Hudson lines of bicycles and Flying Merkel Motorcycles.

## The Miami Cycle and M'f'g Co.

## Middletown, Ohio, U. S. A.



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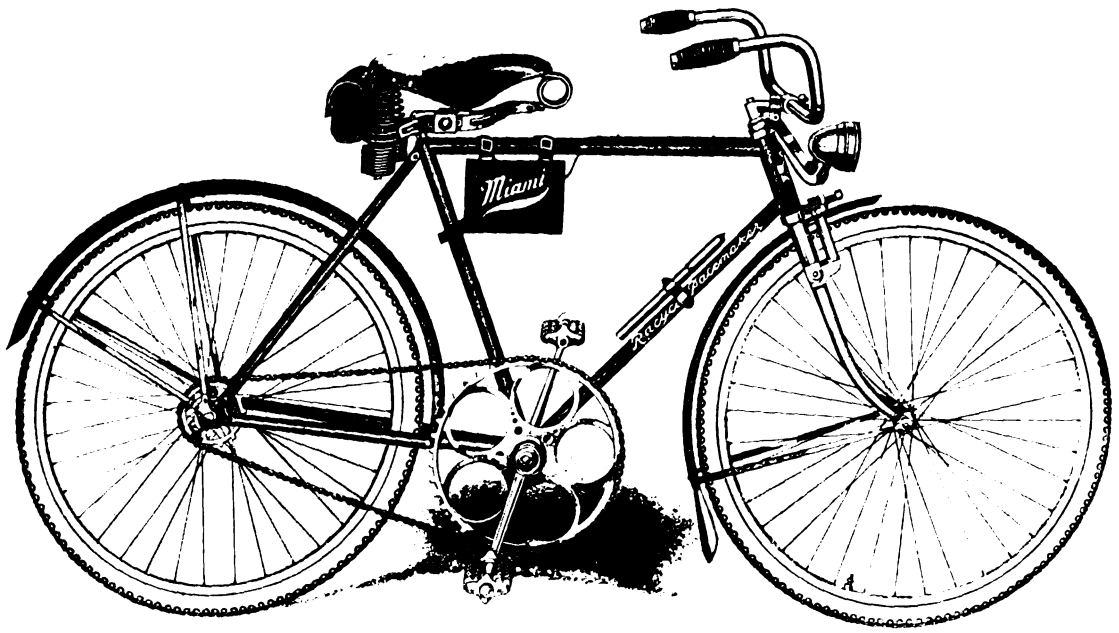
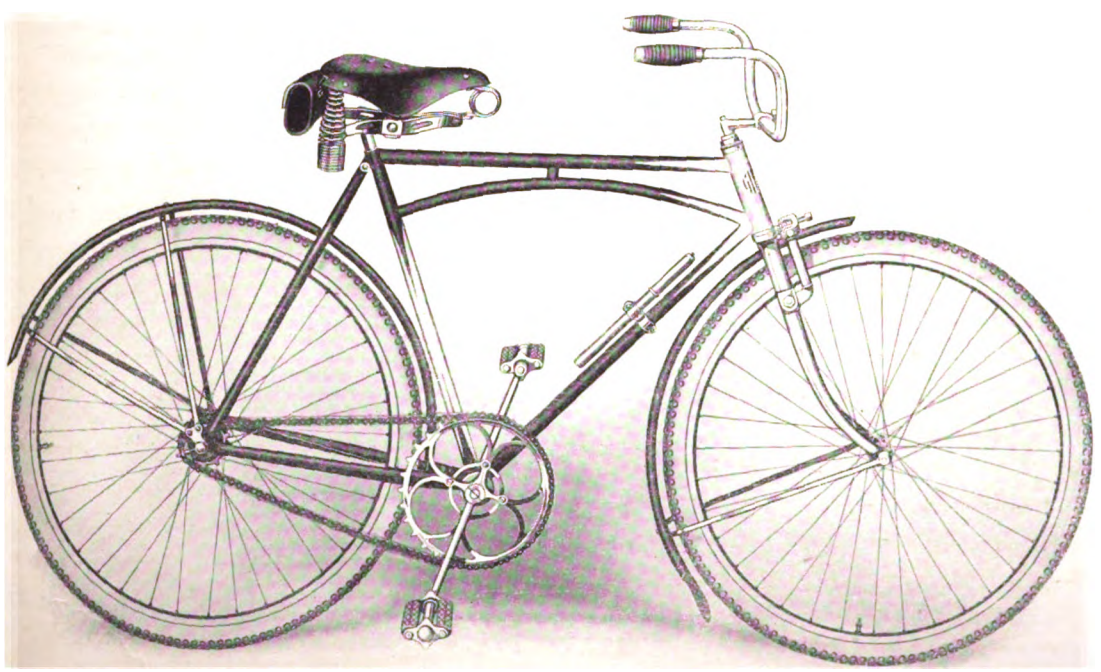



**Model 210** **Racycle Pacemaker** **Price $60.00**

Also, nine other models, list prices ranging from $25.00 to $50.00. All of the above bicycles except Model 211 fitted with the Musselman Positive Drive Coaster Brake.



**Model 310** **Miami Pathfinder** **Price $50.00**

Also six other models, list prices ranging from $25.00 to $50.00. All of the above bicycles except Model 311 fitted with the Musselman Positive Drive Coaster Brake.

***The Miami Cycle and M'f'g Co.***

***Middletown, Ohio, U. S. A.***

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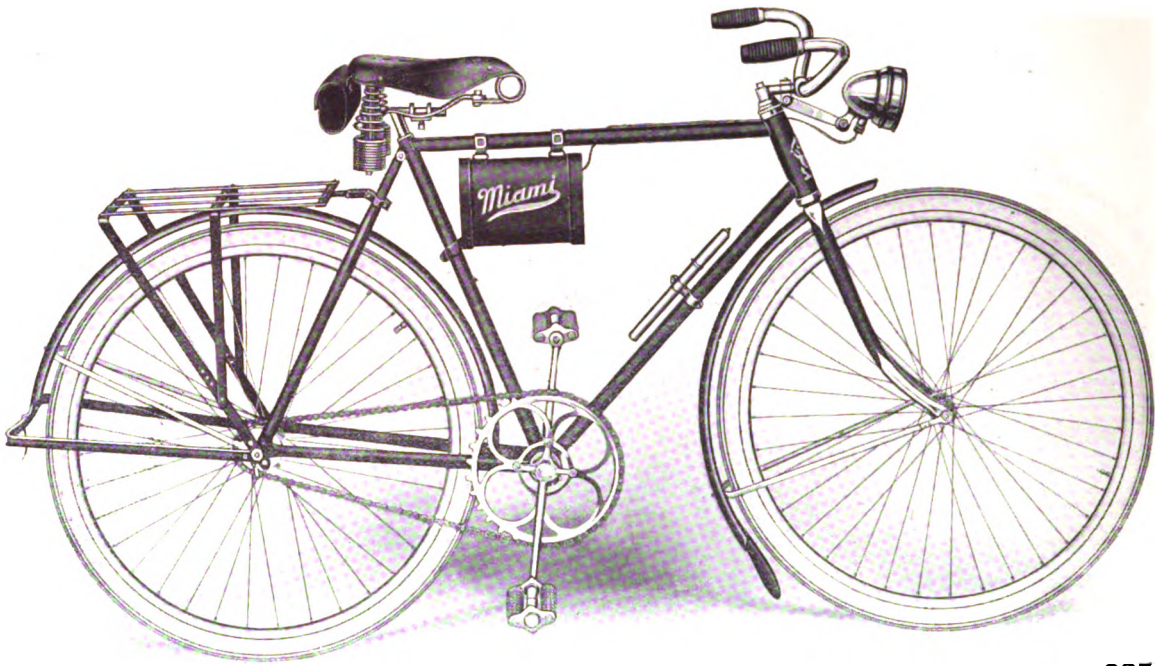
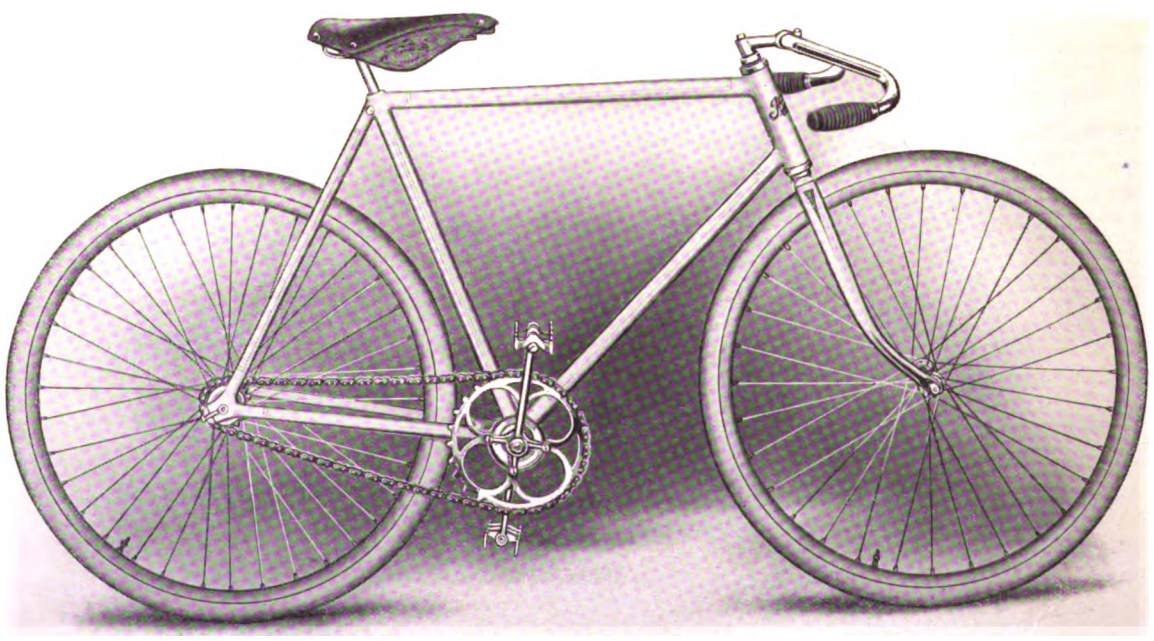



**Model 414** **Flying Merkel Scout** **Price $35.00**

Also three other models, list prices ranging from $25.00 to $30.00. All of the above bicycles are fitted with the Musselman Positive Drive Coaster Brake.



**Model 510** **Hudson Racer** **Price $50.00**

Also five other models, list prices ranging from $25.00 to $35.00 All of the above bicycles except Model 510 are fitted with the Musselman Positive Drive Coaster Brake.

## *The Miami Cycle and M'f'g Co.*

***Middletown, Ohio, U. S. A.***

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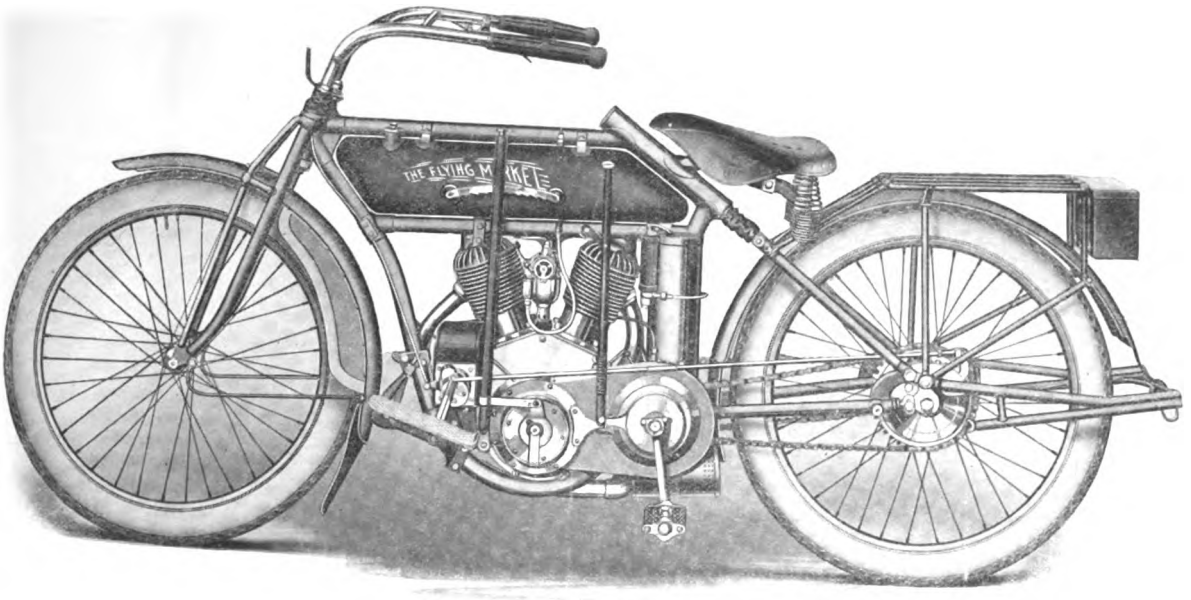

**Model 673** *F. O. B. Factory* **Price $250**

## SPECIFICATIONS

**Motor**—Twin cylinder, 9 H. P. Bore, 3¼ in. Stroke, 4 43-64 in. Displacement, 60.89 cu. in. Annular ball bearings are used throughout.

**Carburetor**—Merkel-Schebler improved type with auxiliary air valve for high speed and special air shutter for easy starting.

**Control**—Miami Patent Leverless double handle bar control.

**Muffler**—Very compact and noiseless, fitted with positive self-adjusting cut-out easily operated by foot.

**Frame**—Loop design spring frame, made of AA1 Standard Welding tubing with Double D reinforcement. Low saddle position. All working joints covered with oil and dust proof leather jackets. Color, No. 16 Orange; option No. 17 Blue.

**Wheels**—28 inches. 36 extra heavy motor spokes front and rear. Single clinch automobile type steel rims for 2¾ and 3 inch tires.

**Forks**—Merkel Patent Truss Spring Fork. A unit with the front wheel.

**Mud Guards**—Extra strong. 4½ inches wide with leather flap front and rear. Front mud guard drop side.

**Free Engine Clutch**—Eclipse 1916. Operated by side lever with positive notch segment control.

**Two Speed**—Planetary type, gears always mesh.

**Transmission**—¼ in. x ⅝ in. pitch, Renold roller chain.

**Brake**—Miami Combination Dual Brake.

**Saddle**—Troxel Stretched Leather.

**Tires**—Choice of Goodyear Blue Streak or Firestone Non-Skid, 28x3.

**Ignition**—High tension, ball bearing, gear driven armored magneto. Dixie.

**Lubrication**—Automatic drip feed, splash system and auxiliary left side force pump.

**Tank**—Stamped of special analysis sheet steel, heavily tinned inside and out with baffle plates.

**Gasoline Capacity**—2¼ gallons.

**Oil Capacity**—½ gallon plus. Oil tank integral with frame.

**Tool Bag**—Large size, attached to luggage carrier when specified; otherwise on top bar, with complete set of tools and tool roll.

**Luggage Carrier**—Made of ½ inch seamless steel tubing, with cold rolled connections and tubular braces. $5.00 extra.

**Foot Boards**—Folding foot boards of neat design.

**Pedals**—Knock-out axle.

## *The Miami Cycle and M'f'g Co.*

***Middletown, Ohio, U. S. A.***

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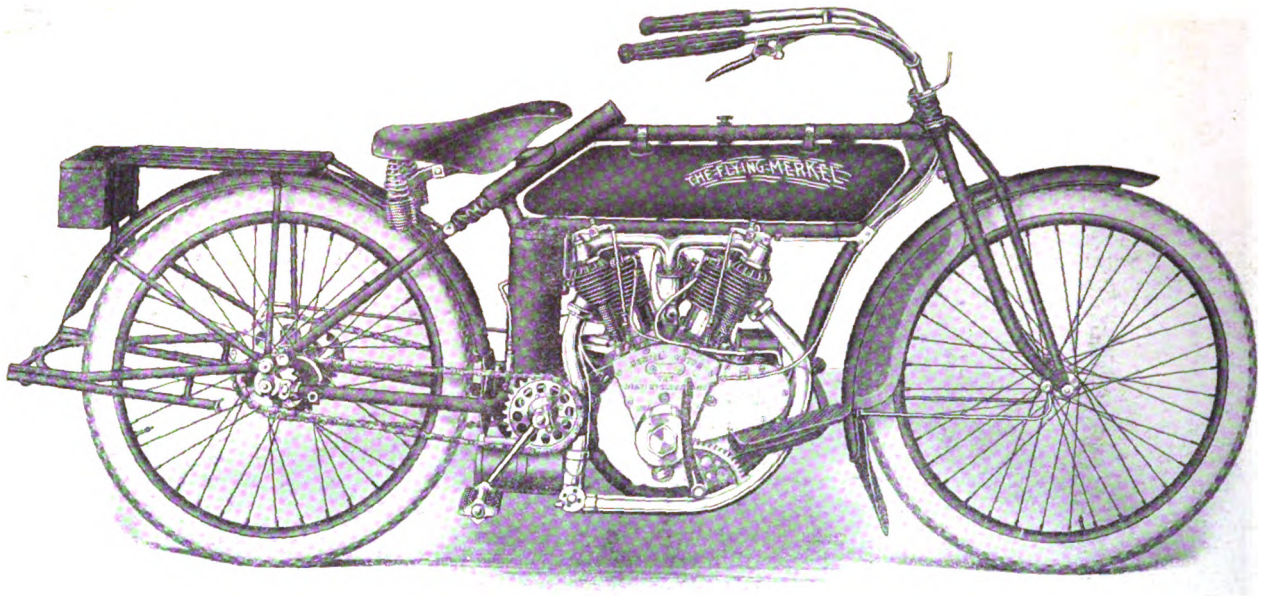


**Model 675** *F. O. B. Factory* **Price $260**

## SPECIFICATIONS

**Motor**—Twin cylinder, 9 H. P. Bore, 3¼ in. Stroke, 3 43-64 in. Displacement, 60.89 cu. in. Annular ball bearings are used throughout.

**Carburetor**—Merkel-Shebler improved type with auxiliary air valves for high speed and special air shutter for easy starting.

**Control**—Miami Patent Leverless double handle bar control.

**Muffler**—Very compact and noiseless, fitted with positive self-adjusting cut-out easily operated by foot.

**Frame**—Loop design spring frame, made of AA1 Standard Welding tubing with Double D reinforcement. Low saddle position. All working joints covered with oil and dust proof jackets. Color, No. 16 Orange; option No. 17 Blue.

**Wheels**—28 inches. 36 extra heavy motor spokes front and rear. Single clinch automobile type steel rims for 2¾ and 3 inch tires.

**Forks**—Merkel Patent Truss Spring Fork. A unit with the front wheel.

**Mud Guards**—Extra strong. 4½ inches wide with leather flap front and rear. Front mud guard drop side.

**Free Engine Clutch**—Eclipse 1916. Operated by side lever with positive notched segment control.

**Two Speed**—Planetary type, gears always in mesh.

**Starter**—Acting directly on fly wheel shaft.

**Transmission**—¼ in. x ⅝ in. pitch Renold roller chain.

**Brake**—Miami Combination Dual Brake.

**Saddle**—Troxel Stretched Leather.

**Tires**—Choice of Goodyear, Blue Streak or Firestone Non-Skid 3-28.

**Ignition**—Automatic drip feed, splash system and auxiliary left side force pump.

**Tank**—Stamped of special analysis sheet steel, heavily tinned inside and out with baffle plates.

**Gasoline Capacity**—2¼ gallon.

**Oil Capacity**—½ gallon plus. Oil tank integral with frame.

**Tool Bag**—Large size, attached to luggage carrier when specified; otherwise on top bar, with complete set of tools and tool roll.

**Luggage Carrier**—Made of ½ in. seamless steel tubing, with cold rolled connections and tubular braces. $5.00 extra.

**Foot Boards**—Folding foot boards of neat design.

**Pedals**—Knock-out axle.

Also **Model 671**, twin cylinder, single speed ..... **$225.00**
**Model 643**, single cylinder, two speed ..... **$225.00**
**Model 641**, single cylinder, single speed ..... **$200.00**

All models equipped with either Firestone Non-Skid or Goodyear Blue Streak 3 inch tires, Miami Combination Dual Brake, folding boards and Troxel Stretched Leather Saddle.

# *The Miami Cycle and M'f'g Co.*

***Middletown, Ohio, U. S. A.***

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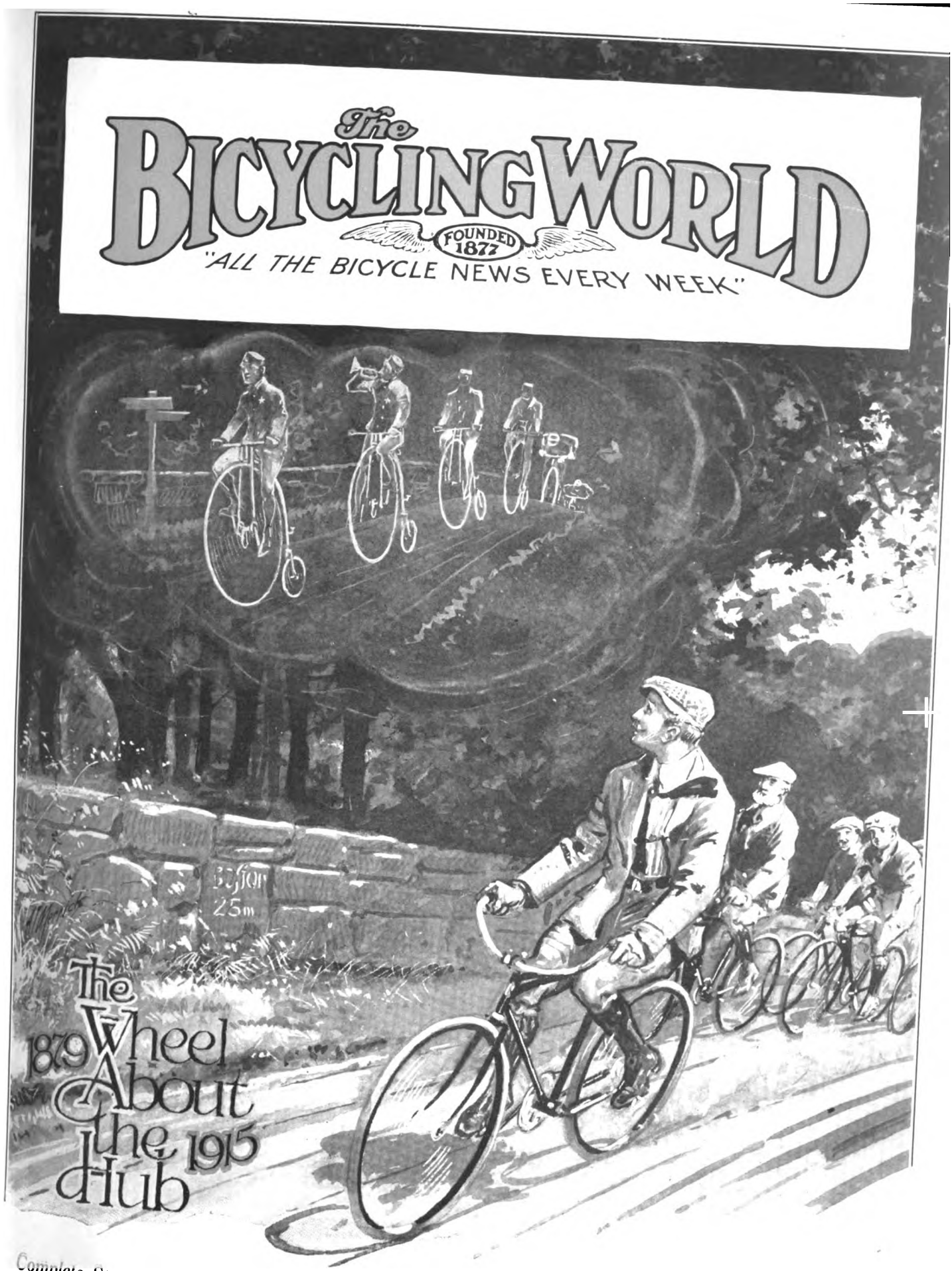
The BICYCLING WORLD
FOUNDED 1877
"ALL THE BICYCLE NEWS EVERY WEEK"




Complete Story of 1915 Tour About Hub

Consistent Bicycle Riding Boosts
By Frank Effinger

Supplement to
MOTOR CYCLE ILLUSTRATED
September 16, 1915

Touring to Onondago Cave with St. Louis C. C.

All the Latest News of

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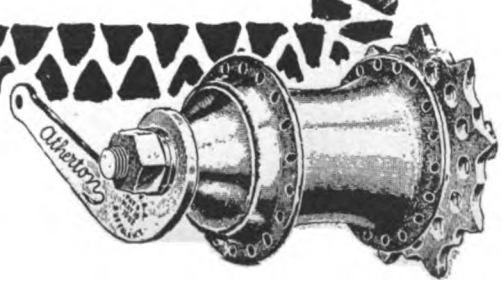
If—

If you visit the Chicago or New York Shows—ask for "Bob" Lawson—who tested an

ATHERTON COASTER BRAKE

in a ride of over 18,000 miles. "Bob" has interesting stories to relate.




Buffalo Metal Goods Co.

Winchester Avenue Buffalo, N. Y.



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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# Consistent Bicycle Riding Boosts

## Let all those in the trade get astride a two-wheeler

By FRANK EFFINGER
Advertising Manager, Motor Wheel Division, A. O. Smith Co.

THE plan, outlined in the article which recently appeared in Motorcycle Illustrated from the pen of Mr. Starr, of the Westfield Mfg. Co., wherein he advocated the establishment of a central publicity bureau, having for its object the general boosting of the bicycle by means of appropriate publicity work, is deserving of the support of all manufacturers, jobbers and retailers.

### Time Needed for Plan

The bicycle undoubtedly needs to be pushed, and in my opinion a well organized and efficient staff of publicity experts could accomplish for the "silent two-wheeler" industry what has been done over and over again in other industries. To win the complete and whole-hearted support of the men engaged in the manufacture and distribution of bicycles to Mr. Starr's excellent plan may require some time; and meanwhile I have a suggestion to make that can immediately be put into operation.

It is a very simple suggestion and can be summed up in three words: *Ride bicycle more.* If the manufacturer, the jobber, the dealer and their employees were consistent bicycle riders, the splendid habit of cycling would be more general. Example is better than precept.

The bicycle is a wonderful self advertiser—it has no limit and should be used for all it is worth. The man who advertises bicycles, in magazines, newspapers, periodicals, circulars and signs, shows illustrations of boys, girls, men and women enjoying themselves astride a single-tracker. Is it not reasonable to suppose that these pictures, reproduced in *life*, would have a still greater effect on the public mind?

Every bicycle that is actually in use is a splendid bicycle advertisement. And the particular use to which a two-wheeler is put suggests its value to those that see it, for the manifold purposes that a bicycle can serve.

### A Case in Point

A little incident in the writer's boyhood days comes to mind right here, which bears out my suggestion strongly. Near the end of halcyon days of the two-wheeler, he secured one for nine dollars, a second hand bike, much the worse for wear. The boys of the neighborhood ball lot had discarded their "wheels." Arriving in their midst with my steed, excitement prevailed, all else was forgotten, each kid "tried her out." The boys who had stored their bikes away had them out next day. Two of the chaps prevailed upon their dads to buy bikes for them. The neighborhood was loud with the ringing of bicycle bells. The first Saturday, we were in the country. The bike came back there, brought repair business to the corner dealer and sold two second hand "wheels" for him.

Frank Effinger

Dealers' experiences with the Smith motor wheel indicate the same effect. Motor wheel dealers get their results from having motor wheels attached to bicycles scurrying about the streets. Every new buyer of a motor wheel makes more buyers—merely by riding about, spreading the germ, so to speak. The dealers demonstrate—nay, they do more—they leave behind, as they go by, the feeling "Gee! I wish I had one. Gosh! I must get one."

### Attracts Attention

Every one of our dealers has experienced the same thing. Upon arrival of his demonstrator he attaches it to a bicycle and gets to work on the street. At once, attention is attracted. Heads turn, people stop, look, wonder, and prospective purchasers are thus created for the dealer.

The bicycle can, to almost the same extent, create its own poularity, create that desire to possess, make its own market.

The color of the bicycle is important. Most bicycles are now enameled black. Would it not be better to use such colors as yellow, light blue and green, pink, cream, rich gray and red? Bright colors attract the eye.

Dealers can stimulate interest in the bicycle by promoting runs, races and picnics, inviting the cyclists of the neighborhood to participate. That will bring the riders out in a bunch, and besides directly drawing the attention of the public would indirectly boost bicycles by the publicity which newspapers are generally willing to give the bigger cycling events. Let the dealer go a little further and loan or rent bicycles for runs and picnics to those who do not own machines. Manufacturers and jobbers can effectively assist dealers in promoting events by informing them of methods which other dealers have used successfully.

Bicycle riding among employes should be encouraged. A large number of the employes of the A. O. Smith Company, both men and women use motor wheels in riding to and from the factory, in runs and tours. They have got Milwaukee sitting up and taking notice.

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# Hold 1915 Wheel About the Hub

## *Good Cheer and Hearty Fellowship Prevailed Among the Cyclists at the Twenty-Sixth Annual Run*

By ABBOT BASSETT

BOSTON, Mass., September 14.—The bugle call sounded at 10:30 last Friday morning, when at the corner of Warren street and Walnut avenues in Roxbury a merry company of cyclists in long procession, some on bicycles and the veterans in automobiles, started on the twenty-sixth tour about the hub. From that very same corner in 1879 set forth the initial run which gave birth to the classic tour that since 1892 has been repeated each year.

The Center Picture Shows the Wheelmen Lunching in the Grove at Cobb's. To the Left, Abbot Bassett Is "Preaching" from Pulpit Rock, from Which John Eliot Spoke to the Indians. At the Right, the Wheelmen Are Getting Ready for the Clam Bake

### First Halt at Jamaica Pond

On sped the happy cyclists until they came to the border of Jamaica Pond which was hailed as the first halt. The younger men in the procession were informed that the pond was the largest stretch of fresh water within the limits of Boston and that it was the first source of water supply for the big city. It is certainly a beautiful body of water, framed as it is by overhanging foliage in stunning profusion.

Now on to Brook Farm, where in 1841 was tried that remarkable communistic experiment and which has been rightly described as a "place of great natural beauty, combining a convenient nearness to the city with a degree of retirement and freedom from unfavorable influences unusual even in the country." Our party took a look at the farm and then went through the woods and the Grove of Revelry to Pulpit Rock where once John Eliot preached to the Indians and later the Rev. W. H. Channing and the Rev. Theodore Parker discoursed to the Brook Farmers.

### Bassett Mounts the Pulpit

And now, on the 1915 tour, Abbot Bassett was placed in the pulpit and bidden to follow in the footsteps of Channing and Parker, and, after their manner, preach to the wheelmen. Mr. Bassett told the story of the communistic experiment, its rise and fall, and the good work that was accomplished for uplift in education, in simplicity of life and in altruistic endeavor. The various points of interest in the farm, its buildings and the scenes of former cycling revels, where shown by the newly ordained "preacher."

Then the tour continued on to Dedham; the wheelmen paused in the square and then made a pleasant call at the home of Mr. A. P. Benson, president of the Newton Bi Club, where they "watered up" to the clink of ice. Canton was next visited and a stop made at Cobb's for lunch, where Carter Hendrie was ready with one of his best efforts in the cuisine line. Roast beef, corned beef, ham, baked beans, lobster and chicken salad, deep apple pie, beer and lots more were waiting to appease ravishing appetites and great thirsts. Miss Gertrude received the party as usual and made us welcome to the splendid resources of the old time tavern, the surrounding grounds and orchard. Two hours were spent in the "do nothing business," for it has been found impossible to ride a wheel after one of Hendrie's lunches.

### On to Another Tavern

When finally the party took to the road again, they sped off to Mansfield and its tavern. Since the last visit the tavern, built and conducted several years by Walter M. Lowney, of cream chocolate fame, has been sold to a new proprietor. Mrs. Emily M. Beal is now the owner and, so far as the wheelmen could see, the hostelry has lost nothing by the change.

At seven o'clock in the evening came the banquet. It was indeed a good meal and there were goodly men to engage in it. President Hall presided at the post cena exercises and introduced the feast of reason with verses relating to what is done when the wheel goes around the Hub. Frank P. Sibley, the inimitable story teller, singer and reciter, kept the company grinning broadly when he was on the floor. Quincy Kilby recited some verses of his own creation which were very much appreciated. Abbot Bassett dropped into verse not so serious as the common form of preaching, in spite of his recent "ordination." William H. Hale told in verse of the way in which war munitions came to be, while George B. Woodnow, first president of the club, gave many interesting reminiscences. Not a man at the table escaped the eagle eye of the president, and everyone had to contribute something orally.

### Hendrie's Pleasant Soother

After the revelry of the banquet the tired cyclists went to bed. There was an early call by Hendrie the next morning, who had ready, as usual, his morning soother of rum and milk. But some there were who preferred sleep to Hendrie's "eye-opener" and were content to slumber on.

The bugle call soon summoned the party to up and away to Ponkapog. There were two routes to Sharon, equally beautiful, but the majority preferred the route circling the pretty Massapoag Lake and the delightful willow road that leads to it.

### The Impressive Toast

Another call was sounded at Cobb's to say goodby to Miss Gertrude. When the merry wheelmen arrived on the lawn at Tom Jones's they found a simple lunch of crackers, cheese and light ale. Here was given the very impressive toast to the wheelmen who have passed from our midst. A few words were spoken by the president, a bugle sounded taps, an echoing bugle in the distance took up the call and the toast was drunk. Not much of a ceremony one may think, but to appreciate what it really means to the old wheelmen one must have known the good fellows who have been on

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the run and have now gone forward. Those fellows were and are still near to the hearts of the remaining veterans and a tender chord is struck when the heart strings are set to vibrating by the touch of memory.

### A Merry Clambake

The toast over the tour continued on toward the sea, over the Jerusalem road to Nantasket, where at Cohasset we find the Breaden Cheese Tree Motor Club. Then for a clam bake in the old style. The club house is provided with a big outside chimney, at the base of which is a very large fire place. On the hearth are placed large stones and on top of these are put logs of wood. When the stones are heated clams are placed on them, together with corn in the husk and potatoes. Then throw on the sea weed, cover with gunny bags, waitabit, and there's your clam bake!

And it was a jolly good clam bake. Everyone was given a lobster fresh from the pot and also a lesson in how to eat lobsters, being expertly shown by the more experienced just how to avoid swallowing the shells. Melted butter is about as good for lobsters as for baked clams—and there was lots of melted butter. If the price paid by the cyclists for this feast was a stomach ache it was certainly worth it.

### The Homeward Ride

Then at last came the ride home in the dark—for those in automobiles; the fellows on bicycles pedalled back to the Hub on Sunday. The tour afforded a splendid time from beginning to end: good cheer rules day and night; hearts expand in the open and ill feeling disappears, while the "hail fellow well met" spirit prevails and all hearts are happy. And thus another notch is cut in your memory and the 1915 Wheel About the Hub is entered in the pages of cycling history.

**Abbot Bassett, Chas. W. Reed and Geo. B. Woodward, Three of the Veterans Who Participated in the 1915 Wheel About the Hub**

The following participated in the tour of 1915:

Capt. W. G. Kendall, of the Promoting Club, the Boston Bicycle Club; President Thomas H. Hall. Others from Boston were: Abbot Bassett, A. P. Benson, J. Rush Green, J. A. Hendrie, Fred D. Irish, C. H. Kendall, Quincey Kilby, R. D. Paris, C. W. Reed, Chas. C. Ryder, Theodore Rothe, Frank P. Sibley, Fred J. Stark, Allen W. Swan, Joseph W. Swan, C. W. Bowen, E. E. De Graff. From Provincetown, George Young.

From New York: M. M. Belding, Jr., Wm. M. Frisbie, W. H. Hale, F. G. Lee, Dr. L. C. LeRoy, James M. McGinley, Chas. J. Obermayer, Sylvain Segal, George Steppello, George B. Woodward, W. H. Stafford, S. W. Madden. From Poughkeepsie, H. W. Bullard. George L. Cooke, Providence, R. I.; A. G. Fisher, New Haven; Dr. A. F. Wyman, New Bedford; Delwin M. Shepley, Sheldon Springs, N. Y.

# L. A. W. in Annual Convention

BOSTON, Mass., September 14.—The annual meeting of the national assembly of the League of American Wheelmen was held at the Dreyfus Hotel, in this city, on Thursday evening, September 9. The transaction of business was preceded by a banquet which was enjoyed not only by the members of the assembly but also by many lay members of the L. A. W.

President William H. Hale, New York, opened the meeting with a short address of welcome and then called for the report of the secretary-treasurer, Abbot Bassett. The secretary called attention to the fact that last May the organization had rounded out thirty-five years of very useful existence, during which time it initiated the movement for good roads, secured permission for cyclists to use the highways and made of cycle racing a clean and orderly sport.

The membership of the league is now 1,002, a decrease of 21 from the preceeding year. A summary of the membership reveals the fact that New York has the largest number of members with 249, Massachusetts is second with 183, and Pennsylvania is third with one hundred and seventy-seven. New Jersey has 79 cyclists in the league, while both Rhode Island and Illinois are even at 40 and Connecticut has just two score and two. The rest of the membership is well scattered over the entire country, and even some foreign lands are represented.

But the membership of the league has gradually decreased and some hard missionary work will have to be done by the active members to prevent the ranks from falling below the thousand mark next year. Secretary Bassett announced that a number of the prominent members of the organization had passed away during the year, among whom were two of the league's founders, Will R. Pitman and Winfield Scott Slocum. Of the older members present who still hold numbers under one hundred were H. W. Warren, 5, William M. Frisbie, 6, Chas. A. Collins, 28, Abbot Bassett, 41, Elmer G. Whitney, 55, Wm. H. Hale, 87.

The treasurer's report shows that during the year the league's revenue was $913.45 and the expenses $841.91, leaving a balance in the treasury of $71.54. The annual election of officers, in which votes were cast by mail or at the meeting, resulted in a poll of seventy-seven votes, all of which were cast for the following officers: President, William H. Hale, New York; first vice-president, George D. Gideon, Philadelphia; second vice-president, Theo. F. Merseles, Jersey City, N. J.; auditor, Augustus Nickerson, Boston.

Letters and telegrams from absent members were read by the secretary. Mrs. Helen E. Pitman, Vice-President George D. Gideon, Isaac Potter, Riverside, Cal.; G. R. Bidwell, New York; W. M. Perrett, Detroit, Mich.; E. O. Chase, Newark, N. J.; Fred Atwater, Bridgeport, Conn.

Two hardy riders from New York City visited the meeting. They left the Metropolis on Wednesday afternoon, September 8, reached Hartford, 115 miles, at midnight and made Boston the next day, arriving there in ample time for the L. A. W. banquet. These riders were Sylvain Segal, secretary of the Century Road Club Association, and Capt. George Steppello of the same club.

### BIKE RACES AT TAUNTON

Taunton, Mass., September 11.—There were two bicycle races staged here on Labor Day on the Taunton Driving Club's half-mile dirt track. A. E. Barber, who is working hard to arouse new interest in cycle racing, had charge of the meet. The summaries: One-mile open, won by Fred Handy; A. Lousa, second; W. Gilman, third. Time, 2:23. One-mile handicap, won by F. Handy, scratch; F. Lousa, second, 100 yards; W. Gilman, third, 175 yards. Time, 2:19. Bicycle races are now being held quite regularly at Taunton and much enthusiasm is being created for the sport, a fact that is very pleasing to local dealers.

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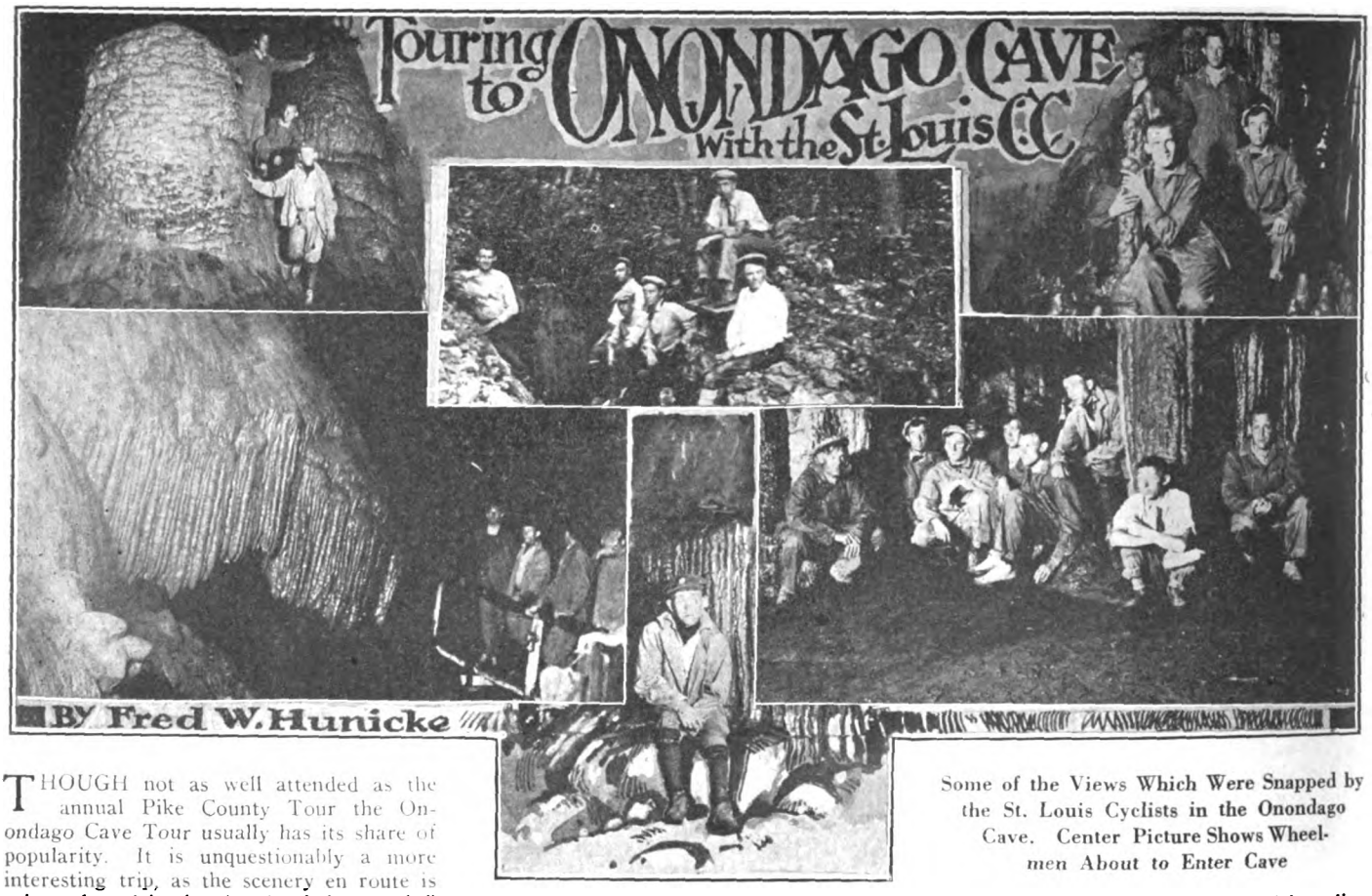
# Touring to Onondago Cave with the St. Louis C.C.



BY Fred W. Hunicke

Some of the Views Which Were Snapped by the St. Louis Cyclists in the Onondago Cave. Center Picture Shows Wheelmen About to Enter Cave

THOUGH not as well attended as the annual Pike County Tour the Onondago Cave Tour usually has its share of popularity. It is unquestionably a more interesting trip, as the scenery en route is primeval, and in that "neck of the woods," known as Crawford County, where is situated this famous Onondago Cave, ninety-five miles southwest of St. Louis, on the Frisco Railroad, a bicycle is indeed a curiosity, which fact never fails to cause many amusing and interesting experiences.

With Labor Day following Saturday and Sunday, thus making two and a half days of continuous holiday, the St. Louis Cycling Club always avails itself of such opportunities to take the longest tours of the year.

### No Stop Run to Union

Twelve riders made the start Saturday afternoon, September 4, at two o'clock, and sped over the macadamized Manchester road, via Manchester, Ballwin, Ellisville, Pond, Grover, County Line and Gray's Summit, to Union, fifty miles west of St. Louis, where the first night's stop was made. All had arrived by seven o'clock, and it is needless to say that supper was a well-earned meal. The entire distance was a "no-stop" run, with the exception of light refreshments en route, which are indispensable on the Manchester road that abounds in veritable mountains.

After a good night's rest all were up bright and early, ready for what proved to be a harder ride than the one of the day before. Leaving Union at eight o'clock the Bourbeuse River was crossed just out of town and the gradual ascent of the ten miles to St. Clair was made. Then the journey was continued in a southwesterly direction through Anaconda, Stanton and Sullivan, seventy-five miles from St. Louis, which proved an enviable dinner stop. Sullivan has no attraction other than as a good dinner stop, and our halt was only long enough to recuperate from an ailment common to all cyclists—over-eating.

### Over Rugged Clay Road

The rough and rugged clay road from Sullivan made its impression indelibly, and all were eager not to linger any more than necessary on this road. There were twenty-five miles more of it, and save for the few halts for refreshments and the picking of apples and peaches along the way, the desire to put the mileage at our rear wheel, instead of our front wheel, was most apparent.

The highway follows the Frisco railroad from St. Clair to Leasburg. Leasburg, ninety miles from St. Louis, the last town en route on the highway and the railroad, was reached at four o'clock. Here begin the six miles that were found to be a greater barrier than any other six miles in the State of Missouri. This sextet of miles leads to the "Eighth Wonder" of the world, which can be reached only by foot and bicycle, and compares favorable with the "Rocky Road to Dublin." The road runs continuously up-and-down, with plenty of sand and loose rocks to try one's patience. Here also is found a half-mile of "good walking" through three creeks and over boulders as large as a foot in diameter. But the last coast to the Cave, the entrance to which is situated at the head of a valley, makes one forget the ordeal just passed through.

### "Massacre" a Chicken Dinner

All had arrived in ample time before the call for supper and after a good wash, proceeded to "massacre" a royal chicken dinner served on a screened porch. The inner man now more than satisfied the climax of the tour was about to begin—the trip through the Onondago Cave, an experience never to be forgotten.

A few words regarding this cave will not be amiss. The beauty and interesting features of Onondago have been proclaimed for many years, but its inaccessibility to most people, being six miles from the railroad at Leasburg, has prevented it from receiving its deserved glorification.

The cyclist is usually dressed for all occasions, but not for cave exploring. It is customary before entering the cave to don overalls and jumpers, and it was not long before the twelve cyclists were transformed, as if by magic, into twelve miners.

A coal oil lamp, too, was formerly provided for each, but previous experience had taught the boys to use their acetylene lamps which often proved their superiority over the oil lamp.

### Entering the Cave

At seven-thirty the "chain-gang," headed by an able guide, the caretaker, proceeded up the narrow lane alongside Emerald Pool, which graces the entrance to the cave, to see the wonder of wonders. The entrance, small, dingy and unpretentious, unfolds a series of natural wonders that neither pen nor brush can adequately describe. Immediately upon entering a skiff is boarded and with the aid of a pike-pole a thousand-yard subterranean river is traversed.

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The cave is "active"—stalagmites and stalactites are constantly forming and this process is, to some extent, discernible. The wooden bridges, platforms and steps must be replaced every few years, as rotting is very rapid because of the moisture. Vegetation is absent, but the moisture produces a growth resembling cotton, and spreads itself on the woodwork and rocks like veins.

**Weird Formations Seen**

The bridges and steps which rise to towering heights disclose further sights which must be seen to be appreciated. Dazzling colors do not exist in this cave. The formations are a sandy brown, and

Above—Beautiful Falls Near the Cave. Middle—The Wheelmen Walking to the Cave. Lower Right—"Washing Up" at Onondago Before Starting on the Homeward Journey

assume the most weird and fantastic shapes. Here is a dog's head, there a turkey's, there a camel's back, there a likeness of Washington, a turtle, a biscuit, an organ, a hat, and so on.

The water is as clear as crystal and the Crystal Rooms show bottom through this water to a depth of fourteen feet. The Lily Room abounds in figures resembling the water lily, which strangely grow downward instead of upward. The Chamber of Cathedral Spires is indeed weird with its thousands of pointed minute and colossal stalactites and stalagmites, which are occasionally found to have been severed by an unknown cause to a space of six inches and later have grown together. Other formations when tapped with a stick sound like chimes or reeds of an organ. Another one I recall is a perfect fan, twenty-four inches across and a half inch thick, which, with a lamp behind it, discloses numerous red veins. In three places are to be seen the petrified bones of a human skeleton, which tradition tells us are the remains of the Onondago Indians, a tribe that migrated to what is now the State of New York.

**"Safety First" in Cave**

The trip through the cave is not devoid of danger, for the slippery floor, the sharp rocks, dizzy heights, narrow passageways, boardwalks over deep pools and rifts are attended with hazard and the greatest care must be exercised throughout the entire trip.

And so, if you expect to see a cave with foundations of all colors of the rainbow, with terrific winds, or subterranean vegetation, and animals, and a smooth walking surface you will be disappointed. But if you expect to see a typical cave that abounds in stalactites and stalagmites of only two colors, of chambers of dizzy heights of rough and rocky footing, and dangerous narrow passageways just wide enough to crawl through, then you will find Onondago Cave a surprise—indeed a revelation.

**Emerge at Midnight**

We emerged from the cave at midnight, having walked seven miles in four and a half hours in a temperature of sixty degrees, which is constant throughout the year. We were so tired from the "big day" that no time was lost in adjourning to our "bunks" in the pavilion on the side of the hill.

Monday was a day of well-earned rest and the only strenuous items on the day's programme were "loafing," taking pictures and eating, beside the return trip to Leasburg, where we took the train at three o'clock for St. Louis.

It was the unanimous opinion of all present that even though a Labor Day tour, it was worth all the "labor" one had to expend to enjoy the three days' cycling holiday, with such a fitting climax as a trip through the famous Onondago Cave.

## EARL GREY A BICYCLIST

Ottawa, Ont.—According to an announcement just made, His Excellency, Earl Grey, former Governor-General of Canada, with residence here, has been ordered by his physician to ride a bicycle daily as a cure for nervous trouble. This announcement will probably become a big boost for the push-pedal machine as a health-giving means.

Jimmie Rankin, a well-known hockey and basketball player throughout this Province, has also adopted the bicycle as a means to remedy an injured knee as the result of medical advice.

## SOLD 49 MOTOR WHEELS

San Diego, Cal.—A. E. Anakin, of the Anakin Bicycle Supply Co., reports selling 49 Smith Motor Wheels to date. The firm also handles Excelsior bicycles and states that the demand seems to be for the higher-priced mounts.

# Kockler Captures 25-Mile Race at Riverview

CHICAGO, September 7.—By taking first place in every one of the five sprints in the last five-mile six-day finish to the 25-mile amateur team race yesterday afternoon, Ernest Kockler, the Riverview Cycling Club star, won the race for him and his team mate, Roy McWhirter, a member of the North West Skating Club. Eight teams started and only one pair, the Andresen brothers, Andrew and Willie, suffered the loss of a lap and they withdrew before the first sprint.

The rules of the race called for a sprint at the end of each of the last five miles. Kockler won the first sprint and then Charles Minnetti and Willie Wohlrab jumped away for a big lead, but before the second sprint was on Kockler and McWhirter had closed the gap and Kockler again won. The other sprints were enlivened somewhat by Hoffman and Monson getting a break only to be brought back by the great riding of Kockler. By taking all five sprints Kockler scored 35 points. Hoffman and Monson were second with 26 points, while Minnetti and Wohlrab finished third with a total of 24 points.

The professional handicap at one-third mile was accounted for by Bob Diefenbacher, the San Jose rider, who started from the 45-yard mark. Eddie Madden, Newark, 15 yards, finished second and Floyd Krebs, Newark, 25 yards, finished third. Charles Piercey, the Australian, finished ahead of the field in the three-mile open for the professionals, beating out Gus Wohlrab, Martin Ryan and Eddie Madden in the order named. The summary is fully given below:

One-third-mile handicap, professional—Won by Bob Diefenbacher, San Jose, 45 yards; second, Eddie Madden, Newark, 15 yards; third, Floyd Krebs, Newark, 25 yards; fourth, Ned Young, Salt Lake City, 45 yards. Time, 35⅘ seconds.

Three-mile open, professional—Won by Charles Piercey, Australia; second, Gus Wohlrab, Jersey City; third, Martin Ryan, Newark; fourth, Eddie Madden, Newark. Time, 6:21.

Five-mile motor-paced race, Joe Kopsky, Bohemia, vs. Norman Anderson, Denmark. Anderson won first heat, Kopsky second and third. Times, 7:22, 7:06 and 7:29.

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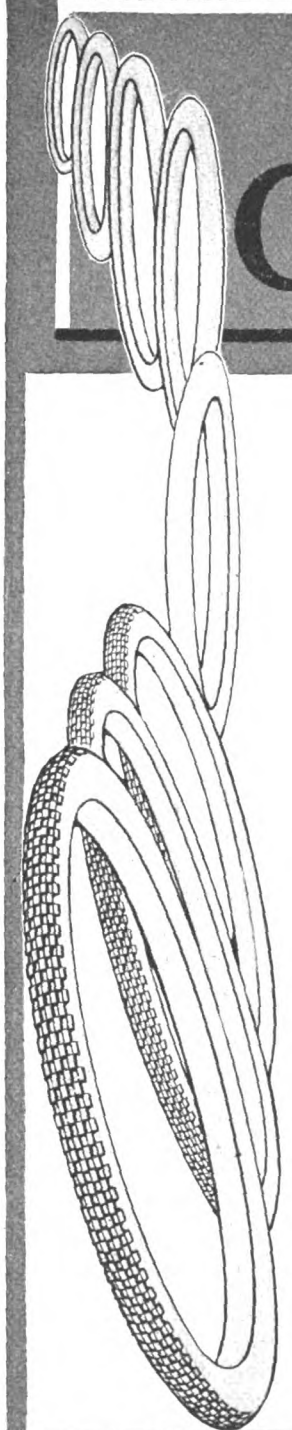
# The Road of Ex-
# Goodyear-Akron



## From Factory to Dealer —The Plan That Won!

Rivals predicted that Goodyear could not sell direct to dealers and offer the public this quality tire at the very low price we announced about two years ago. But we based our profits on *quantity* sales. And we soon showed dealers how they could win more trade in this same way.

### Dealers Trebled in Just 8 Months

When we began to advertise these tires to millions, only a very few dealers carried them in stock. But due to the big demand we soon created, scores of dealers lined up quickly on this winning tire.

In the past 8 months their number has trebled. Now over 6,000 dealers are cashing in on this tire's popularity.

They've learned the art of turning tire stocks quickly. And how to multiply profits by multiplying sales.

### Dealers! Get Our Guaranteed Sales Plan

No matter what other tires you're selling—no matter what prices you get, you can't judge by those what Goodyear-Akrons will do for you. Our dealer service is helping hundreds to win more business.

Right now we have a plan for you that's *guaranteed* to bring you sales direct.

The coupon brings you full particulars. Mail it *today* and see this new-day method of making more money.

**The Goodyear Tire & Rubber Co.**
**Dept. 227 Akron, O.**
**Makers of Goodyear Fortified Automobile Tires and Blue Streak Motorcycle Tires**

**Dealers! This Brings Guaranteed Sales Plan**

**The Goodyear Tire & Rubber Co.**
**Dept. 227 Akron, O.**

Send me free, your Bicycle Tire Proposition to dealers and tell me how you

***GUARANTEE SALES***

*Dealer's Name* .....

*Address* .....

.....

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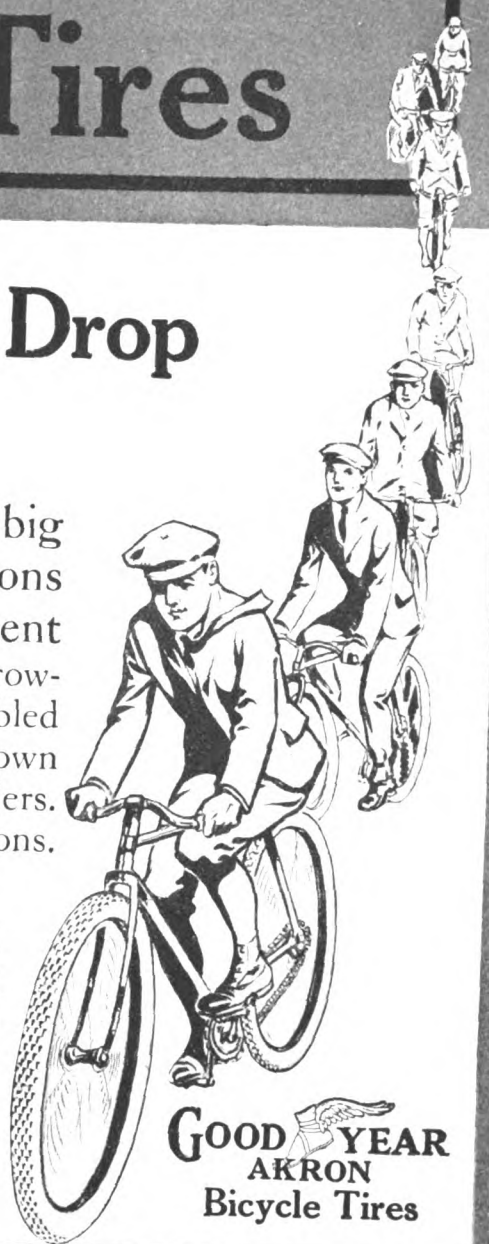
# perience Leads to Bicycle Tires

## Riders! A 33⅓% Drop In Prices

In the past 18 months we've made *three* big reductions in the price of Goodyear-Akrons—a total saving to riders of 33⅓ per cent—*two dollars and a half a pair.* This is due to growing demand—for our sales have more than doubled within the past year. Multiplied output brings down factory cost and we pass on this saving to bicycle riders.

Yet no better tires are made than Goodyear-Akrons.



GOODYEAR AKRON Bicycle Tires

### World Leaders

Goodyear Automobile Tires outsell any other. In Motorcycle Tires we lead the world about 3 to 1. These Goodyear-Akron Bicycle Tires are made by the same expert methods in a plant where up to 15,000 pneumatic tires are produced per day.

Some tires cost more, due to small output. Some cost less—but why run the gauntlet of tire trouble? Goodyear-Akron Tires give you the best that men know how to make and they save you about one-half the cost of other standard tires.

### New Low Prices

Goodyear-Akron Bicycle Tires now sell for $2.25 each in the Smooth Tread; $2.50 in the Non-skid. Yet they are just as fully guaranteed as the tires that cost you from $4.00 to $6.00 *apiece.* You can *pay* more but you can't *get* more.

Remember this when you go to buy tires. If your dealer can't supply you, send us his name on the coupon printed here. We'll arrange to have you supplied. Do this, and don't pay more than Goodyear prices.

**The Goodyear Tire & Rubber Co.,**
**Dept. 227 Akron, O.**
Makers of Goodyear Fortified Automobile Tires and Blue Streak Motorcycle Tires

### Riders! Mail This To Save Money

**The Goodyear Tire & Rubber Co.**
**Dept. 227 Akron, O.**

Please tell me all about the Goodyear-Akron Bicycle Tire.

*My Dealer's Name is*.....

*My Name is*.....

*Address*.....

.....(2655)

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# Cavanagh Upsets "Dope" at Newark

NEWARK, N. J., September 12.—Frank Cavanagh, a local rider, upset the dope here on Sunday afternoon when he defeated Alfred Goullet, of Australia, in two out of three heats of a two-thirds mile match race. Goullet was looked upon as an easy winner, and the victory of Cavanagh came as a great surprise. Previous to Cavanagh's victory over Goullet, he was vanquished in the Brassard race at one mile, by Cesar Moretti. In this affair Cavanagh was looked upon to romp off with an easy victory, but by not being up on his toes he let Moretti beat him over the finish line.

Frank Kramer and Iver Lawson, mounted on a tandem, easily disposed of Alfred Grenda and Fred Hill in a one mile match race, in which three heats were ridden. Kramer and Lawson won the first, in the second they were disqualified for switching, while they captured the match by easily taking the third and last. In the heat that Kramer and Lawson were disqualified they claimed that Grenda and Hill had given them a close ride and had locked handle bars with their machine. When Grenda and Hill swung up the bank this made Kramer and Lawson go up as well, which gave the appearance of switching. The referee would not listen to Kramer's reasoning and the race stood as the referee decided.

The ten mile tandem paced race went to Oscar Egg, of Switzerland. Reggie McNamara, of Australia, punctured after he had gone nine miles and one lap, while Alfred Goullet was all in after riding nine miles and quit. Egg did not have any opposition in the final sprint to the finish and of course was an easy winner.

Arthur Spencer, the Toronto amateur, equalled the world's amateur record for a half mile in the third heat of the half mile race for amateurs. Spencer rode the distance in 55 seconds, which is the same time made by Donald McDougall on July 15 of last year. Spencer did not get a place in the final, the race going to Albert Baker, of Nutley, who had a fifty-five yard handicap.

Tommy Grimm, the Irvington boy, won the Australian pursuit race after riding five miles and one-half a lap. He had to pass Fred Taylor to win, and he did this after some hard riding. William Weimar was third, Arthur Spencer fourth, and Hans Ohrt, fifth. Weimer eliminated Ohrt after riding one mile and two laps. The summaries:

Half-Mile Handicap (Professional)—Won by Peter Drobach, Boston (45 yards); Harry Kaiser, Bronx (20 yards); Frank Corry, Australia (40 yards), third; Martin Ryan, Newark (50 yards), fourth; Worthington W. Mitten, Davenport, Ia. (60 yards), fifth. Time, 52⅗s.

Two-thirds-Mile Match Race (Professional)—Frank Cavanagh, Newark vs. Alfred Goullet, Australia. Won by Cavanagh. First heat won by Cavanagh. Time 2m. 7⅗s. Last eighth mile, 12⅕s. Second heat won by Goullet. Time, 1m. 57⅗s. Last eighth mile, 12⅕s. Third heat won by Cavanagh, 1m. 57 s. Last eighth mile, 12⅕s.

Miss and Out (Professional)—Won by Alfred Goullet, Australia; Joseph A. Fogler, Brooklyn, second; John Bedell, Lynbrook, L. I., third; Percy Lawrence, San Francisco, fourth; Frank Corry, Australia, fifth. Time, 9m. 54s. Distance, 4 miles and 2 laps.

Half-Mile Novice (Amateur)—Won by William Salerno, Newark; Steve O'Panowitz, Newark, second; Dominick Zurile, Newark, third. Time, 1m. 6s. Salerno finished first, but was disqualified for taking his hands off the handlebars.

The Brassard, at One Mile (Professional)—Won by Frank Cavanagh, Newark, vs. Cesar Moretti, Italy. Won by Moretti. Time, 2m. 44s. Last eighth mile, 12s.

One-Mile Tandem Match Race (Professional—Frank L. Kramer, East Orange and Iver Lawson, Salt Lake City, Newark vs. Alfred Grenda, Australia and Fred Hill, Boston. Won by Kramer and Lawson. First heat won by Kramer and Lawson. Time, 2m. 16s. Last eighth mile 11s. Second heat Kramer and Lawson finished first, but were disqualified for switching. Time, 2m. 24⅗s. Last eighth mile, 11⅕s. Third heat won by Kramer and Lawson. Time, 2m. 22⅗s. Last eighth mile, 11⅕s.

Half-Mile Handicap (Amateur)—Won by Albert Baker, Nutley (55 yards); Al Krushel, Buffalo (35 yards), second; Walter White, Newark (35 yards), third; Thomas Smith; Irvington (10 yards), fourth. Time, 56⅘s.

Art Spencer in Saddle

Australian Pursuit Race (Amateur)—Won by Thomas Grimm, Irvington; Fred Taylor, Newark, second; William Weimar, Newark, third; Arthur Spencer, Toronto, fourth; Hans Ohrt, San Francisco, fifth. Distance, 5 miles and ½ lap. Time, 11m. 45⅗s.

Ten-Mile Tandem Paced Match Race (Professional)—Between Oscar Egg, Switzerland; Reginald McNamara, Australia, and Alfred Goullet, Australia. Won by Egg; McNamara, second; Goullet, third. Time, 19m. 17⅗s.

## CRESCENTS ON TWO-DAY TRIP

Baltimore, Md., Sept. 14.—Members of the Crescent Bicycle Club enjoyed an interesting two-day trip to Leonardtown, Md., on Sunday and Monday last, the trip taking them over the Baltimore and Washington Boulevard to the national capital, from which point they followed the new state road through the tobacco growing district of southern Maryland, passing through Mechanicsville and Waldorf to their destination. The return trip was made over the same route.

On Saturday, October 25, Fred M. Sanborn, the well-known road rider of the Crescents, will attempt to break the existing records for the trip from Baltimore to Frederick and from Baltimore to Hagerstown. The old mark for the journey to Frederick is 3 hours and 23 minutes, made by S. M. Warns on June 21, 1896, and the record to Hagerstown is 5 hours 41 minutes and 30 seconds, made on October 15, 1893, by F. H. Harvey.

Details of the open handicap road race which will be held by the Crescents are now being arranged and entry blanks for the race will be in the hands of all local dealers in a few days. This race is open to all amateur bicycle riders, and as it will be a handicap affair the novices will have as good a chance to win one of the handsome prizes offered as the experienced riders. The course will be over a loop composed of the old Harford road, the new Harford road and Taylor avenue, and will be a very easy one, as there are very few grades on the entire course. The distance will be ten and a half miles and the date October 10.

## BOOSTING THE BICYCLE BOOSTER

Louisville, Ky., September 14.—"Let the Smith Motor Wheel ride the boy to school" is the heading on advertisements appearing in the Louisville newspapers for the Sutcliffe company, State agents for the popular bicycle booster. The company lists the price of attachments at the top of its advertisement and then gives the prices of several high-grade bicycles which they feature in its big establishment.

## SOUTHERN TEXAS SELLING BIKES

Dallas, Tex., September 14.—Victor Cortines, secretary of the Cortines Supply Company, has just returned from a trip to San Antonio, Tex. A nice bunch of business was secured on the trip. Mr. Cortines reports a lively bicycle business in South Texas, which is as good if not better than in Dallas. The Hex Cycle Company of San Antonio is doing a bicycle business of from twelve to fifteen wheels a week.

## BICYCLES IN WAR

One Coventry (England) firm recently supplied 100 bicycles finished in khaki to various British regiments, to be used in service on the battlefront. On occupying the small French town of Crepy before their great retreat, the Germans requisitioned all the bicycles in the place, and 91 were thus gathered in, to be used by the Teuton cycle corps.

## PICKLES BACK ON THE JOB

Riverside, Cal.—Fred B. Pickles, one of the veteran bicycle dealers of Riverside, is back in harness again after several months' illness and has opened a shop at 637 Ninth street in order to be ready for the early business of the new season.

## ADDS SMITH MOTOR WHEEL

San Pedro, Cal.—A. L. Rix, Harley-Davidson agent at San Pedro, has taken the agency for the Smith Motor Wheel. He has delivered a two-speed Harley to the local telephone company, and is featuring the Miami and Appeal line of bicycles.

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SCENES AT THE CHAMPIONSHIP AND LABOR DAY RACES STAGED AT THE NEWARK VELODROME

1—Goullet Defeating the Field in the Five-Mile Title Series on Labor Day. 2—Frank Kramer Posing After Winning Sprint and Tandem Championships, Sept. 5. 3—Finish of Tandem Championship Race. 4—Start of Match Race Between Goullet and Clark, Sept. 5. 5—Start of Sprint Championship Race. 6—Beginning Title Series Race on Labor Day

## Wiley Nails 100 Kilometer Revere Race

BOSTON, September 14.—George Wiley won the revenge 100-kilometer race at Revere Cycle Track last Saturday night. Victor Linart, the Belgian, world's middle-distance motor paced champion, nearly ended his racing career in a spill which landed him in front of the motorcycle which was pacing Wiley.

In the fourth lap of the 10th mile Linart got a puncture just as the motorcycle ridden by Jimmie Hunter, who was pacing Wiley, took the bank in an effort to pass the Belgian. Linart made desperate endeavors to keep his machine up, but did not have room at the top of the bank and he fell directly in front of the motorcycle, which hit him and spilled Hunter, who had managed, however, to stall his engine and slow up. Wiley escaped the mixup by a narrow margin and continued the race. In the 20th mile Wiley got a puncture but stayed on his wheel, changed, and kept his lead. Georges Columbatto of Italy finished in second place some miles ahead of Georges Seres of Paris.

The five-mile open professional was one of the best races seen here for some time. Saxon Williams of Buffalo opened up half a lap on the field, and there was a close fight to close this up, Williams winning by a small margin, with L. C. Rollins of Everett second, and Tim Sullivan of New Haven only inches behind. The summary:

Half-Mile Amateur Handicap Race—Won by J. B. Rollins, Everett (40 yards); C. Robinson, Boston (75 yards) second; W. M. Lane, East Boston (95 yards), third; John Fardig, Orient Heights (60 yards), fourth. Time, 57⅕s.

Five-Mile Open Professional Race—Won by Saxon Williams, Buffalo; L. C. Rollins, Everett, second; Tim Sullivan, New Haven, third; Hugh MacPartland, Boston, fourth; Percy Culler, Wakefield, fifth. Time, 11m. 9⅕s. Charles Turville, Jr., Revere, winner of most laps.

Mile Invitation Amateur Race—Won by Kenneth Plummer, Revere; Mike Barber, Brighton, and Lewis Hill, Revere, tied for second. Time, 2m. 15s.

100-Kilometer Motor-Paced Race—Won by George Wiley, Syracuse; Georges Colombatto, Turin, Italy, second; Georges Seres, Paris, third; Clarence Carman, Jamaica, N. Y., fourth. Time, 1h. 29m. 41⅘s.

### TO TRY AMATEUR PACED RACES

Chicago, September 13.—The management of the Riverview Velodrome, Messrs. Walter Bardgett and Carl Lantieri, will attempt to stage an amateur paced race next Sunday night. Willie Kell, the Chicago Cycling Club crack; Charles Minnetti, of the Riverview Cycling Club, and Olaf Lodal, the Danish-American A. C. performer, have all been working out back of the motors, and a match race will be arranged between two of them for the next meet, Sunday, September 19.

### HOUGHTON BIKE TRAILER

Marion, O., Sept. 14.—Houghton, manufacturer of the Houghton Bi-Car, announces that the new Houghton Bike Trailer is another addition to his line. This device is made in various sizes and has a carrying capacity up to four hundred pounds. Three types of bodies will be furnished regularly, including the open style with drop endgate, the full enclosed weather-proof type and the high enclosed van with rear door.

### MOTOR WHEEL CLUB ORGANIZED

San Diego, Cal.—Ten riders have formed a Motor Wheel Club here. The officers follow: Homer Crum, president; M. Carmrike, vice-president.

## Piercey Takes Two Events at Windy City

CHICAGO, September 13.—Charles Piercey, the Australian who holds the Western professional sprint title, and Ernest Kockler, the local champion, were the bright stars at the meet held at the Riverview Velodrome last Sunday night.

Piercey shone in the one-mile point race and the Australian pursuit race, both of which he won. The one-mile point race was run in three heats and Piercey took the first and second and ran second in the third, his total being 13 points. Gus Wohlrab ran third in the second heat and won the third, taking second place with seven points. Ned Young and Floyd Krebs were tied for third with five points. Piercey also won the Australian pursuit race by one of the hardest rides seen here this year, beating Gus Wohlrab, Ned Young and Joe Kopsky in the order named. The race went over five miles.

Kockler's victories came in the half-mile repechage handicap, which he won from scratch in track record time, and in the ten-mile open, in which he beat Roy McWhirter, Charles Minnetti and a large field handily. Summary:

Half-Mile Repechage Handicap (Amateur)—Won by Ernest Kockler, Riverview C. C. (scratch); second, Paul Kell, Chicago C. C. (80 yards); third, Roy McWhirter, North West Skating Club (50 yards). Time, 58⅘s. New track record.

Ten-Mile Open (Amateur)—Won by Ernest Kockler, Riverview C. C.; second, Roy McWhirter, North West Skating Club; third, Charles Minnetti, Riverview C. C.; fourth, George Klasen, Danish-American A. C. Time, 24:03.

One-Mile Point Race (Professional)—Won by Charles Piercey, Australia, 13 points; second, Gus Wohlrab, Jersey City, 7 points; third, tie between Ned Young, Salt Lake City, and Floyd Krebs, Newark, 5 points each. Run in three heats. Times, 2:33, 2:25 and 2:27⅘.

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## BOB LAWSON BECOMES A MOTOR WHEEL ENTHUSIAST

**Coast-to-Coast Cyclist Demonstrates Outfit at Recent Baldwin, L. I., Races**

## Northern California Bicycle Sales Brisk

SAN FRANCISCO, September 13.—According to P. E. Sammann, manager of the bicycle department of Baker & Hamilton, northern California distributors of Miami Motor Bicycles, Iver Johnson, Hudson and Savage bicycles, there is a very appreciable improvement in the bicycle business in this territory, and from present prospects, trade in bicycles will be of still greater volume next year.

The present improvement in business is attributed by Mr. Sammann to the revival of bicycle racing, which has aroused the enthusiasm of the younger generation to a pitch approaching that of former years. The need of a persistent and consistent campaign of advertising upon the part of manufacturers is seen by Mr. Sammann, if the popularity of the bicycle is to be increased and maintained.

A material increase in the sales of Miami Motor Bicycles is the territory served by Baker & Hamilton is recounted by Mr. Sammann, who declare that this machine has demonstrated its sturdiness and utility in such an unmistakable manner that it is destined to become very popular in California and to enjoy a very large sale. Numerous dealers in this section of the state have done splendid missionary work for the Miami by hard and constant riding, thereby proving conclusively that the machine will do all that its manufacturers, the Miami Cycle & Manufacturing Company, claim for it. Among the dealers recently appointed as agents for the Miami are the following: A. Brown, Stockton; Bakersfield Cyclery, Bakersfield, and W. F. Barcher, San Jose.

## GREAT WESTERN REPORTS INCREASE

La Porte, Ind., September 14.—The Great Western Mfg. Co., of this city, makers of the Crown, American and Adlake bicycles, announces that during the fiscal year, which closed on August 31, it realized an increase of twenty per cent. in business.

Arrangements have been made with Edw. Hugh Leng, 12 E. 15th street, New York City, to handle the Great Western bicycles in Greater New York and the adjacent vicinity. Mr. Leng has had a wide experience in handling other lines of high grade merchandise.

## Herson Captures New England Wheelmen's Race

FROM a field of 90 cyclists, J. Herson, representing the Acme Wheelmen, won the 10 mile handicap road race promoted by the New England Wheelmen, and held at Floral Park, on Sunday, September 12. Second to the winner came R. Fesselmeyer, a clubmate of Herson. Both riders started from the limit mark of four minutes. After them came a bunch of 25 men jamming across the finish line almost as one man. Tom Bello, of the Empire City Wheelmen, was the first scratch man to finish, his time being 23:08. While the course was generally in good condition, a number of spills occurred on the turn, but no one was seriously hurt. A handsome silver loving cup awarded to the club having the most number of entries was won by the Century Road Club Association with 20 members, and the New England Wheelmen were second with 14 members entered. Summary:

PLACE WINNERS.

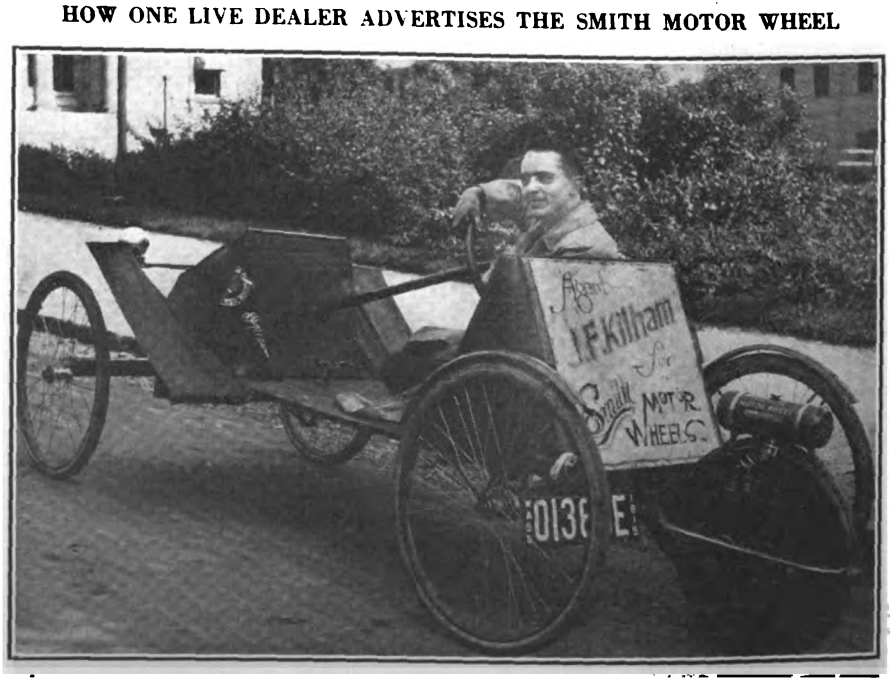
| Name | Club | Time | Hdcp. |
|---|---|---|---|
| J. Herson | Acme | 25:45 | 4:00 |
| R. Fesselmeyer | Acme | 25:45½ | 4:00 |
| Chas. Kudrle | C. R. C. of A. | 25:45⅗ | 4:00 |
| Vito Cestone | | 26:10½ | 4:00 |
| Albert Bluhm | C. R. C. A. | 25:23 | 3:30 |
| Wm. Bluhm | C. R. C. A. | 25:23½ | 3:30 |
| Geo. Grundig | Acme | 25:08 | 2:30 |
| A. L. Everard | C. R. C. of A. | 25:36 | 3:00 |
| L. Rabbino | U. S. Ital. | 25:08⅗ | 2:30 |
| T. Pace | U. S. Ital. | 25:08⅘ | 2:30 |
| E. Mullin | C. R. C. A. | 25:08⅘ | 2:30 |
| L. A. Fraysse | C. R. C. of A. | 25:09 | 2:30 |
| Carl Sprauer | N. E. W. | 26:39 | 4:00 |
| Geo. Harvey | C. R. C. A. | 25:38 | 3:00 |
| G. Laux | C. R. C. A. | 24:18½ | 1:30 |
| F. Small | Acme | 25:40 | 3:00 |
| A. Ramezzano | U. S. Ital. | 26:50 | 4:00 |
| C. Brohn | C. R. C. A. | 26:51 | 4:00 |
| J. Alfonso | U. S. Ital. | 25:42 | 3:00 |
| C. H. J. Tonjes | N. E. W. | 25:42½ | 3:00 |
| N. Johnson | C. R. C. A. | 23:40 | 1:00 |
| Ted Heisig | C. R. C. of A. | 24:23 | 1:30 |
| W. J. Lock | C. R. C. of A. | 24:23⅗ | 1:30 |
| C. Rabbino | U. S. Ital. | 24:40 | 2:00 |
| E. Skillington | Big Mac | 24:40⅗ | 2:00 |
| Geo. Schaab | Acme | 24:25 | 1:30 |
| G. A. Knopf | C. R. C. of A. | 24:25⅖ | 2:00 |
| Harry Pettit | | 24:25⅗ | 1:30 |
| Geo. Hoffman | | 24:01 | 1:00 |
| Chris Eiler | | 26:32 | 3:30 |
| C. Fontana | I. A. G. A. | 24:44 | 2:00 |
| E. Taborelli | C. R. C. of A. | 26:33½ | 3:30 |

TIME WINNERS.

| | | | |
|---|---|---|---|
| Tom Bello | Empire City Wh. | 23:08 | Scr. |
| Chester Smith | | 23:08½ | Scr. |
| E. Aickelin | N. E. W. | 23:08⅗ | Scr. |
| E. Jensen | C. R. C. A. | 23:10½ | Scr. |
| Geo. Bowker | Glencoe A. C. | 23:10⅗ | Scr. |

The club initials above indicate: C. R. C. of A., Century Road Club of America; C. R. C. A., Century Road Club Association; U. S. Ital., Unione Sportiva Italienne; N. E. W., the New England Wheelmen; Acme, Acme Wheelmen.

## HOW ONE LIVE DEALER ADVERTISES THE SMITH MOTOR WHEEL




**J. F. Kilham, Motor Wheel Agent, Snapped While Out on Missionary Trip**

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# CROWD OF 12,000 ENJOYS NATIONAL RACE PROGRAM

TORONTO, Ont.—The grand sports day of the Canadian National Exhibition, Saturday, September 11, drew a crowd of 12,000 people who saw riders and athletes from all corners of the continent in competition. The host of cyclists who took part included the one and only Hans Ohrt, of San Francisco, world's amateur champion, while eight Buffalo cracks also went to the post. It was a peculiar feature that it was all United States in the one mile open race, while it was all Canada in the three mile handicap, the American stars finishing outside of the prizes in the long race, in which there were no less than forty-one starters stretched out as far as 450 yards.

Ohrt, without Art Spencer, the Canadian champion, on the rack, found the one mile a fairly easy race, and he kicked out the two laps on the hard and lumpy track in only 2:55⅗, after winning his heat in 2:21⅕. Elmer Bundt, of Buffalo, rode second, while Louis Peterson, the versatile Buffalo crack, finished a bang-up third. Joe Schieder, the Buffalo star, failed in the final spurt, while Gordon McMillan, one of Toronto's best, went down in a spill.

The three-mile handicap was captured by Toronto's young star, Norman Webster of the Classic Club, who left the 250 yard mark. His time was 7:10⅖. Harry Martin, Salem, B. C., of Toronto, rode second, and C. Coleclough, of the Toronto Classics, was right on the leader's rear wheel for third place. On account of the rough going, a nasty mix-up occurred in which E. Levy of Buffalo and R. Goldsmith of the Toronto Salems went down for the count.

The civic reception to Art Spencer, Toronto's good representative in the world's championships at Newark, was called off because of Spencer's alleged attempt to hold up the Exhibition management in the matter of prizes. Spencer did not appear on the track and, incidentally, he missed a chance to make a great name for himself by showing his Toronto crowd how he can hold Ohrt.

### HILL OPENS SHOP IN PASADENA

Pasadena, Cal.—R. E. Hill has opened a motorcycle and bicycle repair shop at 901 East Colorado street. He will carry Excelsior and Pope bicycles as well as a full line of accessories.

### CYCLE SPORTS AT VANCOUVER

The Vancouver Volunteer Cyclist Corps, co-operating with the infantry units, held a sports meeting at Brockton Point on Labor Day.

### A BICYCLE FIRE HERO

Toronto, Ont.—Louis Scarletto, one of the cracks of the local bicycle brigade, played the hero role during a recent church fire, thanks to his bicycle. He was riding home from the Toronto General Hospital, where he had been undergoing treatment, when a wicked thunderstorm broke. Suddenly a bolt of lightning struck the tower of St. Francis' Church, and Scarletto raced with all speed to the scene—almost a mile away. Throwing his wheel on a nearby lawn, he dashed into the burning edifice and soon emerged from the dense smoke bearing several of the valuable gold chancel fixtures. Again he ran into the church and came out with precious paintings and vestments in his arms.

### WINNERS OF N. E. W. RACE

John Herson and R. Fesselmeyer, Who Took First and Second in Ten-Mile Race.
Item Page 92

### GOING TO CHICAGO SHOW

San Francisco, September 7.—Notwithstanding the interest that is being taken in the Chicago Show by local motorcycle and bicycle dealers and jobbers, only two San Francisco jobbers, so far as can be learned, are planning to go to the Windy City, viz.: Messrs. W. H. Jackson, of W. E. & W. H. Jackson, Northern California distributors for the Dayton products, and A. Freed, president of the Pacific Motor Supply Company, distributors in this territory for the Thor line, the Smith Motor Wheel, and a large line of bicycles and supplies.

Mr. Jackson will make the rounds of the retailers in his territory after the Chicago Show, while Mr. Freed will remain in the East for the purpose of attending the New York show and visiting the Thor and Smith factories.

### SCHILLER RESIGNS

San Francisco, Cal., September 14.—J. P. Schiller, of the cycle tire department of the B. F. Goodrich Company branch in this city, has submitted his resignation, to take effect at once. He has accepted the position of Northwestern manager of the Willard Storage Battery Co., Cleveland, O. His headquarters will be at Seattle.

### BARDGETT NOW IN CHARGE

Chicago, September 14.—Walter Bardgett, who has been managing the Riverview Velodrome since it was taken over in the middle of the season by the park management, has with Carl Lautieri, foreign representative, taken the proprietorship of the enterprise and they plan to continue bicycle racing there for the rest of the park season and later should the weather prove favorable. Hereafter races will be held Sunday afternoon.

### STARRING AT RIVERVIEW

Gordon Walker, of Australia, Who Has Taken Many Firsts This Season

### WILKES-BARRE SEES BIKE RACES

Wilkes-Barre, Pa., September 10.—Bicycle races were held at Kingston on Labor Day and resulted in many entrants. Despite muddy roads good time was made R. W. Lacey, of this city, won the 5-mile race in 15 minutes and 5 seconds. Because of the increased interest in bicycle racing the management of the races has announced they will be conducted annually.

The prize winners in the order in which they finished in the 5-mile race, follow: R. W. Lacey, Wilkes-Barre; Clinton Carey, Westmoor; O. R. Davis, Dorranceton; Leonard Pahoonis, Wilkes-Barre; H. H. Smith, Dorranceton; Joseph Straub, Kingston; John Marko, Kingston; George Clark, Kingston; John Thomas, Kingston; Elmer James, Westmoor; Ralph Robinson, Wilkes-Barre; Harry Shaver, Plymouth; Emil Roll, Kingston; Oscar Fish, Kingston; Griffith Floyd, Kingston; Louis Edwards, Westmoor; Lusk Brown, Kingston; Joseph Porphie, Kingston.

The results in the 3-mile race were: First, Nervin Jones, Kingston; E. Gillis, Kingston; Howard Lewis, Dorranceton.

### BICYCLE DEALERS IN DENVER

Denver, Colo., September 14.—The State Cycle Co. has moved its store to 319 Sixteenth street. Mr. Abovitz, the manager, reports that the sales of the leading brand, the Adlake, have been brisk.

The Lewis bicycle shop is one of the oldest in this city. The present owner has been selling bicycles for last twenty years. The lines featured are the Rambler, Crescent and the Lewis Special.

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# LATE NEWS CROWDED OUT OF OTHER DEPARTMENTS

## SALESMEN GATHER AT WESTFIELD FACTORY

THE salesmen of the Westfield Manufacturing Co. are in convention at the factory, viewing the new Pope models of bicycles and motorcycles, planning a strong campaign for the coming season, and interspersing the conferences with bits of fun.

The following are in attendance: B. A. Edgar, New York City; M. G. Littlefield, Freeport, Ill.; Joseph Redlinger, Mobile, Ala.; D. G. Ryan, Chicopee, Mass.; Frank R. Swayne, Westfield, Mass.; O. J. Oberwegner, Toledo, Ohio; C. B. Hull, Fostoria, Ohio; T. B. Hallbourg, Westfield, Mass.; C. T. Quinn, Worcester, Mass.; C. A. Leander, Chicago, Ill.; David L. Marshall, Philadelphia, Pa.; Weston Cutter, Peoria, Ill.

The men are enthusiastic over the prospects of the new company and anticipate a greater sale for the company's products than ever before. The officials of the company are gratified at the intense interest of the men in their work, and the product, and altogether the conferences promise to bring great results.

A sight-seeing tour, conducted by John P. Fogarty, secretary and manager, as host, assisted by L. D. Harden, sales manager, enabled the men to see the beauties of the Berkshires from Westfield to Pittsfield, Lenox, Stockbridge, Lee and return. This trip had as a climax a dinner at the Curtis Hotel, Lenox. The western and southern men were particularly enthusiastic over the beauties of the New England scenery.

Each day is taken up with a series of talks on mechanical or commercial matters, the result being that as the men go out to their territories they are primed with complete information about every feature of the products they sell.

### WESTFIELD CO. PAYS DIVIDEND

Westfield, Mass., September 14.—Checks are being received this week by the creditors of the old Pope Mfg. Co., the receivers having declared a dividend of 38½ per cent. George Pope and Charles Parsons have been discharged as receivers by Judge Dodge, of the United States District Court at Boston, and the third receiver, Charles A. Morse, has been retained to settle a disputed claim of $20,000.

### YOUNGSTER ON 949-MILE TRIP

Frederick Mesinger, of the firm of well-known saddle makers of that name, has been seen strutting around with a much-inflated chest lately. Mr. Mesinger was not at all loath to tell the why of his obvious pride.

"My son, Fred, a little over 17 years old, has just come back from a 949-mile motorcycle trip to Niagara Falls and back, which trip took him a little less than four days!

**Fred Mesinger**

What tickles me the most, however, is the fact that this is the first tour he has ever made on a motorcycle."

Fred went through by way of Albany, Syracuse, Rochester, Niagara Falls, and then came back down the west road, through Elmira, Waverley, Windsor and Phoenicia.

be located their western manufacturing and distributing branch. The space occupied is 6,000 square feet. The rapid growth of the Grossman company's business the past year compelled them to create these greater facilities for thoroughly efficient service to their large number of customers in the western states. Rudolph Cony was appointed manager of the Chicago branch.

### EXTRA FIRESTONE DIVIDEND

Akron, Ohio.—The Firestone Tire & Rubber Co. has declared an extra dividend of 4 per cent. on its common stock, payable October 15. This makes 16 per cent. for the year. It is probable that the common dividends hereafter will be paid on a basis of 5 per cent. per quarter.

### NOTES FROM NEWARK

Newark, N. J., September 13.—Walter Gouke entertained the New Jersey M. C. at his mother's place on Greenwood Lake yesterday. In all, there were sixty merry-makers who danced, swam, rowed and motor-boated to their heart's content, then sat down to lunch. Eleven sidecars, fourteen tandem and solo machines and two automobiles brought the visitors to and from Newark without a mishap.

Carl W. Bush and P. W. Stevens, local Harley-Davidson agents, will visit the Chicago Show and then go up to Milwaukee to see the new models at the Harley factory. They will go by train.

Tomorrow "Art" Herrington, Jr., and "Bill" Lawrence will start for Chicago via the latter's sidecar. No record will be sought, but a good time is looked forward to by both men.

The New Jersey M. C. has sent out notices to all other State F. A. M. clubs regarding a move toward a federation of the clubs. The meeting is set for September 25 and each club is asked to send one delegate to start the movement.

The local club protested to Motor Vehicle Commissioner William L. Dill re the practice of automobilists using but one headlight. Not only is it illegal but criminal as well, for any one approaching a vehicle at night with but one light lit is unable to judge clearance.

### FABIAN STARS AT 'FRISCO

San Francisco, Cal., September 13.—"Dutch" Fabian, Indian, cleaned up all four events which were held at Tanforan on Labor Day. In the five-mile Oberg, Indian, was second and B. Walters, Indian, third. The summaries for the other three events are: Roylance, Harley-Davidson, second, and Oberg, Indian, third, in the ten and fifteen-mile races; Roylance, Harley-Davidson, second, and Gilson, Cyclone, third, in the twenty-mile. Slow time was made owing to the bad condition of the track. Immediately after the race the sheriff attached the gate receipts for advertising. The referee did not have the $500 prize money and the riders may lose, for, the attendance having been only sixteen hundred, there was not sufficient money to pay all expenses.

## BIG MOTOR WHEEL STAFF READY FOR SHOW

MILWAUKEE, Wis.—There will be twelve factory representatives in the Smith Motor Wheel section at the Chicago Show, in addition to the corps of demonstrators.

L. R. Smith, president of the A. O. Smith Company, and James L. Sinyard, treasurer, will be present. W. V. C. Jackson, general manager of the Motor Wheel division, will be in personal charge throughout the week, assisted by A. F. Rowell, chief engineer; Sam N. Hope, chief inspector; A. H. Beckman, service manager; J. E. VanToor, assistant sales manager; L. C. Schwab, O. B. Pupikofer and E. R. Sweeney, three of the western traveling representatives; Joseph Weins and Frank Effinger, advertising manager.

Bob Lawson, Atherton Coaster Brake representative, will make the Smith Motor Wheel booth his Show headquarters, as will a number of bicycle manufacturers.

The Smith Motor Wheel section will make of itself a bicycle headquarters. Thirty of the best and latest models of bicycles, including the prominent commercial bicycles, will be exhibited with Smith Motor Wheels attached. A stenographer will be in attendance with service and stationery for dealers who may wish to write or telegraph home during the show, and visitors will find the Smith Motor Wheel section a good place to meet, lounge about and chat.

The display board with Motor Wheel parts, which caused so much comment at last year's shows will again be installed, as also will a Motor Wheel cut in half to show all the interior moving parts of the machine.

The Motor Wheel section will be booths numbers 125, 126, 147, 148, occupying 650 square feet in all, in addition to a private office.

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# AT THE CHICAGO SHOW

Commercial Body

**INVESTIGATE FOR YOURSELF—
SEE THESE NEW BIG SELLERS—**

**THEN get in line for new sales, bigger business, more profits.**

**HUNDREDS of new dealers will fatten their bank accounts during the next two months with the**

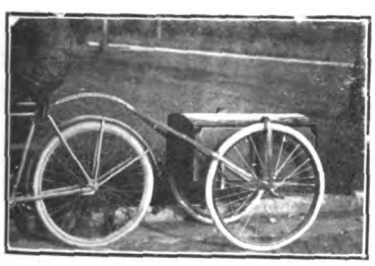
WITH
Smith Motor Wheel

## HOUGHTON "EI-CAR"

**The cleverest, cheapest and best device of the kind. Fits any bike. Built for service. Different bodies interchangeable.**

## HOUGHTON "AIR-FOOT" TIRES

**Entirely new and exclusive. Special construction. Double GUARANTEE against punctures. The ONLY tires of this kind. Sell quicker than any others.**



New Bike Trailer

## HOUGHTON TRAILER

**A wonderfully big demand is awaiting it. Simple, sturdy, substantial, light and easy-running. Pulls enormous loads with least effort. Various styles and bodies.**

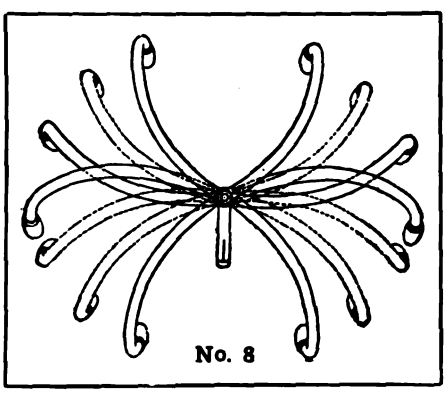
**DEALERS: BE QUICK—**

**Write for Prices and Discounts**

HOUGHTON, MARION, OHIO

Runabout Body

# Kelly Handlebars



No. 8

## Jobbers and Manufacturers Who Seek Standardization

should invariably equip with KELLY HANDLEBARS—the standard of the world. No high-grade bicycle is complete without KELLY ADJUSTABLE HANDLEBARS. With these handlebars, 25 different riding positions are possible. No other bar made allows anywhere near this number of different positions. KELLY HANDLEBARS ARE THE STRONGEST SELLING POINT A BICYCLE CAN HAVE.

They are the ideal bars for racing, distance work, boulevard riding, etc. Adjustable to ANY position.

**KELLY HANDLEBAR DEPT.**

**5017 Perkins Ave. Cleveland, Ohio**

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# *"I Specify Morrow Brakes on all Bicycles that I buy"*

# *"I find that the Morrow is the easiest running, most positive brake on the Market"*

Cordele, Ga.

Eclipse Machine Co.,
Elmira, N. Y.

Gentlemen:

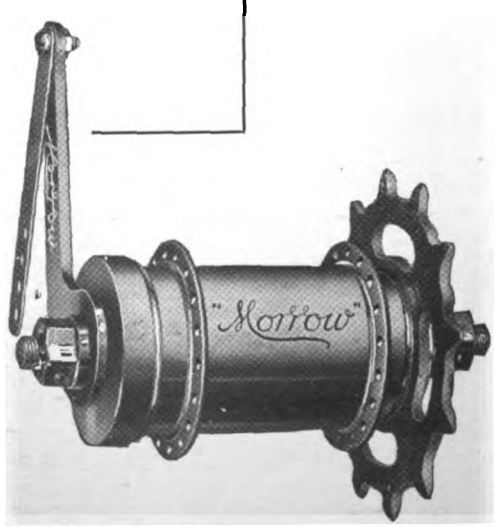
I am mailing you under separate cover a few Morrow Coaster Brake Parts for which please ship new parts, and oblige.

I specify Morrow Brakes on all bicycles that I buy, and I use them altogether in repair line.

I have been in the bicycle business about twelve years and have used all kinds of coaster brakes, and I find that the Morrow is the easiest running, most positive working brake on the market; in applying the brake it don't hold with a jerk as most other brakes do, but it takes a firm hold and with very little pressure on the pedal it will stop the wheel instantly.

Trusting that you will ship me the new parts at once, I remain.

Very truly,
G. L. RILES.




# Sufficiency!

## Eclipse Machine Co.
### Elmira, N. Y.



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# With the Manufacturers

## EARL GIVEN KEEPSAKE

Springfield, Mass.—Clarence A. Earl, who finished his duties as general manager of the Hendee Mfg. Co. with the week ending before Labor Day, was given a remembrance to carry with him to Toledo in the form of a handsome watch from the heads of departments. It was inscribed with his name and read "From the heads of departments, office and factory, Hendee Manufacturing Company" and was handed to Mr. Earl by J. D. Stephens, cashier, who represented the organization.

Mr. Earl is taking a three weeks' vacation in Maine and will join the Willys-Overland Company at Toledo in an executive capacity at the beginning of October.

## RIDING MOTOR WHEEL TO SHOW

Columbus, Ohio.—William Maugan, Jr., with the Franklin Cycle and Supply Company, has left Columbus via Smith Motor Wheel for the Chicago Show, where he will arrive Monday or Tuesday.

The Motor Wheel that Mr. Maugan is using has already covered 8,000 miles, having been used by him all Summer in and around Columbus.

En route Mr. Maugan will visit Smith Motor Wheel dealers, who have been notified to be on the lookout for the rider; also he will distribute Motor Wheel literature along the way.

The Smith Motor Wheel officials at the Show will meet the rider on the outskirts of Chicago and escort him to the Coliseum, where he will hold a reception and put the Motor Wheel on exhibition in the condition in which it finishes the trip.

## SCHICKEL STAFF STRENGTHENED

The executive personnel of the Schickel Motor Company, Stamford, Conn., has been benefited by the addition of D. W. Donley, formerly identified with the Persons Mfg. Co., of Worcester, Mass, and S. W. Treat, formerly connected with the Babcock and Wilcox Boiler Co., New York City. Mr. Donley assumed the position of sales manager on September 1, and Mr. Treat the office of superintendent of production. Both men from their past experience are well qualified to give able assistance to the Schickel company.

## DAYTON FIRE APPARATUS AT CONVENTION

Cincinnati, Ohio, Sept. 15.—Dayton motorcycle firefighting equipment was right in the limelight during the national convention of fire engineers, commonly known as fire chiefs, held in this city last week. A big exhibit of various appliances used in the work of extinguishing fires was an interesting part of the convention, and the well-known Dayton line, which is in practical everyday use in many cities, attracted much attention.

## HENDERSONS IN WAR SERVICE

London, England.—A number of Henderson motorcycles which were sold by Robertsons Motors, Limited, English distributors of the four-cylinder American machine, have been in active service in the big war, and letters received from the riders tell of many exciting adventures awheel at the front.

One letter came to Robertsons from an officer in the Russian army. This man, with his Henderson, was in the van of the Russian steam roller when it crushed its way into East Prussia last year. When the Austrians evacuated Przemysl, this machine and its rider were the first of the victorious army to enter the fallen city.

## SNAPPED IN LOS ANGELES

**Miss Mary White, in Saddle, and "Goodrich Girl" on Indian Equipped With Black Tread Goodrich Tires**

## TRIBUTE TO GRINNELL GLOVES

The Morrison-Ricker Company makers of Grinnell gloves, take justifiable pride in a recent statement of Dario Resta, the automobile racer who won the 500-mile race at Chicago on June 26 and the 100-mile race at Chicago, August 7. Resta uses Grinnell gloves in his races and does not hesitate to say that they have a bearing upon his victories. "When you are spinning a track at comet speed it means something to know that your grip on the wheel is sure, and that your hands are going to be kept as cool as possible under the terrific strain," says the racer. "The Grinnell glove, with limp cuff and the ventilation feature, are favorites of mine."

The Grinnell glove for motorcyclists embodies both the special features referred to by Resta, and is one of the firm's best sellers.

## THE GOODYEAR SALES ARMY

"One of the most valuable assets of The Goodyear Tire & Rubber Company is not listed in the financial statement," says C. W. Seiberling, vice-president.

"This is the intense loyalty and enthusiasm of our whole organization. Our own sales force is a real army of 500 men, who work in every State of the Union and are carrying the message of Goodyear to all parts of the world besides. We cannot give too much praise and appreciation to these men, who have fought so tirelessly and successfully to keep Goodyear's place as the largest manufacturer and seller of tires in the world.

"We now use 10 per cent. of the world's production of crude rubber. An expert has figured that the efforts of 97,000 natives, in the various rubber districts of the world, are necessary for the gathering and preparation of Goodyear's requirements."

## WILL MAKE LOCKS FOR BIKES

Westfield, Mass., Sept. 15.—The F. & H. Manufacturing Company has just been incorporated under Massachusetts laws to make a patent lock for bicycles. This patent is being investigated by the

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Westfield Manufacturing Company. The officers of the new company are: President, H. E. Foucher, of Augusta, Ga.; secretary, Henry W. Hallbourg, of Westfield; treasurer, Thomas B. Hallbourg, of Westfield.

### NEW "KOKOMO KORD" TIRE

From the Kokomo Rubber Co., Kokomo, Ind., comes the announcement that it has added to its already popular and comprehensive line of tires a brand new model which will be marketed under the name of "Kokomo Kord." This tire has an attractive white face and black sides, and is made with two plys of really large cords lying diagonally and transversely. As in all the Kokomo tire products extreme care has been taken to obtain a high grade of rubber.

The "Kokomo Kord" tire will contribute materially to the easy riding qualities of any bicycle, say the makers, and will demonstrate its claim to a place beside the company's "Everlaster" tire as regards length of life. It is not claimed that the new tire will outwear the "Everlaster," but that it will wear every bit as long and provide easier travel because of its special construction. The treads in the "Kokomo Kord" are really cords, making the tire almost immune to stone bruises and naturally harder to puncture.

When the Kokomo company introduced its "Everlaster" bicycle tire a few years ago it was backed up by the firm's declaration that it "would deliver the goods." It became popular at once, and has since held its place among the best sellers. The new "Kokomo Kord" comes into the market with the same backing.

The new Kokomo tire has been subjected to tests extending over a long period by the company's experts, who have been studying bicycle requirements for twenty years. The "Kokomo Kord" sells at $10 a pair.

## A.B.C. GENERATOR FEATURES COMPACTNESS

IN order to meet the demand for a compact electric lighting system, that combined power with small weight, the A. B. C. Generator Company, of 1115 South Olive street, Los Angeles, Cal., has brought out the A. B. C. generator or dynamo which is adaptable to any motorcycle. The machine can be had as part of an equipment consisting of head and tail lamps with brackets, pulleys for the drive and belt and wiring, or it can be purchased separately, ready to put on the motorcycle.

The A. B. C. generator is a self-excited dynamo with two field-coils. There are no permanent magnets in its construction. The armature has the commutator fitted circumferentially along the center line. The armature shaft is carried on ball-bearings. Substantial end-covers incorporating bearing seats are provided. The generator is designed to be belt-driven from the power-plant of the motorcycle.

The dynamo known as Model B is in general constructed after standard engineering practice. There is a magnetic characteristic in the machine, which the makers state is original in the design. The magnetic field is diminished as the speed increases, thus reducing heat and maintaining constant current output. The maximum capacity of the generator is 25 candlepower, at 6 volts.

Regulation is by declutching the drive from the armature at or above a given speed of rotation. A centrifugal governor of the ball-type is employed, these balls and their carriers being hinged to the armature shaft so that the increasing speed causes them to fly outward and compress a spring. This spring in turn releases the pressure on a second spring fitted to a miniature fabric-faced clutch between the driving pulley and the armature shaft. Thus the latter is disconnected until the speed of rotation of the pulley is reduced to enable the clutch to again engage. In order to dissipate heat set up in the clutch members, a copper disc with projecting outer edge is interleaved between the fabric discs, the edge acting as an effective radiating device.

The dynamo is iron-clad and practically indestructible and weather-proof. It can be mounted anywhere, as outside influence will not affect it. It forms a complete generator unit in itself, needing no accumulator or other additional devices to maintain the necessary current for the lamps.

In the complete A. B. C. lighting equipment, the components consist of the generator, a 7½-inch S. & M. head lamp, a tail lamp, mounting brackets, pulleys, belt and the necessary wiring. This outfit, with the lamp and generator body finished black or red lists at $32.50. The generator alone, with compensating or governor pulleys, can be had from the makers for $22.50. No batteries are used.

In addition to the Model B dynamo, another machine is put out. This, known as Model C, is the same as the other generator, but has a new cut-in device or switch controlled by the armature shaft. This switch automatically disconnects the charging current at the desired minimum revolutions per minute, as the generator is intended to be used with a battery. The speed of the armature is controlled by the governor as in the other model. The current is therefore maintained constant and uniform while the switch is in contact. The Model C generator, less lamps and battery, is listed at $27.50.

## BERLINGS USED ON RECORD WAR-PLANE FLIGHT

BUFFALO, N. Y.—A magneto which started in the motorcycle field is responsible for the greatest victory over gravity that has ever been recorded in America. When the Curtis warplane mounted to a height of 8,300 feet with four passengers aboard, it was fitted with an ignition system of which two Berling magnetos were the source of current.

Almost over the big Ericsson factory here on the outskirts of the city, where the Berling magnetos are made, the Curtis tractor biplane described a 15-mile circle. In a far-flung spiral, the military eagle flew over the house-tops of Buffalo and the Tonawandas. It was driven by Raymond V. Morris.

Two flights were made. In the first one, the former record of 5,187 feet was shattered. At the end of 27 minutes Pilot Morris and his passengers had risen 8,200 feet. The eight-cylinder engine worked perfectly. The two giant Berling magnetos—big brothers to the little fellows which have done so well in the motorcycle field—each delivered a spark into each cylinder at every explosion. The eight-cylinder Curtis motor developed 160 horsepower.

This new military bi-plane with which Pilot Morris made the record had a total weight of pretty nearly 700 pounds. As a result, the descent was made at the rate of 100 miles an hour in spots; at least it took one-fifth as long to come down as it did to go up.

The second flight was made with four passengers, totaling 800 pounds. When they had risen this time to 8,300 feet, the barograph stopped recording. They climbed up into the heaven for five minutes beyond that mark, which meant that they could have made another 4,000 feet at least.

These tests were practical, for the reason that military experts want proof that this heavy war-machine is capable of rising rapidly to a great height. Provision is made for carrying 1,500 pounds dead weight, to include gun and bombs.

The magneto is tremendously important, and to it much credit is given for the new record. Dependability is first and foremost. The Berling was chosen after a great many tests, and a thousand cases have proved that it can do the work. Its simplicity and rigidity are other features in its favor, for the aeroplane Berlings are made in the same unit frame as those used in the motorcycle and automobile fields. The housing is a one-piece casting of aluminum. This includes the base and sides, the top and the driving end.

When darting through the clouds there is danger to the engine in the extreme dampness of the atmosphere. If the inside of the magneto should get wet, there would be a chance that the engine might quit—but with the Berling that possibility is remote, because the exterior construction renders the magneto waterproof, as well as dust and oil-proof, and that is done with the fewest number of screws and no packing. That feature, plus the fact that the Berling has an interrupter of maximum rapidity, has made this so successful in use. The quick snappy action of the interrupter is the same at all speeds, and at highest speed the centrifugal force, instead of being a detriment, actually insures a positive action, just as the special construction of the field insures a fat spark at all positions of the timing lever, no matter how slowly the engine might be turning over.

### RECEIVER FOR EXCEL COMPANY

Akron, Ohio, Sept. 13.—The Excel Rubber Co., a manufacturer of tire accessories, with a plant on West Eighth street, has been placed in the hands of a receiver.

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# A Record That Inspires Confidence

The record of the Corbin Screw Corporation after many years as manufacturers of numerous hardware and automatic screw machine products as well as bicycle and motorcycle brakes and automobile and motorcycle speedometers, has been one to win the support and confidence of the entire trade. Not only confidence in the products themselves, but also in the people behind the products and the service they give. To the jobber, dealer and consumer the name "Corbin" means one thing—**absolute reliability.**

## *Worked Its Way To Popularity, the*

CORBIN

## DUPLEX COASTER BRAKE

There is no question as to the supremacy of the Corbin Duplex in the bicycling field. The demand of bicyclists in all parts of the country is sufficient to prove this contention. Beyond a doubt it is the most popular bicycle coaster brake made.

Its popularity has been won through hard, steady service. Riders everywhere have found it powerful of grip, smooth and convenient in action, strong, durable and above all, reliable.

The Corbin Duplex has an established place in the bicyclist's preference. Dealers and jobbers have found this true. From year to year the demand grows greater.

When stocking for 1916 include the Corbin Duplex. Write now for catalog, discounts and price list.

## *The Preference of Motorcyclists for the*

CORBIN-BROWN

## SPEEDOMETER

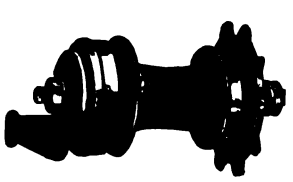
*"The Speedometer of Absolute Accuracy"*

is evidenced by the fact that yearly it registers more miles for them than all other motorcycle speedometers combined. The Corbin-Brown needs no introduction to motorcyclists. It has made its reputation. They know that for accuracy, convenience, and durability it has no equal. They know its principle is sound, its construction perfect. And they know further that behind the Corbin-Brown stands the name Corbin as a guarantee of quality and service.

These are a few of the reasons for the Corbin-Brown's popularity. This popularity is still growing and will continue to grow. No other speedometer enjoys such a steady demand. Include it in your 1916 stock.

Write now for catalog, discounts and price list.

Will exhibit a complete line of Corbin Products—space, 118 Coliseum Show.



## The Corbin Screw Corporation

THE AMERICAN HARDWARE CORPORATION, Successor

NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

*Makers of Automatic Screw Machine Parts*



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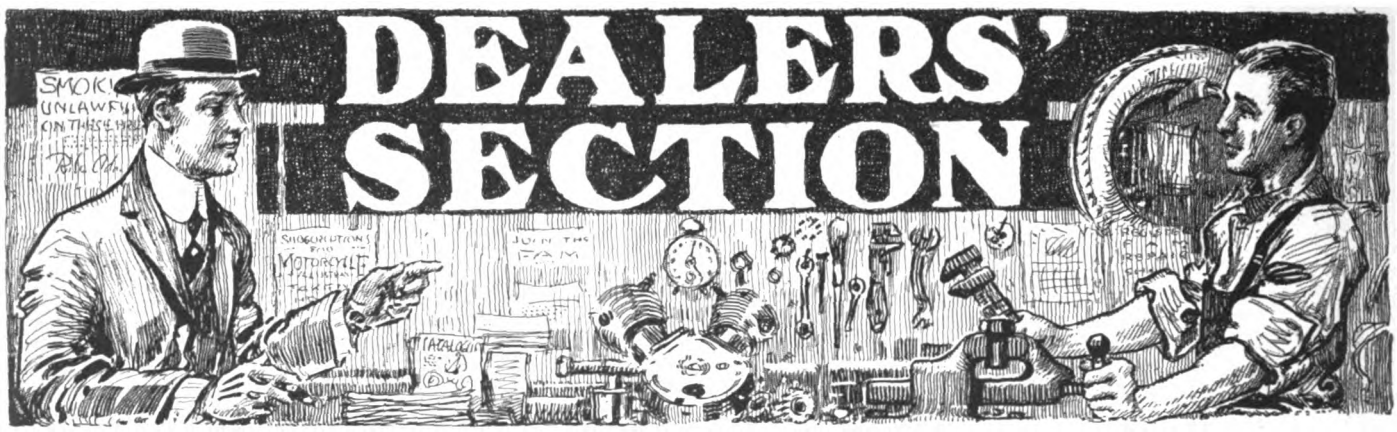


### PARDON WILL STAGE RACES

Owensboro, Ky., September 14.—Henry F. Pardon, the local Indian dealer, is working overtime to arouse enthusiasm in the races which will be staged in connection with the Elks Davies County Fair during the five days beginning with September 21. The races are all for single cylinder machines, as the track is only a half-mile circuit. The races will be run on the second, fourth and fifth days of the fair. The distances will be at five, ten and twenty-five miles. A purse of about one hundred dollars will be split among the winners of each event.

### KLINE BROS. HOLD PICNIC

Louisville, Ky., September 14.—The attendance at the annual picnic which was given on August 29 by Kline Bros., the local Harley-Davidson agents, was held down considerably by the threatening weather. About forty motorcyclists, however, were present and enjoyed the baseball game as well as the big supply of refreshments which the hosts had generously provided.

### 1916 PROMISES LIVELY SALES

"Owing to unsettled business conditions we did not expect heavy sales this summer, but it is safe to say that the outlook now is better than it has been in two years," said Manager E. Lebell, of the Pacific Motor Supply Co., Thor distributors in Los Angeles, Cal., recently. Lebell expects 1916 to be a good deal of a lightweight year.

### CHARGES FLAT RATE

Witchita, Kan., September 14.—Walter Cunningham, the local Harley-Davidson dealer, had started a package delivery service and reports that merchants have taken quickly to the modern method of making deliveries. He usually charges a flat rate to each merchant for his service.

### GIRTON FAVORS LIGHTWEIGHT

Tom Girton, of Girton-Hoffer, Excelsior distributors, Los Angeles, Cal., is of the opinion that an entirely new sales field will be opened when manufacturers begin systematically to supply lightweight models. "A lot of professional men, thousands of 'em, will never be brought into the motorcycle ranks," says Girton, "until we give them lighter and less expensive machines. A motor rating at 2¼ to 3 h. p. would be about right."

### DEALERS' OUTING IN LOS ANGELES

The Motorcycle Dealers' Association of Los Angeles, Cal., has completed plans for the picnic to be held September 19 at Newhall, 45 miles from Los Angeles. About 700 riders are expected. All kinds of games and plenty of refreshments, but no races.

### BICYCLE DEMAND STRONG IN OHIO

Columbus, Ohio, September 15.—Demand for bicycles is becoming stronger in Columbus and central Ohio. This is the gist of reports received from all dealers in bicycles and supplies in the Buckeye Capital. The business depression has caused quite a revival in riding as many laboring men have taken to bicycling rather than paying car fare.

### CLEM TO CONTINUE BUSINESS

Uplands, Cal.—G. H. Clem has succeeded the firm of Clem & Gentry, local Indian and Harley-Davidson agents. Clem has just placed a Harley-Davidson for grocery delivery work, and is carrying the Appeal, Columbia and Racycle bicycles.

### HAS POPE AND INDIAN AGENCIES

San Francisco, Cal.—A. Chelini, who carried the message over the final section of the relay, is a Pope dealer as well as having a sub-agency for the Indian at 1010 Golden Gate avenue, this city, under the name of the San Francisco Motorcycle Company. He has been racing since 1908, using Thor and Pope mounts.

### NEW GARAGE IN WHITTIER

C. H. Danforth has opened a garage and salesroom at 144 S. Greenleaf avenue, Whittier, Cal. He will handle the Harley-Davidson line, the Smith Motor Wheel and Pierce bicycles. He is selling the latter on the installment plan, $10 down and $2 to $4 a month, with an extra charge of fifty cents a month until the wheel is paid for.

### AFTER PARCEL POST TRADE

Louisville, Ky., September 14.—Roy E. Warner, Louisville representative for the Firestone Tire & Rubber Co., is advertising for parcel post business on casings and tubes. Repaired tubes are returned on the same day that they are received and all casings are shipped back within forty-eight hours. Mr. Warner guarantees all his repairs.

### MUELLER IN NEW OFFICE

Milwaukee, Wis., September 13.—A. G. "Goodie" Mueller, retired manager of the Mueller Cycle Co., has established an office with the Fulton Mfg. Co., 726 National avenue, where he is looking after business in connection with the old Mueller Cycle Co.

### RISDEN'S NOVEL SUGGESTION

"I believe it would be a good plan to have a motorcycle cost a dollar a pound," said C. Will Risden, Indian distributor in Los Angeles, Cal., in a recent interview. "If a model scales at 150 pounds it should sell for $150. It won't hurt us to sacrifice a little speed if we can get a lighter machine that will be dependable."

### RICHARDSON CYCLERY SOLD

Riverside, Cal.—A. P. Hanson and B. F. Nelligan have purchased the stock of the Richardson Cyclery and have opened a salesroom, under the firm name of Hanson & Nelligan, at 575 W. Eighth street. They have the agency for the Thor, and also carry the Appeal and Emblem bicycle lines.

### GONZALES WANTS NEW LOCATION

Azusa, Cal.—Pedro Gonzales, Indian dealer in Azusa, is looking for a suitable new location for his business. His lease has expired and he may move to a neighboring town unless he strikes a local proposition that pleases him.

### HANDLING MIAMI LIGHTWEIGHT

San Bernardino, Cal.—The E. S. Williams Cyclery has taken on the Miami Power Bicycle and will carry on a spirited campaign with it, in addition to handling the Rugby and Crescent bicycles.

### MONROVIA CO. IN NEW STORE

Monrovia, Cal.—The Monrovia Cycle and Motor Co., J. H. Terry, prop., has moved to 613 S. Myrtle avenue and now occupies more spacious quarters. The firm carries the Excelsior motorcycle line and the Dayton and National bicycles.

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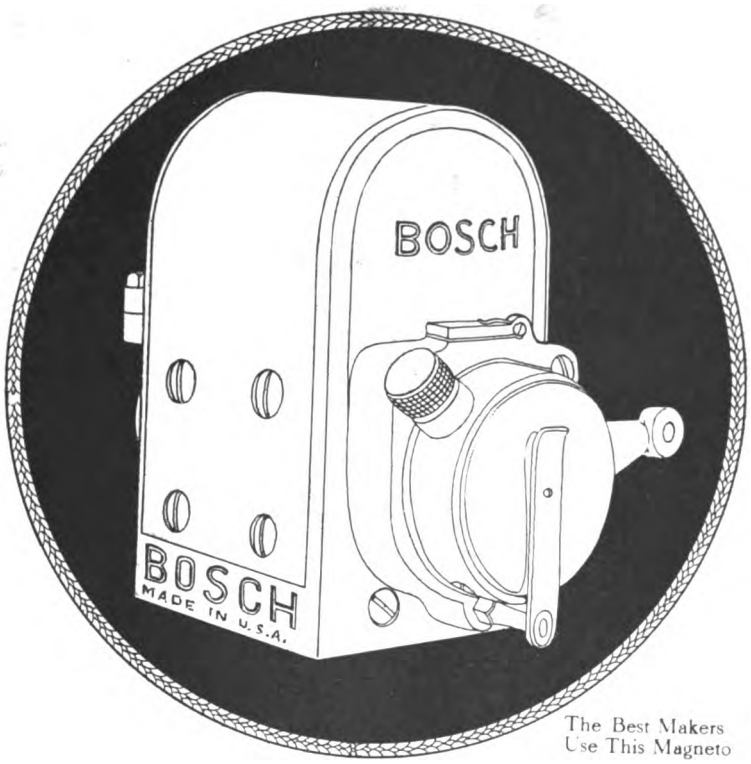


The Best Makers
Use This Magneto

# THE HARLEY-DAVIDSON

WILL AGAIN USE THE

# BOSCH MAGNETO

FOR 1916 SEASON

THE reason that the Harley-Davidson Co. has used Bosch Magnetos regularly for seven years is obvious—just a well-directed desire on the part of their engineers to produce a dependable product, a product that would give them a permanent and lofty position in the motorcycle world.

Ignition being vital—more important to the motorcycle than any other unit—the H-D engineers set aside expense and equipt with the best they could obtain. They selected the Bosch Magneto—of course.

BE SATISFIED

For that feeling of confidence
For that extra ounce of power
For that vim, vigor and snap

SPECIFY BOSCH

**BOSCH MAGNETO COMPANY**
**206 West 46th Street, New York**

You are requested to visit Spaces 82 and 83 at the Chicago Show.
**Something new for you.**




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# CLIMBING STEEP GRADES TO ESTES PARK

## Through a Bit of Colorado's Charming Country

By JOSEPH ESLER

WHILE out at Greeley, Colo., as the guest of "Lucky Horne," the local Indian dealer, I was invited to take a trip to Estes Park, where some of the finest mountain scenery in the country abounds. We started on a sidecar outfit from Greeley late one Saturday afternoon and rode up and down hills, on toward Loveland, thirty miles away, past fields of fine alfalfa and young orchards. At one place the cherries looked so tempting that I asked "Lucky" to stop, but he was too busy watching the road.

We arrived at Loveland after a three-quarter of an hour ride and observed that we were nearing Estes Park. Leaving the city we were soon in the foot hills, climbing rugged cliffs of very fantastic shapes which stood out high against the horizon. Soon Lower Loveland canyon dam came into view and we prepared for a stiff climb. The dam was a pretty sight, but was soon forgotten when the outfit began to chug up the canyon proper. Towering cliffs, thousands of feet above the road and the rushing, winding Big Thompson River that leaped past below us combined to make an impressive scene.

The road leading up the canyon curved sharply and was just wide enough for a sidecar. It was an exhilarating ride and we often found ourselves getting too near the edge of the road for real comfort. We drew up at a hotel seventeen miles from Loveland. Here we fixed the two-speed with some baling wire to make sure that it would hold, for we still had the steepest part of the climb before us. While we were getting things into shape a half dozen "Stanley" steamers came into sight with a crowd of tourists aboard on their way upgrade. It seemed that the hotter the steamers got the better they worked.

Many mountain homes and trout streams were seen while roaring up the steep incline. Some of these homes had very picturesque names, such as, "Laf a Lot," "Rest a Bit," "Bide a Wee" and "More of It." Just a few miles above the Half Way House, "Lucky" Horne gave "her" all the reserve juice and with a bang we hit a thirty per cent. grade with all hands holding on for dear life. This very steep section is known as the "Rapids Hill" and it is about three quarters of a mile in length. There were numerous hairpin turns.

When we got to the automobilist we found that his car was loaded with blasting powder for a construction camp at the top of the divide. He told us that as he made his final spurt to clear "Rapids Hill" his clutch slipped and only by promptly using his brakes had he saved his dangerous load from slipping off the road and down into the river below. With the help of several people who were in cars behind ours, we gingerly unloaded the automobile and saw it slowly continue the ascent on low gear.

It was getting dark now and after roaring up some more we came in sight of the Stanley Hotel which is located on the plateau that constitutes Estes Park. We were surrounded by tall, snow-capped peaks on all sides, and standing on a soft green carpet of grass, Horne and I took deep and long breaths of invigorating ozone. Arriving at the hotel we sat down to a delicious trout dinner.

After dinner we left the machine at the local garage and inspected some of the skins which the proprietor of the hotel had on exhibition, as well as the interesting sights that abounded in the park. Early the next morning we started on the homeward journey and found that it was necessary to muster all our skill in taking the downward grades that led toward Loveland. Once that city was reached, the ride into Greeley, our starting point, was easy.

---

### GALVESTON DROME DESTROYED

The huge motordrome on the sea wall boulevard at Galveston, Texas, which has been the scene of a number of stirring speed events, was completely demolished by the hurricane which recently caused great damage in that city. The motordrome had not been used for several years.

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For pleasure and business around the city and suburbs this feather-weight Cyclemotor attached to your bicycle has many advantages over the heavier, more cumbersome, and more expensive motorcycle.

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**Ask for illustrated booklet No. 1.**

**Bicycle dealers should apply for territory at once.**

**Cyclemotor Corporation**

**Arlington Building, Rochester, N. Y.**




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# In Sand and Ruts With a 3-Speeder

## How a Veteran Put His New Mount Through Its Paces

By R. S. SPEARS

THAT a three-speed machine will go anywhere that the wheels will bite was demonstrated by the try-out a Little Falls, N. Y., rider gave his new Indian mount a few days ago. It might be said in passing that Little Falls is at the bottom of a large assortment of hills, and is the center of many different kinds of roads. Out of it radiate numerous types of motorcycle sportsmen also.

The warrior in question had ridden a two-speed mount for at least two seasons. He got his new three-speeder on the Saturday before Decoration Day, and did some pottering about the rest of the day and the following one. He had been coached by Charley Kelsey, who is sachem of the local tepee, as to the uses of the three-speeds: The high for good level roads, the intermediate for fair good road grades, while the low was for rough pasture lots, mud, sand and like traveling.

### The First Test

With these instructions in his ideadigestor, the rider set off in mid-afternoon determined to try out the various kinds of roads for which the various speeds were suitable. He rode out to Dolgeville and cut off just at the town limits to take a dirt road. This road led up and down for a ways and then hit a valley about 100 feet down. This gave the rider ample opportunity to use both brakes and all three speeds.

In the valley was a brook, and across the brook was a gradual rise over newly-worked road, mostly of hard, lumpy clay. This made the machine bound up and down and the saddle and springs were well tested. A mile or so distant there was a cut-across road—one of those grassy lanes with two wheel ruts and intervals of cobbles, juttings out of rock ledges and rounded boulders standing up five or six inches and surrounded by cobbles. This road had proved about the limit of the two speed of 33 gear. It had heated the two-speed's engine, and it had given the rider much anxiety because to get the power the two speed had to be driven at the fast rate of eight or nine miles an hour. The three-speed sauntered along up the grade, over the ledges, among the cobbles, and the top was reached before the rider realized it.

That test of a two-speed was no test for a three-speed at all. He hardly dropped his feet to the ground where previously the two-speed had had to rest overheated.

### Through the Sand

Beyond the cut-across road was a nice piece of sand. It wasn't necessary to go through the sand, but this was three-speed test day. The sand where the two-speed had turned blue with desperation was passed without a thought of trouble. A road which had stopped the two-speed because of sandy grades was followed.

The three-speed was ridden in the middle of the road, punched up by the hoofs of horses, and as it went all right it was tried in the rut, which it navigated nicely. Then—the hard test of riding and machine—it climbed up out of the rut into a side path beside the road, and in and out of the side path across dried mud and onto the State road between Salisbury and Middleville.

The State road on high gave speed enough with the spark and a hair on the gas. It cut out around a huge knoll, but the old road over the hill was run up and then run down again because there were a pair of bars at the top.

So far the test had been very unsatisfactory. The motor refused to grunt half as much as the rider over the roughest and steepest roads available. Coming down into Middleville there looms beyond the West Canada a great ridge. This ridge rises just a thousand feet up from Middleville in the valley. Motorcyclists and automobilists have long wondered about the scene from the top of that ridge. It can be reached by fairly moderate grades from the south and west sides, but the ascent from Middleville is a thousand feet in less than two miles.

### A Jouncy Surface

In the past days of one- and two-speeds few rubber tired gas vehicles have surmounted that stairway. The ascent is by sharp pitches with drain ridges across the road at frequent intervals. It is cut by the pound of horses' hoofs in wet weather and the nubs of stones—a road that is quite hard, dusty in places but "jouncy."

Once a two-speed machine had been started up this road. It was a brave, faithful machine. It turned blue, it puffed smoke, and it quivered and bumped, but the strain was so great that a wise rider would not abuse it by trying to go up mounted.

### Took It Easily

The three-speed sauntered up. Just to try it the machine was stopped on one of the steepest places—a place so steep that the machine ought to have had a sprag on it. Then the clutch was slipped in on low, and the gas was turned on little by little, but without racing the motor. The machine began to pull ahead and away it went with 220 pounds of delighted humanity in the saddle.

The road led into a gap, and just beyond there is a vacant house on one side and a barn on the other. Ahead the road led down into a valley and a hard-pan road. The three-speed was not even hot, but it was rewarded with a squirt gun full of oil, just the same. Past the barn, through a hay field and up a superior grade led a pair of wheel ruts. This was a "road." It was used for hauling cultivators, ploughs and such up to the very summit of the ridge.

### More Bumping

This road, also, had the advantage of being grass-grown, and the grass was tufted and bumpy, showing how it grew in invisible horses' hoof punchings. The three-speed was headed up this grade and it bumped and threshed up so violently that the muscles of the rider's forearms began to have sharp pains in them. The machine climbed half way up the grade, and the rider turned right out into the hay and rode cross-lots upward. Never had he traversed a steeper grade than that one.

There was a moist place on the side hill—a spring-bog. The bog was not quite so steep and the three-speed wallowed through. Then it took the steepest place of all, with a nice, slickery ooze under the grass. The wheel kept right on turning, cutting down into the mud, but the weight was too great to be pushed up with the purchase available.

"There, dad blast you, I found a place you couldn't climb!" the rider rejoiced, but he was doomed to disappointment.

### Climbed Right Along

However, back in the road the machine started on the steepest place, and it climbed right on up the hill into an oat field, and would have gone clear across the field out of the wagon ruts had it been steered that way. Apparently it would have crossed any hay field or potato patch, or market garden.

There was the view—all the southwestern Adirondack mountains. From that height it was pretty nearly all coasting down to the Mohawk valley into North Frankfort. Striking the State Road there it was a lithesome run down through North Ilion, Herkimer, and home to Little Falls.

### Forearms Were Sore

But the forearms, tender and soft after a winter off the motor-bike and unused to handlebar vibrations caused by hard baked roads that had recently dried, were sore along the underside from the elbow joints to the wrists. Every bump sent a thrill along the muscles. However, the three-speed didn't seem to mind bumps.

The day's run was fifty miles by the map. The machine, from Little Falls to Middleville, went over a divide 800 feet above the level of the starting place; it climbed more than 2,000 feet of hills, however, and up the roughest ones. Then on a rough dirt road a thousand feet was gained in about 9,000 feet of road—two stops, one to see if a three-speed could start on such a steep grade, and one in a grassy bog—and all in less than five hours—no speeding on State roads.

### It Fills the Bill

So, the three-speed motorcycle is what the rough-roaders around Little Falls have been looking for. Riders of three-speeds, finding ordinary roads too easy and too commonplace, go hunting for bad places. They are eating up all the spots that stuck the one- and two-speeds. They go into cow pastures and into the wood-trails and cross lots, seeking places to take their machines. They look back with astonishment to the days of one-lungers and running alongside to start the motors.

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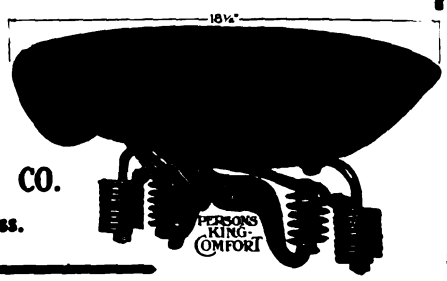
**Write for full "dope" on the greatest saddle of them all.**

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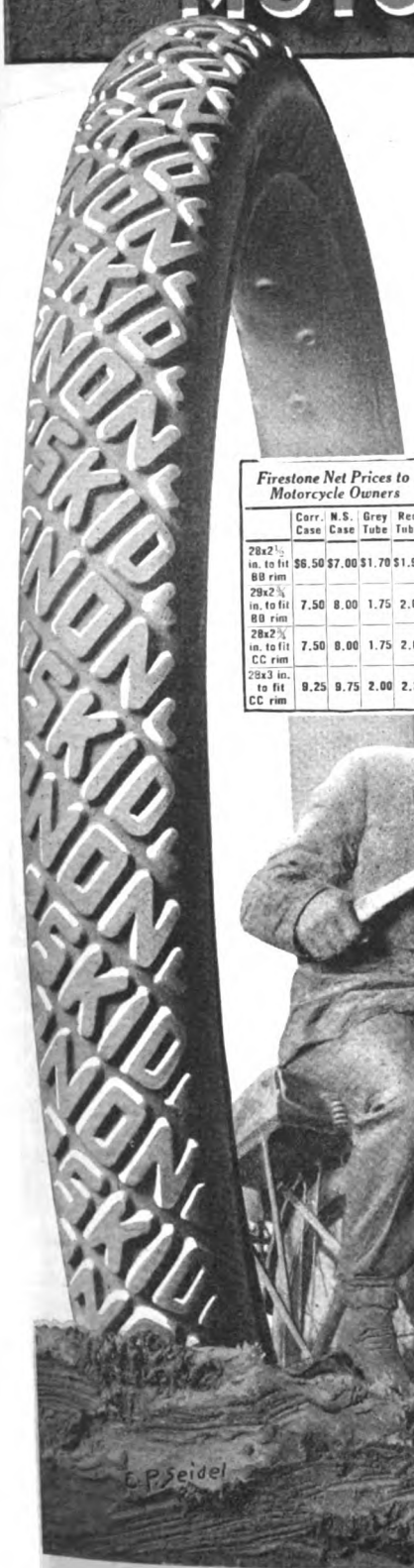
# Firestone
## MOTOR CYCLE TIRES




## Extra Values in the Tire
### Keep Extra Savings in Your Pocket

—But that is only one of your gains from the Firestone Inbuilt Extras in motorcycle tires.

To the money saving you will add your satisfaction in the Firestone easy-riding quality, and your protection against tire troubles, and against skidding (30% more angles against skid in that extra thick, resilient Firestone tread—jot that down).

Firestone tires go on easily and stay put. The soft core rubber in the beads lets them slip right into place. So snug-fitting that water hasn't a chance.

*Firestone Net Prices to Motorcycle Owners*

| | Corr. Case | N.S. Case | Grey Tube | Red Tube |
|---|---|---|---|---|
| 28x2½ in. to fit 88 rim | $6.50 | $7.00 | $1.70 | $1.90 |
| 29x2¾ in. to fit 88 rim | 7.50 | 8.00 | 1.75 | 2.00 |
| 28x2¾ in. to fit CC rim | 7.50 | 8.00 | 1.75 | 2.00 |
| 28x3 in. to fit CC rim | 9.25 | 9.75 | 2.00 | 2.25 |

### Beating the World's Record

In the 300-mile motorcycle marathon, Tacoma Speedway, August 15th, Firestone Motorcycle Tires smashed the record three times. The first six riders to finish used Firestones on the rear wheel—three of them broke all records. Truly a wonderful performance! You've seen the reason for this record-breaking work in the Firestone tire sections shown in the advertisements.

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**$1.00**

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We have developed Champion Reliability by putting these plugs through the most gruelling tests we can give them in the motorcycle motors they are intended to serve.

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Demand the best—Champion Spark Plugs.

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Complete satisfaction to the user—free repair, replacement or money back.

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# VACUUM CUP Oilproof BICYCLE TIRES

## Important Announcement

For the 1916 season the entire line of Pennsylvania highest quality bicycle tires will be marketed in a direct manner under territorial arrangements.

This plan assures distributors of the utmost

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# THREE STAR Line of BICYCLE TIRES



protection and a very liberal profit on this leading line of bicycle tires, embracing the following popular brands:

**Vacuum Cup Tires**
Red or Gray Treads

**Three Star Line:**
Tripletread
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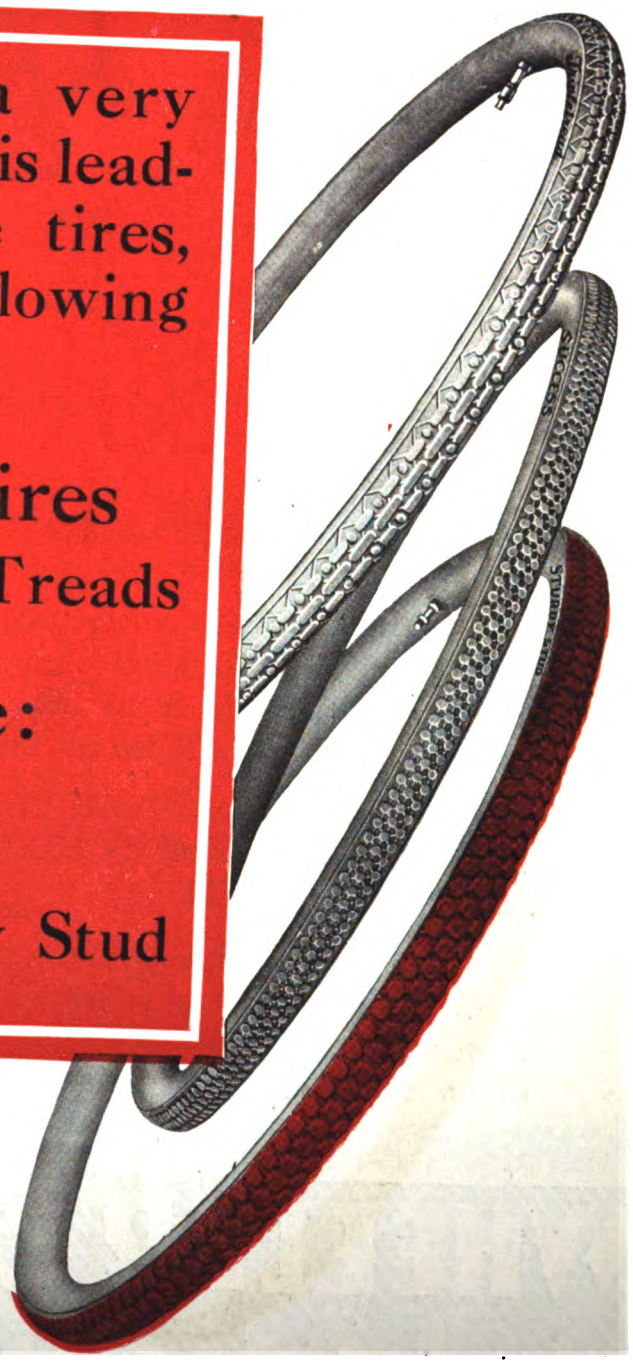
Sturdy Stud



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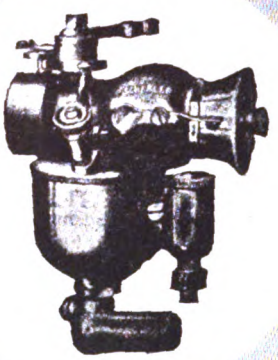
# At Chicago



## 18 Motorcycle Exhibits will also be Schebler Exhibits.

The exhibits at Chicago will show changes in design and construction. They will show radical improvements, departures from the accepted standards of motorcycle practice. **But in one essential feature there will be no change.**

EIGHTEEN MOTORCYCLES AT THE CHICAGO SHOW WILL EXHIBIT THE SCHEBLER CARBURETOR AS STANDARD EQUIPMENT!

The good, old reliable SCHEBLER, that has made perfect carburetion on motorcycles a matter of course, again has been almost unanimously chosen, from a host of others, as the **carburetor of the American motorcycle.**

**WHEELER & SCHEBLER**
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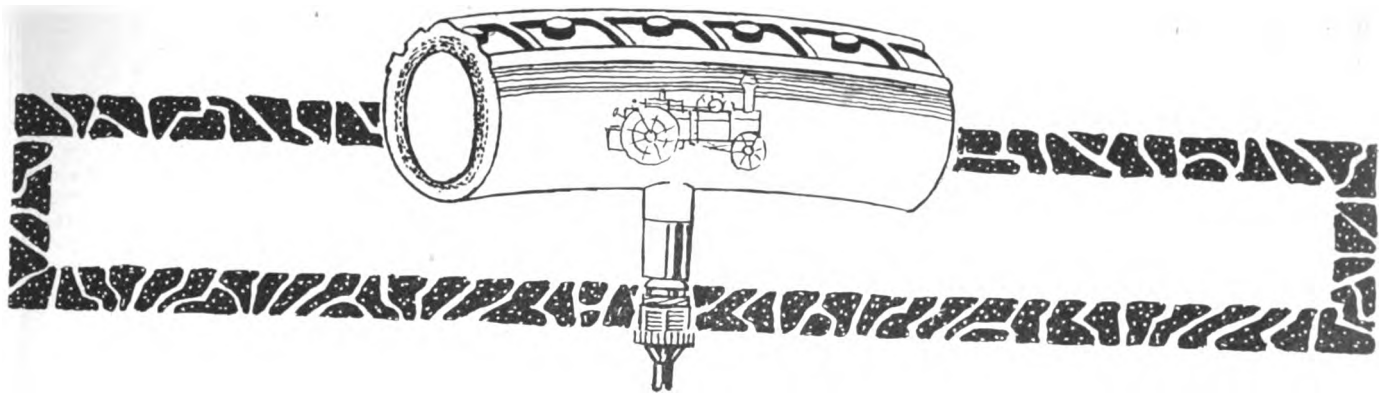

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## Double-Strength Bicycle Tire

There are none better
Traction insures satisfaction

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# A Plea for More Girl Motorcyclists

## Lack of Knowledge Causes Prejudice

By Miss Lillian Hauerwas

CAN a girl ride a motorcycle and still retain every characteristic that is expected of our best young womanhood? I certainly believe so, and my observations cover several years. There is no danger and no coarsening influence incidental to motorcycling unless the rider deliberately injects those elements into the sport. The girl who enters a basketball game, for example, is far more likely to be hurt, and to give way to impulses not exactly ladylike than is the girl who goes motorcycling. Still many careful parents encourage their daughters to play basketball.

Whatever prejudice exists against the use of the motorcycle by girls is due to lack of knowledge on the part of the objectors. I have found the motorcycle a safe, healthful and ever fascinating vehicle, and I feel certain that I can bring any biased parent around to my way of thinking in a ten-minute demonstration. As far as the girl rider is concerned, motorcycling is just what she makes it—and it is so easy to make it simply a pleasant, refreshing and economical pastime that I constantly wonder why more girls do not avail themselves of it.

## Joint F. A. M. Run From Dayton to N. Y. Show

Dayton, O., September 14.—An F. A. M. endurance run will be jointly promoted by the state organizations of Ohio and Pennsylvania, and will start out from this city on October 8 and wind up at the New York show on October 12. The riders will travel through six states, namely, Ohio, West Virginia, Pennsylvania, Maryland, New Jersey and New York.

F. A. M. Commissioner E. A. Robertson, who has charge of the Ohio end of the run, announces the following schedule for the four days: First day: Dayton, Columbus to Newark, noon control, Zanesville, Wheeling, night control. Second day: Wheeling, Uniontown to Keyser's Ridge, noon control, Hagerstown, night control. Third day: Hagerstown to Harrisburg, noon control, Philadelphia, night control. Fourth day: Philadelphia to Newark, noon control, New York City, checking station. An hour will be allowed in Newark for dinner and the same time will be permitted to check in at the New York Show in Madison Square Garden. A penalization of 500 points will be imposed for failure to sign the last checking sheet in time.

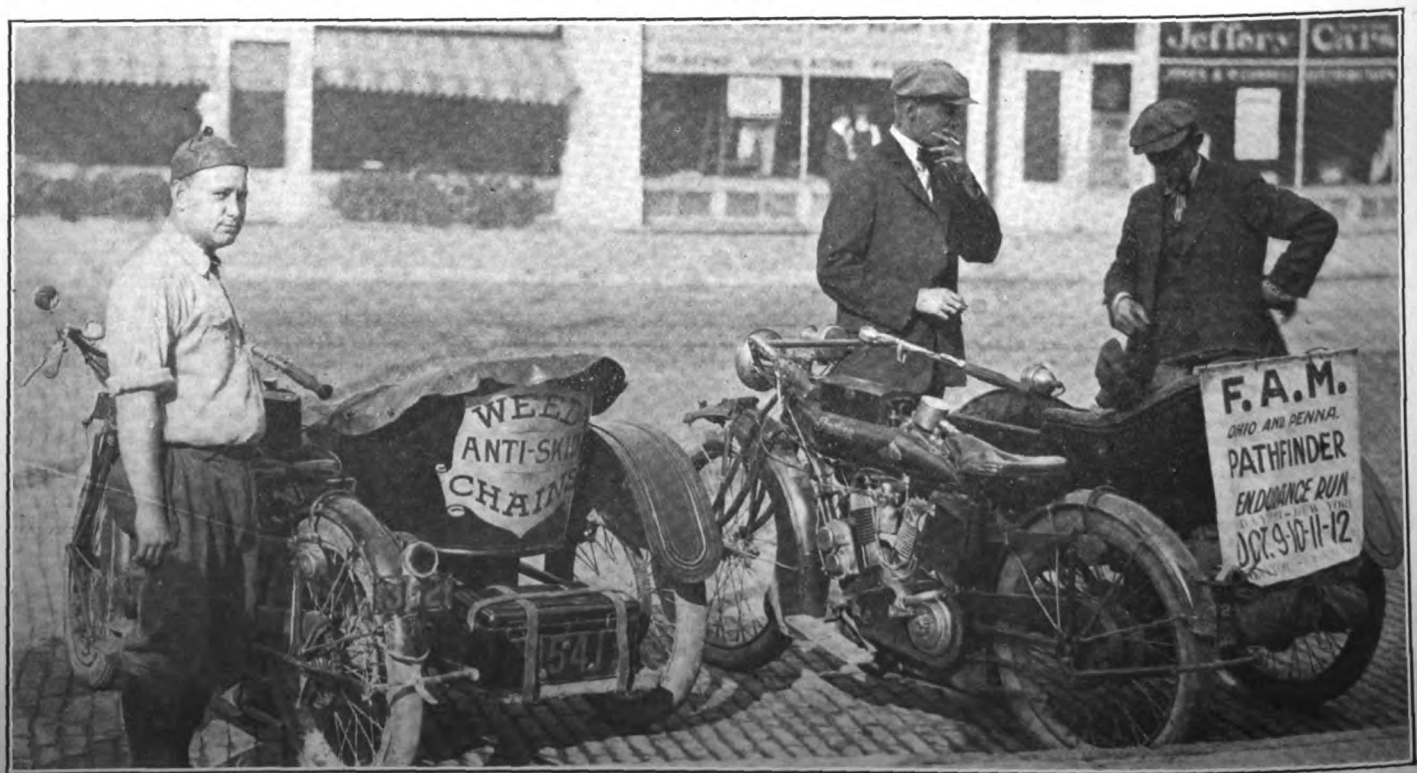
Several trophies will be offered. A silver cup has been donated by the Ohio F. A. M. for the manufacturers' team with the highest score; another cup has been given by the Pennsylvania boys for the club team with the highest score, which is open to all club teams of two riders. A third cup, offered by the Dayton M. C., will be given to the highest individual scorer. Each contestant will be given a prize. The course will be covered twice before the run, once to get the exact mileage and again to post signs.

### CHELINI FINE FUND

Contributions, amounting to three dollars, have been received at the office of **Motor-Cycle Illustrated** to start a "Chelini Fine Fund," to reimburse A. Chelini for the fifty dollar fine which was imposed upon him for speeding while he was carrying the President's message over the last leg of the transcontinental relay. The coast riders believe that Chelini should not be made to shoulder this loss, and for that reason have started the fund, contribution to which are limited to one dollar. C. H. Minto, assistant sales manager of the U. S. Tire Co. of California, heads the list of contributors, which includes the 'Frisco branches of the B. F. Goodrich Tire & Rubber Co., and the Hendee Mfg. Co.

### MOVING IN RIGHT DIRECTION

, Toronto, Ont.—An indication that the Provincial authorities intend to make the long-hoped-for arrangement for reciprocity in motor licenses between bordering States of the American Republic, and Ontario was found in the official order that permitted the operation of motorcycles by American riders within the Province during the first two weeks of September for the nominal fee of 50 cents.




**Boosters of the Ohio-Pennsylvania F. A. M. Run to New York Show. From Left, Jimmy Walker, E. A. Robertson and Ivan Jacobs.**

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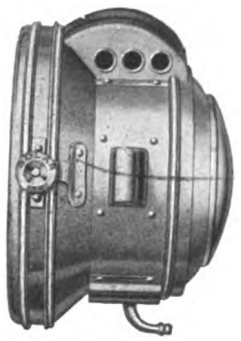

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**GAS**
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## TWO MILLION

of these lamps have been sold during the past twenty years at **A PROFIT** as a standard of lamp value, as good as the U. S. A. Gold Dollar.

New Model "S"

## Order From Jobbers

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Our shipments to **HOLLAND** alone this season of 1915 more than seventeen thousand, and more going.

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**KENOSHA——and——NEW YORK**

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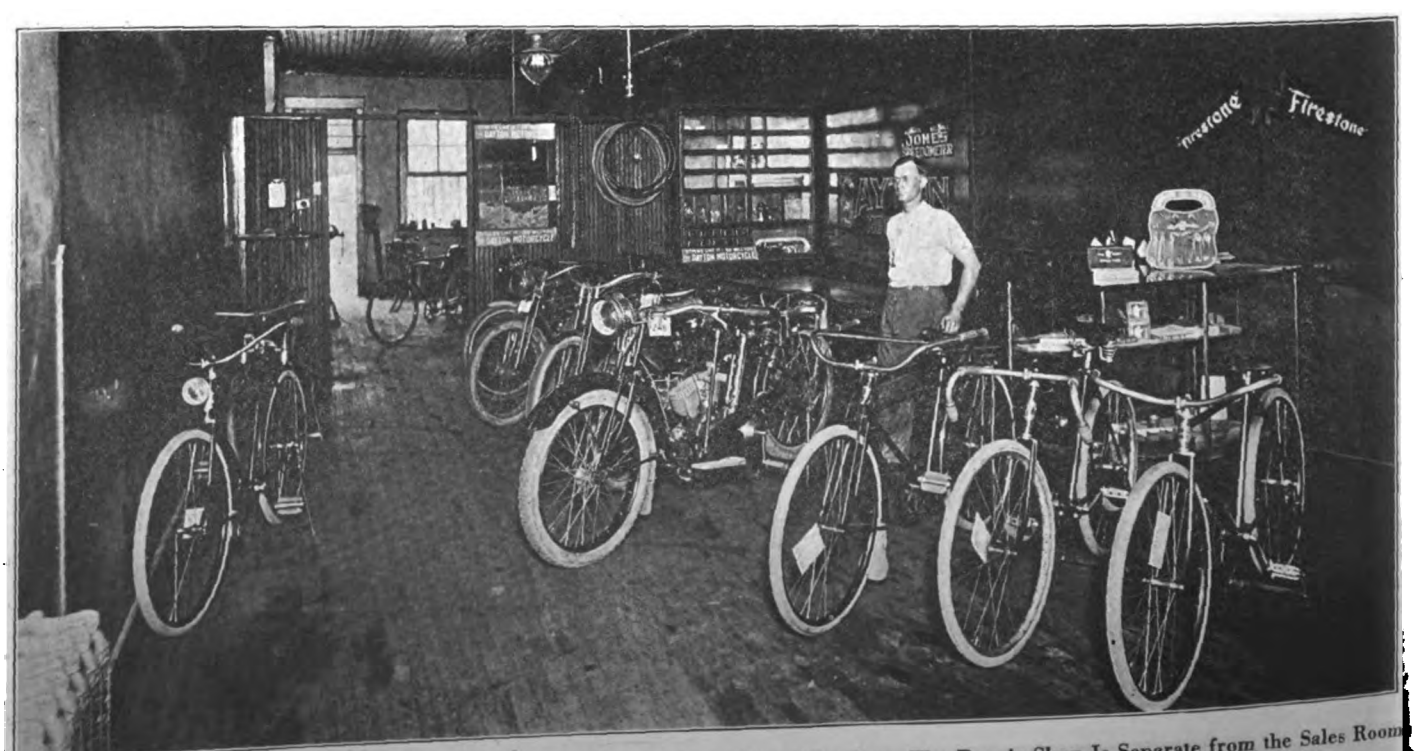
## EXPORTING WITHOUT AID OF COMMISSION HOUSE

AMERICAN exporters who have attempted to ship their goods to Latin American markets without the assistance of a commission house or customs broker fully appreciate the difficulties involved in preparing the shipping documents. The customs regulations of Latin American countries are very detailed as to the information to be included in such documents, and a fine is provided for every possible deviation from the prescribed rules. The Bureau of Foreign and Domestic Commerce has been informed of numerous instances where fines were imposed for such slight irregularities as the failure to state the nationality of the vessel in the invoice, the use of ditto marks, or the failure to use the exact idiom in designating the goods included in the shipment. It is not surprising then that some American exporters who have had the unpleasant experience of refunding fines to their consignees occasionally become discouraged and conclude that it is practically impossible to do business in Latin America without the intervention of a commission house.

On the other hand, the commission houses and some of the more experienced customs brokers assert that they have had very little trouble in making shipments to Latin American countries, and, while conceding that the customs regulations are somewhat complicated, claim that fines and delays can be avoided if proper care is taken to comply with such regulations. However that may be, there is no doubt that even an experienced shipper is likely to become confused sometimes and mark his box with a brush when the regulations of the country of destination insist on the use of a stencil; or, in his anxiety to protect his interests, he may attempt to make a "to order" shipment to a country that either

*(Continued on page 118)*

A WELL-KEPT MOTORCYCLE AND BICYCLE AGENCY IN KANSAS CITY, MO.




Carl C. Hahn's Store, Which Is the Headquarters for the Dayton line of Two-Wheelers. The Repair Shop Is Separate from the Sales Room

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SKF Ball Bearings have long been used on the leading cars in America and abroad. Their duty is to reduce friction at the vital power points. And they emphatically "deliver the goods."

For that smooth, silent drive of the engine shaft SKF ball bearings are eminently suited. Because the self-aligning feature *automatically* compensates for any shaft deflection, and the double row of Swedish Crucible Steel Balls give increased capacity.

Ball-bearings are one of the "big little" details that count heavily in motor construction. So much so that all HARLEY-DAVIDSON MOTORCYCLES will be equipped with SKF BALL BEARING for 1916. In so equipping their product, HARLEY-DAVIDSON engineers cast aside all price considerations and made quality their aim.

Ask for the SKF Booklet.

## SKF BALL BEARING CO.

50 CHURCH STREET, NEW YORK



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## EXPORTING WITHOUT AID OF COMMISSION HOUSE

*(Continued from page 116)*

does not recognize or prohibits such shipments.

From the numerous complaints that have reached the Bureau of Foreign and Domestic Commerce, of the Department of Commerce, it was concluded that American exporters needed a sort of guide book to help them in preparing shipping documents for Latin American countries, and a publication, entitled "Consular Regulations of Foreign Countries (Canada and Latin America)," Tariff Series No. 24, has just been issued by that Bureau and may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 10 cents a copy. The 66-page pamphlet contains a complete description of the shipping documents required in all Latin American countries and Canada, gives fac similes of consular invoices used in such countries, and points out such peculiar features as may be overlooked by the average exporter. The material has been compiled with great care, the chapter for each country having been submitted for revision to the consular representative of the respective country in the United States. Some American banking institutions and commission houses have also been consulted, and it is believed that by using this publication the average exporter will be able to prepare his shipping documents in correct form and save his customer in Latin America from fines and delays in the delivery of his shipment.

### PASSAIC ENDURANCE RUN

The members of the Passaic (N. J.) M. C. held their third annual endurance run Sunday and judging from the result—two finishing out of seventeen starters—it was one that taxed the endurance of the best of riders.

The run was 150 miles long, over a three-lap course. The riders left Passaic shortly after 7 a. m. and went to Singac, Pequanick, Butler, Boonton, Pine Brook and back to Passaic. All went well until the riders started over the mountains from Butler to Boonton. There they struck 10 miles of dirt road full of bumps and in many places encountered sand a foot deep. This made the going heavy and when they arrived at Passaic from the start of the second lap, only four riders—Amos Kaune, Edward Baklaar, Archie Rhodes and Frank Kuhn—attempted it. This lap proved Rhodes' undoing, he having to retire with mechanical trouble. Kuhn was forced to withdraw 10 miles from home on the last lap with tire trouble. Kaune and Baklaar were the only ones to complete the circuit three times. Kaune finished with a score of 967, while Baklaar scored 952.

Kaune and Baklaar will each receive a handsome medal, besides a horn and saddle.

### N. Y. GASOLINE GOING UP

Gasoline is selling in New York City for 20 cents a gallon, an advance of 4 cents in four weeks, and garage proprietors predict a further increase. Some garage owners who had a supply of gasoline are still selling it at 17 and 18 cents.

The upward tendency of prices is due to the enormous increase in the demand for the automobile grades, both for domestic and foreign consumption. For the fiscal year ended June 30 the United States exported 240,018,306 gallons of naphthas and gasoline, which compares with 185,578,776 gallons in 1914 and 174,073,477 gallons in 1913. The exports in 1915 were valued at $27,102,501 against $26,568,682 in 1914 and $23,883,424 in 1913.

### FUND FOR GOODYEAR MEN

Employees of the Goodyear Tire & Rubber Co., Akron, O., have received the promised fund of $100,000 given personally by P. W. Litchfield, factory manager of the company. The money has been turned over to the Goodyear Service Pin Association, formed to administer it. It will be known as the Litchfield Fund, and the income from it is to be devoted to the benefit of the factory force. Litchfield recommended that the major portion of the money be invested in Goodyear securities. The officers of the Service Pin Association are as follows: President, William Stephens; vice-president, Ed Nall; secretary, George Miley; treasurer, H. D. Hoskin; chairman of executive board, C. E. Falor.

### FIRESTONE ADDITIONS UNDER WAY

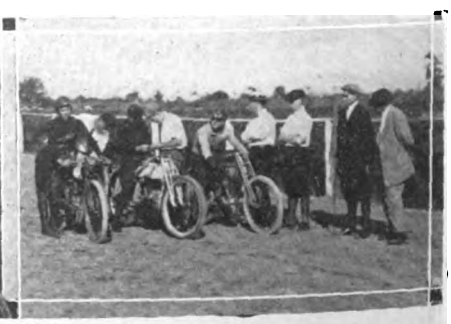
Akron, Ohio, Sept. 14.—The five additions to the Firestone factory, which will aggregate more than 300,000 feet of floor space, are at present well under way and will be completed before winter. These new additions will make possible the increase of the present output of 7,000 tires a day to 12,000 tires daily, which is about a sixty per cent. jump in tire production. Besides these extensive additions a commodious club house is being erected for Firestone employees, which will be completed some time next spring.

### RIDERS IN MIMIC WARFARE

Indianapolis, Ind.—Forty F. A. M. members took part in the military maneuvers at the Indianapolis Motor Speedway on Labor Day. The "War in Indiana," as it was called, was promoted by the business men of the city to help raise enough money to build an armory. Close to 2,000 people witnessed the exhibition. Two thousand seven hundred soldiers, Indiana militia, lodges, motorcyclists and drill teams took part in the mimic war.

A squad of motorcyclists, headed by State Commissioner Jack Carr, led the parade around the two-mile speedway at the start of the maneuvers. The riders were all in military dress, and with the machines all cleaned and polished for the occasion made a fine showing.

## BUCKNER RINGS THE BELL IN 25-MILE SPEEDFEST AT SAVANNAH



SAVANNAH, GA., September, 11.—Fifteen hundred people witnessed the first motorcycle track races on Labor Day when the three events programmed went to Indian, Thor and Harley-Davidson riders. The races were held to raise funds for the construction of a mile flat track.

Caffiero, Harley-Davidson, won the first event, at 10 miles, in neat fashion, his victory never being in doubt. There was a pretty contest for second position, which went to Buckner, Indian. He nosed out Schroder, who mounted a Thor.

**Buckner, Indian Rider, Who Won the Feature Race in Savannah Meet on Labor Day; a Line-Up of Those Who Figured in the Stellar Event**

Schroder came back in the next event with a victory. It was a 5-mile novelty race. Schroder picked up an extra five-dollar bill in this number by proving himself the most capable "hot-dog" eater. Cavey was second and Meyer third.

The big event of the day, the 25-mile race, went to Buckner, on an Indian. Caffiero was ahead until the tenth mile when a blow-out in his rear tire gave the lead to Schroder. Schroder showed the way until the 37th lap when Buckner forged ahead and kept his lead. Schroder was second and Cavey third.

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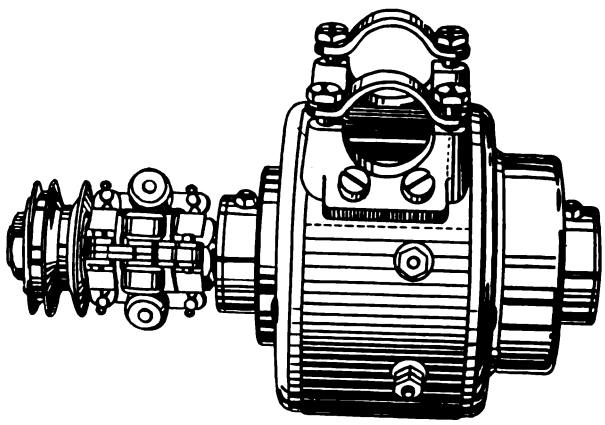
# A. B. C. Generators

FOR MOTORCYCLE LIGHTING



Model B

## ALL MECHANICAL CONSTRUCTION

NO MAGNETS—LARGE ARMATURE—25 C. P.

## IT'S ALWAYS RIGHT

Model B. for direct lighting. Model C. for Batteries. See Motor Cycle Illustrated of August 12th for full particulars.

**A. B. C. GENERATOR CO., Los Angeles, Cal.**

## Positive Grip

due to the generous design and construction—we think it is the best and strongest rat-trap pedal you ever put your foot on.

### The No. 4 Standard

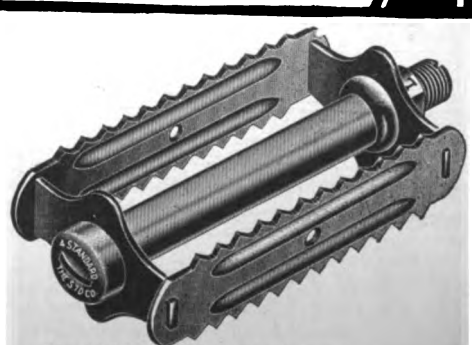
is a big, substantial, motorcycle-type pedal. It stands for the utmost mechanical value.

With a pair of these pedals on your wheel you are equipped with correct, up-to-date foot-holds, fairly representative of our business in the cycle industry.

Our products comprise:

Diamond E Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

**THE STANDARD COMPANY**
TORRINGTON, CONN.



No. 4 STANDARD RAT TRAP PEDAL

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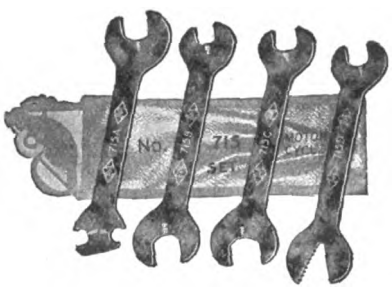
# "LIFE INSURANCE" TOOLS

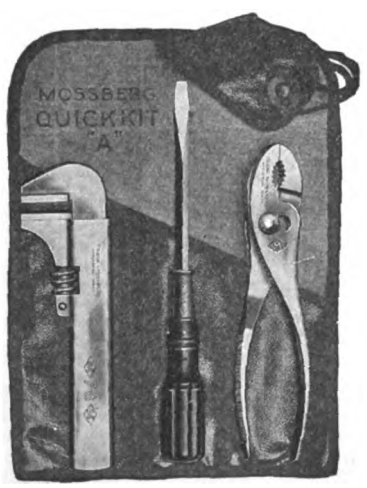
Isn't it true that the rider's bodily safety depends upon the accuracy of adjustments on his "two-wheeler"? And a wrench that just fits, saves your neck sometimes, doesn't it? And in that endurance run, a few minutes are "quite" some valuable.

**MOSSBERG Motorcycle Tools are ab-so-lute-ly guaranteed**
**They are made most dependable—to you at the least cost**



Motorcycle Set No. 715, **50c.**

For Motorcycle Engineers. Nine openings in thin model pattern. Packed in canvas kit. Openings—Alligator, 5-16", 3/8", 15-32", 1/2", 9-16", 5/8", 11-16", 3/4".




Quick-kit "A"
The Cleanest Little Kit in the Market for **$1.10**

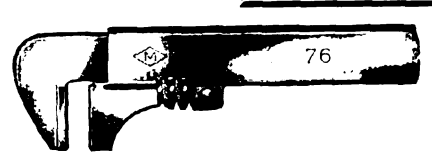
Pliers, Screw Driver, "76" Wrench, All Guaranteed.

Mossberg "Semi-Socket Service" Wrench, **10c.**

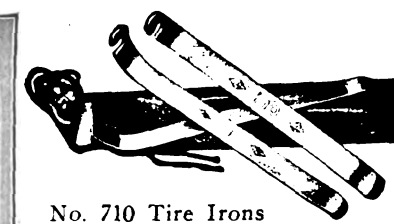
Fits spark plugs, cylinder heads, etc.

**If your dealer cannot supply you, we ship prepaid on receipt of price.**

TRADE MARK



Showing application.



No. 710 Tire Irons

Three tire irons of hardened steel, packed in canvas case. One special shaped iron starts the tire away from the rim and each of two others digs under the bead of the tire, pulls the bead over the rim and hooks on to a spoke, allowing free use of hands. **25c.**

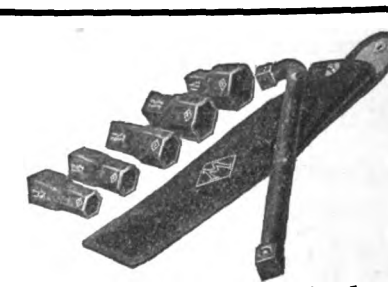
**Socket Wrench Sets for Motorcycle Use**

No. 5 has a Double end handle and 5 sockets ..... **$1.10**

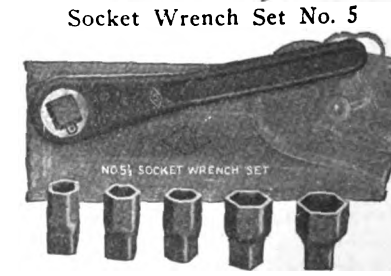
***Specify the Machine make***

No. 5½ has a Ratchet handle and 5 sockets ..... **$2.00**

"Socket wrenches will give better service in less time."



Socket Wrench Set No. 5




Socket Wrench Set No. 5½

**Ask for your catalog No. 172 C.**

**Telescope Wrenches—**

No. 76
6-8" long Nickeled **50c.** Mottled **42c.**
No. 74
4½-6⅜" " **36c.** " **30c.**

# FRANK MOSSBERG CO., Attleboro, Mass., U.S.A.



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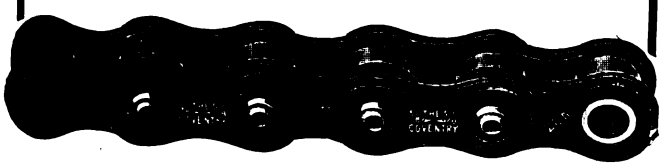
# Space 64

## "The Coventry"

## "Strongest in the World"

## We Cordially Invite Your Inspection of Our Line

**HERBERT F. L. FUNKE CO., Inc.**
**112 BROAD ST., N. Y.**



## Notice This Space Next Week

**We have a new one to spring at the Show. Announcement of it will be made there at that time.**

## Kokomo Rubber Co.

**Kokomo, Ind.**

The choice of the experienced rider is

## PREST-O-LITE

The Only Practical Light for Motorcycles

The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

**The Prest-O-Lite Co., Inc.** 246 SPEEDWAY INDIANAPOLIS, IND.
**The World's Largest Makers of Dissolved Acetylene**
***Prest-O-Lite Exchange Agencies Everywhere***

## Here's A Tip To Dealers

Appearances count for much in making sales. On your 1916 machines you can add to their fine appearance and increase their qualities of comfort and convenience by using

LEONARD'S PRESTO-BRACKET

1. Betters appearance of your machine 100%.
2. Takes away danger of striking tank, if thrown.
3. No long tubes to break or clog.
4. Places your Presto Tank in front, where it belongs.
5. Betters light by its direct connection.
6. Permits gas adjustment while lighting.
7. Makes riding easier, because of added weight over front wheel.
8. Tank is removed easier and quicker.
9. Removes all interference with filling gasoline tank and operating machine.
10. Because of its reasonable cost.
11. Because it is the best Presto-Lite Bracket you can buy.

JOBBERS AND DEALERS, PROPOSITION ON REQUEST.

**G. A. LEONARD MFG. CO., Burlington, Vt.**

## THE MOTORCYCLE MANUAL

124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

## 25 Cents a Copy

All About Motorcycles—Trouble Chart—Complete Dictionary—Trade Directory, Etc.

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For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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# AB HORNS

Motor Cycle
Electric Vibrator

$2.50 With Cord and Push Button

**Standard Equipment on "Harley-Davidson"**

**Low Amperage** **Easy on Your Batteries**

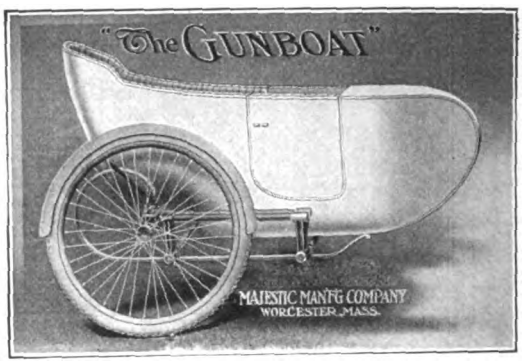
*See your dealer or write us direct*

## Adams-Bagnall Electric Co.

CLEVELAND

New York Pittsburgh Detroit Chicago St. Louis

# $55.00 Some Price



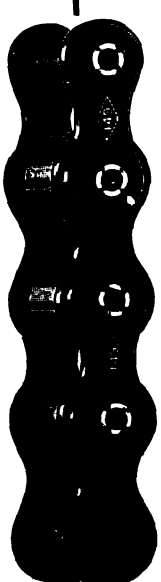

## THE DURABLE GUNBOAT

This Majestic Model, always so popular at the $75.00 price, is sure a winner with $20.00 knocked off the cost. Don't forget the added quality also; the new lightweight No. 4 chassis, three inch tire equipment, hair padded upholstering, and the perfected 1916 fittings, especially made for each and every separate model of motorcycle. Perfect enameling to match your machine.

THE WINDSPLITTER, $65.00
Reed Body Models, $35.00 and $39.75
Write for Folder

## MAJESTIC MFG. CO. WORCESTER, MASS.

# "149"



Ask your dealer or jobber for No. 149 motorcycle chain—the chain with rollers that DO NOT BREAK.

The No. 149 on a motorcycle is a guarantee of reliable service and an insurance against annoying chain troubles.

We know we have a first class motorcycle chain in the No. 149—we want you to know it also. Try a set of these chains on your machine (whether you ride a light or heavy model) and we know you will agree with us.

## Diamond Chain & Mfg. Co.

INDIANAPOLIS, IND.

# DIMMER GOGGLE

**RETAIL AT 75c. EACH**

Constructed entirely of Parisian Ivory. Durable, unbreakable, washable, sanitary. Bound in solid rubber, which gives that cool touch to the face. Self-adjusting head band.

Mr. Dealer:

Ask your Jobber to include in your next order a dozen Chicago Dimmer Goggles, No. 1 style, they are Non-Breakable, made in clear, amber, or orange color, with green, or orange Dimmers.

Manufactured by

## CHICAGO EYE SHIELD CO.

128 So. Clinton Street CHICAGO, ILL.

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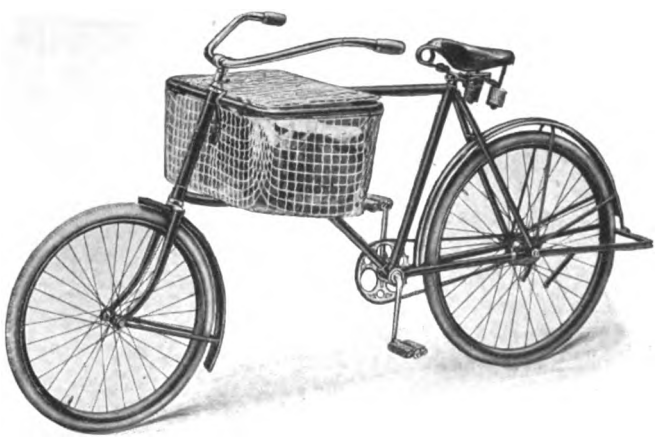
# LOST!

## Big Profits By Dealers Who Do Not Handle Commercial Bicycles

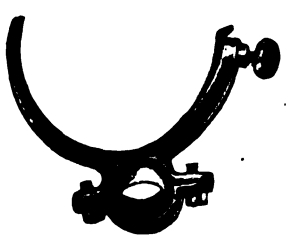
We have inquiries in our files for your town. Get Busy!



Our National Advertising helps you make sales because it reaches the merchant

## Made Specially for Use With Motor Wheel
## DEALERS—Big Business is Waiting For You

### JONES' TANK BRACKETS



Fit all machines.

Adjustable to curve of bar. 3/4"-7/8" and 1" bushings. Tank cannot jar loose.

### Jones' Valve Wings

Fastest selling five cent accessory ever put on the market.

Eliminates that troublesome nut on tire valves.

### JONES' TIRE PUMP

At last a pump that works all the time.

Made of best material money can buy.

A complete tire repair kit on your machine.

Patches and cement and extra valve parts carried inside of pump. Pump handle also used as tire tool.

## See Us at the Chicago Show, Booths 58 and 59

## JONES & NOYES, 227-231 West Austin Avenue CHICAGO, ILLINOIS

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# Gosh It's Great

That's what they all say when trying
**The WEED FOLDING SPRING BACKREST**
**"The great comfort necessity."**

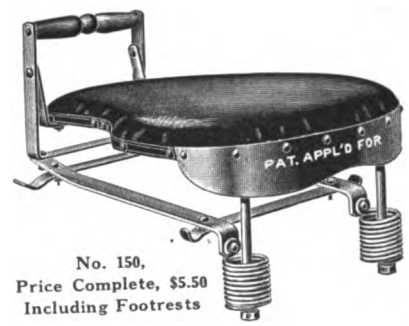
There are thousands now giving the laugh to old Lady Backache, and the special spring sides and comfortable back rest does the trick.

**HERE'S A HUNCH**

The Weed is just as enjoyable to a tandem passenger as it is to the rider. Don't miss that bet.

Dealers: Write us today for proposition.

**WEED FOLDING BACKREST CO., Stamford, Conn.**




No. 150,
Price Complete, $5.50
Including Footrests

**No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.**

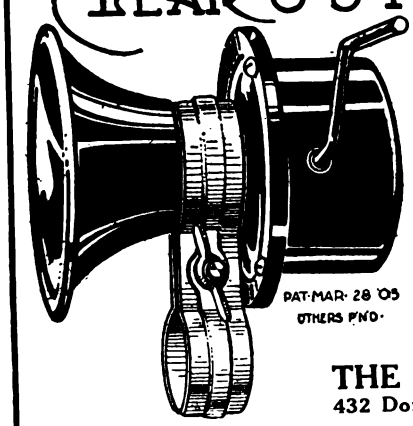
**Retail Price Complete $5.50**

**Dealers and Jobbers, write us for our new Proposition.**

**WALD MANUFACTURING CO.**

Dept. F SHEBOYGAN, WIS.

# CLEAR-O-U-T




## Mechanical Operated Horn

No Batteries or Wiring required

RETAILS AT

**75 CENTS**

ASK YOUR JOBBER OR DEALER

**THE SEISS MFG. CO.**
432 Dorr Street TOLEDO, O.

## Motorcycle Supplies

EVERYTHING FOR THE MOTORCYCLE RIDER AT LOW PRICES. WRITE FOR OUR LARGE CATALOG. SPECIAL OFFER TO DEALERS.

**Motorcycle Accessories Co.**
ST. PAUL, MINN.

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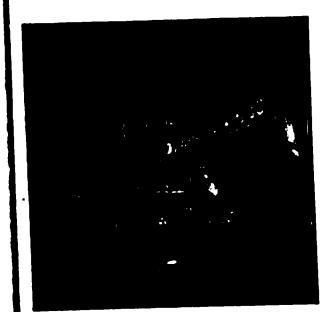
## Expert Overhauling

Most Modern Repair Shop in the Country. Motor Overhauling, Frame Straightening, Re-enameling, Rebuilding, Cylinder Boring. Send your Motor for Estimate. Work Guaranteed.

**WAGNER PARTS**

Complete Stock of Wagner Motorcycle Parts

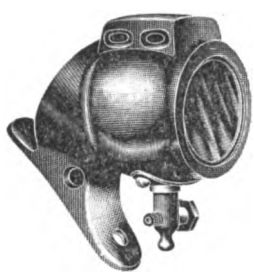


## SCHWARZE ELECTRIC HORN No. 7

The ideal horn for Motorcyclists. Meets every requirement of the rider. Write for circular and price list.

There is still some good territory open for jobbers.

**SCHWARZE ELECTRIC COMPANY**
Adrian, Mich., U. S. A.

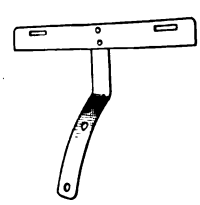


## A STRONG DEMAND

And growing ever stronger is proof positive of the efficiency rendered by our new

**20th Century TAIL LAMP**

It is Compact and Light and throws white light on license and projects a rear red light.



OUR MOTORCYCLE LICENSE BRACKET Suitable for all Tail Lamps. Price 25c. Holds license Plate Securely. Neat in appearance. Attaches to mudguard in proper position for reflection from Tail Lamp to illuminate license pad.

20th Century Mfg. Co., 41-43 Warren St., N. Y.

# Rogers SIDE CARS

*See the Latest Models at the Chicago Motorcycle Show*

**SPACE No. 44**

**All Visitors Welcome**

**ROGERS MFG. CO.,** 328 West Madison Street CHICAGO

Irving Beck (Service Station) 1493 Fifth Ave., New York

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# Cyclone

JOERNS MOTOR MFG. CO. ST. PAUL, MINN.

*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*
*Cyclone Deliveries Being Made Daily*

**JOERNS MOTOR MFG. CO.**
2235 Hampden Avenue Saint Paul, Minn., U. S. A.

# Motocycle and Bicycle Supplies

NEW YORK SPORTING GOODS CO. "INDIAN" Motocycles

Catalogs now Ready

No. 60 Motorcycle Supplies
No. 61 Bicycle Sundries

The most complete books of their kind ever issued.

**FREE TO DEALERS**

who write us on their letter heads or enclose their business cards. Ask for our Bargain Books, too.

NEW YORK SPORTING GOODS CO. "PIERCE" Bicycles

**New York Sporting Goods Co.**
15 and 17 Warren St., near Broadway, New York

# PIERCE

A FEW OF THE PROMINENT DISTRIBUTORS OF PIERCE BICYCLES:

New York Sporting Goods Co., New York City
Hub Cycle Company, Boston, Mass.
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Cortines Supply Co., Dallas, Texas
Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah
Spokane Cycle & Supply Co., Spokane, Wash.
John T. Bill & Company, Los Angeles, Calif.
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THE PIERCE CYCLE COMPANY
BUFFALO NEW YORK

# NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

**The National Screw and Tack Co.**
Cleveland, Ohio

The Oldest Supply House in America

FREE

You can't be up-to-date without it.

*Write today to*

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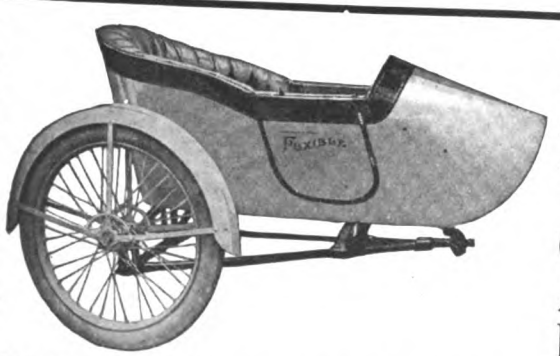
# THE NEW FLXICAR

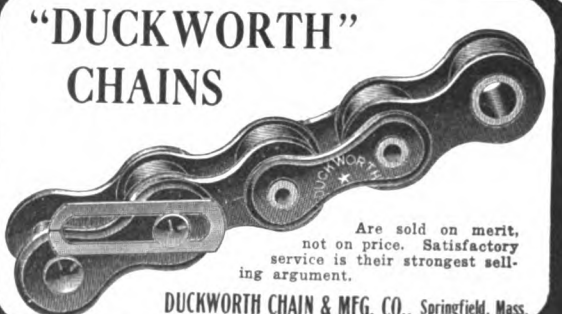


The car you will eventually buy. Write for descriptive folders

**THE FLXIBLE SIDE CAR CO.,** 338 N. Spring Street Loudonville, Ohio

E. J. Brennan (New York City and Brooklyn Distributor)
301 Schenck Avenue, Brooklyn, N. Y.

# "DUCKWORTH" CHAINS



Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

DUCKWORTH CHAIN & MFG. CO., Springfield, Mass.

# MAKE MONEY OUT OF YOUR INVENTION

New Ideas—patented—make fortunes. Novelty catches the popular fancy. Better ways of doing the same old thing mean money. If you have a new and useful invention, patent it and reap the profits. You may write me fully and freely. All communications confidential. Submit sketches or model and save time. Booklet on request.

Trade marks registered and designs protected.

**LESTER L. SARGENT,** **N. W. Cor. 9th and G Streets, Washington, D. C.**

Just across the street from Patent Office.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# National Dealers' Directory

## NEW YORK CITY

**Audubon Motorcycle Garage**
H. RAOUL
**Indian Agency**
Gaulois Tyres—All Indian Parts in Stock.
4198 Broadway, near 179th St. F. A. M. Shop.

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
993 Washington Ave. Near 164th St.
VICTOR PELIZARRE, Mgr.

**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3956 Chelsea.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**YORKVILLE**
MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
1729 1st Ave., near 90th St. Tel. 2103 Lenox

**INDIAN AND YALE**
Parts and Accessories
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**HARLEY-DAVIDSON SALES CO.**
Of New York, 533 W. 110th St. (near B'way), New York, and 15 S. Lexington Ave., White Plains, N. Y. Distributors for Harley-Davidson Motorcycles and Sidecars, and Accessories. Complete stock of Motorcycles and Parts.

**EXPERT REPAIRING**
Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
Broadway Auto Repair & Supply Co.
248 West 106th Street C. Lurie, Prop.

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail, Get Our Catalogue Before Buying Your Supplies. Dealers, Attention.
Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
533 W. 110th St., Near Broadway, New York.

**Metropolitan Motorcycle Repair Co.**
Garage and repair shop for all makes, two and three-speed. Specialist in frame building. Stock of N.S.U., Indian and Harley parts. Pope service. A. L. Cecchi, 227 W. 83rd St., Tel., Schuyler 7968.

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 456

**HARLEY-DAVIDSON**
Bronx Co. Headquarters
H. SCHEEREN
3119 Third Avenue, near 159th Street

**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Agent for Excelsior and Smith Motor Wheels. F. A. M. Repair Shop.
1491 Fifth Avenue, between 119th and 120th Streets. Telephone, Harlem 2337.

**T. J. SIXSMITH**
283 W. 100th Street.
Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN, EXCELSIOR and HENDERSON motorcycles. Columbia, Hartford and Fay Juvenile bicycles.
WE CARRY IN STOCK
parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 2¾ Firestone Non-Skid..... 5.65
These tires are fresh stock practically perfect, but slightly discolored in spots
E. J. Willis Co., 85 Chambers St., N. Y. City

Phone, Lenox 1933. Open Day and Night.
**The Yorkville Motorcycle Repair Co.**
All Kinds Motorcycles Bought, Sold and Exchanged.
345 EAST 82nd STREET NEW YORK
Renting, Repairing and Supplies.

**EXCELSIOR**
M. WORKSMAN, Agent
Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
14 VESEY STREET.

## BROOKLYN

**HARLEY-DAVIDSON**
Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**1915 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—Al F. A. M. Repair Shop.
HOWARD C. HENDRICK,
155 Howard Ave. Phone: Bush 3039.

SPECIAL REDUCTIONS ON OUR ENTIRE STOCK OF NEW AND SECOND HAND MACHINES.
Your opportunity to get a motorcycle at a bargain price. We must clear our floor space for an added line.
A. H. PATTERSON,
Brooklyn's Pioneer Motorcycle Distributor,
1080-1082 Bedford Ave. Brooklyn, N. Y.

**Thor Motorcycles**
Easy payments. All makes taken in trade.
Full stock of parts. Expert repairs.
B. RUDERMAN
1031 Bedford Ave. Phone Bed. 769

**Bedford Motorcycle Repair Shop**
Motorcycle repairing of all descriptions. All work guaranteed.
Full line of accessories—Used machines.
LOUIS VOROB,
832 Bedford Ave., Brooklyn, N. Y.

WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributers for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

**EMBLEM and EXCELSIOR**
A Large Stock of Second Hand Machines Always on Hand. $40 and up.
FRED W. WILLIAMS
1381 Bushwick Ave. Brooklyn, N. Y.

**CYCLONE**
GEO. A. ASHLEY Distributor for Greater N. Y.
1213 Bedford Ave., Brooklyn

## LONG ISLAND

**Plaza Motorcycle Exchange**
EXCELSIOR DISTRIBUTORS
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
INDIAN MOTOCYCLES
Machines Sold on Easy Terms. Phone: 2045 Astoria.
Expert Repairing—Storing—Gasoline.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

**HARLEY-DAVIDSON**
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

INDIAN AND HARLEY-DAVIDSON
**S. HURVIN**
Indian, H-D and Excelsior Parts, Accessories; First-Class Repairing.
447 Fulton St. Jamaica.

**INDIAN MOTORCYCLES**
NICHOLAS ROSE
All makes of bicycles—expert repairing.
30 MAIN ST. FLUSHING, N. Y.
Phone 498J Flush.

## NEWARK, N. J.

1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $35 and up.
WALTER GOERKE
321 Washington St. Newark, N. J.



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## PATERSON, N. J.

**W. EDW. MACDOUGALL CO.**
Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
162 Van Houten St., Paterson, N. J.

**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
91 Broadway, Paterson
Real Values in used machines

## BRIDGEPORT, CONN.

**JAMES G. BURROUGHS**
Fairfield County Distributor for the
**EXCELSIOR**
Complete Line of Parts and Accessories
806 STATE ST. BRIDGEPORT, CONN.

## NEW YORK STATE

**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and
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270 HUDSON AVENUE Albany

**EDWARD RYAN,**
233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
**EXCELSIORS**
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. SWENSON, 522 Broad St., Providence, R.I.

## CHICAGO

**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

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**W. W. WHITING**
Harley-Davidson Distributor for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

# Special Service Department

**FIELD OR EXECUTIVE PROPOSITION INVITED by SALESMAN**

16 Years Cycle Trade Service—Shop, City, Road New York-Philadelphia Inclusive to Chicago. Manufacturing and Publicity Experience.

—OR—

Factory Representation
Eastern Penna.—South New Jersey
Delaware
Have Complete Office with Show Window, Philadelphia Wholesale District.
Own Motor Transportation—Use Optional.
Excellent References.

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2213 Winton Street, Philadelphia, Pa.

**GOOD MONEY**

Can Be Made Soliciting Subscriptions for

MOTOR CYCLE ILLUSTRATED

Write for Terms

Motor Cycle Pub. Co., 13 Park Row, N. Y.

**Parts for all Motorcycles**
Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
**WESTERN SUPPLIES COMPANY**
1448-52 Larimer St. Denver, Colo.
Largest Cycle and Motor House in the West.

**Kimball-Upson Company**
*Distributors N. California and Nevada*
**POPE MOTORCYCLES and BICYCLES**
**SMITH MOTOR WHEELS**
General Jobbers Motorcycle, Bicycle and Auto Supplies, Sporting Goods
Our big catalog free for the asking
609-11 K Street, 608-15 Oak Ave.
SACRAMENTO, CALIF.

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
JUNGKIND & VOGLER, 158 Chambers St., N. Y.
Phone, 6217 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 5556 Bedford.

# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE.—One 1914 Stoll tandem No. 1, quick detachable with luggage carrier; good as new; cost $28; price $18. Two M. C. Prest-O-Lite tanks, each $7. One Indian electric headlight, complete $2.50. One Indian electric horn, complete $2.50. Jim Miller, Edinburg, Ill.

WANTED.—Capable shop foreman on labor versus parts plan. Capacity, fifteen workmen. C. Will Risden, Los Angeles, Cal. I will attend Chicago Show. Indian Booth.

1915 TWO-SPEED THOR, 12 h. p., in perfect condition, very fast, $200. H. A. Denbroeder, So. Braintree, Mass.

FOR SALE—1915 Harley-Davidson sidecar, good condition and very little used; price $40. H. A. Hermann, 316 W. Pearl street, Union City, Ind.

POSITION WANTED as Salesman with factory, dealer, jobber or supply house. Thorough knowledge of motorcycle trade. Best of references. A. E. G., care of Stuart, 1010 Washington Avenue, New York City.

LATE 1914 16 horsepower Eagle; Presto tank and lamp, luggage carrier, horn, tools; perfect running order; looks like new; cost $285; sell for $135. A fine machine at a bargain. Axel Everson, L Box 43, Penn Yan, N. Y.

FOR SALE—1914 Rogers sidecar, in fine condition; $40 if taken at once. C. J. Fischer, West Burlington, Ia.

GUARANTEED 1913 Indian twin; lamp, generator, whistle and tools. Highest offer takes it. Paul Lawson, Lawsonham, Pa.

FOR SALE.—M. M. 4 horsepower; good condition; Bosch magneto, Schebler carburetor; a bargain, $37.50. Mervin Rigg, Hersman, Ill.

FOR SALE.—For $150 1914 two-cylinder, two-speed, Harley-Davidson motorcycle; Prest-O-Lite, speedometer, Klaxon tandem; guaranteed in A1 condition. Walter Pole, 8 Sharon street, Geneva, N. Y.

LATE 1914 Harley-Davidson twin; simplex tandem; lights; etc.; perfect condition. Very cheap. Make offer. Conner, 338 Harrison, Passaic, N. J.

1914 HARLEY-DAVIDSON, 2-speed, single, in perfect condition; Prest-O-Lite, equipment; $125. Send $25, balance C. O. D. Henry Ross, Manchester Depot, Vt.

100 MOTORCYCLES; new and second-hand; all makes; $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

FOR SALE.—Bicycle repair shop, about $300; one block from Court House Square; rent $20. Owner wishes to retire. Canton Street Cycle Co., Toledo, Ohio.

1913 Harley-Davidson twin, fully equipped; bargain. Must sell at once. Gerald J. Sauer, 130 Madison avenue, Elizabeth, N. J.

20 SECOND-HAND MOTORCYCLES. Must be turned into cash. Your opportunity to get a good bargain. Write at once for descriptive list. C. V. Pendleton, Jr., Norwich, Conn.

$150 takes a 1914 two-speed Excelsior; electrically equipped; Corbin speedometer. Geo. H. Smith, 1035 N. Grand avenue, St. Louis, Mo.



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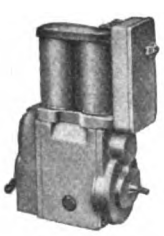
# Performance is the best proof

In the hill-climbing contest at Milwaukee August 15th, **HARLEY-DAVIDSON** Motorcycles, **equipped with the Remy Electric Lighting-Ignition System,** were first in both the professional and amateur singles.

# REMY

## Motorcycle Lighting-Ignition System

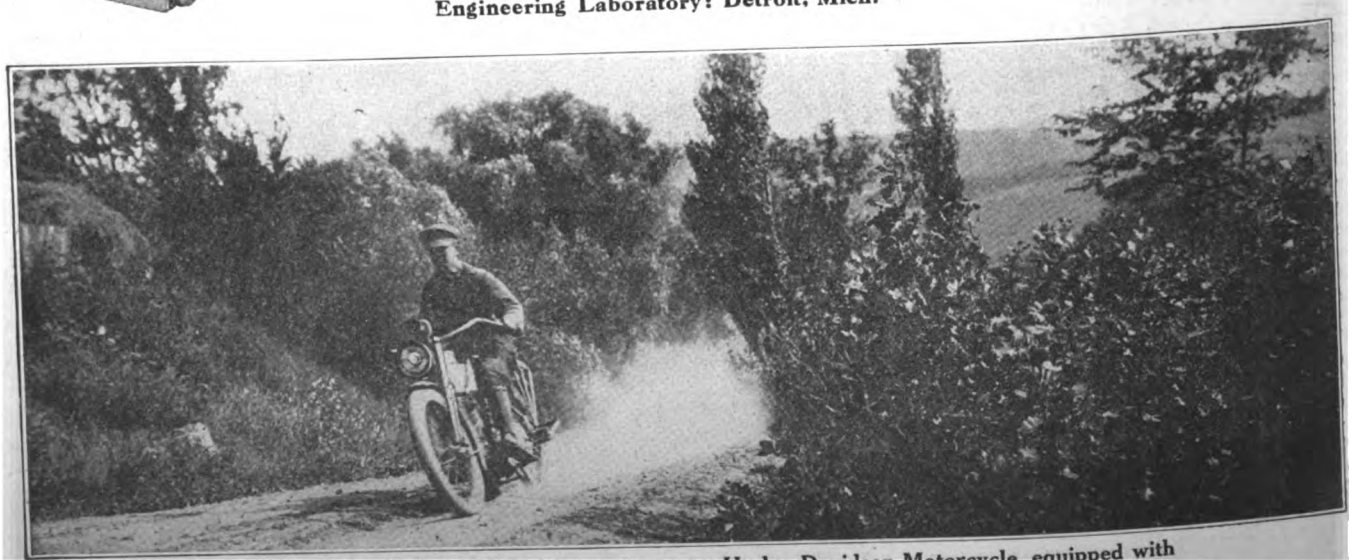
reduces the bulk of the machine, provides strong, synchronized ignition with abundant light, and gives the motorcyclist new pleasure and comfort. See it demonstrated on a **HARLEY-DAVIDSON.**



Its complete success has been established. It has won the enthusiastic approval of thousands and thousands of motorcyclists.

*Service stations in all motoring centers*

**Remy Electric Company**
**Anderson, Indiana**
**Engineering Laboratory: Detroit, Mich.**



**Oscar Becker, winning hill-climbing contest on a Harley-Davidson Motorcycle, equipped with Remy Motorcycle Lighting-Ignition System, Milwaukee, August 15, 1915**

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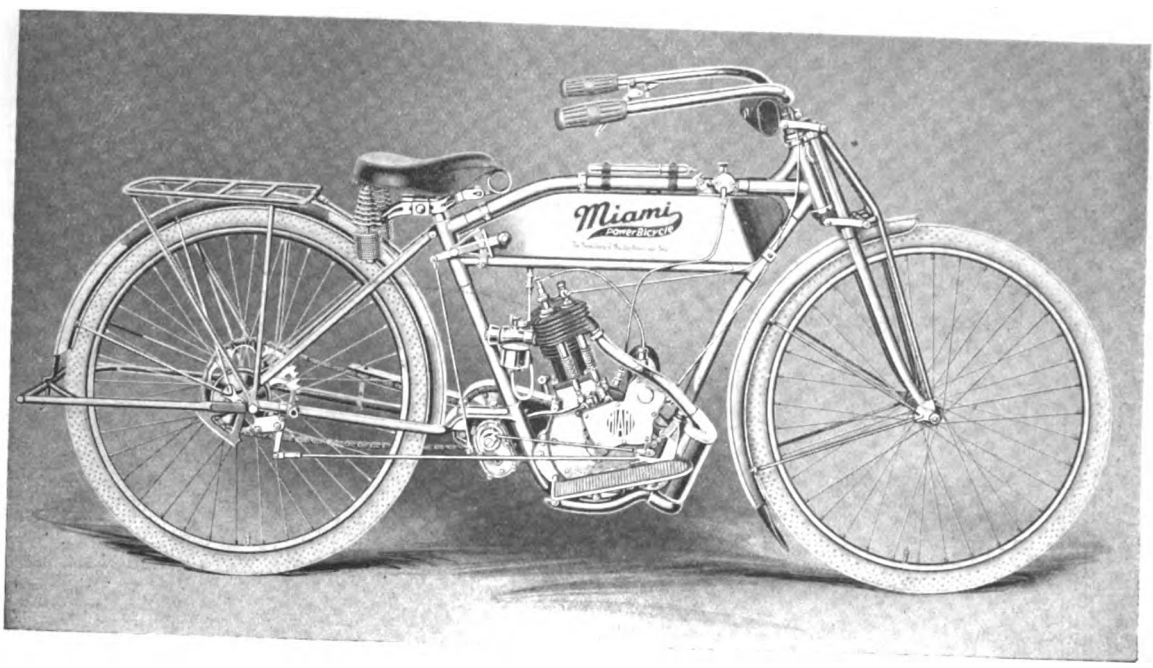
# A Year Ahead of the Others




## Miami Power Bicycle

## "100 MILES for 10 cents"

**THREE MODELS $100 — $125 — $140**

**DEALER'S:—Build your trade upon a commodity that is not an experiment. The MIAMI has stood the test of a year's use.**

## AMERICA'S PREMIER LIGHTWEIGHT

## The Miami Cycle & Manufacturing Co.

**MIDDLETOWN, OHIO, U. S. A.**



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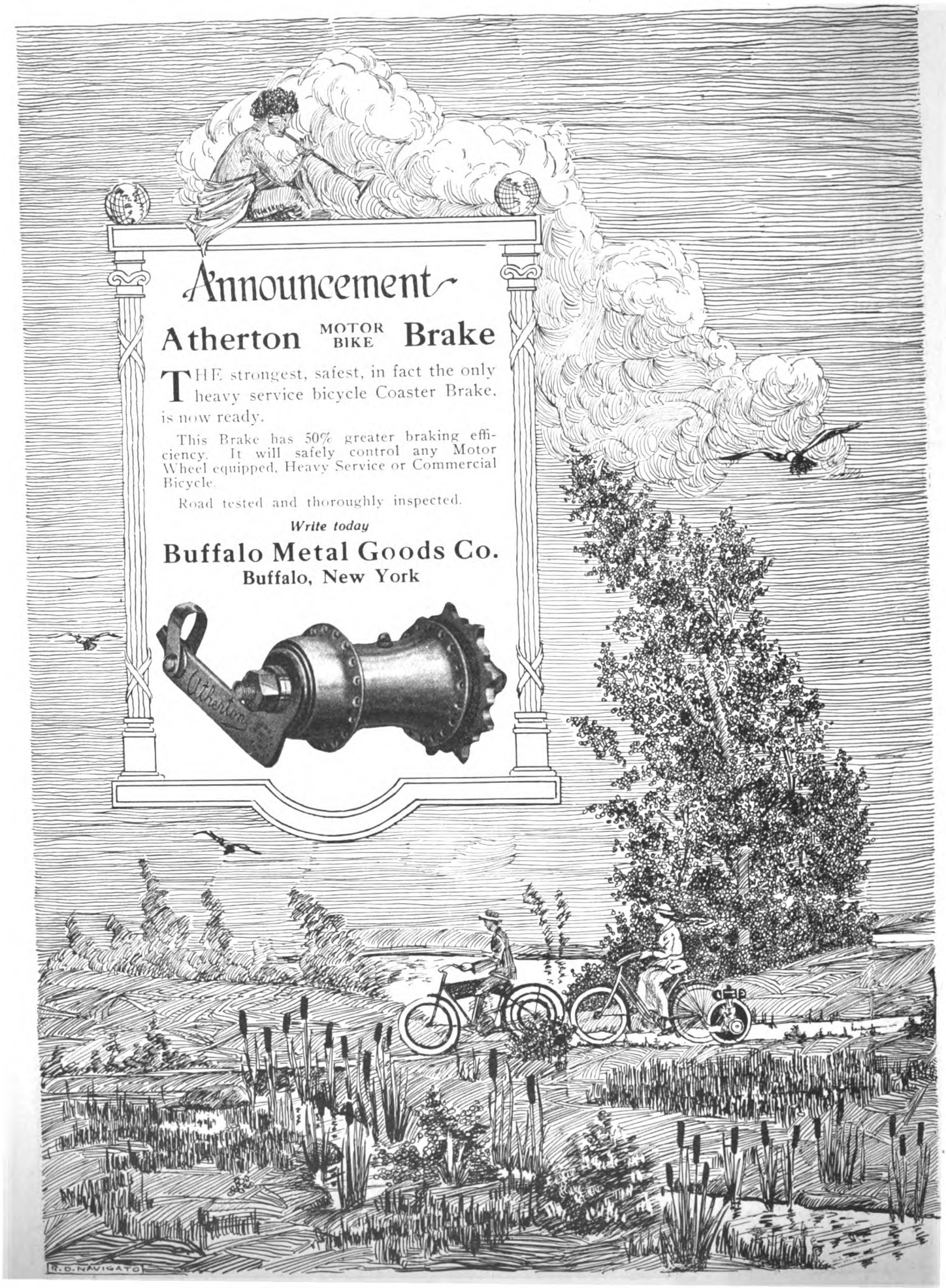




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EXCELSIOR MOTOR MFG. & SUPPLY AUTO CYCLE — ALWAYS MAKES GOOD

# Announcing the EXCELSIOR AUTO CYCLE

## SERIES 16

## ULTRA PERFECTION In Every Detail

### A Range in Power, Speed, Weight and Equipment to meet all requirements

Model 16-3-Ultra-Power, Three Speed for sidecar and extra heavy service . . . . . $250.00

Model 16-1-Heavy Duty Single Speed for touring and fast road work . . . . . $225.00

Model 16-S.C. The Fastest Motorcycle ever built for Speed, Power and Reliability under all conditions on track or road . . . . . $250.00

Model 7-T. S. Twin, Two-Speed. A machine of highest quality with every modern equipment at minimum price . . . . . $200.00

Model 7-C. The machine that created the title "The GOOD OLD X" an ideal model for commercial service . . . . . $200.00

EXCELSIOR LIGHT WEIGHT—A Revelation in Power and Efficiency at Minimum Weight and cost of maintenance and operation . . . . . $135.00

SIX SPECIALIZED MODELS FOR VARIOUS PURPOSES AND REQUIREMENTS

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.


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EXCELSIOR MOTOR MFG. & SUPPLY AUTOCYCLE
ALWAYS MAKES GOOD

EXCELSIOR MOTOR MFG. & SUPPLY AUTOCYCLE
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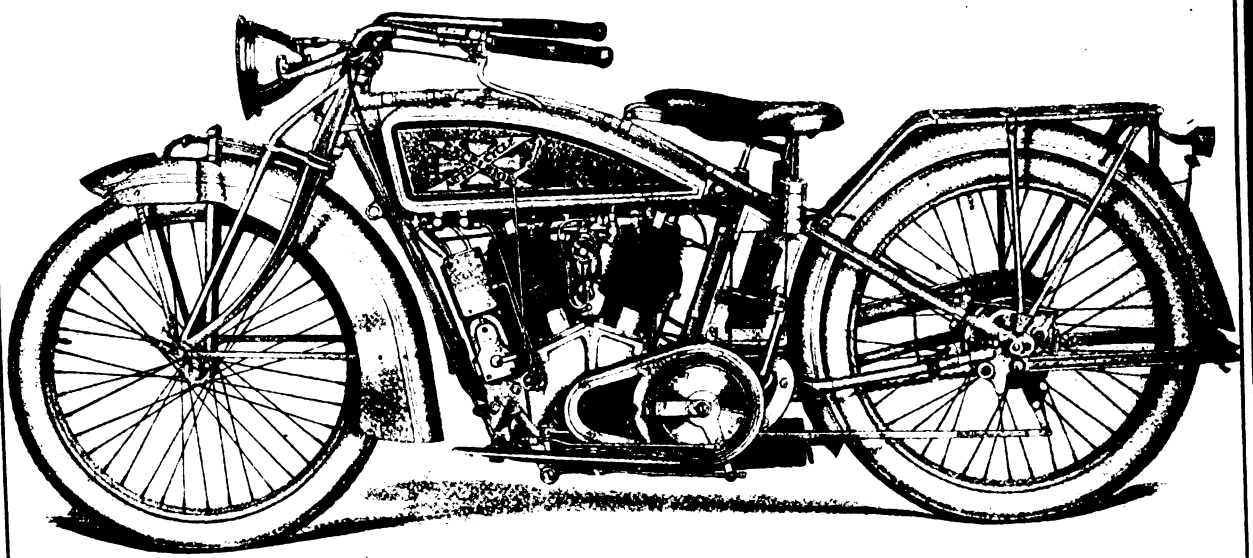
# MODEL 16-3 $250.00



## THE COLOSSUS OF THE MOTORCYCLE WORLD

The ULTRA POWER Motor and Transverse Drive Three Speed Transmission comprise the most Powerful and Reliable Power Plant ever put in a Motorcycle.

The EXCELSIOR Nickel Steel Frame meets all the requirements of this great power with an ample factor of safety that insures Maximum Efficiency of the mechanism and the safety of the rider.

The utmost degree of comfort is attained through the Perfectly Lubricated Cradle Spring Fork, Kumfort Kushion Saddle and long Folding Foot Boards.

Excelsior Autocycles now enter into their 9th year of unqualified success, during which time there has been an inflexible adherence to a fixed policy of Quality First.

Many of the standard features of today first appeared in the Excelsior, and maintaining the lead thus established, we have brought every detail to the ultra degree of mechanical perfection and efficiency.

Excelsior motors are the logical result of scientific development of a type that was right in the beginning and no radical changes in design have ever been necessary.

The dominant features of this motor are ultra power, reliability and durability with far more speed than is ever required or ever used in road work.

## WHEN A BETTER MOTORCYCLE IS BUILT IT WILL BE AN EXCELSIOR



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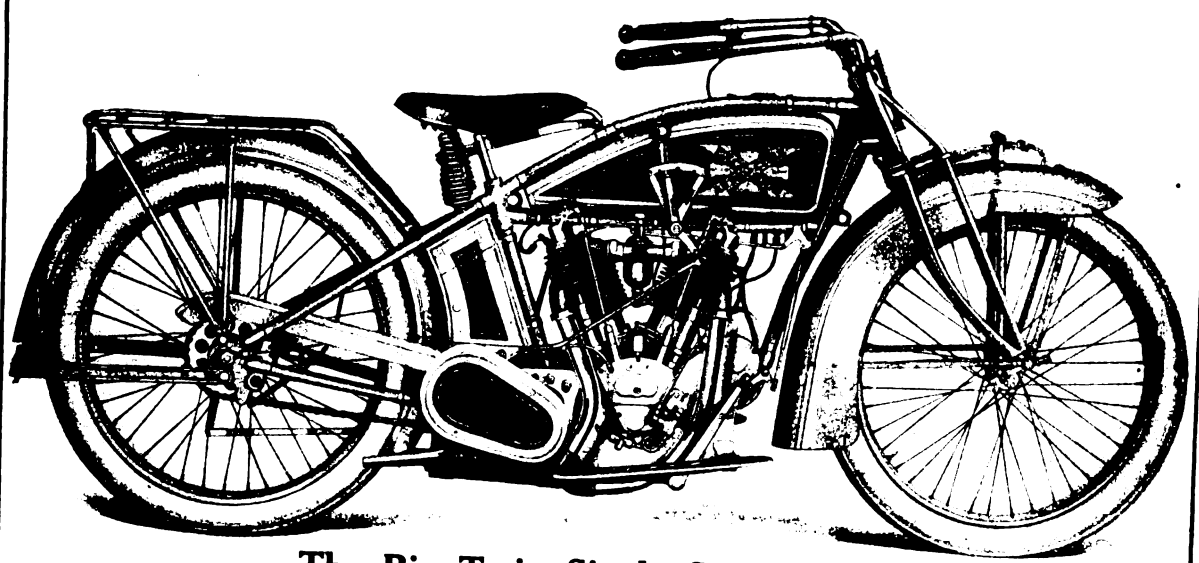
# MODEL 16-1 $225.00



## The Big Twin Single Speed "X"

The latest refinements include Enclosed Silent Valve Mechanism; Positive Acting Automatic Oiling System with Forced Circulation and Mechanically-Controlled Distribution; Large Valves; Short Direct Delivery Manifold; Large Exhaust Pipes and a Thoroughly Efficient Muffler.

The Three Speed Gear is a Progressive Automobile Type in which every part, except the Aluminum Housing, is a Nickel Steel Drop Forging. Bearings are Extra Large Annular Ball and the load is equalized and frame strain reduced to the minimum by putting the motor and final drive chains at opposite sides.

The motor starter is the gear and segment type—Substantial, Unbreakable and Efficient.

Equipment and minor details are all in keeping with the superlative qualities of the entire construction.

## MODEL 16-1

This model is in every way identical with 16-3 except that instead of the three speed gear a secondary shaft with neutral clutch is provided, giving a single speed chain-drive with oppositely disposed drive chains.

An important feature of both models is the direct action and simplicity of controls and construction that minimizes the number of parts and insures accurate and efficient operations of all functions of the power plant and brakes.

## ELECTRIC LIGHTING EQUIPMENT

Both 16 models may be furnished with the MIDCO Electric Lighting and Ignition System, which we have selected after most rigid tests of every such system on the market.

This equipment comprises a Generator, Ignition System, Electric Head and Rear Lights and Electric Horn. Price, $30.00 additional on each model.

**The Ultra Power Motor and Direct Chain Drive Give the Maximum Combination of Power and Speed**

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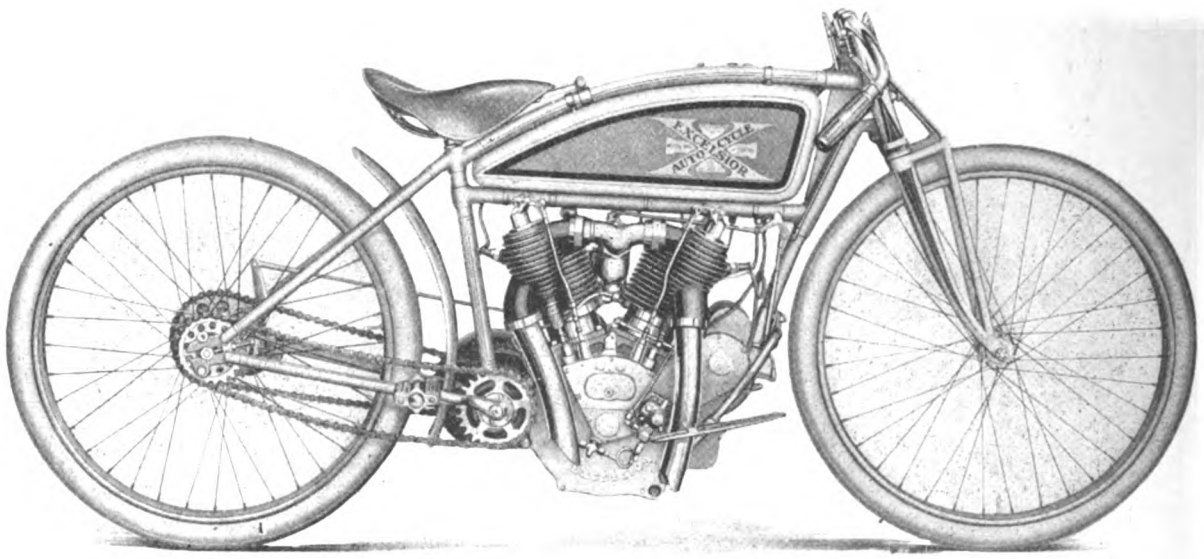
EXCELSIOR AUTO CYCLE MOTOR MFG. SUPPLY
ALWAYS MAKES GOOD

MODEL 16-S. C.
SHORT COUPLED STOCK $250.00



# THE FASTEST MOTORCYCLE EVER BUILT

**Winner of the**

## AMERICAN NATIONAL CHAMPIONSHIP

**and ALL WORLD'S RECORDS 160 MILES and OVER**
**100 MILE DIRT TRACK and OTHER WORLD'S RECORDS**

The Excelsior Ultra Speed Motor, is the Standard Ultra Power Big X Twin, specialized for high speed service, and comprises all the fundamental superiority of that motor together with quality, enlarged valves, over size and hand finished gas passages, lightened reciprocating parts and special balance and timing.

Every motor is most rigidly tested in speed, power, lubrication, and every feature that insures maximum speed, absolute reliability for any distance.

Magnetos, carburetor, etc., are specially constructed and regulated.

Equipment comprises Double Oiling System; Double Brakes; Detachable Folding Foot Boards for any distance races; Extra Large Racing Exhaust Pipes; Racing Saddle; Forks and Handle Bars.

Model 16-S. C. is the highly developed and perfected successor to the earlier X that still holds World's Records for most of the recognized distances up to 100 miles, and is the only motor that has ever attained a speed of 100 miles per hour under F. A. M. sanction and recognition.

**In Model 16-S.C. are embodied to the utmost degree, the Speed, Power and Staying Qualities that make a Winner**



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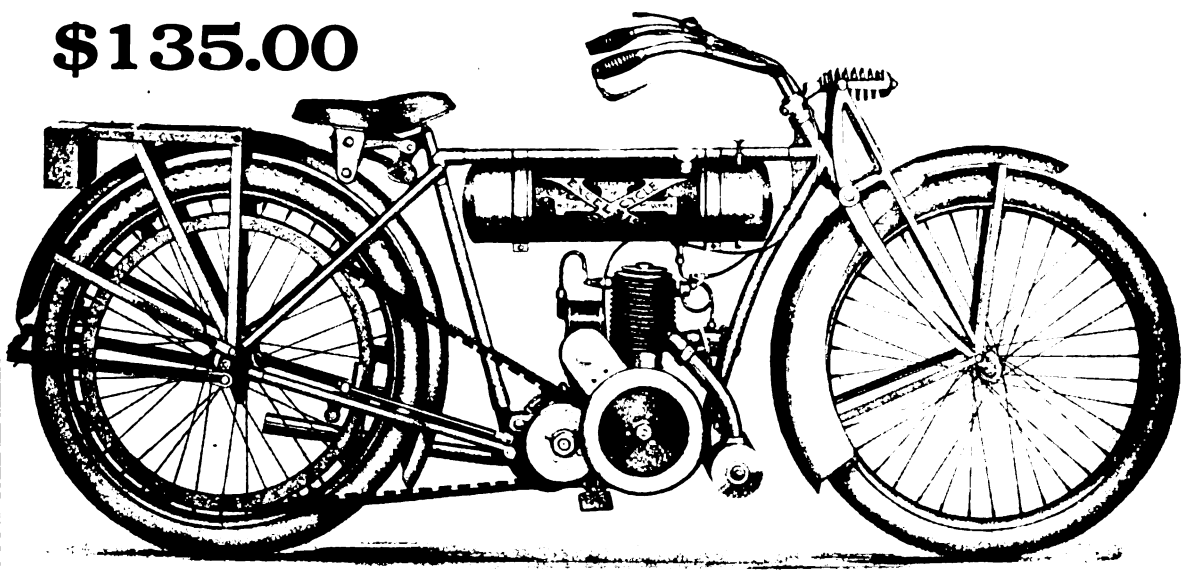
# CONCENTRATED QUALITY

## The EXCELSIOR LIGHT WEIGHT

## $135.00



A motorcycle for the masses. For the business and professional man, the office and factory worker, the man who has reached the age when dignity and personal comfort are of paramount consideration, the boy in the transient period between the bicycle and high speed motorcycle, for every one, regardless of size, age or other consideration, who desires a convenient, economical and efficient means of personal transportation, the

## EXCELSIOR LIGHT WEIGHT

stands preeminently the *real light weight* motorcycle.

The motor is the highest development in two stroke, three port construction with but three moving parts.

No gears, valves or complicated timing mechanism, automatic lubrication without pump or piping.

Speed control by throttle only.

Two speed gear with handlebar control.

Combination chain and belt drive.

Simple, Comfortable and Noiseless Spring Seat; Drop Forged Nickel Steel Spring Fork; Foot operated brake on belt rim.

**Our catalog describing six models now ready.**
**Write for it today.**

## Excelsior Motor Mfg. & Supply Company

**Office and Factory, 3703 Cortland Street, Chicago**

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# The Most Attractive Line of Bicycles and Motorcycles for 1916

*Most attractive to the public* because every model is handsome in appearance, unexcelled in quality, and backed by a thirty-six years' reputation for thorough reliability.

*Most attractive to the dealer* because past records have proved

## Bicycles Pope Motorcycles

to be quick and profitable sellers.

Our traveling organization is now on the road to tell dealers about our money-making, profit-sharing proposition.

The following standard machines are offered for your consideration:—

| | |
|---|---|
| COLUMBIA | CLEVELAND |
| TRIBUNE | POPE |
| RAMBLER | CRESCENT |

POPE MOTORCYCLES

## WESTFIELD MANUFACTURING COMPANY

Successors to Pope Manufacturing Co.

WESTFIELD, MASS., U. S. A.




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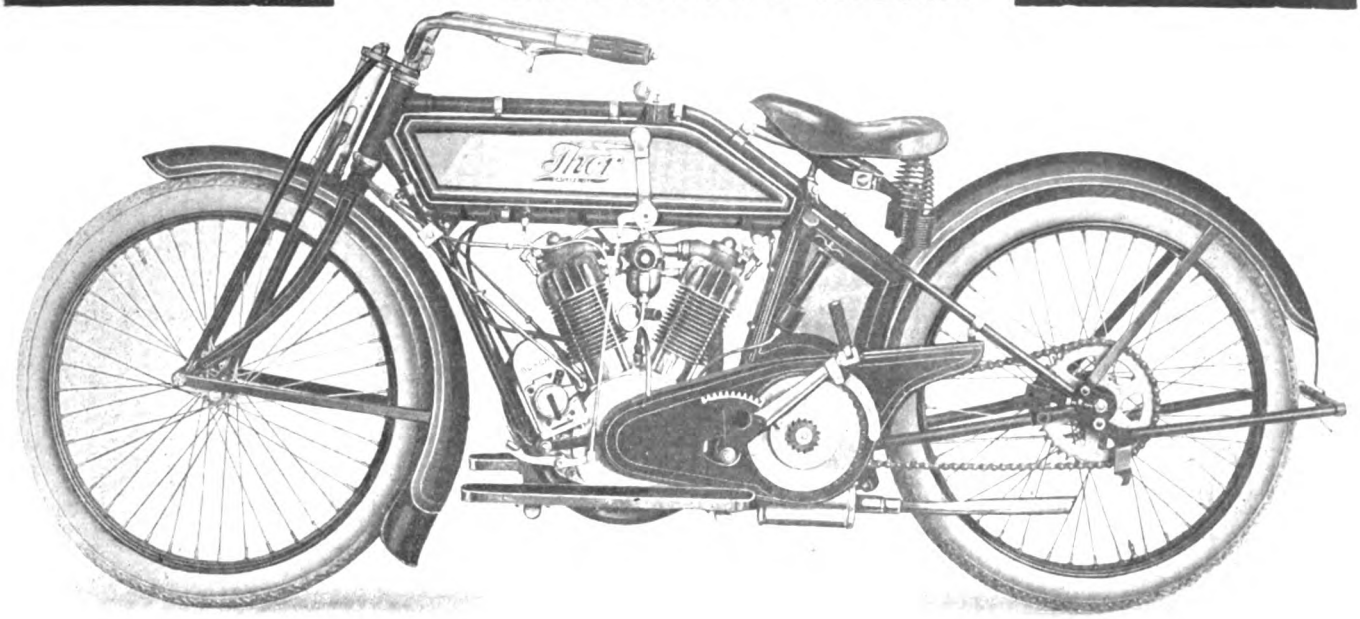
Thor

THE QUALITY MOTORCYCLE

Light Weight Twin
The Gentleman's Mount

Thor



Model V—6 H. P. Twin (shown above), $225.00
Model U—12 H. P. Twin, $265.00

# In an exclusive class

Dealers who handle the Thor year after year increase their earnings each year.

Today the Thor agencies represent a great class of successful dealers who have built their business on the substantial and everlasting qualities of the Thor and the Thor dealer policy.

If you are alive join the ranks of the successful Thor dealers and get our agency proposition at once.

## The light weight twin in an exclusive class gives the dealer a new field with tremendous opportunities

## Thor 1915 models embody the latest improvements.

*See Us at the Chicago Show—Space No. 87-88-105-106 and New York Show—Space No. 40-41-42-43*

## Aurora Automatic Machinery Company

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

RELIABILITY

CONSISTENCY

SPEED POWER

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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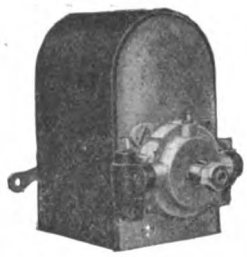
BE SURE



Insist on ELKHART

Model WP2

# MAGNETOS

## Of QUALITY and ENDURANCE

Manufactured by

## The Elkhart Manufacturing Co.

## Monroe, Mich.

Made by EXPERTS with YEARS OF EXPERIENCE in factory equipped specially for MAGNETOS

Catalogs on request

UNLIMITED GUARANTEE

We make nothing but Magnetos.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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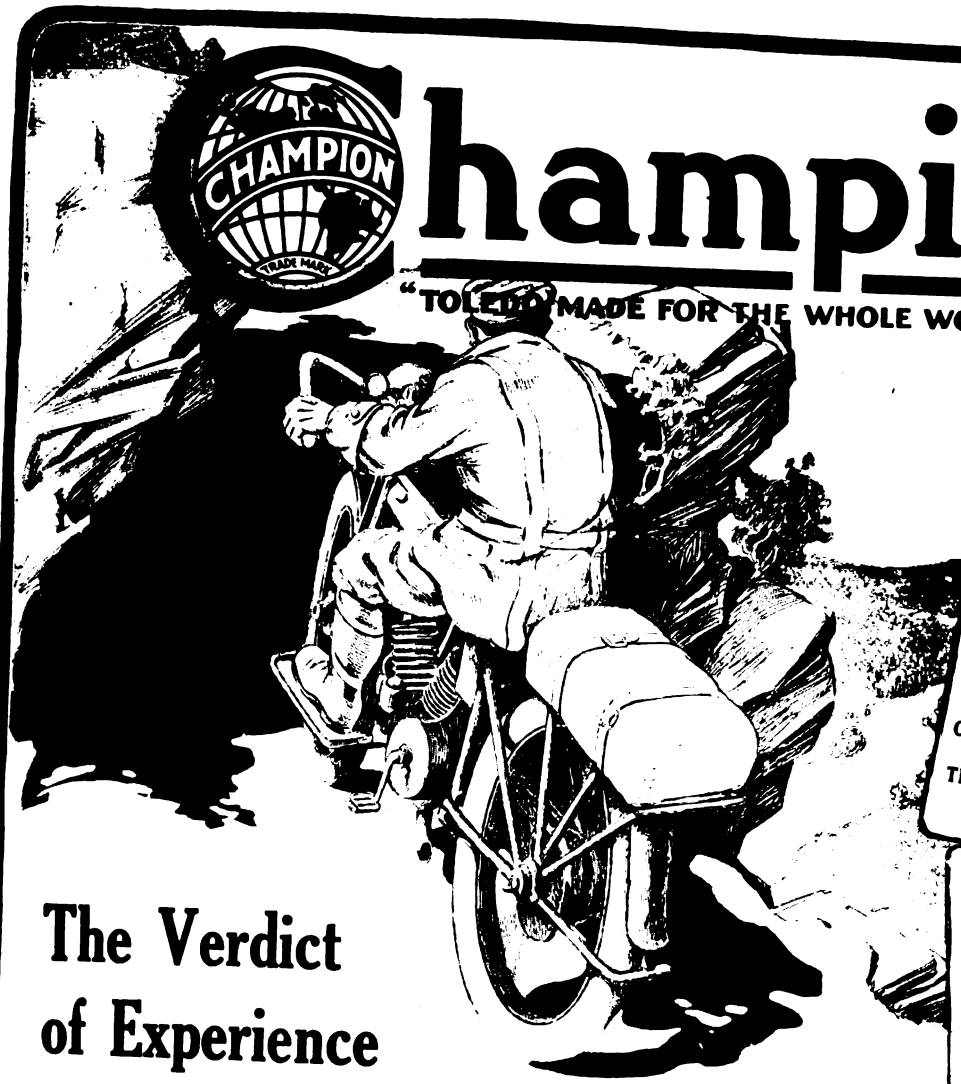
# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"



Champion Heavy Duty
$1.00
One Piece
Can't Leak
Heavy Construction Throughout

Champion Motorcycle Mica
75c
Can't Break
Special Oil-Resisting Construction

Champion Motorcycle Porcelain
75c
The Ever Popular Two-Piece Plug

## The Verdict of Experience

Experienced motorcycle riders know the real value of spark plug reliability.

They know that the violent explosions of motorcycle engines play havoc with any but the best plugs made.

They realize that motorcycling requires spark plugs that will stand this terrific punishment—plugs that are essentially reliable and durable.

**That's why they demand Champions.**

Champion Motorcycle Plugs were developed by actual service tests—speed tests—brake load tests—endurance tests. They were tried out exhaustively in motorcycle engines under every conceivable condition.

They are **right.** And we back them with the most positive guarantee it is possible to give: **perfect satisfaction—free repair, replacement or your money back.**

Insist upon having Champions. Do not accept inferior plugs. Look for the name Champion on the porcelain.

75% of all American made gasoline motors for every purpose are equipped at the factory with Champion Spark Plugs.

**Champion Spark Plug Company**
**2312 Upton Avenue** **Toledo, Ohio**

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# Again for 1916 Har
# Have *Something*

We believe for 1916 we have the best line of motorcycles on the market.

We believe that the Harley-Davidson engineering force is the most progressive.

We believe the Harley-Davidson service organization is the best in the business.

We believe that the Harley-Davidson factory organization is without an equal.

We believe that Harley-Davidson dealers have prospered as no others have.

We believe we are entering what will be the best year in our history.

We have the fairest dealer's proposition.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers

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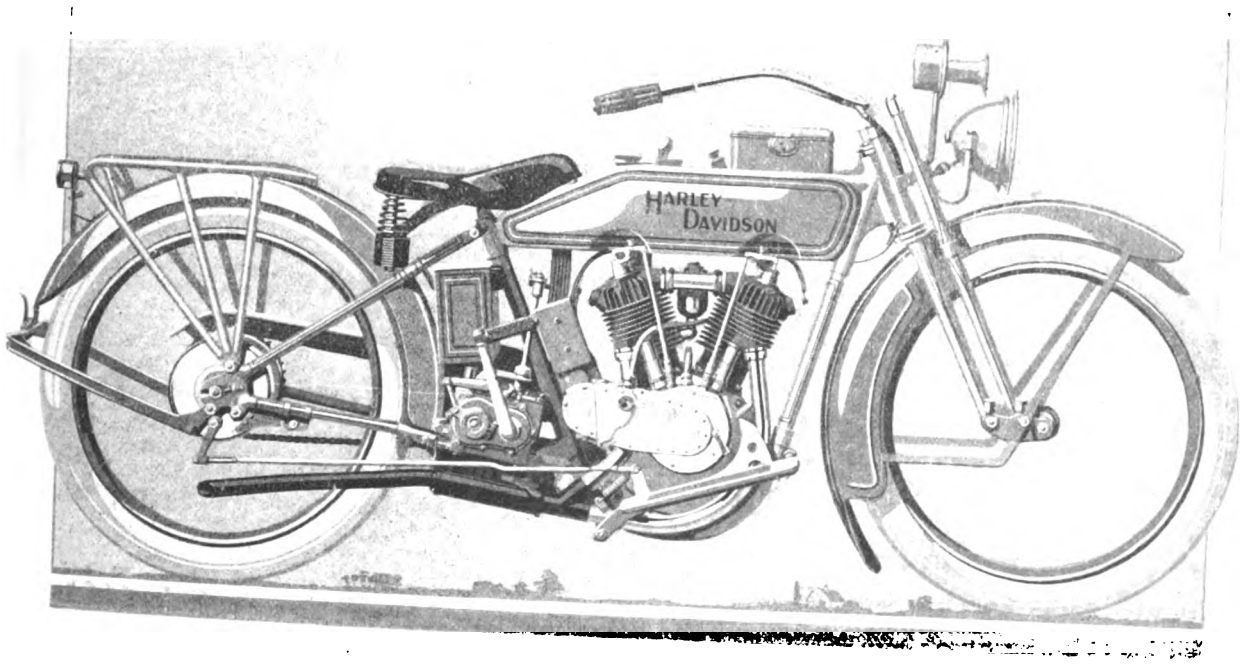
# ley-Davidson Dealers *Worth While*




The tremendous enthusiasm shown over the new Harley-Davidson models has been an eye opener to us. Genuine quality never before has been so much appreciated.

Where the Harley-Davidson is not actively represented there is a good opening for the right kind of a dealer. We want to hear from those interested in our proposition—***the sooner the better.***

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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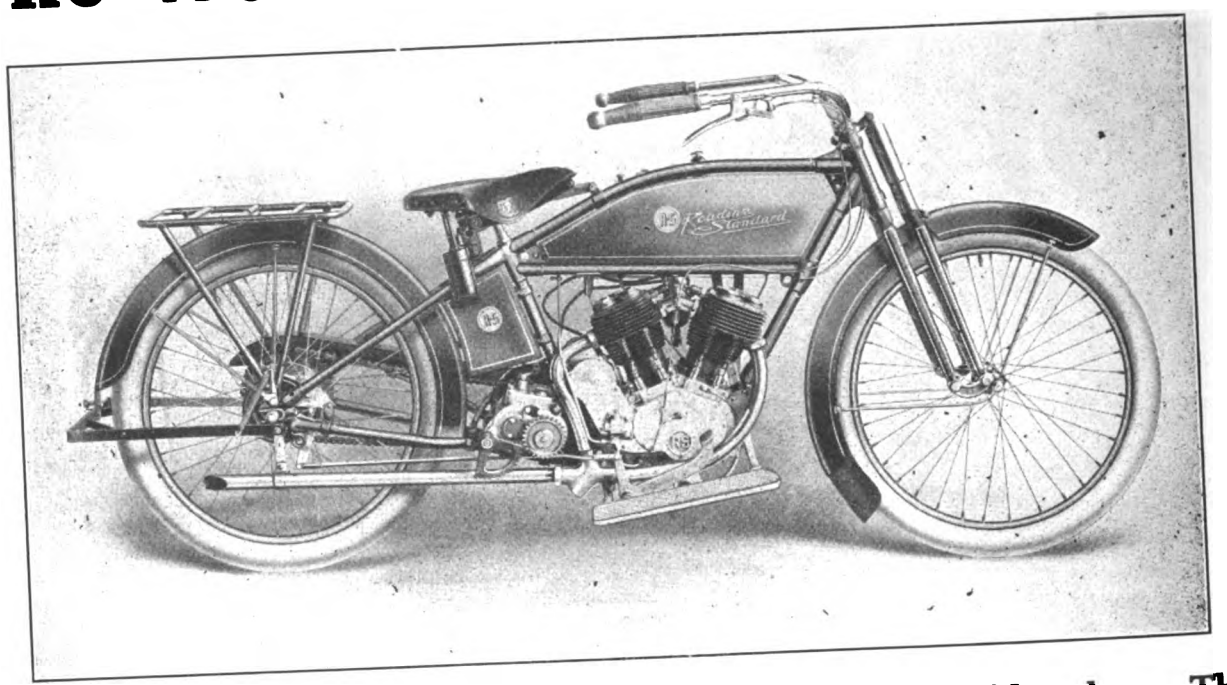
# The "World's Master Motorcycle"




Since 1907 the R-S motor has been made with side by side valves. This construction was adopted only after judicious experimenting warranted it. What better recommendation could be desired than to learn that still another very large manufacturer has adopted our design, acknowledging in bold statements its superiority over all others.

In addition to this wonderful and up-to-date power plant the 1916 R-S offers more than 60 improvements and refinements, the most important being as follows:

SERVICE

- Three Speed Transmission
- Double Locking Device
- Large Countershaft Clutch, foot and hand operated
- New Step Starter
- New Front Fork
- Very Strong Frame
- R-S "Perfection" Seat Post
- 30" Saddle Position
- Long, Comfortable Foot Boards

RELIABILITY

**Price $265.00**

## READING STANDARD COMPANY

**501 Water Street** **Reading, Pa.**



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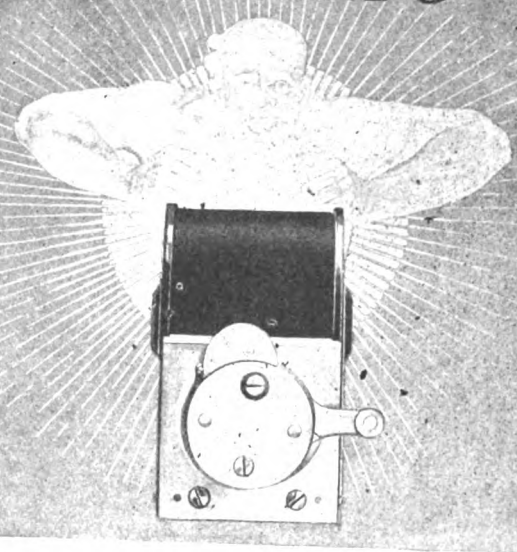
# The Unbeatable Team

## SPLITDORF
*"Common Sense" Spark Plug*

## *DIXIE MAGNETO*



## SPLITDORF Plugs

Don't break
Don't carbonize
Don't short circuit
Don't need fussing with
Don't give any trouble

—which is more than can be said of any other plug manufactured.

## DIXIE Magneto

Greater simplicity of construction
Better accessibility
Quicker Pick-up
Livelier get-away
Longer endurance

than is to be found in any other magneto in existence.

## SPLITDORF ELECTRICAL COMPANY

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
LONDON PARIS
DETROIT.....972 Woodward Ave.
KANSAS CITY....1827 Grand Ave.
LOS ANGELES....1215 S. Hope St.
MINNEAPOLIS.....34 S. 8th St.
NEWARK.....290 Halsey St.
NEW YORK.....3-5-7 W. 61st St.
PITTSBURGH.5941 Ellsworth Ave.
PHILADELPHIA.210-12 N. 13th St.
SAN FRANCISCO...1028 Geary St.
SEATTLE .....1628 Broadway
TORONTO.....469 Yonge St.
MILAN MELBOURNE

Factories: NEWARK, NEW JERSEY

*(All SPLITDORF features are fully covered by patent or patents pending)*

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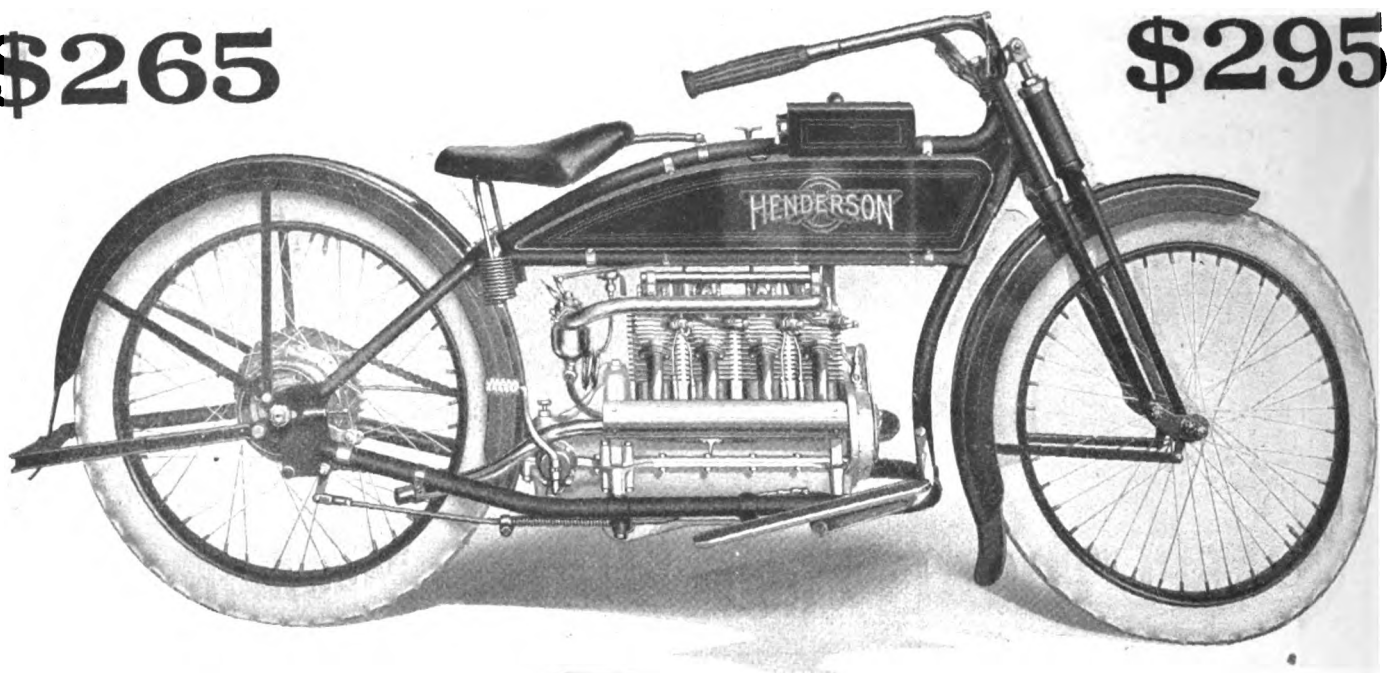
# 1916 HENDERSON

## SINGLE-SPEED $265

## TWO-SPEED $295




**Kick Starter** of distinctly new design, simple and positive. Eight husky steel dogs engaged when starting lever is in position for use, and down kick starts motor quickly and easily. Spring returns starter to top position and automatically folds it back out of engagement and out of the way when the foot is removed.

**Dual Clutch Control,** allowing clutch to be manipulated by hand or foot as preferred.

**Mechanical Oil Pump** of positive plunger type driven by worm gear. Sight feed on oil line showing flow of oil. Hand oil pump for high speed.

**Larger Valves**—both inlet and exhaust now 1¼" diameter—still greater efficiency, more ginger, wider flexibility.

**New Cylinder Design.** Spark plugs in side of valve pockets, placing sparking points in center of fresh, live gas to give quick and thorough combustion.

**Improved Fork Design** with angle of rocker arms altered to give still smoother and easier action, absorbing every shock and vibration perfectly.

**New Floating Saddle** giving extreme range of action and long radius of motion. Saddle built on motorcycle frame, eliminating all superfluous parts so as to add to pleasing appearance and satisfaction of service.

**Motor Refinements** giving even greater power and speed and liveliness.



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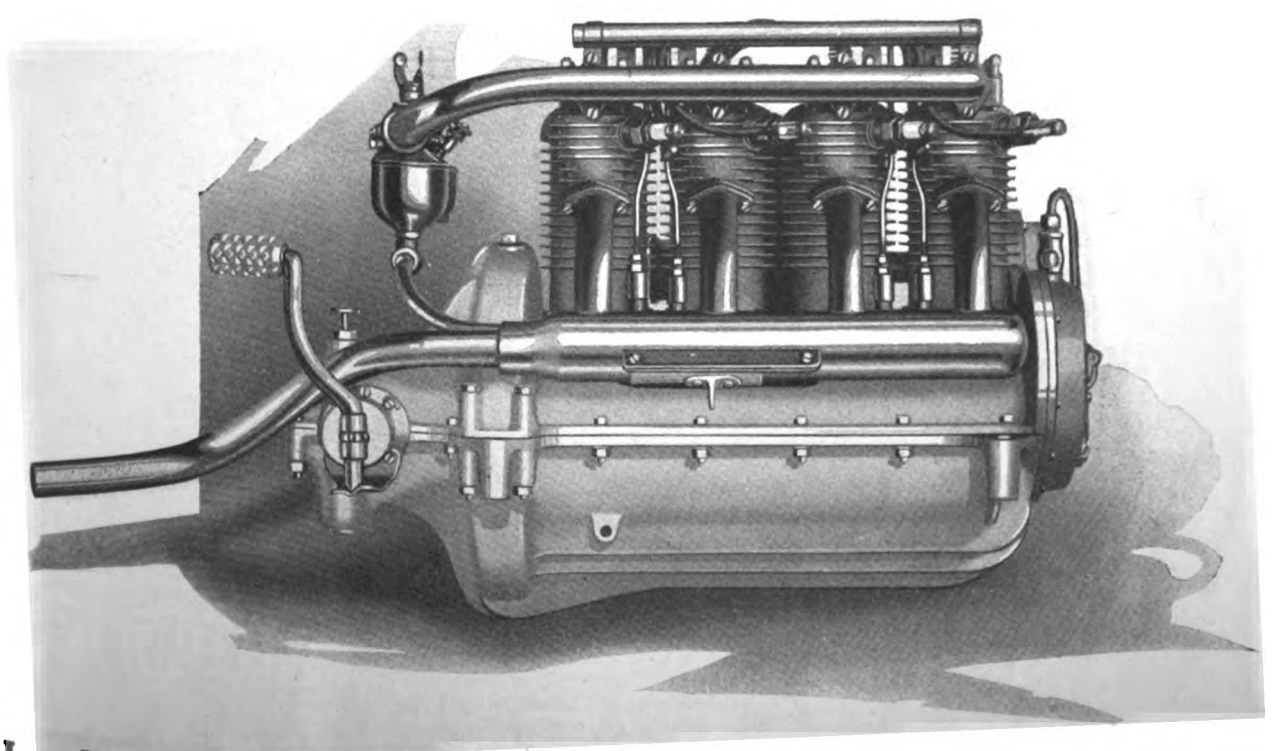
# the Master Motorcycle That Makes Dealers Proud

THE prestige that comes from association with the acknowledged leaders in any line of industry, rests with the Henderson dealer. He is proud of the machine he sells, proud of its unquestioned leadership, proud of its dominant ability.

For he has learned that every claim of four-cylinder superiority, of excellence, and of service is more than fulfilled by the machine in actual performance.

That's one reason why the 1916 Henderson is so easy to sell.



Henderson Motorcycle Company, Detroit

Write for our 1916 Dealers' Proposition

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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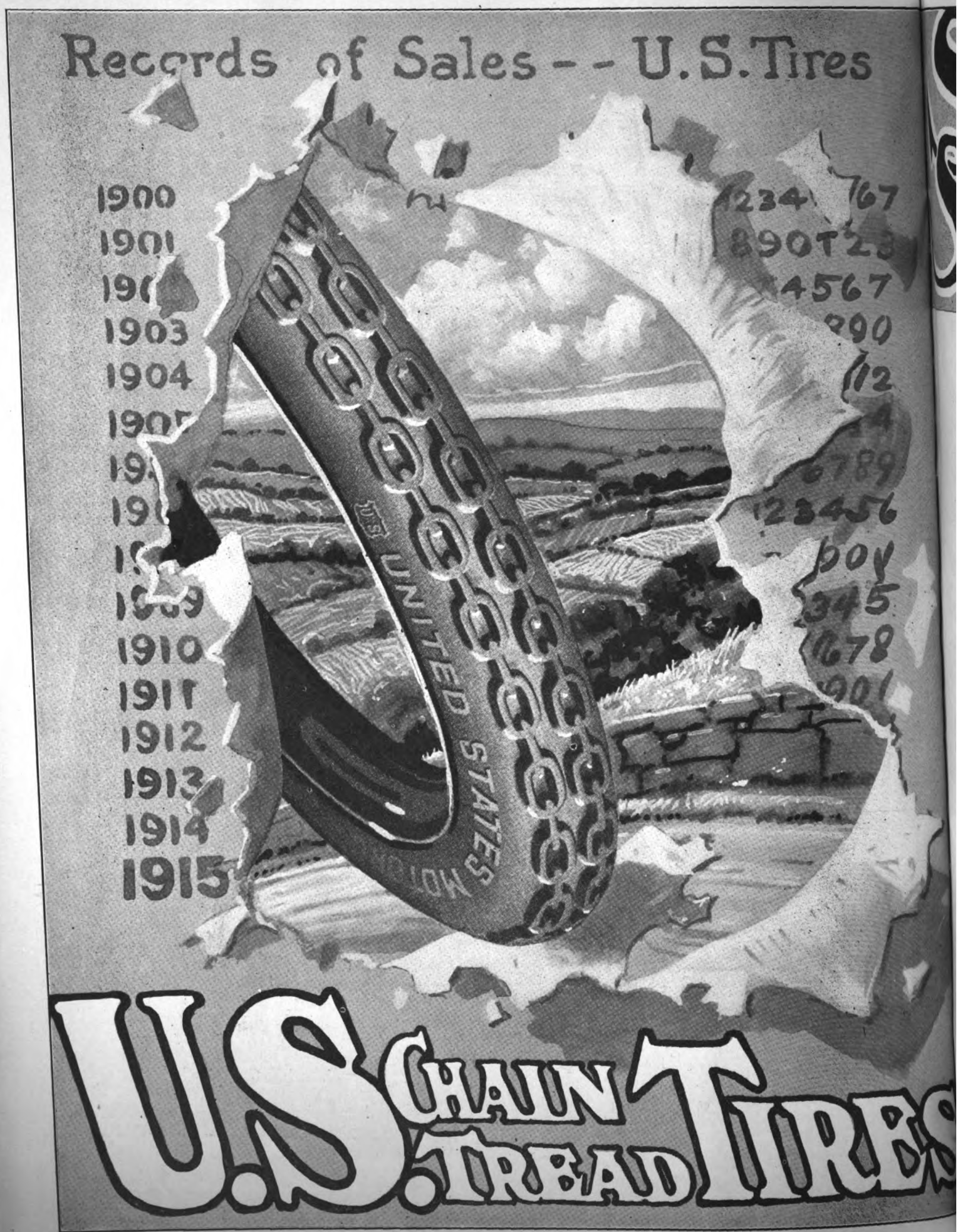


For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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# Smashing all Sales Records

An unprecedented increase in motorcycle tire sales for the past year.

A flood of orders for these distinctively different tires is sweeping the country like a forest fire.

Riders want the CHAIN TREAD. It pleases them by its looks—it amazes by its performances. It gives more and better mileage—*skidless* mileage—*wasteless* mileage. It resists punctures more effectively than any other pneumatic tire. The solid, heavy chains molded on the powerful, modern tread *bite* into the skiddiest going and give the same steering security that spikes offer the foot-runner.

These are some of the CHAIN TREAD facts that account for the record-smashing sales of CHAIN TREAD TIRES.

*Riders—go to your local dealer and ask him to show you the CHAIN TREAD. He'll SELL you the CHAIN TREAD*

UNITED STATES TIRE COMPANY

BROADWAY & 58TH ST. -- NEW YORK --

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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# EMBLEM

# LIGHT TWIN - - - $150

*A Remarkable Motorcycle At a Remarkable Price Fitted With—*

**7 horsepower twin 4 cycle motor—free engine clutch—high tension magneto—kick starter—spring front forks—chain drive—foot boards—and many other features of the highest-priced twins.**

*The Sensation of the Show* *Write for Territory Today*

**EMBLEM MFG. CO., Angola, N.Y.**



## IF YOU BOUGHT THIS COPY OF

# MOTOR CYCLE ILLUSTRATED

## FROM A NEWS-DEALER,

If you are not a regular subscriber, and prefer to buy your copies from a news-stand, then **place your order** with your regular news-dealer, so that you will get your copy each week as issued.

Your news-dealer will be glad to order **Motor Cycle Illustrated** for you, provided you promise to take your copy each week.

Just fill in the coupon below, tear it off, and mail or deliver it to your news-agent. As **Motor Cycle Illustrated** is non-returnable, news-dealers will not order it unless they are assured of having no "left-overs."

## USE THE COUPON TODAY

Date.....

(Name of News-Dealer)

Mr. .....

Address .....

Dear Sir:

Order one copy of **Motor Cycle Illustrated** for me each week until further notice. I will pay you 10c. upon receipt of each copy, and notify you when I want the paper to be discontinued.

Name .....

Address .....

Note to News-Dealer:
**Motor Cycle Illustrated** is handled by the American News Company.




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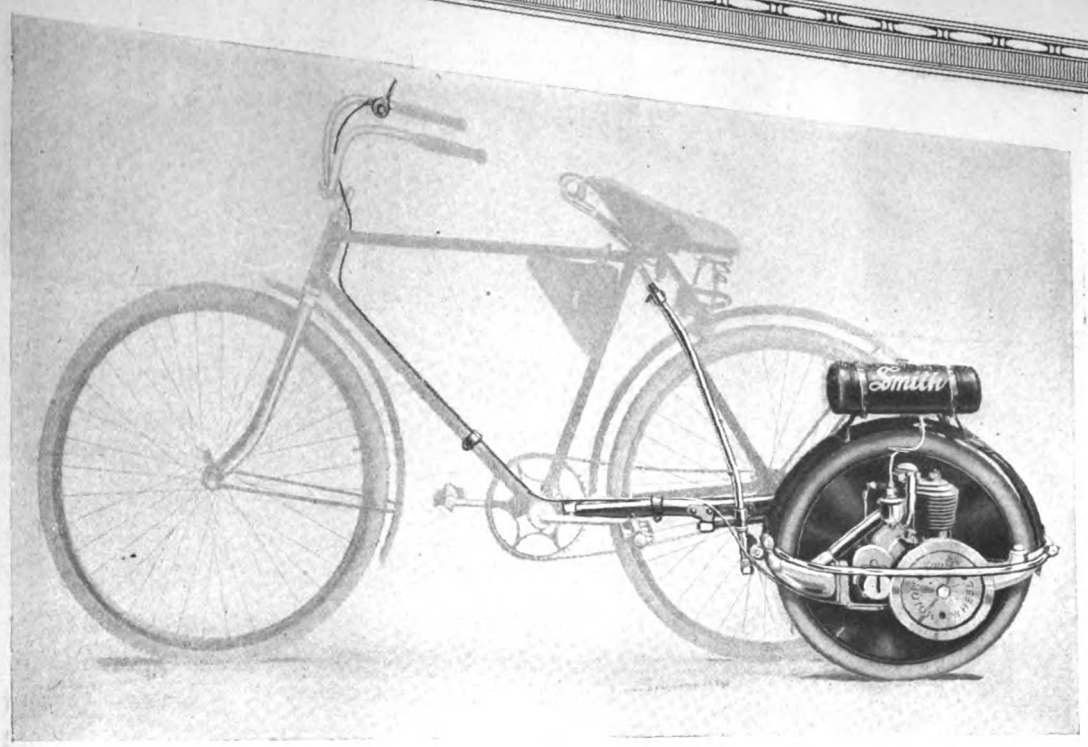


# Lucky Numbers For The Cycle Man

## 147 - 148 ═══ 125 - 126

These numbers represent spaces reserved for the Smith Motor Wheel at the Chicago Show, Sept. 20-25. There you will be able to see in action the biggest seller cycledom has ever known. A year ago the cycle man was just beginning to hear about the

## Smith Motor Wheel

*(Detachable)*

*"The Bicycle Booster"*

Today there are close to five hundred thousand dollars' worth of Motor Wheels in use—and dealers tell us that three out of four Motor Wheel buyers buy bicycles, too, and this is only the beginning.

**What the Dealers are Doing**

*Arizona-Sonora Motor Sales Co., Douglas, Arizona, bought a Smith Motor Wheel from an El Paso dealer August 29 to demonstrate in Douglas—wired us immediately for 4 Motor Wheels, next day ordered two more by letter.*

*F. H. Thompson, Manila, P. I., has sold 61 Smith Motor Wheels and has orders for more, awaiting two shipments of 10 machines each, due the first part of August —August 18 he ordered 25 more.*

The market is practically unlimited and the Smith Motor Wheel comes nearest to being an all-year-around seller in the cycle field.

See the Motor Wheel at the Show, talk to hundreds of dealers who are handling it and you will quickly decide that it's high time you began to participate in cycledom's biggest success.

**Motor Wheel Division "129"**

**A. O. SMITH COMPANY**

**Milwaukee, Wisconsin**

*Largest Manufacturers of Automobile Parts in the World*

**The Smith Motor Wheel**

*attaches to any bicycle in five minutes—speeds up to 25 miles an hour—runs 100 to 125 miles on a gallon of gasoline and is fully controlled by one small thumb lever attached to the handle bars of the bicycle. High tension Magneto—Float feed Carburetor — non - skid double clincher tube Tire.*

*Fully protected by U.S. and Foreign Patents.*

*LIST PRICE $60.00 F. O. B. Milwaukee.*



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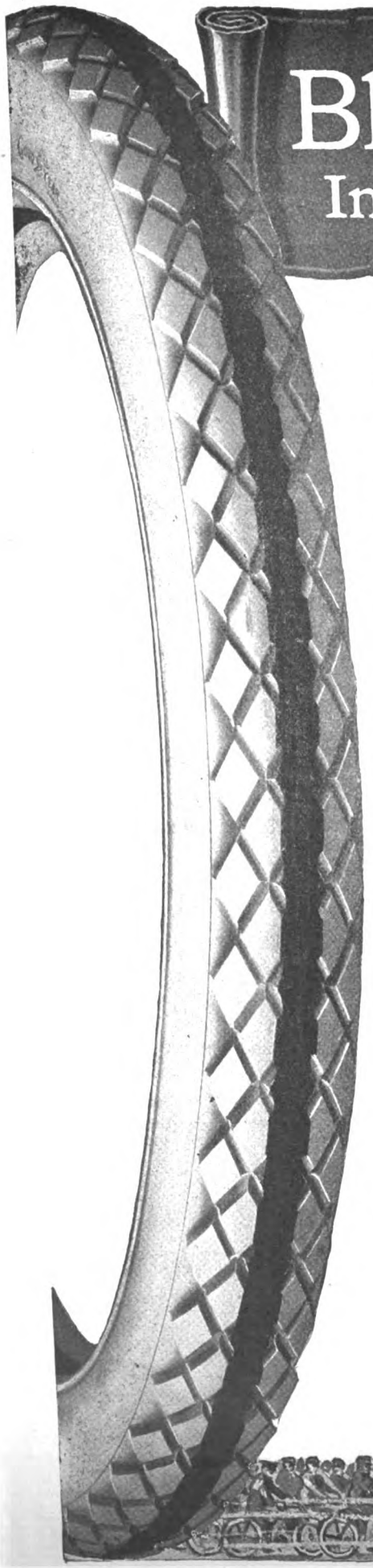

# Blue Streaks Av
## In 7 Grueling Tests—Average

Blue Streak Racing Tires have won and held all great speed records. But Blue Streaks are built for road riding, too—they're built to withstand the worst attacks that a tire encounters in single or tandem riding. Hundreds of records prove that.

Note the results of seven recent tests of Blue Streak Tires in actual service over all kinds of roads. On front wheels they averaged 9515 miles—on rear wheels 7329 miles.

Such mileage as that would be surprising in any other motorcycle tire but Blue Streak. But this is almost an automobile tire, built of four plies of extra strong fabric, a special breaker strip and the famous All-Weather tread—tough and double-thick.

As made last year, Goodyear Motorcycle Tires excelled all rivals for speed and endurance.

As made this year—$50,000 better—these motorcycle tires far out-distance many automobile tires.

Yet our prices are 15 per cent lower than a year ago—due to the growing demand for Blue Streaks that gives us a quantity production.

Goodyear tires rule in motorcycling about 3 to 1, and the Blue Streak is our masterpiece. Men can't resist its matchless beauty and riding luxury.

Go to the Goodyear Service Station in your neighborhood where these tires are on display and you will get full Goodyear service. Then join the class procession that now rides Blue Streak Tires.

THE GOODYEAR TIRE & RUBBER CO., AKRON, O.

Makers of Goodyear Fortified Automobile Tires and Goodyear-Akron Bicycle Tires

### Blue Streak Tire Mileage

IN ACTUAL SERVICE OVER ALL KINDS OF ROADS

| WHEEL | MILES |
|---|---|
| FRONT | 11,426 |
| REAR | 11,426 |
| FRONT | 12,000 |
| REAR | 5,069 |
| FRONT | 8,655 |
| REAR | 5,518 |
| FRONT | 9,000 |
| REAR | 9,000 |
| FRONT | 9,000 |
| REAR | 7,214 |
| *FRONT | 8,280 |
| *REAR | 4,900 |
| *FRONT | 8,248 |
| *REAR | 8,177 |
| AV. FRONT | 9,515.57 |
| AV. REAR | 7,329.14 |

*In these two tests the riders of both machines road from New York to California and returned to Akron, O., by way of the Lincoln Highway. Each machine including rider and baggage weighed 560 lbs.

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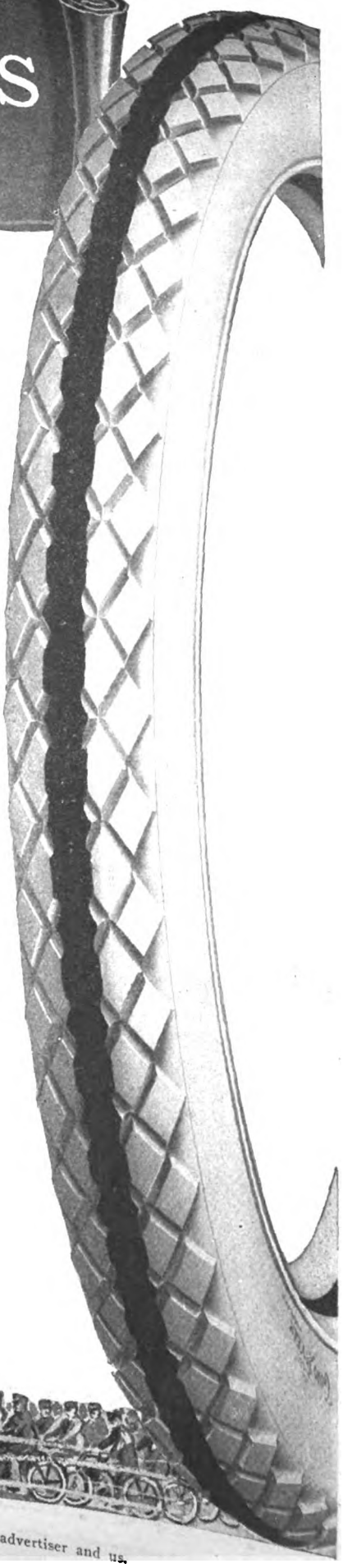
# erage 9,515 Miles
## on Rear Wheels, 7,329 Miles



## To Dealers— A Special Offer To Guarantee Sales

Approximately 7800 dealers now have Goodyear Blue Streak Motorcycle Tires in stock.

The Goodyear Dealers' Division is helping hundreds of these men to expand their business. That's a part of the Goodyear selling service, to which you're entitled if you handle these top-class tires.

Our latest plan is a special letter service. And we *guarantee* that it will bring you business.

In a single month Goodyear dealers in various lines used 115,155 of these guaranteed letters. We write them to treat with each branch of your business. And so you can talk to customers or prospects for miles around cheaply, quickly and easily.

Scores of men are having remarkable results by their use.

One man who sent out 1300 letters received 400 answers from prospects. And those letters brought him a splendid volume of immediate orders.

In these and other ways we're helping Goodyear dealers to make things hum the year 'round.

And so we say, based on other men's experience, you're losing money every day you delay in writing for our tested selling plans.

You should have them if you're handling Goodyear Tires—

If you're not—you need *both* these winning tires and Goodyear money-making methods.

Write us today for full particulars. You incur no obligation whatever. Address Dept. 301

THE GOODYEAR TIRE & RUBBER CO., AKRON, O.

Makers of Goodyear Fortified Automobile Tires and Goodyear-Akron Bicycle Tires

### More Laurels Won by Blue Streaks

#### Indianapolis, Ind.

10-mile open professional. Stokes, 1st; Kennie, 2nd; Montgomery, 3rd. Time 8:36 2-5.
Pursuit race. Stokes, 1st; Kennie, 2nd.
1-mile time trial. Kennie, 51 flat; Perry 51 1-5.
50-mile race. Suddeth, 1st; Stokes 2nd. Time 45:37.
All above winners rode Blue Streak Motorcycle Tires without a bit of tire trouble.

#### Columbus, Ohio

200-mile professional sweepstake relays. Perry and Goudy won. Time 2 hours, 58 minutes. Both winners rode Blue Streak tires and the tread was scarcely worn at the finish.

#### Streator, Ill.

Clean sweep for Goodyear Motorcycle Tires in races here.
3-mile stock motorcycle race. Nielson, 1st; Goudy, 2nd; Carter, 3rd. Time, 3:45.
3-mile open. Goudy, 1st; Crevistson, 2nd; Amos, 3rd. Time 3:30.
5-mile stock motorcycle race. Goudy, 1st; Nielson, 2nd; Korn, 3rd. Time, 6:14.
10-mile open. Goudy, 1st; Amos, 2nd; Crevistson, 3rd. Time 11:43.
15-mile open. Goudy 1st; Taylor, 2nd; Korn 3rd. Time 17:33.
All machines were equipped with Blue Streaks.

#### Baltimore, Md.

2-mile amateur. Won by Cox.
5-mile professional. Craddock, 1st; Desrau, 2nd; Gebhardt, 3rd. Time 6:05.
2-mile professional. Denham, 1st; Mears, 2nd; Gebhardt, 3rd. Time 2:32.
10-mile professional. Constant, 1st; Craddock, 2nd; Desrau, 3rd. Time 12:12 1-5.
2-mile amateur side car. Heiz, 1st; Mears, 2nd. Time 7:38 2-5.
25-mile professional. Constant, 1st; Desrau, 2nd; Craddock, 3rd. Time 30:44.
All above winners used Blue Streak Tires.

#### Mineola, Kan.

Goodyear Blue Streaks took all prizes in 20-mile stock road race.

#### Utica, N. Y.

5-mile, Chas. Walker won. 10-mile, Nixon won, time 13:10 2-5. 15-mile, Nixon won; Martin second; Burrett third. Time, 20 minutes.
All above winners rode Blue Streaks.

#### Hold World's Records

And remember, Blue Streak Tires won the world's motorcycle classic September 12th on Chicago's famous Speedway.
They averaged 90 miles an hour for the first 100 miles—speed unknown before. They established new records also for 100, 200 and 300 miles in this great motorcycle meet. Every one of the twenty-five racers staked his safety and success on Blue Streaks.

YEAR
TON, OHIO
treak
e Tires

(2671)

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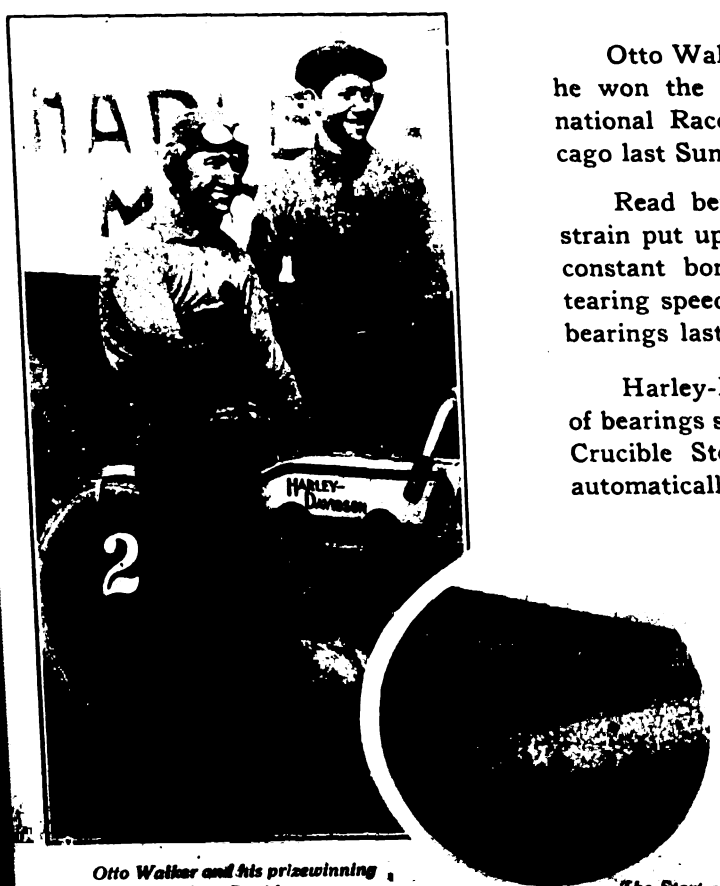
# SKF BALL BEARINGS

*A Sharp Brush At a Curve*

## Speed!

## 89 11/100 Miles Per Hour!



*Otto Walker and his prizewinning Harley-Davidson*



*The Start at Chicago*

Otto Walker, on the same Harley-Davidson with which he won the great three hundred-mile Dodge City International Race, made a new record for 100 miles at Chicago last Sunday. His time was 67 minutes and 21 seconds.

Read between these lines. Think of the tremendous strain put upon the bearings at such a terrific speed! The constant bombardment of explosions on the piston, the tearing speed of the engine shaft—how long would inferior bearings last under such a strain?

Harley-Davidson engineers realized the absolute need of bearings such as S K F Ball Bearings, with their Swedish Crucible Steel Balls and their self-aligning feature that automatically permits shaft deflection.

Every Harley-Davidson victory is a signal triumph for the Efficiency and Dependability of S K F Ball Bearings.

Have you a copy of our booklet?

**SKF BALL BEARING CO.**

**50 CHURCH STREET**

**NEW YORK CITY**

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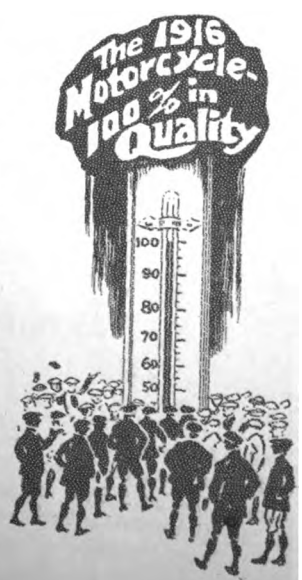
## A 100 PER CENT. QUALITY SHOW

NO visitor to the Chicago Show, whether manufacturer, jobber, dealer, rider or prospect, could have failed to be impressed with the completeness and surpassing excellence of the numerous lines of motorcycles and bicycles on display. This year's Show is in every sense of the world a wonderful one, for the manufacturers are offering the most remarkable variety of well-nigh perfect machines the American public has ever had an opportunity to buy.

Beautiful in appearance, magnificent in construction and luxurious in equipment, the 1916 models ought to have, and will have, a big sale. The makers of these machines are furnishing their dealers with all they could possibly ask for, at prices thought out of the question some eighteen months ago; for goods so closely approaching mechanical perfection and consequently so nearly fool-proof that the market is certain to experience a most appreciable widening and general enlargement during the next twelvemonth.

The modern motorcycle can be applied to as many uses as any manufactured article of which we have knowledge. The small, but powerful motor has demonstrated its ability to withstand atrocious abuse without faltering, and many an automobile manufacturer would be constrained to admit, upon investigation, that his methods of manufacture and quality of workmanship and materials would make a rather poor showing in comparison with those adopted by even some of the smaller makers of motorcycles. The results produced by the latter are consequently a credit to the industry, which has as yet only scratched the market's surface, and which is bound to come into its own some day, possibly sooner than most of us expect.




We have great faith in the motorcycle, simply because of the fact that it constitutes the most flexible and most convenient form of economical and rapid transportation known to the world. In addition, it appeals to the true sportsman, and the time is at hand when this appeal will include the more conservative outdoor-loving individual. The lightweight machine will undoubtedly bring him into the sport.

The very ease and luxury which are now synonymous with automobilism are producing a certain reaction among men who desire a somewhat more active and energizing form of outdoor recreation. These men, who have passed up the motorcycle of previous years, will be attracted to the sport by some of the new models, the middle and heavyweights as well as the light machines. They are going to find that the 1916 motorcycles offer them greater inducements by far than any other class of vehicles, and that their every requirement can be met.

For 1916 motorcycles can be ridden with enjoyment by everybody; and, when you come to think of it, isn't that the answer? Any sport that can be thoroughly enjoyed will be participated in by sufficient numbers to make the business dependent upon that sport a good one. As an exhibit of completely enjoyable motorcycles, we believe that the Chicago Show marks a new era in trade and sport.

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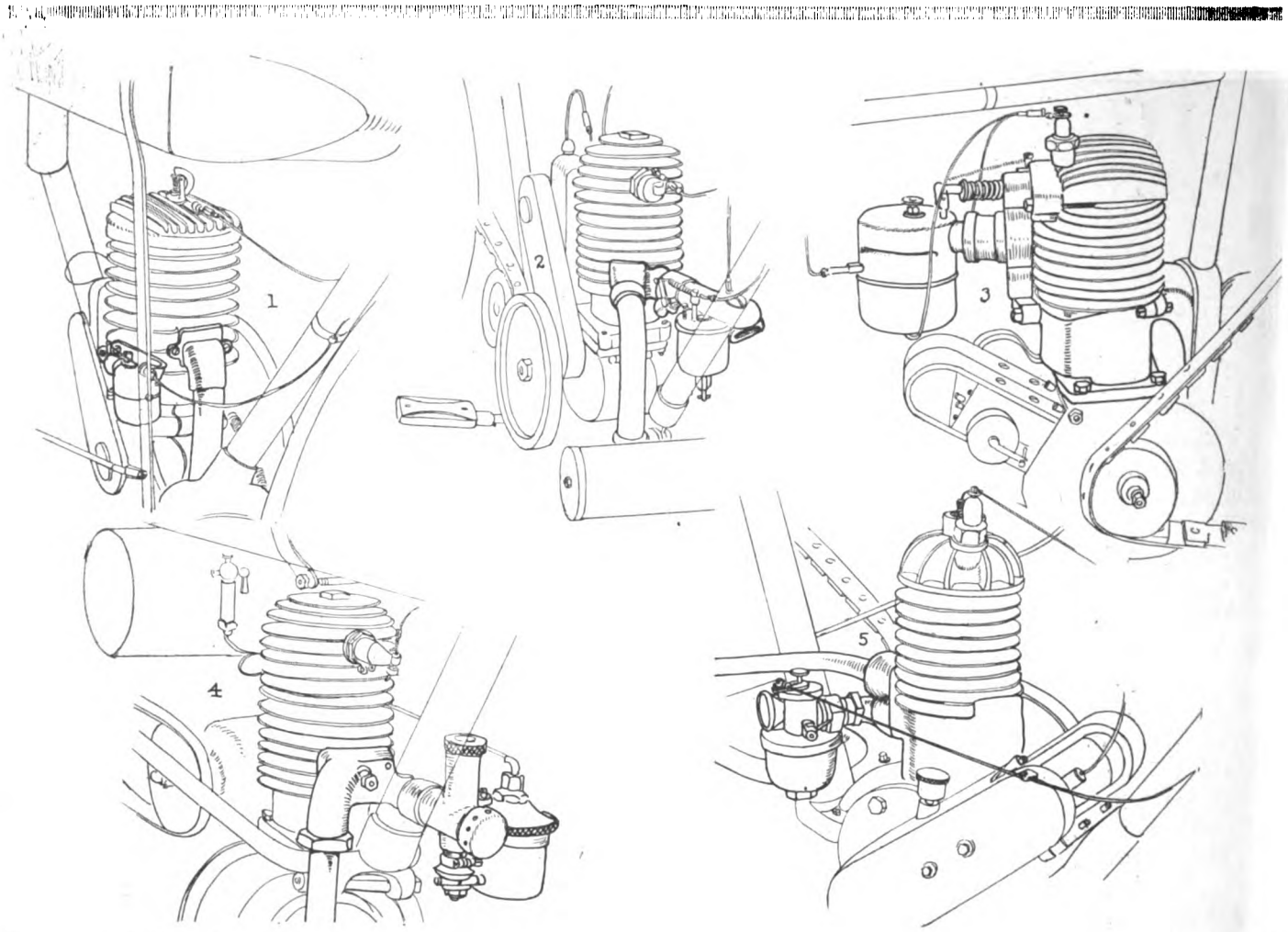
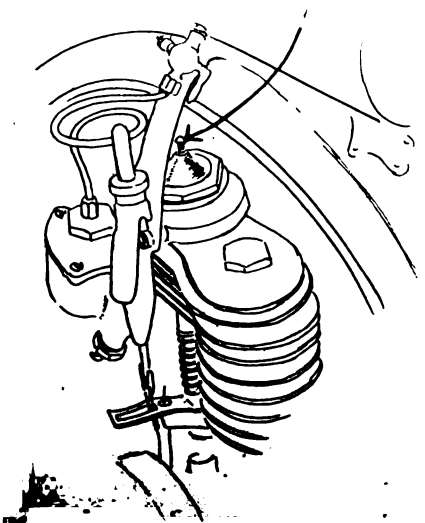
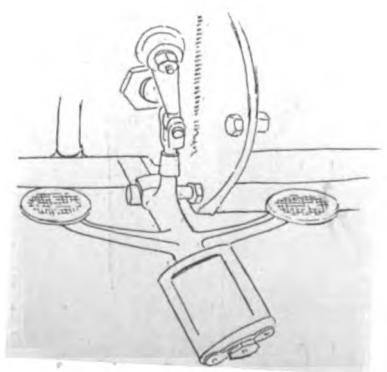
# SALIENT MECHANICAL FEATURES OF THE 1916 MOTORCYCLES AT THE SHOW

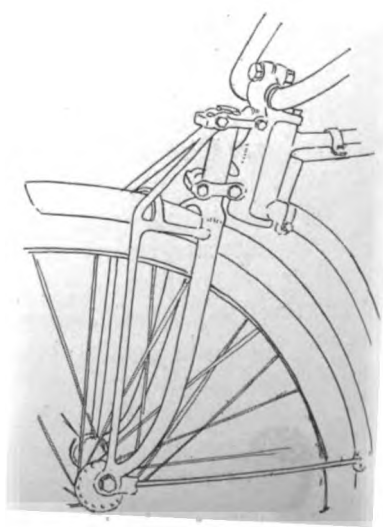
## Many Interesting Improvements Are Noted in Addition to Those Upon Which Special Emphasis Is Placed by the Manufacturers' Representatives




Comparative Studies of the Ports on the Two-Cycle Lightweights; 1, The Indian; 2, Excelsior; 3, Tiger; 4, The Cleveland; 5, The Schickel







At Left, Smith Motor Wheel; Arrow Points to New Tickler on Inlet Valve; Above, Cleveland Two-Speed Shift Mechanism; at Right, Front Fork of Tiger Autobike

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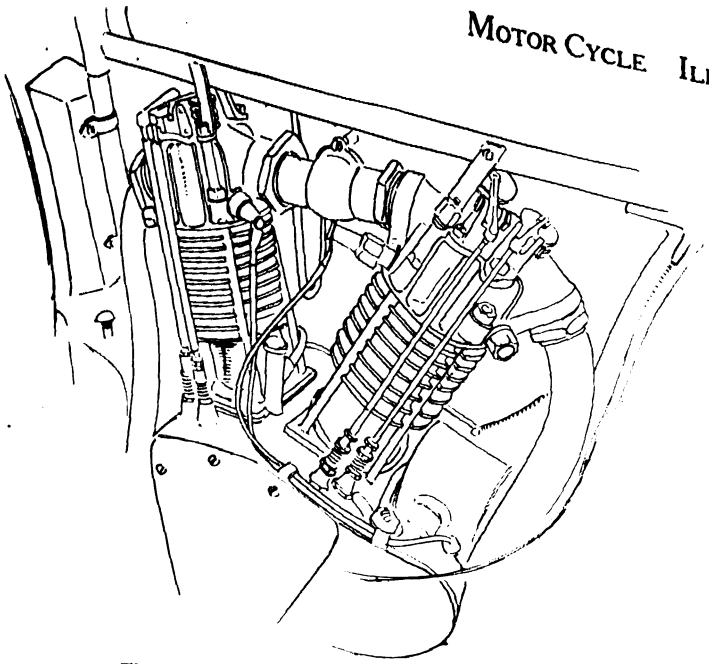
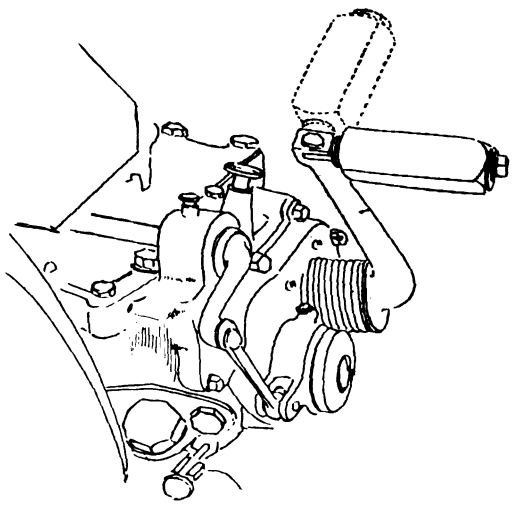
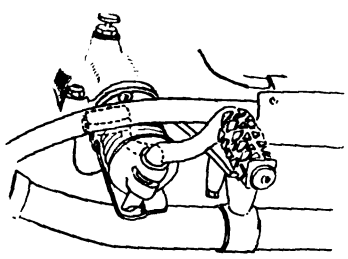


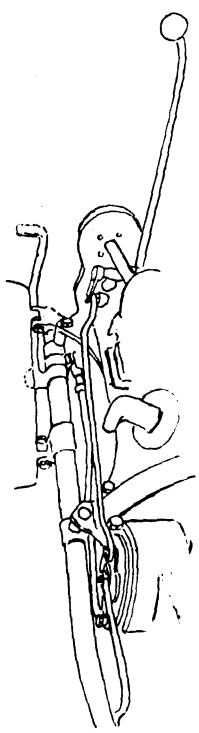
The New Merkel Motor with Overhead Valves



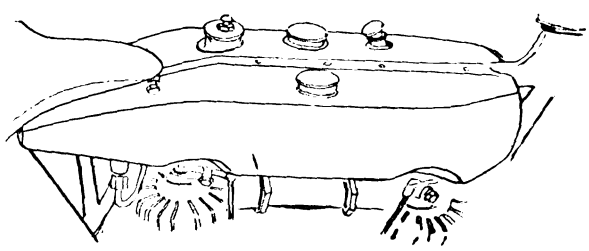
Kick-Starter on the Harley-Davidson



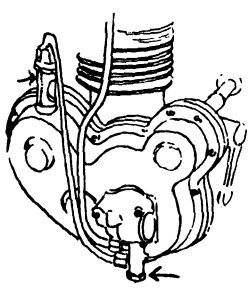
Henderson Kick-Starter



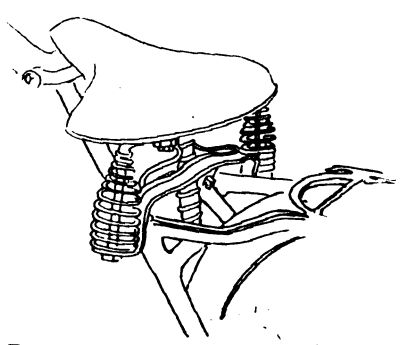
Henderson Clutch Actuating Arrangements



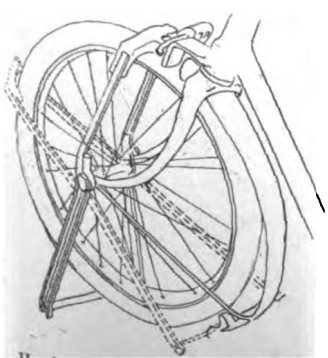
The Harley-Davidson Tank



Henderson Oil-Gauge and Pump

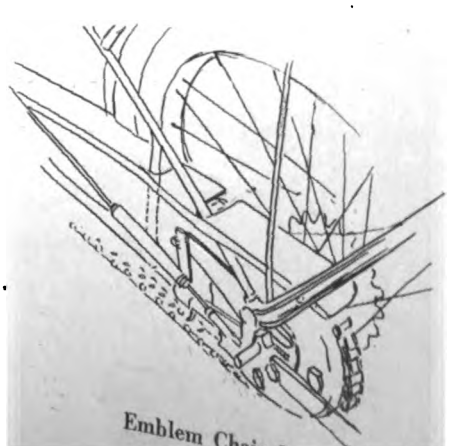


Emblem Spring Seat-Post Construction



Handy Bicycle Stand with Locking Attachment

Saddle Suspension on Indian Lightweight



Emblem Chain-Guard

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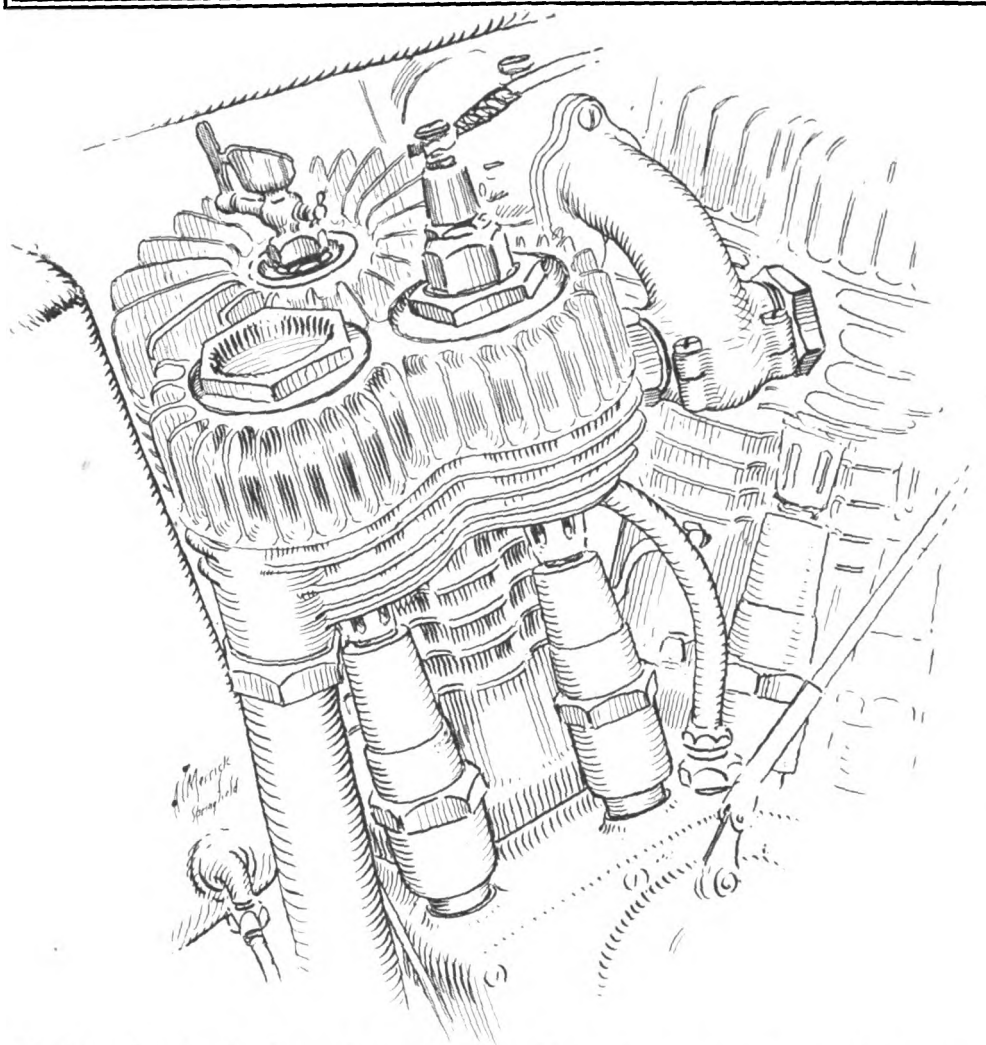
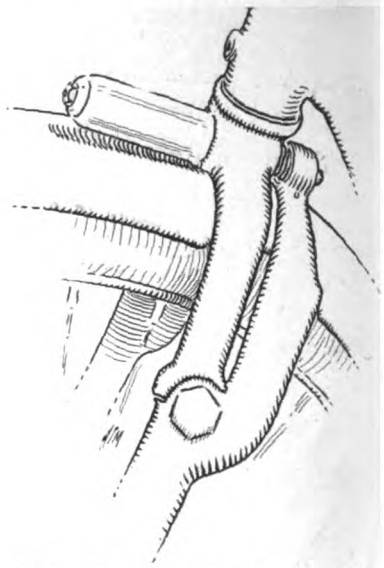
# MACHINE DETAILS CONTINUED

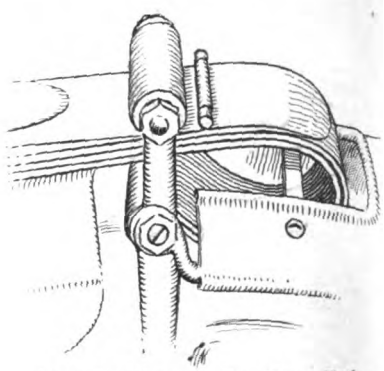
**Outstanding Mechanical Features of the Indian, Pope and Iver Johnson Motorcycles for the New Season**



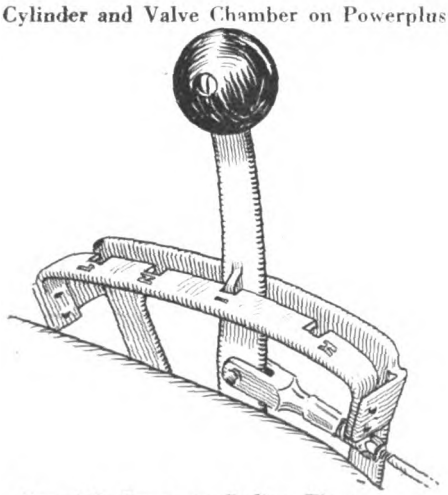
Cylinder and Valve Chamber on Powerplus Indian Motor, Showing New Priming Cup



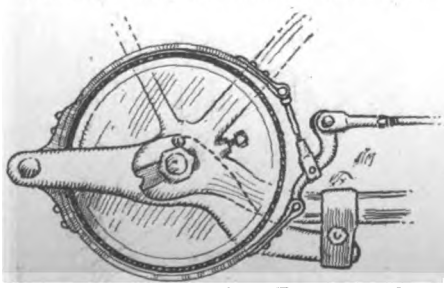
Spring Fork on Indian Featherweight



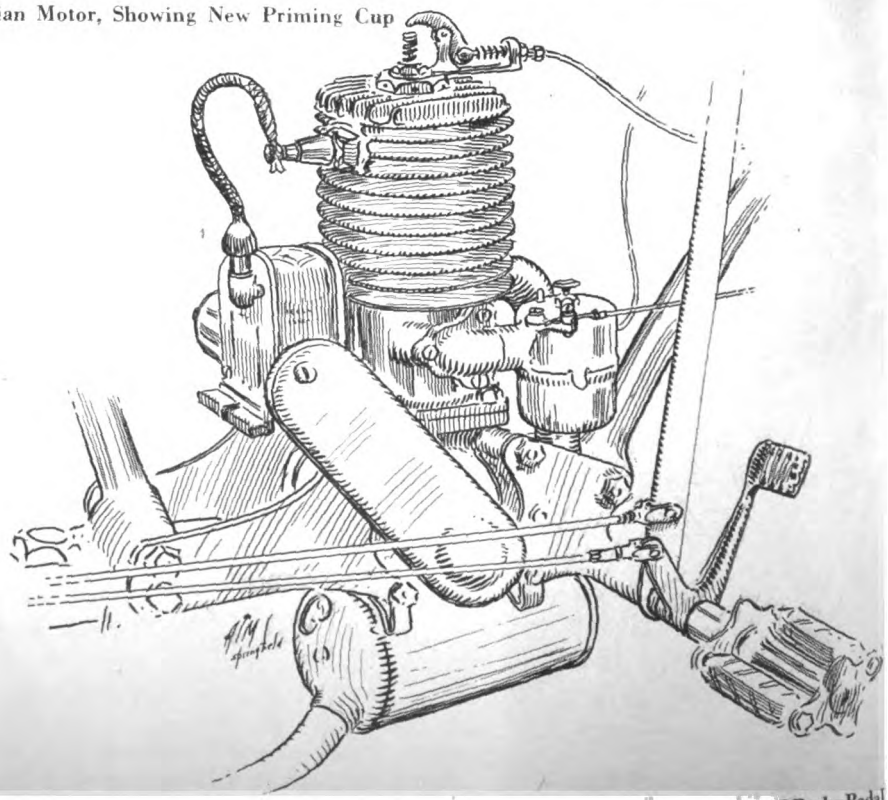
New Scroll on Indian Front Fork



Gearshift Lever on Indian Three-Speed



Band Brake on Indian Featherweight



Right Side of Indian Two-Stroke Showing Powerplant, Gear Lever, Footrest and Brake Pedal

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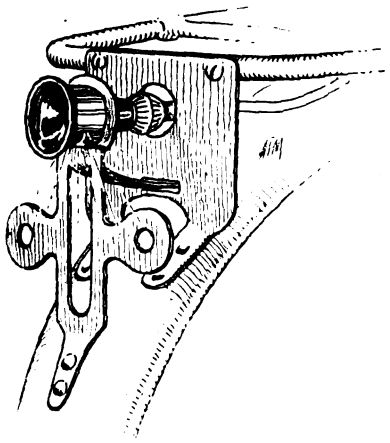
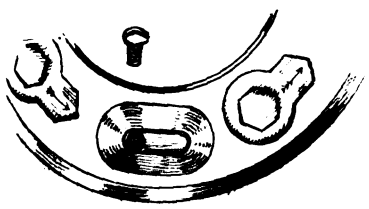
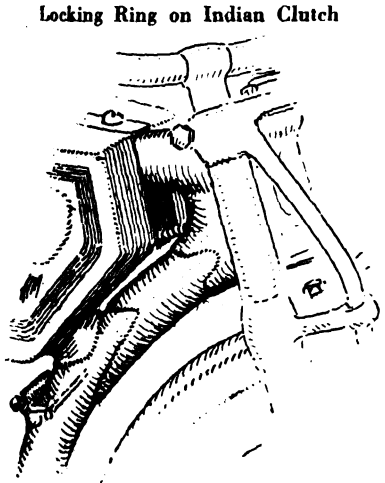


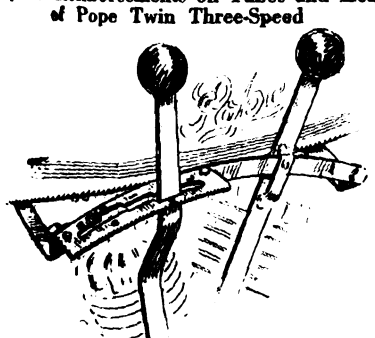
Pope Rear Light and License Bracket



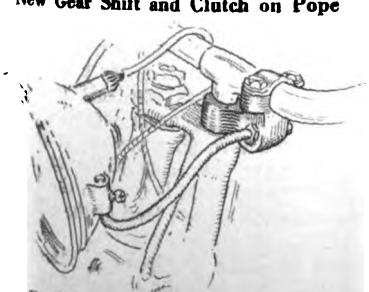
Locking Ring on Indian Clutch



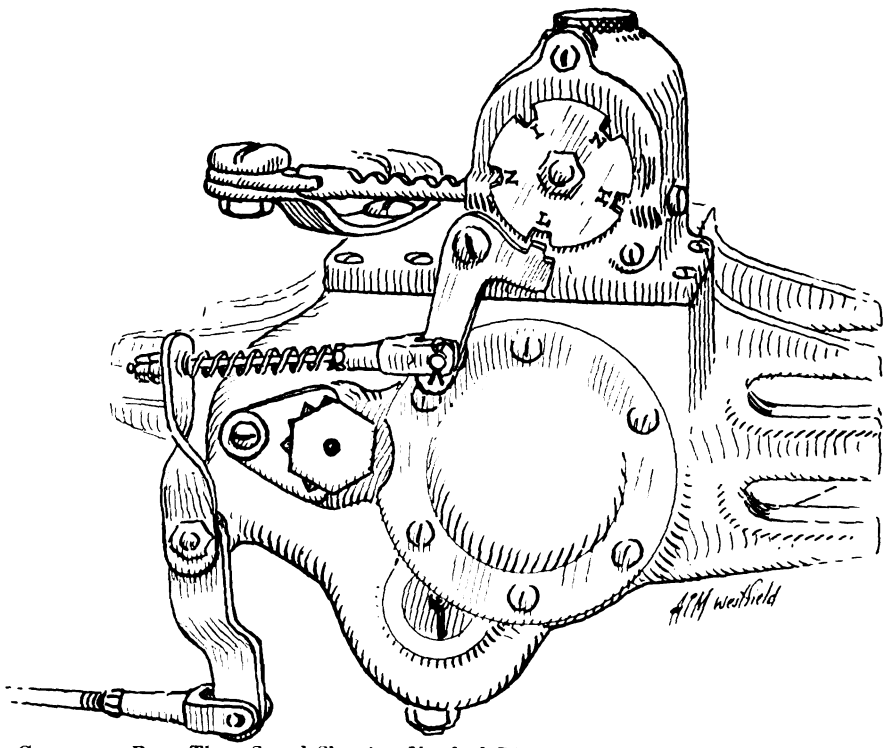
Special Reinforcements on Tubes and Head of Pope Twin Three-Speed



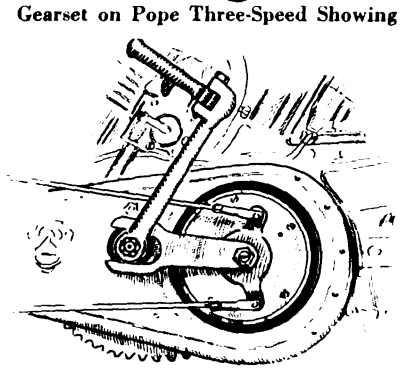
New Gear Shift and Clutch on Pope



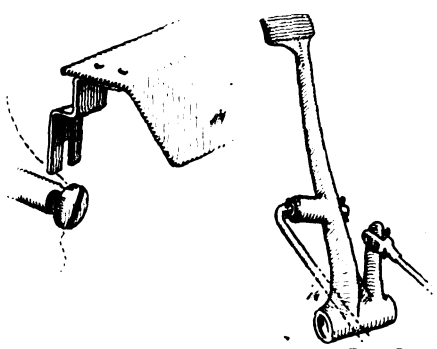
Double-Grip Pope Lamp Bracket



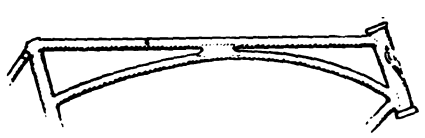
Gearset on Pope Three-Speed Showing Notched Disc and Rocker for Clutch Interlock

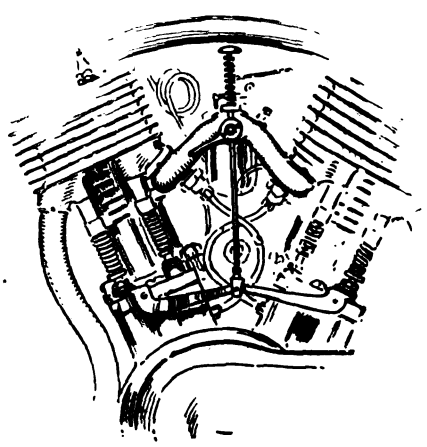


Pope Foot Starter and Clutch Control

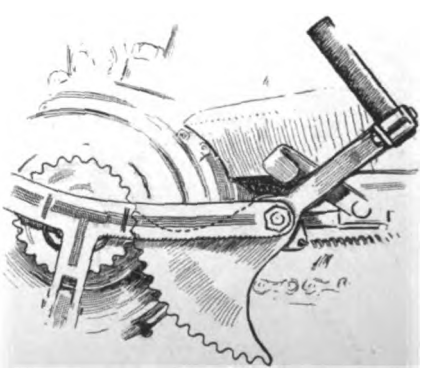


Novel Method of Attaching Chain Guard on Three-Speed Popes, Allowing of Detachment from Either Side; At Right, New Brake Pedal





Novel Valve Lifter on Iver Johnson Twins, Operating by Pushing Downward. It is Released by Opening the Throttle



Iver Johnson Sector and Pinion Starter, Showing Support by Footboard Brace; At Left, Wedge Truss on Iver Johnson Roadsters (Top) and Brazed Truss on Racing Model Bicycles

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# UNHERALDED EMBLEM AND MERKEL TWINS ARE CHIEF SURPRISES FOR VISITORS TO MOTORCYCLE SECTION OF THE CHICAGO SHOW

## Former is Lightweight and Sells for $150; New Merkel Model for Speed Work Sells at $250; Smith Motor Wheel Changes; Indian Twin Refinement; Spring Fork on Schickel Lightweight; Another Pope Bicycle

COLISEUM, Chicago, September 20.—The chap who expected to find in the 1916 announcements of the various motorcycle companies all the new things which were to awe the visitors to the Chicago show, and who stayed away from the present show in the Coliseum for that reason, was certainly fooled. For while the pros and cons of the 1916 motorcycle offerings were discussed full and plenty in the preshow literature, there were several items of real import that escaped publicity of this sort and which were reserved as a surprise for the show visitors.

Without a doubt the most important of these, if, in fact, it is not the most interesting announcement that has come from a motorcycle manufacturer this year, is the new lightweight twin which is offered by the Emblem Manufacturing Co. Equally as important as the bare fact that the Emblem has a light twin is that it is priced at the exceptionally low figure of $150. A twin at this price has heretofore been unheard of. But regardless of reduced weight and unheard of price, no detail common to the higher priced twins, with the possible exception of the multiple gears, has been overlooked in the production of the latest addition to the Emblem line. It is fitted, for instance, with a high-tension magneto, chain-drive, foot boards, kick-starter, spring fork and free-engine clutch. It exemplifies the best practice in every detail. Even the two-speed gear is not denied the rider of this little twin, for an Eclipse gearset can be had at an additional rate of $25.

The motor follows closely the Emblem practice on the larger models. The bore and stroke are 2⅝ by 3 inches, respectively, giving a motor of the long-stroke type which is rated at 7 horsepower. Mechanical inlet valves are fitted over the exhaust valves, the valve mechanism being to all intents and purposes the same as that used on the larger motors. Lubrication is by sight drip feed, supplemented by a hand pump.

### Low Saddle Assured

The frame is of the loop type, sufficiently heavy for real hard service yet light enough to bring the little twin legitimately into the lightweight class. The top tube of the frame makes a decided drop to provide a low saddle position. The spring fork is quite as innovative as the machine itself, the forksides being made of flexible steel. An Eclipse plate clutch is positioned on the countershaft and actuated by handlebar control. The regulation Emblem kick-starter is fitted directly to the clutch. The transmission is by means of roller chain.

The wheels are 26 inches and the wheelbase is 52 inches. Ample mud-guards are fitted, the front guard being fitted with side flanges fully covering the tires. A full set of tools is included, and the model is finished in blue.

### NEW MERKEL TWIN ARRIVES

The Emblem, however, was not the only unheralded twin to make its appearance when the doors swung wide on the fourth National Motorcycle, Bicycle and Accessory Show. There is also a new Merkel twin which failed to appear in the regular announcement of the Miami Company. While the twin is shown at Chicago, it is not presented in its final form. For instance, while the motor itself is final, the frame in which it is fitted for the Chicago exhibit is by no means so. It is understood that the model is intended primarily for speed work, and that a close-coupled frame will be provided.

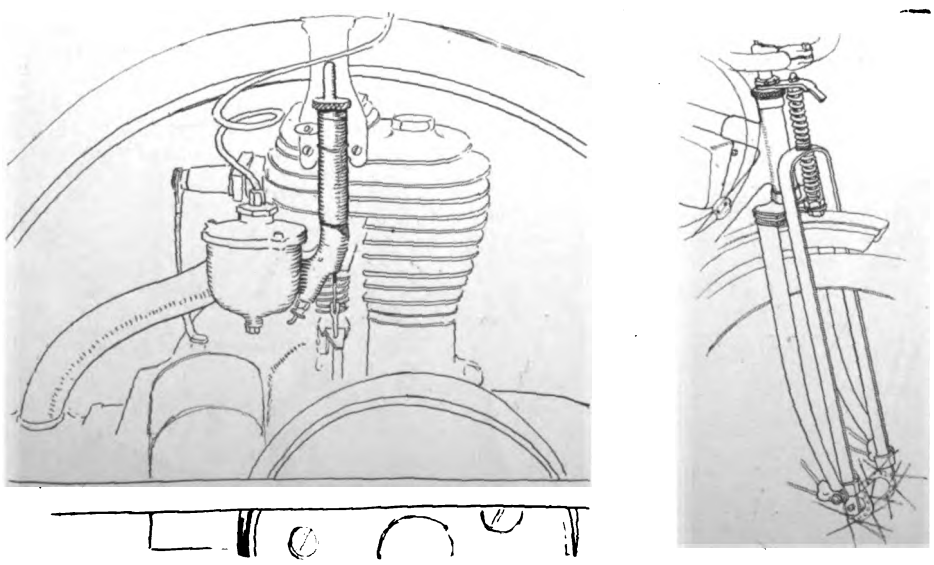
Aside from the fact that the new Merkel motor used in this twin is provided with overhead valves, with high cams for speed work and with cylinders with separable heads, there is not a great deal of difference from the regulation Merkel motor. The bore and stroke are identical with those used on the regular Merkel twin motor, although the power, and consequently the speed, have been increased considerably as a result of the changes in the valve mechanism design. The new Merkel twin is priced at $250.

### SMITH MOTOR WHEEL CHANGES

The casual observer, perhaps, would never notice that a change has been effected in the Smith Motor Wheel. Yet for all the fact that they are not very obvious, several more or less important alterations have been wrought in the "bicycle booster."

Without a doubt the most important is the fitment of a mechanical oiler, of the cam-actuated plunger type, which is housed directly in the crankcase of the motor. The cam is worm-driven off the valve camshaft and the pump forces oil into a tray, or though, into which the big end of the connecting rod dips at each revolution of the crankshaft. The level in the tray is maintained at all times constant; the oil is pumped from the sump into the trough and returns through a passage at the correct level to the sump to be used over again. An oil sight is fitted in the base to determine the correct level of the oil in the base.

But from the standpoint of safety, perhaps the change in the control of the little machine is the more important. The ar-



**Smith Motor Wheel; the Upright Fitment at Right of Carbureter Is a New Spring Device Which Shuts Off the Gas in Case the Control Wire Breaks; at Right, New Spring Fork on Schickel Lightweight**

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rangement of the control now is such that in case the Bowden wire control for the motor should break, a spring instantly closes the inlet passage, cutting off the mixture and bringing the vehicle to a stop. It is impossible in such a case for the machine to run away. Two other changes, both minor in character, are the fitment of a tickler to the inlet valve for easier starting, and a slight change in the bending of the exhaust pipe, which, of course, affects the operation of the motor not at all.

### ONE CHANGE ON INDIAN TWIN

One change has been made in the Indian twin since the announcement of the 1916 line. This has to do with the three-speed gear, an interlocking arrangement quite similar although much more substantial than was used last year, having been adopted to prevent shifting of the gears while the clutch is engaged.

### SPRING FORK IS FITTED ON SCHICKEL LIGHTWEIGHT

A spring fork of quite simple design has been fitted to the Schickel lightweight, as extra equipment. In its spring action it is not unlike the fork used on the larger Schickel models, but the use of rocker parts has been done away with by continuing the movable fork member through bearings on the end of the rigid fork member and mounting the axle on the movable member.

### ANOTHER POPE BICYCLE

The Pope folks show a new bicycle model known as the Motorbike Juvenile Special. It has an 18-inch frame with 28-inch wheels and is intended for young fellows just between boyhood and manhood. It is small enough to be ridden by the youngster and large enough to take care of the man, so that the boy cannot outgrow it. It is of the motorbike type with truss fork and other Pope features. Also in the line of bicycles was the lock which was shown at the Pope booth for attachment to any bicycle fitted with a Corbin coaster brake. The lock itself is formed integral with an arm which takes the place of the arm on the coaster brake; it is of the tumble type and absolutely cannot be picked. It engages with notches in a collar attaching to the hub of the wheel, so that the wheel cannot be turned with the lock in engagement. The device is simple, well-made and can be readily attached by the dealer or repairman. It sells for $1.25.

# ELECTRICALLY-EQUIPPED HENDERSON MAKES ITS BOW

## Trouble-Proof Lighting System is Entirely Separate From Ignition

AFTER considerable experiment and trial of many ideas and devices, a system of electrical equipment has been perfected by the Henderson engineering department and is offered to the dealers. In preliminary tests covering several months this outfit has been brought to a state of great dependability and freedom from troubles, is not easily damaged by accident, and is not affected by the machine falling over or lying on one side for a long time.

### Two-Unit System

The electrically-equipped machine is of the two-unit type, having the regular high-tension magneto for ignition purposes only. This allows no possibility of causing motor trouble by current leaking, shorting or otherwise going astray in the lighting circuit, and gives the same all-wool dependability that is present with the regular models.

The lighting system is entirely separate, with a generator and storage battery of its own, very simple and trouble-proof.

### Shaft-Driven Generator

The keystone of the lighting system is naturally the generator. This instrument is built in as part of the motor, and is driven by a shaft in a manner similar to the magneto drive on the Henderson.

The generator, of the Rex type, is a six-volt instrument, with self-contained regulator. A battery cut-out maintains a constant charging rate regardless of speed.

The storage battery which is used is a six-volt with 20 ampere hours capacity. A switch is provided for controlling the lights.

The headlight is of the two-bulb type, one for a brilliant long-range beam for country use, and the other a small non-blinding light that complies with all city ordinances. A tail light of neat, substantial construction is included. A big ruby jewel gives a warning red light to the rear, while a white panel illuminates the license plate.

### Horn Is Powerful

The electric horn which is supplied is unusually powerful and penetrating in tone, and so free from delicate or complicated parts that derangement is practically out of the question.

The generator is very carefully constructed and great caution is used to insure its suitability for the purpose intended. The instrument is of the round, bi-polar type, and is compound wound. The armature and field are constructed of a very fine grade of electric sheet steel laminations. The commutator is accurately and carefully made and is mounted on a ⅜-inch steel shaft running on ball bearings.

### Automatic Cut-Out

An automatic cut-out is provided which effectually prevents the battery discharging back through the generator, and no attention is needed for this device at any time.

The generator is neat and compact, and unobtrusive when in place on the machine. Its outside diameter is only 3⅝ inches and in length it measures 5 inches. Built in as a unit with the motor, with silent and efficient shaft drive, it is pleasing in appearance and capable in service.

### Distinctive Regulator

The regulator on the generator is a simple and positive device of distinctive design, which does the work thoroughly. It can be adjusted to any output, from zero up to the capacity of the generator. It is set at 2½ amperes as it comes from the Henderson factory, as this has been found best for all ordinary requirements that the average rider meets. In case a change is advisable, which is seldom, the alteration is little trouble.

The regulator is of the electro-magnetic type, which extended experiments have chosen as the most satisfactory system for all conditions of service. This regulator is so accurate that under test there was a variation of output of only one-quarter ampere between 1,700 and 4,000 revolutions per minute. Thus a constant flow of current is assured, with steady light and absence of troubles which result if electrical apparatus is subject to sudden variations.

With this regulator and the automatic cut-out on the job, the lamps get current from the storage battery when the machine is running at low speed or standing still. As the machine moves faster the generator begins to furnish part of the current. When a speed of about 15 miles per hour is attained, the generator is putting out enough "juice" to take care of the work alone, and above that pace—or if all the lamps are not turned on, the surplus current goes to charge the storage battery. By "all the lamps" is meant the big bulb in the headlight and the tail light.

### Dependable Battery

As much depends on the battery in equipment of this nature, great care was used in the design of this unit. A six-volt battery is used, one that is produced especially for service under the conditions imposed by motorcycle service. It has a capacity of 15 ampere hours.

This battery is encased in a heavy-gauge metal box which is lead plated to prevent corrosion, with a layer of flexible compound between the metal box and the hard rubber jar to provide ample protection against breakage.

The vents of the storage battery used in the Henderson electrical equipment is a unique feature which deserves special attention. These vents are of special patented design which prevent spilling out under any condition. There is no leakage of electrolyte, even though the machine should fall over and leave the battery lying on its side for a long time.

The plates of the battery are of a special composition which has been found particularly suitable for this service, as it does not decompose readily, and is unusually free from tendency to sulphate or buckle. The battery is compact in size in comparison with its capacity, measuring three inches wide, five inches high, and 7⅞ inches long. It has a capacity of 20 ampere hours of six volts. This will furnish sufficient current to light a 12-candlepower headlight and a 2-candlepower tail light continuously for eight hours—union time.

The battery is carried in an inconspicuous place on the machine, out of the way and protected from damage by accident. There is no added bulkiness of appearance, as it fits neatly in place and harmonizes.

### The Prices

This electrical equipment is supplied built into the machine at an additional charge of $45, so that the 1916 single-speed Henderson four-cylinder machine, electrically equipped, costs $310, while the price of the two-speed electric model is $340. This includes the full outfit, generator, storage battery, headlight, tail light, and horn, with all wiring and switches installed complete.

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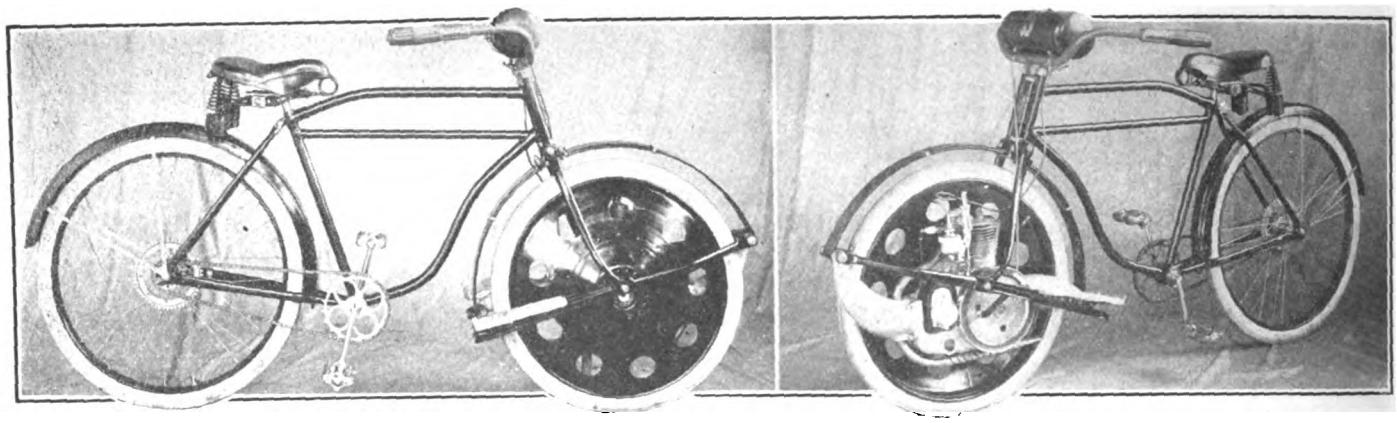
# DAYTON MOTOR BICYCLE HAS FRONT DRIVE



**Left, Right Side of Motor Bicycle Showing Disc Front Wheel, Spring Fork and General Frame Design; Right, View of Powerplant, Steering Head and Fuel Tank in Place—Stand Is Below Aluminum Footboards**

IN addition to the six new models of Dayton motorcycle for the 1916 season, the Davis Sewing Machine Co., of Dayton, O., is bringing out a motor bicycle of light weight along very novel lines. In fact, the machine is a radical departure from all previous motorcycle constructions in having the power plant incorporated in the front wheel. The total weight of the Dayton motor-bicycle is but 115 pounds ready for the road. It is priced at $95.

The power plant of the motor-bicycle is a single-cylinder, four-stroke, air-cooled motor, with automatic inlet valve arranged in a common pocket with and above the exhaust valve. The bore is 2⅜ inches and the stroke 2¼ inches, the motor developing one and one-half horsepower at normal speed. Ignition is by Elkhart magneto, of the high-tension type, the spark-point being fixed. A special carbureter with a vertical piston throttle is fitted. Lubrication is by splash, the oil level in the crankcase being automatically maintained from a reservoir formed in the rear bearer-arm. A valve-lifter is provided and both this and the throttle are operated by a wire mechanism controlled from the right handlebar of the machine. This mechanism is the only control for the power plant. Priming is through the inlet valve dome.

### Novel Suspension of Motor

The method of carrying the power plant is very ingenious. There are hollow bearer-arms of aluminum bolted to the front and rear ends of the aluminum crank-case, these arms tapering and having eyes on their ends to attach to the curved ends of the fore-and-aft type of curved multi-leaf Dayton spring-fork, on the general lines of the device used on the big twins, but constructed to suit the smaller power and weight of the motor bicycle power plant. To the bearer-arm extremities and ends of the springs are attached tubular members, one to each side of the power plant and to lugs at the center of these tubes are attached to arms of the main forks. These arms or sides are pivoted at the crown and the whole fork acts the same as that on the Dayton twin motorcycles.

The motor drives a sturdy but light steel disc or wheel through a reduction gear. This gear is fitted with a compensator to ensure silkiness in the drive in starting, etc.

The disc is shod with a 24 inch tire of 2 inch profile, made especially for the motor-bicycle by the U. S. Tire Co. It will be obvious that the whole power plant in combination with the disc-wheel moves with the spring-fork as a unit in traversing rough roads. To the rear portion of the side tubular members are fitted substantial aluminum footboards, in a very comfortable location for the rider, and a stand of the Adams type is also conveniently arranged so as to be dropped or raised by the rider when in the saddle.

### Front Frame Construction

The front construction of the motor-bicycle frame has a strong head with two sturdy side tubes. The handlebars, made with gunmetal finish, have long lugs which enter into the top of these side tubes, making for a staunch two-point bar attachment an ensuring against loosening and its resulting dangers. On the bars, just above the head, is securely mounted a cylindrical fuel tank, having a capacity of one gallon, the fuel lead to the carbureter being a steel tube to allow for the motion of the unit in relation to the main frame. There is a shut-off cock at the lower part of the tank and a large filler cap at the top. With a full tank, the Dayton motor-bicycle has a radius of action of 100 miles.

The main frame is constructed along motorcycle lines, with curved top tube and straight brace tube. The diagonal tube from the head is curved to the bottom bracket, a regular pedal-gear being fitted in the regular Dayton bicycle manner. The saddle, a special Troxel model, fits in a regular seat mast. The rear construction resembles that of an ordinary bicycle, but like the rest of the frame, with tubing and fittings of such gauge and size as to best accommodate the power of the motor. The rear wheel is 26 inches in diameter and is fitted with a special 2 inch tire. It has a steel rim. An Atherton coaster brake, specially designed for this service is fitted, it being operated by back-pedaling. Motorcycle type rubber grips are fitted on the handlebars.

### The Other Details

As stated above, the control of the motor is by a lever on the right bar, while the brake is operated by back-pedaling. These two controls are the only ones necessary to the Dayton motor-bicycle. The exhaust from the motor passes through a pipe into the hollow front bearer-arm which acts as an expansion chamber, and out through a slotted tail pipe under the power plant. The motor is thus effectually muffled with a minimum of back pressure. The wheelbase is 43 inches and the weight 115 pounds ready for the road. A speed of 35 miles per hour can be readily attained. The price is $95.

In addition to being made with the frame described the Dayton motor-bicycle can be had in drop-frame model of ladies and in juvenile models.

## AT THE WIGWAM

The motorcycle exhibit of the Hendee Mfg. Co. at Chicago consists of four spring frame models, two models with rigid frames and one of the Featherweight models. All of these are three-speed equipped. In addition, there is one cutaway motor, one cutaway clutch and a cutaway three-speed. The Indian line of bicycles, introduced for the first time this season, added to the comprehensiveness of the display in the Hendee Manufacturing Co. section.

The exhibit is in charge of Frank J. Weschler, treasurer and sales manager; J. H. O'Brien, of the Parts Department; E. M. Jackson and J. B. McNaughton, of the Sales Department, and R. L. Harriman, advertising manager. The following Indian salesmen are also on hand: A. Stephens, Colorado and Kansas; N. Gilbertson, the Dakotas and Minnesota; A. Strong, Missouri and Nebraska; Ray Seymour, Iowa; Ivan Jacobs, Ohio; Thomas Butler, Georgia; F. B. McFadden, Illinois and Indiana; Harvey Bernard, Kentucky, West Virginia and western Pennsylvania.

## TWO R-S TWINS AND A VAN

At the show booth of the Reading Standard Company, of Reading, Pa., are exhibited two 1916 twin motorcycle models and one of the company's quick delivery vans. One of the twins is the 12 h. p., three-speed model and the other is a 10 h. p. two-speeder.

The Reading Standard representatives at the show are as follows: E. Theurer, assistant treasurer; G. E. Atkins, sales manager, and W. E. Dewey, special representative.

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### HENDERSON MOTORCYCLES

Four-cylinder Hendersons in different models are staged in the Coliseum at the space devoted to the interests of the Henderson Motorcycle Company, 1158 Cass avenue, Detroit, Mich. The first of these machines is a Model F-2 with two-speed hub gear and kick starter, while another is a Model F single-geared. A third model, having a two-speed gear, is shown with a Rogers sidecar fitted, while a fourth has the new Rex equipment for electric lighting, the outfit being designed especially for use with the Henderson. The equipment consists of a Rex generator, storage battery, head and tail lights and horn.

A large display board covered with green felt is a feature of the Henderson stand, and on this board are a number of highly-finished component parts. These include valves and their rigging, steering head, two-speed gear parts and frame fittings.

At the head of the Henderson contingent is President T. W. Henderson, with Vice-President W. G. Henderson. Assisting these executives are Arthur Lemon and D. E. Dunn, both of the sales staff, with Paul J. Bailey, the advertising manager.

### HARLEY-DAVIDSON MACHINES

One each of the full line of Silent Gray Fellows catalogued for 1916 is shown at the exhibit of the Harley-Davidson Motor Company, of Milwaukee, Wis. The three-speed twin, Model 16-F, seems to be the center of interest for all visitors to the stand, but the stripped stock models in single and twin cylinders and the speedy roadster in twin cylinder type draw their deserved meed of notice, particularly from the racing element. The electrically-equipped Model 16-J occupies a prominent place in the exhibit.

For passenger and delivery service the Harley-Davidson sidecar and sidevan are shown, and there is an extensive display of parts, ranging from the cutaway handlebar and dissected controls to the complete motor and three-speed gearset. In all over 50 parts are shown.

President Walter Davidson, Chief Engineer W. S. Harley, Sales Manager Arthur Davidson and Manager of Works William A. Davidson are on hand, assisted by S. L. Crolius, the advertising manager; Frank B. Rodger, the publicity expert; W. Miller, of the sales staff, and a number of traveling and local representatives. Harley-Davidson dealers from all parts of the country have made their appearance and the visitors' book is getting filled up rapidly.

### MIAMI CYCLE LINES

In addition to the three models of Miami Power Bicycles and three models of Flying Merkel single and twins, the Miami Cycle & Mfg. Company, of Middletown, O., is showing a new speed machine, Model 676, which is an overhead valve twin. This mount is the latest addition to the Flying Merkel series. The three Power bicycles include the battery-ignited belt model, the magneto belt-model and the two-speed chain-driven model. Two of the Flying Merkels are twins and the third is a single.

In the bicycle section of the Miami stand are to be seen the Racycle Pacemaker with its special equipment; the Miami Pathfinder; the Hudson Racer, with its new enlarged top tube, and the Flying Merkel Scout. Detailed parts of the various motorcycle models are also shown, as well as a sectioned Miami 2½ horsepower motor.

J. W. Ash, manager of sales, is in charge of the exhibit, assisted by H. C. Forster, advertising manager; W. M. Sheets and F. P. Lee, of the traveling staff, as well as local representatives.

### DAYTON MOTORCYCLES

Dayton 8 and 9 horsepower twins, both single-geared and in two-speeds, as well as the new front-drive lightweight, occupy the stand of the Davis Sewing Machine Company, of Dayton, O., in the Coliseum. The two-speed models exhibited, fitted respectively with Dayton and DeLuxe motors, and known as models D-3 and D-7, vie with the lightweight and its unit powerplant as the chief attractions. The electrically-equipped model D-8 also is hard to get to, by reason of the crowds surrounding it. The single-geared D-1 model is also shown.

The Dayton motor bicycle, with its unique construction, is one of the magnets of the whole exhibition, and the stand attendants are kept busy explaining its novel points.

Cycle Department Manager H. M. Huffman, with Assistant Manager H. W. Webb and Advertising Manager S. H. Ankeney are in charge of the exhibit, with C. W. Waughop and W. A. Harland, road men, as assistants. From the Chicago offices are D. W. Gould and L. B. Gould, with other Dayton agents.

### AT THE POPE HEADQUARTERS

F. W. Starr, publicity manager, has been in charge of the Westfield Mfg. Company's exhibit of Pope motorcycles and bicycles at the show throughout the week, with John P. Fogarty, secretary and manager, and L. D. Harden, sales manager, in almost constant attendance. The officials were energetically assisted in greeting visitors and answering inquiries by the following staff of salesmen: O. J. Oberwegner, M. G. Littlefield, Frank R. Swayne, C. B. Hull, Weston Cutter and Joseph Redlinger.

### CLEVELAND LIGHT MOTORCYCLE

Two models of the Cleveland light motorcycle, one with multiple disc clutch and the other with sliding-jaw clutch are on exhibition at the stand of the Cleveland Motorcycle Mfg. Co., of 7209 Platt avenue, Cleveland, O. There is also a sectioned power plant mounted on a pedestal, to show the operation of the Cleveland two-stroke motor, the through main shaft, cross worm-drive, etc. There are several boards in the booth on which are displayed the drop-forgings and other component parts used in the machine itself.

The single-geared Cleveland, fitted with disc clutch is known as model 1-A, while the sliding jaw clutch mount is entitled Model 1-B.

Secretary W. S. Quinlan is in charge of the exhibit, with H. G. Alexander, the treasurer of the firm; Chief Engineer C. A. Neracher, and George J. Squier of the sales force in attendance.

### THOR TWIN MOTORCYCLES

Only two models are shown at the exhibit of the Aurora Automatic Machinery Company, of the Thor Building, Chicago, Ill. These models are the 16-U twin of 12 horsepower, fitted with three-speed countershaft gear, and the Model 16-V twin of 6 horsepower, three-speed gear equipped and of light weight. The latter model has the new Thor spring fork and starter, as well as the dual clutch control.

In active control of the Thor exhibit is Sales Manager H. N. Kirk, assisted by H. G. Pruett, F. D. Freeman, Claude Freeman, J. M. Brechbeil and H. Fruest, as well as a number of local dealers and their assistants.

### TELLING THE SCHICKEL STORY

President Norbert H. Schickel, of the Schickel Motor Co., of Stamford, Conn., has been at the company's booth since the opening of the exhibition, and his efforts to supply all the informatioon requested have been ably seconded by Sales Manager D. W. Donley, Production Manager W. S. Treat and Frank Albert, of the sales staff.

### CYCLEMOTOR EXHIBIT

Cyclemotors installed in two or three types of bicycle frames and a complete outfit packed in a case ready for shipment are the chief features in the exhibit of the Cyclemotor Corporation, of Rochester, N. Y. A sectional motor showing the working principles and the mechanical arrangement of the various parts is also placed in the booth. The Cyclemotor makes its first appearance at a motorcycle show in the Coliseum, although it has been exhibited in the recent Toronto Exhibition, where it was seen and admired by many of the trade.

In charge of the Cyclemotor stand is General Manager D. G. Anderson, assisted by Chief Engineer L. R. Evans and Sales Manager J. A. Fish.

### ROGERS SIDECARS

Three Model H sidecars adaptable to motorcycles of well-known make, a special van to match the Thor models, and a full line of fittings for the Rogers sidecar and its chassis are displayed at the stand of the Rogers Mfg. Co., of 326 West Madison street, Chicago, Ill. There is a regular Rogers sidecar raised above the rest of the exhibit in addition to the others.

The first sidecar is designed to attach to an Indian with cradle-spring frame. The fittings on this car attach at the same places and in the same manner as those of the regular Indian sidecar. The second car is enameled to match and arranged with fittings to attach to the 1916 Harley-Davidson, using the attachment lugs provided by the Milwaukee company in connection with the Rogers ball-and-socket joint. This car is fitted with a top, side curtains and windshield. The third car is for the 1916 Excelsior in both fittings and finish.

The parts shown include the various types of ball-and-socket joints used in the firm's connections as well as fittings made from stampings or drop forgings. The van is built to conform to the requirements of the Post Office authorities for F. D. service.

In attendance on the exhibit are President R. F. Rogers, who designed the sidecars, and W. H. Fax, secretary of the company.

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### THE SVENSGAARD EXHIBIT

This is how the show features of the Harry Svensgaard Sales Corporation line up at the show: One Pullman sidecar, complete with top, attached to a 1915 Excelsior; one Pullman commercial van, complete, attached to an Excelsior; one Pullman chassis, showing attachments for the various standard makes of motorcycles; one skeleton wood frame, showing the inside body construction, and one finished body for each of the following makes of motorcycles—Yale, Pope, Merkel, Indian, Harley-Davidson, Reading Standard, Dayton, Thor and Henderson.

The Pullman sidecar has a triangular front attachment on all models, with provision for lateral and vertical adjustments. The fittings are all nickel-steel forgings. The axle is adjustable to various widths of track. Springs are of vanadium steel.

In charge at the Svensgaard stand is President Harry Svensgaard, assisted by Factory Manager J. F. Field and Salesman W. D. Rumsey, as well as a number of other Detroiters.

### "BOOSTER" IN MANY EXHIBITS

One of the very noticeable features of the show is the display of Smith Motor Wheels in the various bicycle exhibits. Not only have bicycle manufacturers put out two-wheelers especially adapted to Smith Motor Wheel use, but they are grasping this opportunity of boosting the bicycle booster. Those using Smith Motor Wheels in their displays are the Pope, Excelsior, Jones and Noyes concerns, while practically all of the prominent bicycle manufacturers supply new models especially for the motor wheel.

### WESTING BICYCLES AND TIRES

Bicycles and tires in full lines occupy the major space at the exhibit of the G. H. Westing Company, of Indianapolis, Ind. The bicycle line includes the Westing Arrow Motor Bike, the truss frame of the same trademark and the Westing single-bar bicycle. These are shown finished in Indian red with green head, in black with green head, and in brown with silver head. All have the rims striped to match.

In the tire line, the Jumbo tread is a newcomer, having studded tread with an extra-heavy fabric. The Motor Bike tire is made with motorcycle fabric, while the Non-Slip has the word "Non-Slip" formed diagonally on its tread. The Korker is a low-priced tire which was a first-class seller last season and has been improved for the new year, in order to come under the firm's full guarantee.

### KOKOMO TIRES AND TUBES

Kokomo bicycle tires in seven different brands of single-tube and four brands of clincher double-tube are displayed at the stand of the Kokomo Rubber Company, of Kokomo, Ind. Representatives of the single-tube line are the Everlaster, with studded tread, and the Kokomo Dotted Tread tires, while the double tube tires are shown in the Kokomo and Everlaster brands, in both single and double clincher. Endless and butt-end inner tubes are also on show.

D. L. Spraker and R. R. Bowen, of the Kokomo Company's sales force are in charge of the exhibit.

# DEALERS VISITING THE SHOW

E. S. CLARK, of C. A. Clark & Son, Indian dealers, Hamilton, O., came over to the Windy City to see the new line of Indians and Indian Maids. Clark believes that commercial signs the country over point to a bigger and better season than that of 1915. He is going after the lightweight sales with vigor.

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The Dominion Cycle Co., Winnipeg, Canada, was represented by H. S. Crabtree, the genial Johnny Canuck, who is a great favorite with the motorcycle devotees in Winnipeg.

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L. W. DeLye, of Grand Rapids, Mich., helped to demonstrate the new Excelsiors. DeLye, besides handling the "X" at home, also sells the Iver Johnson bicycles and runs a splendidly equipped repair department.

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Oren Senter, of Lyons, O., looked after the interests of Ray Metcalf, the Lyons Excelsior dealer. Senter was himself formerly an agent at Bolivar, Mo. He is thoroughly enthusiastic over the lightweight and believes that there is a great market for it, if properly cultivated.

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An interested visitor to the Smith Motor Wheel section was A. J. Hockett, of Grinnell, Ia. He reported that since his home town had become progressive enough to lay ten miles of "boulevard," the cyclists are found daily spinning over the level stretch of new pavement and many of them are equipping their machines with the little speed demon.

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All of the Chicago dealers were on hand the opening night and each brought with him his following of "faithfuls."

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Geo. L. Smith, of Castilia, O., spent most of his time in the booth of the Gray Fellows and seemed so hypnotized by the 1916 Harley-Davidson offerings that it was a mighty hard job for any one to get him away, and there were many others just like him.

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From Centralia, Ill., E. J. Bierman, Excelsior and Merkel dealer, came to see the new surprises face to face. He said that it was certainly worth the carfare for the inspiration a fellow got by making the rounds of the exhibits and seeing how very big the cycle industry is.

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Exclusive bicycle dealers were by no means indifferent to the advantages that accrued to those who had the time to visit the annual trade classic. R. C. Jorgensen, "the Bikeman" of Grand Haven, Mich., was one of these interested show guests who feasted his eyes with the "wonders of cycledom."

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Not satisfied with just visiting the show, P. S. Coulter, who handles the Indian at Homestead, Pa., made himself useful at the Hendee booth for the first few nights. He simply radiated enthusiasm because of the new Featherweight and got into "lightweight" selling trim by talking these machines to booth visitors.

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The honor of purchasing the first new motorcycles at the show is claimed by Jno. C. Ridder, Indian dealer at Quincy, Ill. "Doc Yak" Magill, of the Hendee staff, was the lucky man to land this order which called for four new mounts.

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The Pacific coast was also represented. The big "X" man from Los Angeles, Hoffer, was at the show with the glad hand and the happy smile. And he says that he certainly is not disappointed that he came.

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One dealer visiting the show took advantage of its advertising possibilities by boosting a racemeet with a small souvenir pennant. He was Blankenheim, the Chicago Excelsior dealer.

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### CANADIANS AT SHOW

Among the Canadians at the Chicago Show are J. W. Gibson, General Manager of the Canadian Cycle & Motor Company, Limited, West Toronto; A. E. Humphrey, President of the Humphrey Bicycle & Motor Company, Limited, Toronto; Percy A. McBride, Excelsior and Henderson distributor for Eastern Canada; Ed. Buffum, Manager of the Hendee Mfg. Company, Limited, Toronto; Walter Andrews, Toronto, Merkel distributor for Ontario; Wilfred Morrison, Toronto, a well known motorcycle traveler in Eastern Canada, and Joe Downey, editor of the Canadian Motorcycle. These do not, of course, include the Canadian members of the Cyclemotor Corporation of Rochester whose motor attachment for bicycles is being shown for the first time.

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### EIGHT MAKES BOSCH-EQUIPPED

Eight of the fifteen makes of motorcycles at the show are equipped with Bosch magnetos. There are sixty-four machines all told in the lineup. Twenty-eight of the total number are Bosch-equipped, despite the fact that nine methods of ignition are found throughout the displays.

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### ROGERS SIDECAR BUSINESS

From the Rogers Mfg. Co. comes the announcement that the company now has all the sidecar business of the following motorcycle manufacturers: Dayton, Henderson, Merkel, Thor, Pope and Yale. For all of these machines the Rogers folks have provided special attachments, thus facilitating the hooking up of the sidecar to the machine and giving more rigid connection.

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### A DISCRIMINATING BUYER

Among the first retail sales made at the show was a Cleveland lightweight to Victor Kliesrath, chief engineer of the Bosch Magneto Co. The fact that Mr. Kliesrath, with his engineering experience, picked out a lightweight is regarded by lightweight advocates as a tribute to the new class of motorcycles.

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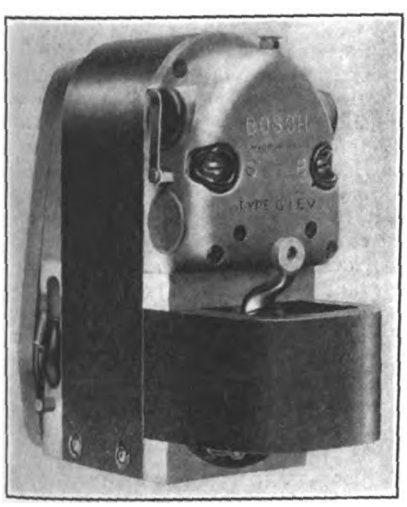
# UNUSUAL ARRAY OF NEW AND IMPROVED ACCESSORIES AROUSES RECORD INTEREST IN THAT DEPARTMENT OF COLISEUM SHOW

## Innovations Are More Numerous Than in Previous Years and General Lineup of Offerings for the Cyclist Sets a New Mark for Comprehensiveness and Artistic Arrangement

COLISEUM, Chicago, September 20.—In point of interest, at least, the almost unheralded appearance of the Bosch combined ignition and electric system was the outstanding feature of Accessory Row. That such a system was "in the works" at the Bosch Magneto Company's plant had been known for some time, it is true, but that it was near enough to completion to be announced at the pesent show was altogether a surprise to many.

The system is unique in many ways. First of all, it embodies two separate and distinct systems, each one a complete unit




New Bosch G I E V Type Magneto

in itself, in the one machine. That is to say, there is a complete Bosch high-tension magneto there to do the ignition work, which differs not at all in principle, and but slightly in practice, from other magnetos in the Bosch line; which, save for the drive system alone, is entirely distinct from the direct-current, shunt-wound generator which is built into a single unit with it. The ignition system is entirely distinct from the lighting system, and either one can be used without in any way affecting the other.

### The Interchangeability Feature

A feature on which special emphasis is laid is the fact that the Bosch combined system is interchangeable with the standard Bosch magneto, so that any motorcycle fitted with a Bosch instrument can with little or no trouble be equipped with the new combined lighting and ignition system.

The ignition section of the system, as was said before, is a true high-tension magneto embodying all the characteristics and superior features of the standard Bosch magneto. The connections comprise, just as with the ordinary magneto, only the necessary cables between the magneto and the spark plugs. There is no coil, no separate timer, and no complications of wires and other contraptions. The battery is used only in the lighting circuit and is in no way part of the ignition system.

### Novel Lighting Generator

The lighting generator is novel as to the winding. It is an ordinary shunt-wound generator while it is simply charging the battery during daylight hours. But the lighting circuit is connected through a series or "booster" field so that immediately the lights are turned on the field strength is increased in proportion to the amount of current being used and the output of the machine is increased accordingly.

As regards wiring, nothing could be more simple, another feature that makes the Bosch system pre-eminently adaptable to the machine already in service. There is but one wire from the generator to the battery, and another wire from the battery to the distributing switch, from which the usual wires run to the lamps in circuit. The normal capacity of the generator is 4 amperes at 7½ volts—or 30 watts, to express it in terms of power. The machine is 7¾ inches long, 7½ inches high and 4 inches wide and weighs 19 pounds.

### REMY COMBINATION SYSTEM

The Remy combined ignition and lighting system made its appearance in revised form, the revision being chiefly in the way of minor improvements tending to better the all-around efficiency and performance of the outfit. Perhaps the greatest change is the elimination of the vacuum cut-out switch which formerly was used to disconnect the generator from the battery when the motor was not running, thus preventing the discharge of the battery through the winding of the generator.

The vacuum switch is replaced by a very simple manually-operated switch, operated by means of a key, and is practically trouble-proof. The main drive pinion on the generator, formerly keyed with a single key, now has two and a lock nut besides, insuring it against working off. The wiring has been changed slightly so that with the switch turned off, the motor cannot be operated with the battery supplying the ignition current—with the vacuum switch this formerly was possible.

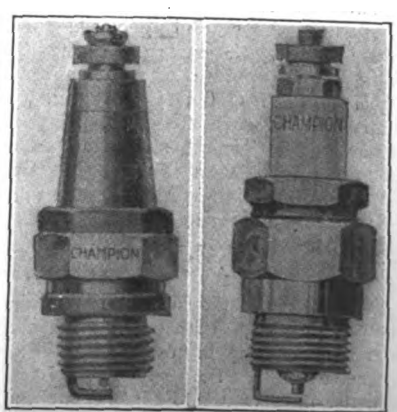
### Ignition System Improved

The ignition end of the system also has been improved. For instance, by substituting a brass casing for the Bakelite one formerly used on the condenser, it has been found possible to increase the capacity of that device materially, the increase bearing directly upon the production of a hotter spark at the plug gap, and the elimination of sparking and consequent burning of the points at the circuit-breaker. Tungsten points are now used instead of platinum, it having been found that the tungsten gives longer service. In place of two springs—one on the distributor-blade and another on the circuit-breaker—a single spring now is used with better all around satisfaction, and all the contact springs now are reinforced with spring steel.

The Remy system, which has been used on the Harley-Davidson motorcycle during the past season with success, is continued on the 1916 models and it has also been adopted by the Miami Cycle & Mfg. Co., and is shown at the show fitted on a couple of the Merkel models.

### HEISSLER STORAGE CELLS

A new-comer in the lighting accessory field is the Heissler Storage Battery Co., 1436 Michigan avenue, Chicago, which showed for the first time the Heissler storage cells. The Heissler battery is novel in that it is absolutely unspillable, a special vent system absolutely guarding against leakage of the electrolyte, regardless of the position of the battery. It is also claimed to have a greater capacity than other bat-




Improved Champion Mica and Porcelain Spark Plugs

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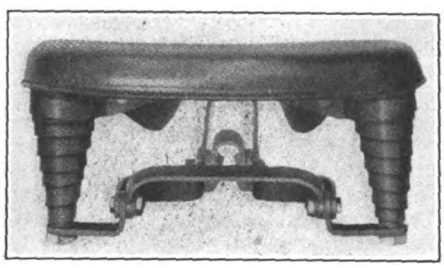
teries of equal weight, and to be fitted with plates of special construction, eliminating all possibility of shedding the active material. All connections are lead burned and the battery is said to be as near to "fool-proof" as it is possible to render a cell of its type.

### THE "EXIDE" BATTERY

The "Exide" battery, made by the Electric Storage Battery Co., Philadelphia, Pa., and which has been used in connection with the Remy system on the Harley-Davidson motorcycles during the season just ended, was shown without any change.

### NEW SADDLE OFFERINGS

A brand new line of bicycle and motorcycle saddles cropped out at the booth of the Superior Metal Products Co., of Elyria, Ohio. The motorcycle saddle is made in but a single model, while 13 different styles of bicycle saddles and six different styles



**Superior Motorcycle Saddle**

of tool-bags are also produced by the Elyria saddle-maker. The outstanding feature of the Superior motorcycle saddle is the novel spring suspension, with helical springs formed of flat tempered vanadium steel wire—tempered before and afterwards to eliminate all imperfections. The saddle is of the padded type with a base made of special analysis steel, while the trussed braces, etc., are formed of cold-rolled steel, blanked the long way of the grain to ensure strength. The top is made from the best grade of oak tanned, double-dyed leather procurable, with a full padding of curled hair. The saddle, which is designed to fit any make and model of motorcycle, is claimed to give lower riding position than any other saddle on the market.

#### Shock-Absorbing Bike Saddles

Emphasis is laid particularly on the shock-absorbing models in the bicycle saddle line. These saddles are suspended on a spring system comprising a tapered helical spring above and enclosed helical springs below, the enclosed springs partaking of the nature of shock-absorbers and tending to eliminate vibration. The construction is such that the springs are always kept in perfect alignment, so that the saddle is kept in shape at all times. The shock-absorbing saddle is made in five models, varying in size and shape.

### IMPROVED ECLIPSE CLUTCH

At the booth of the Eclipse Machine Co., of Elmira, N. Y., they point with pride to a new model of the famous Eclipse clutch —the model which is now fitted to Excelsior motorcycles. In general principles, it is identical with the Eclipse clutches of other years, with the added virtue of greater frictional area and an accompanying all-around greater ruggedness that comes as a matter of course. The frictional surface has been increased from 144 square inches in the 1915 model to 207 square inches in the newest clutch creation; quite naturally, the spring tension has been increased to meet the greater needs of this increased area and the other parts in proportion.

Aside from the use of a heavier hub-shell on the coaster brakes, nothing else that is properly termed new was disclosed at the Eclipse booth. The standard line of clutches, Eclipse and Morrow coaster brakes and two speeds was displayed.

### PULLMAN SIDECARS MAKE DEBUT

While not distinctly new, inasmuch as it has been on the market for some time past, the Pullman sidecar, made by the Harry Svensgaard Sales Corporation, Detroit, Mich., made its debut into motorcycle showdom when the doors swung wide on the present Chicago exhibit. Its cardinal features are the use of a coach-built body of pleasing lines, nickel-steel forgings throughout, and a nickel-steel frame, making for maximum strength and minimum weight. The car is attached at two points on the front tube of the motorcycle, thus eliminating the twisting strains which come of a single point of attachment, while the same result is achieved at the rear by the use of a hinged joint. The car is fitted with an adjustable tread to fit it for use on any sort of road. It is finished and upholstered in true coach fashion. It lists at $75.

### NEW KINKS IN SCHRADER VALVES

It would seem, perhaps, to the layman, that the simple tire valve which came into being with the introduction of the pneumatic tire years and years ago had long since reached its most perfected state, but at the booth of A. Schrader's Son, Inc., it is demonstrated that such is not the case. While the Schrader and Twitchell tire pressure gauges which are shown at the Schrader booth are identical with those shown at shows which have passed into history, the standard Schrader tire valve embraces no less than three improvements.

First and foremost comes the special formation of the bore in the valve stem, by means of which there is a recess left giving the plunger a greater clearance and considerably facilitating the passage of the air into the tire. This, of course, makes for greater ease in inflating the tire. The valve mechanism itself has been refined slightly to the end that sticking has been eliminated. With each valve there now is included a deflating cap—a little screw cap intended to screw into the valve stem and hold down the plunger, permitting the escape of the air.

One other bit of "newness" loomed up at the Schrader booth in the shape of a valve tool for cleaning, retapping and threading the stems and otherwise putting damaged or dirty valve stems into perfect condition. The tool is easily carried on a watch chain and sells for a quarter.

### NATIONAL COIL CO.'S MAGNETO

For sheer diminutiveness, the little magneto whih made its bow at the booth of the National Coil Co., Lansing, Mich., "takes the cake." It is designed especially for use in connection with lightweights of the single-cylinder, two-cycle type, and is said to be from two to three pounds lighter than any other "mag" on the market. For all its minuteness, however, it embraces all in its make-up that goes to make the high-tension magneto a success and is quite capable of delivering a hot, fat spark at the plug gap. The magneto weighs only 3 pounds 10 ounces. It is fully enclosed, water and dustproof. This product is more fully described elsewhere in this issue.

### ANOTHER GREAT WESTERN MODEL

The Great Western Mfg. Co., of Laporte, Ind., announces a new motorcycle type of bicycle at the show. It is known as Model 54 and is distinguished by double-bar curved top bars and a new braced motorcycle type of front fork. The model is fitted with mudguards front and rear, double braces front and rear, stand, coaster-brake, motorcycle type saddle and Fisk white anti-skid tread tires. It is made with both 18-inch and 20-inch frames.

### BEEJAY HORN LINE

The Beejay mechanical signal is shown at the booth of the Nonpareil Horn Mfg. Co., of New York City, along with their full line of bulb horns. Its outstanding features are a spring-released rack engaging with the vanadium steel cam or ratchet, which in turn contacts with the steel diaphragm. The horn weighs only 21 ounces, and sells for $2.75.

### HANDY BICYCLE CARRIER

A new carrier type of bicycle is offered by the Handy Bicycle Co., of Chicago. It comprises a bicycle with a small front wheel over which is mounted a substantial but light wicker carrier basket on a rigid frame of tubing. The machine is provided with a front wheel stand that is very novel in that when it is in position for the machine to stand an arm raises up over the top of the wheel and provides the means of locking the stand so that the machine cannot be stolen while the rider is making his deliveries. Pleasure cycles fitted with similar front wheel stands also are included in the Handy line.

**The Handy Bicycle Outfit**

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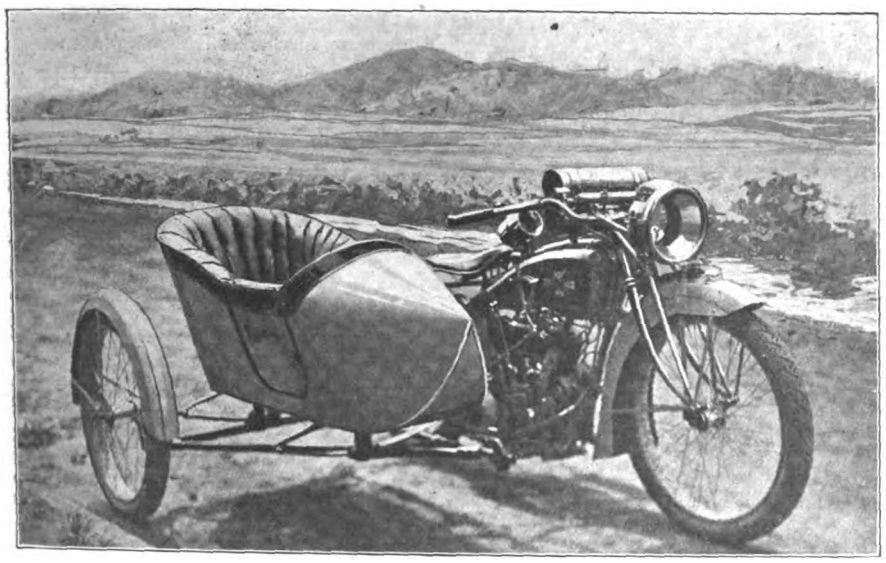


**New Flxible Sidecar, as Fitted to Excelsior Motorcycle**

### GREATER COMFORT IN FLXIBLE

The riding and comfort-giving qualities of the Flxible sidecar, shown by the Flxible Sidecar Co., of Loudonville, Ohio, have been increased for 1916 by a few changes in the construction, all of secondary importance and in no way affecting the features that have made the Flxible remarkable among motorcycle sidecars. The full elliptic cross springs, both front and rear, for instance, have been increased in length slightly, while outside joints have replaced the flush joints formerly used in the chassis construction. The tubing has been increased to 5/32 of an inch and a new and heavier axle has been fitted. A one-piece forward clamp now is used as well as one-piece connections to the motorcycle. The car is now fitted with 3-inch rocker support.

Following closely the tendency that has prevailed in the automobile trade for the past few years, the Loudonville folk have increased the depth of the upholstery by way of obtaining increased comfort for the passenger. The well spring seat now is seven inches deep, as against four inches last year, while the depth of the back upholstery has also been materially increased.

### IMPROVED ROGERS CONNECTIONS

Speaking well for its state of "near perfectness," the Rogers sidecar is displayed at the Chicago show without material change. The principal "change" from last year is not a change at all; simply the additional fitments for adapting the sidecar to various makes of machines. For instance, on the Excelsior motorcycle, the Thor and one or two others, provision has been made for the attachment of sidecar connections, and the Rogers Mfg. Co. has adapted its connections to meet these special requirements, giving the rider at once a sidecar that is easier to attach than one with universal clamps and which at the same time is to all intents and purposes an integral part of the motorcycle when once in place. As for the rest of it, the one-piece welded metal body, the ball and socket connections, the curved rear brace, the light weight and the many other features that have gone to build up the reputation now enjoyed by the Rogers sidecar are retained and even enhanced where that has been found possible.

### SCHEBLER LIGHTWEIGHT CARBURETER

The only "newness" from the works of Wheeler & Schebler at Indianapolis, Ind., was not on view at the Schebler booth. That is a carbureter adapted especially to the needs of the lightweight motorcycle. In designing this little fuel preparer, the Schebler engineers have endeavored to produce a carbureter that would be entirely automatic and which at the same time would produce a perfectly constant mixture under any and all conditions; such has been their success along these lines that the new Excelsior lightweight is fitted with this newest and smallest Schebler. Needless to state, it embraces all of the features that have gone to make the Schebler famous.

### STOLL "DREAM" TANDEM

At the booth of the Stoll Mfg. Co., of Denver, Col., the "Dream" tandem is shown with a few minor changes, chief among which is a reduction in price, made possible by increased output. The new price is $20. The double set of vertical and horizontal enclosed springs provides the comfort in the Stoll tandem and while the tandem sets low on the motorcycle, such is its design that the possible range of action of the springs is exceptionally long, while at the same time bottoming is impossible. The tandem is fitted with a sliding adjustable backrest and with a quick detachable cushion. The tandem is made for leading makes of motorcycles, and the make of machine on which it is to be used should be specified when ordering.

### "DIMMER" GOGGLE NOVELTIES

At the booth of the Chicago Eyeshield Co., makers of the "Dimmer" goggles, special emphasis is laid on a new model designed to fold perfectly flat and fit snugly into an imitation leather case which takes up no more room in the pocket than an ordinary envelope. The goggle is made of flexible transparent pyraline with a soft, cool leather binding. The ends are provided with fasteners so that when it is snapped into shape it conforms to and fits the face of the wearer perfectly. The goggles are provided with non-binding round rubber cord with a small hook to be either hooked around the head or over the ears. The goggle is perfectly ventilated, thus eliminating all tendency to dim when used in fog or mist.

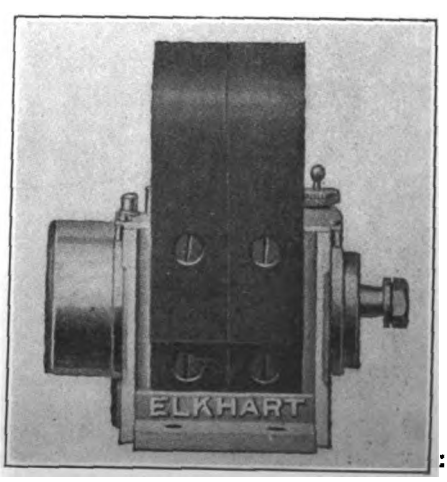
The goggle is made in two styles, with one piece of pyralin, either white or amber, or with the "dimmer" feature, the latter comprising a lower section of white pyraline and an upper section of either green or amber, to be used in strong sunlight or to dim the glare of automobile headlights. The goggles sell in the former style, with case, for 65 cents, and for 85 cents in the two-color style. A full line of other dimmer goggles also is shown at the show booth.

### CHAMPION SPARK PLUGS

Stress is being laid at the booth of the Champion Spark Plug Co. on the heavy duty plug, a one-piece porcelain plug absolutely leakproof and highly adaptable to use where room is at a premium. It possesses all of the good qualities of the regular Champion plug, besides which it is compact and more than ordinarily rugged and substantial. On view also, besides a full line of automobile spark plugs, are both the porcelain and mica type of motorcycle plugs which are continued without substantial change. The Champion people, it is said, are putting out 40,000 plugs a day at the factory in Toledo.

### ELKHART LIGHTWEIGHT MAGNETO

From Monroe, Mich., comes the Elkhart magneto, made by the Elkhart Mfg. Co. The Elkhart line comprises high-tension magnetos, both for singles and for V-twin motors, but at the present time special emphasis is laid on the Model HB1, the smallest of the line, which has been developed especially for use in connection with lightweight motorcycles. The Elkhart has been revised to the extent that a single magnet now replaces the double magnet formerly used, and the mechanism is fully enclosed with die cast end plates absolutely insuring tightness against the ingress of dirt, oil or water. The Elkhart magneto is used on the Smith Motor Wheel and also on the new Tiger autobike.




**Elkhart Lightweight Type**

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### AN INGENIOUS STAND

The second Pioneer innovation is the Ideal motorcycle stand, which has the virtue of being adjustable to keep the motorcycle upright when it is placed on the stand on ground that is not level. The stand is made with an inverted arched bow at the bottom which is housed in a sheet steel case provided with the legs on which the motorcycle stands. The arrangement is such that the sheet steel casing can slide around the arched bow on specially provided rollers, and a lock is fitted for locking the casing at any convenient point. In use the lock is released and the machine is set on the stand. Then the motorcycle is held upright and the casing automatically works around far enough to compensate for any inequalities in the surface, when a small toe lever is operated locking it hard and fast against further movement. The stand sells for $4.

### "HALCO" ARTILLERY PUTTEES

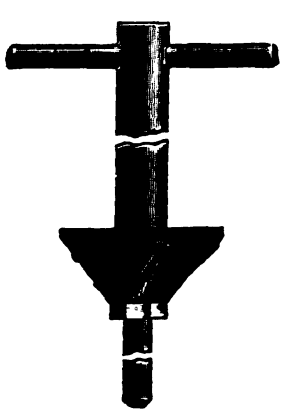
The Hagerstown Shoe & Legging Co., of Hagerstown, Md., are showing a new series of "Halco" Artillery Puttees, made of artillery leather specially tanned and otherwise prepared for legging use. The new leather is made up in a great many of the famous "Halco" legging styles, including the "Q. D." or quick detachable types which have won the universal favor of the motorcycle rider.

### ENGLISH TYPES OF PUTTEES

The Army Legging Co., Sand Springs, Okla., are newcomers in the motorcycle legging field. They offer a line of English puttees under the Ciociola patent. The construction is such that there are only two sizes needed to take care of all comers, the adjustable feature of the legging being flexible enough to adapt the legging to the intermediate sizes. For motorcyclists, nine different styles or finishes are offered in two colors, either black or tan.

### CORBIN-BROWN REFINEMENTS

At the booth of the Corbin Screw Corp., of New Britain, Conn., appeared the latest revision of the Corbin-Brown speedometer. The changes are by no means vital. Chief among them is the fitment of a maximum speed hand fitted with a special lock so that the hand cannot be set back unless the rider is in possession of the key, and the adoption of an "open face" arrangement on the odometer dial. The front drive system has been redesigned to bring the greatest part of the braces and arms in a position behind the fork truss and out of sight, and also out of harm's way in case of a fall. In basic principles, the speedometer is the same as heretofore. The remainder of the Corbin line, comprising brakes, bicycle two speeds and other fitments is continued unaltered.



**The Bean Valve Reseating Tool Which Sells Complete for $1.00**

### NEW KELLEY RACING HANDLEBAR

They refer to it as No. 177 at the Kelley Handlebar booth, but the average rider will call the "newness" offered by the Cleveland concern a very handsome type of racing bar. It is slightly different in shape from anything that has heretofore been offered, and has the additional feature of a serrated ferrule to provide against twisting of the bar. As for quality, it's Kelley—which is sufficient on that score.

### HANDY "SPEEDNUT" WRENCH

The "Speednut" wrench made its bow at the booth of the Cochran Pipe Wrench Co., Chicago, Ill. It is an open-end wrench automatically adjustable to all nuts within its range. It is simply necessary to place the jaws over the nut, pulling closes the jaws on the sides of the nut and the harder the pull the tighter the tighter the grip. It acts as a ratchet on nuts, the jaws being released on pushing the handle back so that they slip over the corners to assume a new position and new grip on the next faces of the nut. It sells for from $2 up, and is made in several sizes.

### KOKOMO KORD BICYCLE TIRE

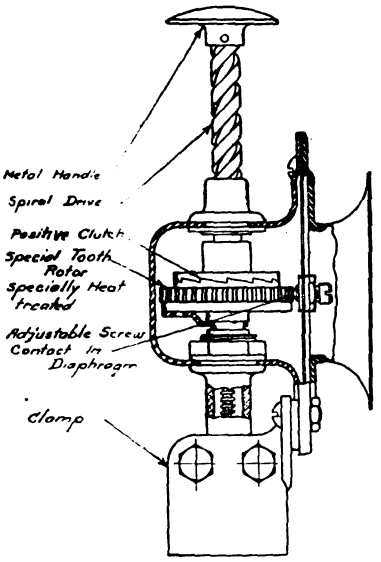
Quite the most interesting thing that made its appearance at the show in so far as tires are concerned, is the new Kokomo Kord bicycle tire offered at the booth of the Kokomo Rubber Co., of Kokomo, Ind. The feature of the new tire, as the name would imply, is the fabric, which is made up of two layers of specially-treated sea island cotton cord wound spirally around the tire, lying diagonally and transversely with a layer of black rubber between the cords. There is no woven fabric, and the friction, or at least a great deal of the friction, caused by the strands of the usual fabric working on one another is done away with and the life of the tire is greatly increased. The Kokomo Kord tire is provided with an inner tube of black rubber over which are placed the two layers of cord with the layer of black rubber interposed. Over the top layer of cord is another covering of black rubber, and over this is an extra high tread of white rubber, corrugated, with two ridges. It is claimed that this construction makes the tire quite immune from the evil effects of stone bruises, while at the same time the tire is harder to puncture, owing to the thickness and the toughness of the cords. The Kokomo Kord is said to be wonderfully effective and durable besides possessing unsurpassed running qualities.

### BICYCLE AND SADDLE DISPLAY

G. H. Westing Co., the Indianapolis jobbers, showed a full line of Westing-Arrow bicycles, including a new autobike model, as well as a line of both Mesinger and Troxel saddles.

### "HECO" WARNING SIGNAL

A new mechanical warning signal was seen at the booth of the Heinze Electric Co., Lowell, Mass. The cam wheel, bearing specially shaped teeth, is set in motion through the intermediary of a worm formed on the stem of the handle which acts to turn a positive acting clutch which engages with the cam wheel. "Heco" horns are extremely light and simple. Gears are eliminated by this worm action and there is nothing to get out of order. The horn sells for $3.




**Section of New Heco Horn**

### BERLING LIGHT-WEIGHT MAGNETO

Emphasis is being laid on the new type "S" Berling magneto at the booth of the Ericsson Mfg. Co., Buffalo, N. Y. The magneto is an extremely small, compact and withal efficient device, intended primarily for use in connection with light-weight motorcycles. It is made in both single and twin cylinder types and bears all of the characteristics of the regular Berling models, including the special frame construction and the breaker box with cams integral. The magneto is of the fully-enclosed type and is well adapted to carry out the slogan of the Berling folk: "Pep, Power, Permanence."

### VARIETY IN CORNISH EXHIBIT

L. H. Cornish, the Stamford manufacturers' agent, shared a booth with Fred Pierce, of Jersey City, who displayed both 20th Century and Brown motorcycle and bicycle lamps. Cornish lays emphasis on a set he is selling including everything to make a complete motorcycle except the rims, spokes and tubing. There is the motor, all the frame fitments, the bars, hubs and other incidentals, all for $50. He also has a number of Black Hawk motors for sale. In his line of accessories are found Waterbury motorcycle locks, Standard speedometers and gasoline strainers, Anderson spark plugs, the Weed folding backrest, Leonard's Prest-O-Lite bracket. "Becco" wrench sets, American Pennant Co.'s pennants, Austin pumps, Marforco bicycle and motorcycle specialties, and a full line of Lamm Bros.' motorcycle clothing.

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### THE PEERLESS CHAIN TOOL

Caillet Bros., who come from Wellington, Col., displayed for the first time the Peerless motorcycle chain tool, which operates quite differently from any other tool for chain work now on the market. It looks for all the world like a conductor's ticket punch, and for the matter of that it is very little different save that it is made more rugged, of course. A perfectly-tempered steel punch is operated to drive out the chain rivet when the two handles are compressed, the leverage being so great that the task is readily accomplished without undue work on the part of the operator. There is no twist, so that the chain is not marred. A feature worthy of note is that the tool is universal and will take any size of motorcycle chain. It can be carried in the tool kit with ease. It sells for $1.50.

Peerless Chain Tool

### KICK-STARTER FOR INDIANS

From the Pioneer Mfg. Co., of Milwaukee, Wis., newcomers in the motorcycle field, come two new devices. Perhaps the most interesting, if it is not the most novel, is the Indian kick-starter which is adaptable to any Indian machine fitted with pedals. It is of the segment and pinion type, with the sector bearing the folding foot lever pivoted on a plate bolted to the motor base, and the pinion carried on a steel disk which bolts to the clutch housing. The pinion is fitted with ratchet teeth which release it from the clutch plate when the lever is being returned after the motor starts.

### THE JONES & NOYES LINE

Jones & Noyes display a full enameled model of the Commercial bicycle, as well as a number of the machines fitted with carriers for varying service. Also shown was the new revised edition of the Jones tire pump, the pump that is the whole tire repair kit in itself. The plunger is hollow, the interior being used for the reception of the tire patches, cement, sandpaper, etc.; it is closed ordinarily with a screw cap. The hose connection ordinarily is covered with a tubular tool which serves not only as a pump handle when inserted in the ring in the cover of the kit cap, but also as a tire tool to facilitate the removal of the shoe from the rim. A pair of ball and socket clamps are provided with each pump, one for front and the other for rear attachment, and the pump fastens to these clamps when in use so that the whole motorcycle serves as a brace to hold the pump when the tire is being inflated. The pump sells for $3.50.

### ADDITIONS TO WALD SPECIALTIES

Two new types of combination carriers and stands for use on bicycles have been added to the line made by the Wald Mfg. Co., of Sheboygan, and displayed at the show for the first time. The No. 510 combination is made of heavy-gauge steel with the stand of channel iron; the No. 512 is quite similar save that the cross strips on the carrier are placed on end, making for greater rigidity. Both come in black enamel.

For the front of the bicycle two new metal basket types of carrier have been added, known as models 521 and 523. A line of cushion straps, both plain and adjustable, has also been developed and added to the line since the last show.

In the motorcycle line, a new motorcycle tandem attachment, intended to fit on top of the luggage-carrier of any motorcycle on the market, has been added, as well as a revised edition of the Wald tandem which sells for $8.

### DIAMOND CHAINS

When the name "Diamond" appears on a show stand, along with the characteristic trademark, the motorcyclist and bicyclist immediately says "chains" and he is never disappointed. In the Coliseum, the chief feature at the stand of the Diamond Chain & Manufacturing Company is the firm's No. 149 Extra Heavy roller motorcycle chain, of ⅝ x ⅜ inch and adaptable to the heaviest service. In the bicycle section of the exhibit, the new roller models of 1915 also have their meed of admirers. The full Diamond line is tastefully arranged so that each type can be examined in detail.

President L. M. Wainwright is in charge of the exhibit, with J. W. Spray and S. C. Hurley, of the traveling staff, as assistants.

### SHOWING COVENTRY CHAINS

A full line of Coventry chains for motorcycles, in both heavy and light types, as well as an assortment of bicycle chains, has attracted attention to the show stand of the Herbert F. L. Funke Co., Inc., of New York City, throughout the week. In addition the firm is exhibiting several new types of Brown & Barlow carbureters, especially those models which are suited to two-cycle machines.

### RENOLD CHAINS

Complete sets of Renold motorcycle and bicycle chains are to be seen at the stand of Peter A. Frasse & Co., Inc., of 417 Canal street, New York. In the motorcycle series, the line is headed by the Special Service Chain of ⅝ x ⅜ inches, and includes the ⅝ x ¼ inch also. The starter and racing chains in ½ inch and ⅝ inch pitches are also exhibited, as well as a variety of sizes from ½ inch to ¾ inch pitch, and from ¼ inch to 5/16 inch wide.

The bicycle line consists of the ½ inch single roller, and one inch pitch twin roller sizes, in addition to the one inch pitch block chain in ⅛, 3/16 and ¼ inch widths.

John R. Cautley, manager of the chain department, is in charge of the booth.

### MOSSBERG WRENCHES

Socket wrenches in sets and singly, with or without ratchets, open end straight and S wrenches, and monkey wrenches for both the motorcyclist and bicyclist are shown at the stand of the Frank Mossberg Co., of Attleboro, Mass. The open end and monkey wrenches naturally hold the greatest interest for the riders, the former being shown in sizes to fit any nut on a motorcycle or bicycle without recourse to outside aids. The line of bicycle wrenches is most complete, being representative of the entire bicycle series made by Mossberg under the various trade names.

In the space given over to wrench sets, the "Quickkit," consisting of a wrench, screwdriver and a pair of pliers, packed in a canvas kit of small size, and the No. 715 set of four double-end wrenches for motorcyclists were admired on all sides. One of the wrenches has an alligator end, and comes in handy for use on pipe and other round objects.

The Mossberg stand is in charge of the Hastings & Anderson Co., Chicago representatives, with E. W. Scott, Middle Western traveler, as aide.

### BERLING MAGNETOS

Magnetos, from the new Type S for lightweights, to the big A-88 for eight-cylinder aviation and automobile motors are on view at the stand of the Ericsson Manufacturing Co., makers of the Berling magneto, at Buffalo, N. Y. The motorcycle machines, in addition to the Type S, are the N-11 for single, N-21 for twin motors and the N-44 for four-cylinder power plants. The S models are the S-13 for singles and the S-21 for two-cylinder machines.

In the multi-cylinder line, the B-41 and B-61 are for four and six-cylinder motors. These are distributor machines, whereas the N and S models need no such device. The A-41 and A-61 are for similar motors, while the A-81 and A-88 are for eight-cylinder motors.

### PREST-O-LITE BOOSTERS

Among the features of special interest at the show stand of the Prest-O-Lite Co., Inc., of Indianapolis, are the company's automatic reducing valve, an automatic friction lighter for motorcycle headlights and stem-and-burner connections for camping. An unusually interesting line of literature is on hand for motorcycle dealers who are attending the show.

The Prest-O-Lite exhibit is in charge of W. H. Adkinson, of the Chicago branch office, who is assisted by the company's Chicago salesmen in addition to A. G. Rundle, who travels in middle western territory, and C. F. Mitchell, Milwaukee branch manager. Among the company's Chicago representatives who are at the booth are C. M. Wills, branch manager; C. B. Sanderson, F. Michaelis, E. H. Godfrey and H. J. Haines.

### BADGER BRASS LAMPS

Headed by the two-bulb electric headlight, no less than six different models of Solar head and tail lamps are shown at the stand of the Badger Brass Mfg. Co., at Kenosha, Wis. The electric line includes two styles of electric cycle lamps, the one being in full nickel and utilizing a single dry-cell, while the other has a pair of dry-cells in a metal case.

The electric motorcycle line includes the two bulbe headlights and a tail light finished in Harley-Davidson gray to match that make of motorcycle. On this motorcycle the Solar equipment is standard for 1916. A set in full nickel for the Excelsior is also shown. In the gas lamp section of the exhibit, the different big headlights are seen in black, black and nickel, and full nickel, with tail lamps to correspond.

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Badger Brass officials who are in attendance on the stand include Secretary L. J. Keck and W. A. Bell, the western sales manager, Harry G. Haft, of the New York branch, assists Mr. Keck.

### EXTENSIVE VAN CLEEF LINE

At the show stand of Van Cleef Brothers the firm's comprehensive line of cements and other specialties is on display, the newest product of the company being an improved non-collapsible tube motorcycle cement. The firm has discarded the friction top and is now using on the tube an interior screw cap with a special top which enables the cap to be unscrewed readily or screwed back very tightly. This eliminates danger of evaporation or of the cap coming off.

All the members of the Van Cleef firm are in attendance at the show stand, and in addition two of the company's representatives, L. C. Davis and J. G. Littlefield, are helping to entertain and enlighten visitors.

### DUCKWORTH CHAINS

While the exhibit of the Duckworth Chain Mfg. Co., of Springfield, Mass., is for the most part a display board of easel effect, the line of bicycle and motorcycle chains shown thereon is very complete. In both block and roller types, with pitches varying from the smallest bicycle to the 5/8 x 3/8-inch motorcycle, the demand of every chain user could be satisfied. Of interest to lightweight devotees are the small-pitch block and roller chains for driving the magneto.

### HAGERSTOWN LEATHER OFFERINGS

A complete line of puttees and leggings, as extensive as ever and with refinements of interest showing here and there, is to be found at the booth of the Hagerstown Shoe & Legging Co., of Hagerstown, Md.

# MIDGET LIGHTWEIGHT MAGNETO FOR NATIONAL COIL CO.

FROM the laboratory and shops of the National Coil Company, of Lansing, Mich., comes the Model R National magneto, an ignition current generating machine which weighs 3 pounds 10 ounces and is adapted for lightweight motor service. It is also known as the "Midget," and is shown at the booth of the National company in two models.

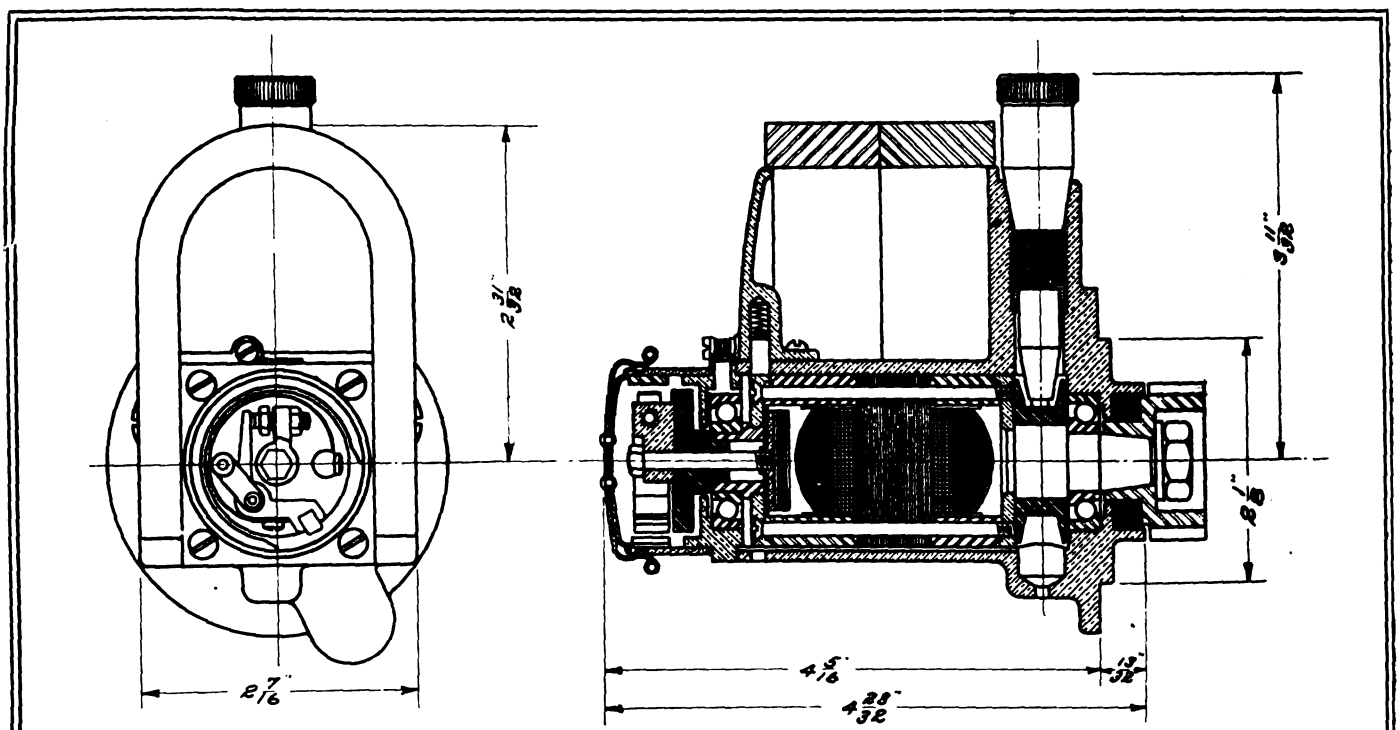
The National "Midget" magneto is of the true high-tension type, both windings being on the armature. There are but two horseshoe magnets. The armature is laminated, each lamination being made from sheet steel of special soft composition. The primary winding is made with Cotenamel wire, tested and carefully wound on, insulators being of varnished silk. The secondary is of the same make of wire, only finer, to take the high-tension current. The secondary winding is tested for continuity and for leakages before being assembled in the magneto.

The condenser is fitted to the armature end plate, and is of the regulation tinfoil and mica construction. The contact-maker is of the rocker type, with fibre block contacting with the steel cam in the casing. The stationary electrode is adjustable.

Current is taken off by a substantial carbon brush, set in a compressed hard-rubber plug. This plug screws into the bracket at the distribution end and is cut with steam-tight threads to ensure a waterproof connection. Both ends of the magneto are fitted with plates in order to render it waterproof. The armature shaft is carried on imported ball-bearings.

The "Midget" magneto is made in flanged base (Model A) and regular square base (Model B.). The base in both models is of aluminum, die-cast in one piece with the frame and high-tension bracket. The field poles are assembled and anchored in one operation in this magneto. The aluminum structure enables the National company to bring out a genuine light magneto.

The Model A magneto allows the machine to be mounted on the motor directly without the use of a bracket. The Model B is intended to fit on the regular magneto foot or bracket on the motor crankcase.




End and Sectional Views of the Midget Magneto, Made by National Coil Co.

C. E. Pearson, the National electric engineer and designer, is in charge of the stand, with General Manager M. M. Seabolt and F. E. Legg, of the sales force, as assistants.

### FORSYTH METAL PRODUCTS

The Forsyth Metal Goods Co., of Buffalo, N. Y., includes in its exhibit at the show mudguard braces, both single and double; sets of mudguard fittings in envelopes, luggage-carriers, bicycle stands, fork ends and assortment of lamp brackets.

The exhibit is under the direction of H. N. Rose, who is secretary of the Forsyth Company.

### INDIAN BICYCLE TIRES

Single tube bicycle tires in fifteen different qualities and treads are to be seen at the stand of the Indiana Rubber & Insulated Wire Co., of Jonesboro, Ind. Clincher bicycle casings made under the firm's special process and designed to fit either single or double clinch rims are also on view, with a series of inner tubes of different sizes.

K. Franklin Peterson, of the Chicago representatives of the company, is in charge of the exhibit, with H. V. Greenwood and F. R. Peterson as his associates.

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### HEARSEY-WILLIS BICYCLE TIRES AND ACCESSORIES

Hearsey tires and things which pertain to the pneumatic rim covering for both bicycle and motorcycle are arranged tastefully at the stand of the Hearsey-Willis Company, of 339 North Capitol avenue, Indianapolis, Ind. The leaders in the 1916 bicycle tire line are the Tough Treads, in Grecian as No. 222 and in red and gray. The '16 Road tire is also shown in Grecian tread and all gray plain.

The full Hearsey line shown includes the 777, the 999 High Duty, 664 White Wing and the 339 Clincher, as well as the five of the Aladdin series, the Tabasco, the latter being unguaranteed. In the tube line for bicycles, red and gray varieties are on show, as well as the Ruby for motorcycles. Cements, gaiters and repair materials, as well as reliners and patches are also on view.

The stand is in charge of President H. L. Hearsey and Fred I. Willis, secretary-treasurer of the company. Chester Oldham, the sales manager, is also in attendance.

### CORNISH SHOWS ACCESSORIES

L. H. Cornish, manufacturer's agent from Stamford, Conn., is showing a variety of accessories at Space 110. Among these are Anderson, Benton and other standard spark plugs, J. H. Just valve grinders, Heitger carbureters, Standard speedometers and separators, Marfco bicycle attachments, Leonard's Prest-O-Lite brackets for motorcycles, 20th Century lamps, Waterbury & Fraim locks, Weed folding backrests, Warren lubricants, Austin pumps, Lamm Brothers' clothing, Wye Knitting Company's sweaters and knit jackets.

In addition to these Mr. Cornish is showing a set of parts which include a 2 horsepower motor from which one can make his own lightweight motorcycle. This set, costing $50, includes an entire power plant, controls, frame parts and accessories and tools to assemble the whole.

### HEISSLER BATTERIES

A battery for every type of motorcycle is to be found at the stand of the Heissler Storage Battery Company, of 1436 Michigan boulevard, Chicago, Ill. These batteries range from the little accumulators for 2-volt work up to the 7 and 8 volt, three lamps service, for sidecar use. They possess a large acid chamber and non-leakable vents and can withstand the hardest usage. The plates are so constructed as not to sulphate abnormally, buckle or shed active material.

William E. Poole, the Heissler superintendent and designer, is in charge of the stand, along with General Manager Arthur J. Baracree.

### VICTOR LAMPS AND BRACKETS

While many styles of lamps for both electric and acetylene are to be seen at the booth of the Victor Auto Parts Co., of Cincinnati, O., the "Old Reliable" and "Pilot," each of 2,000 candlepower, interest the night-riding motorcyclist chiefly, while the after-dark cyclist is drawn as by a magnet to the electric lighting outfit bearing the Victor name. For the motorcyclist who uses electric current, the stand gives a wide range of head and tail lamps, and there are brackets for all the Victor models.

The electric lighting outfit, which is designed for motorcycles, as well as bicycles, consists of a reflecting headlight with double adjustable bracket, a metal battery-case and the necessary twin cables. The headlight is 4¼ inches in diameter and is fitted with a bayonet-joint switch. The battery casing has a three-point attachment, two to the top tube and the third to the seat-mast.

Fore-door and windshield spotlights in electricity for automobiles, are also shown.

Harvey R. Corcoran, vice-president of the Victor firm, is in charge of the stand in co-operation with Sales Manager W. R. Hughes.

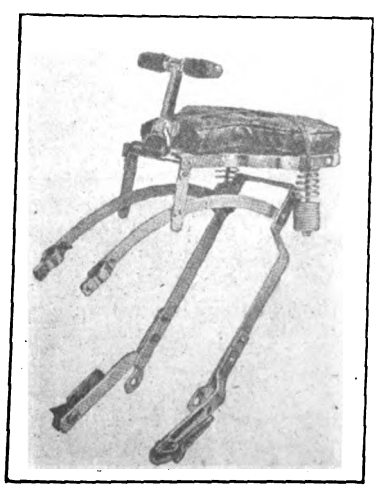
### SEISS HORNS AND LAMPS

The Seiss Mfg. Co., of Toledo, O., is showing its line of warning signals and lamps at the show as follows: Seiss Model M double-acting mechanical horn, Seiss Model A double-acting mechanical horn, the "Clear-O-U-T" horn, the "Root-O-U-T" horn, the firm's lightweight oil lamp and the Breckenride Model 12 acetylene gas lamp, together with the various styles of brackets and the different parts used in the construction of the Seiss line of horns.

George B. Seiss, president and manager, and H. B. Eyer, traveling salesman, are in charge of the exhibit.

### F-N TANDEMS AND BACK RESTS

The initials F-N spell "tandem attachment" to the motorcyclist of any experience, and the familiar F-N of attachments are to be seen in the Coliseum at the booth of the Fentress-Newton Mfg. Co., of 253 Lafayette Boulevard, Detroit, Mich. The regular tandem seat, with its component parts, is very much in evidence, in addition to the tandem with Prest-O-Lite holder and tool case, with back-rail and footboards, and the special model for Indian spring frame and Harley-Davidson machines. The F-N backrests, carrier cushions and lamp brackets are also shown, as well as parts for all goods.



**F-N Tandem Attachment**

Frank P. Fentress, president of the firm, with Irving Beck, sales manager, presides at the F-N booth, and J. C. Sage, the factory superintendent, assists Messrs. Fentress and Beck.

### NEW HAWTHORNE PRODUCTS

In addition to its already widely known lines of lamps, generators and brackets, the Hawthorne Mfg. Co., Inc., of Bridgeport, Conn., is featuring at its Chicago Show booth three new products: The "Old Sol Hornlite" outfit, a new style of tail lamp with license plate bracket, the Hawthorne carbureter, and a lightweight motorcycle lighting outfit.

The "Old Sol Hornlite" outfit consists of an electric searchlight, seven inches in diameter, with one or two bulbs and focusing device and with a horn vibrating mechanism in the body of the lamp. The latter is operated by a switch from the handlebar and is used in connection with the regular lighting and battery system on a motorcycle. Needless to state, there is no horn in the company's new style tail lamp. This is simply a neat and efficient rear lighting device, with license plate bracket, and adapted for use in connection with the "Old Sol Hornlite" outfit.

The Hawthorne carbureter, which is credited with extreme simplicity in both construction and operation, has been adopted for service on the Indian lightweight model and the Auto-Bike for 1915-16.

The electric lighting outfit for service on lightweight motorcycles consists of head lamp, battery container for two dry cells and tail lamps (with license plate bracket) complete with wiring.

The Hawthorne booth is in charge of E. Horace Hawthorne, sales manager and treasurer. In addition, the following have been in attendance throughout the week: President E. A. Hawthorne, F. C. West, Middle Western representative; W. R. Hicks, southern representative; W. A. Prince, representative for Hawthorne products in Cleveland, Ohio, Indiana, Kentucky and West Virginia.

### BOOSTING THE BICYCLE

Attracting attention because of its comprehensiveness as well as through individual features, the New Departure Mfg. Co.'s display at the show includes coaster brakes, hubs, bells and cyclometers of New Departure manufacture, and special emphasis is being placed on the "Red Book" publicity campaign for boosting interest in the bicycle. This campaign is being waged along lines certain to make a wide appeal, and no end of the company's special bicycle literature has been passed out since the show opened.

The company is represented by General Manager DeWitt Page, with Milo J. Horton and Edward W. Mink, salesmen, as his assistants.

### REX BATTERIES AND OUTFITS

Rex batteries separately and in connection with the firm's lighting system for motorcycles are shown at the booth of the Rex Battery Company, of 2505 South State street, Chicago, Ill. The exhibit includes a number of accumulators designed to furnish current for existing lighting and signal systems, as well as complete systems on the Rex arrangement, with lamps, etc.

In charge of the booth is President D. J. Gilleland, with General Manager P. H. Gilleland and G. B. Albright as assistants.

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### SPLITDORF SPECIALTIES

Dixie and Splitdorf magnetos and Splitdorf spark plugs in full line are to be seen at the exhibit of the Splitdorf Electrical Company, of Newark, N. J., at the Coliseum show. For the big motors in single and twin models, the Dixie Models M1 and M2 are exhibited, while for the lightweight single-cylinders the Dixie S1, a recent model, is right to hand. The Splitdorf Mag-Dynamo, for use with electric lighting and ignition systems, occupies a prominent place in the attractive row of current-producers. The Splitdorf plugs are, of course, exhibited well to the fore.

In charge of the Splitdorf exhibit are General Manager C. W. Curtiss and D. R. Walls, advertising manager. Michael E. Toepel and W. J. Murray, the latter a member of the Splitdorf sales staff, assist Messrs. Curtiss and Walls.

### ECLIPSE BRAKES AND HUBS

Coaster brakes in the Morrow line for bicycles, and front and rear hubs and clutches of Eclipse models are seen at the stand of the Eclipse Machine Co., of Elmira, N. Y. The Eclipse hubs are shown in both bicycle and motorcycle sizes and the clutches range from a capacity for the smallest-powered mount on the market to that of the most powerful twin. Dissected models are on hand for examination by visitors.

President E. J. Dunn heads the contingent from the Elmira factory, and he is ably assisted by General Manager J. C. Ferguson and Sales Manager A. C. Rice. F. S. Ellett, the mechanical engineer, is on hand to explain matters concerning the constructional details, while the sales force is represented by T. N. Biddle, H. C. Bush, L. S. Pugh and G. A. Christopher.

### STANDARD WELDING TUBING AND FORMED PARTS

Tubular products pertaining to all parts of the motorcycle and bicycle are to be seen at the exhibit of the Standard Welding Co., of Cleveland, Ohio. There are also a number of intricate bent parts which should be seen to be appreciated, but the frame components are the things which attract most attention.

Bert Quayle, of the Chicago office, and A. F. Stengle, of the main office, are in charge of the exhibit. Messrs. Flagg and Manternach of the company are also at the show.

### PREMIER CYCLE WORKS

The distinctive features of the exhibit staged at the show by the Premier Cycle Co., of Chicago, consist of a display of several high grade English, French, Swiss and Belgian accessories, such as the line of Powell & Hammer bicycle lamps, Brampton Bros. chains and pedals, several makes of featherweight celluloid bicycle frame pumps and flash back mirror danger signals. In addition to these the Premier company is showing the Aztec Record Clincher, and Samson Red Velvet Cushion Tires, and the complete line of Premier bicycles. The racer is the machine that is being strongly brought out, as well as the Motorbike, equipped with electric lights of distinctive pattern. The Hurry Cycle, which is being given prominent display, is arousing much interest among dealers who are looking for small quick delivery vehicles.

### THREE-SPEED HUBS AND MUSSELMAN PRODUCTS

Bicycle visitors to the stand of the Cycle Mfg. & Supply Co., of 180 North Dearborn street, Chicago, Ill., naturally examined the Sturmey-Archer three-speed coaster hub first of all, that is, when the crowd permitted them to get close enough. This hub incorporates a series of planetary gears, and gives a direct drive on the intermediate, a rise of 31 per cent. on the high gear and a reduction of 33 per cent. on the low. It is operated by a neat hand lever through Bowden wire and is adaptable to any bicycle. It is shown in section and also mounted on one of the Musselman bicycles.

The Musselman combination bicycle carrier is shown attached over the rear of a bicycle in this exhibit. A line of Atco chains for both bicycle and motorcycle is attractively displayed, as well as several of the new Pye-Musselman racing tires. The latter are made along automobile cord tire lines and can be inflated to 150 pounds pressure if desired. The Musselman line of bicycles, which take up much of the stand, is one that is of high-grade, the machines being largely hand-made and embodying the finest fittings.

Manager A. J. Musselman and Treasurer C. R. Wagner are in charge of the exhibit, with L. H. Keuhl, of the sales staff, as assistant.

### NEW YORK LUBRICANTS

Motorcycle oils and greases are included in the show display of the New York Lubricating Oil Co., and an interesting line of literature deals with the lubricating problem in a way that will prove helpful to riders.

Those in charge of the company's exhibit are W. M. Crotty, branch manager; Howarth B. Beaumont and Rudolph A. Janze, salesmen.

### DELIVERY BIKE AND ACCESSORIES

A delivery bicycle built on somewhat the same lines as the Handy is offered at the booth of the Premier Cycle Works, of Chicago. The Premier people also offer a complete line of bicycle accessories and a representative line of motorcycle and automobile accessories from European makers.

## ACCESSORIES AT HARLEY-DAVIDSON BOOTH

A FEATURE of the Chicago show, that did not fail to attract the attention of all comers and that was most appealing to the dealer, was the Harley-Davidson service exhibit, to which a goodly portion of the space in the Harley-Davidson booth was devoted. The exhibit was in two sections. First there was the accessory exhibit, in which was shown a representative line of motorcycle accessories sold, for the most part, under the Harley-Davidson name-plate. The accessory exhibit was staged with the sole idea in view of bringing home to the dealer the real importance of stocking the smaller fitments that go toward increasing the comforts or convenience of motorcyclists, and at the same time of giving the dealer some idea of just what he should carry along these lines.

The Harley-Davidson accessory display comprised lamps, both head-tail and trouble; warning signals, cushions made especially to fit the Harley-Davidson carrier; gloves, jerseys, motorcycle clothing, including a line of "Coverall" waterproof clothing, speedometers and cyclometers and a line of tire specialties. The materials were displayed in an eye-pleasing array, which caught the eye easily and held the attention.

The second section comprised an exhibit of tools only. There were all kinds and sorts of wrenches—some orthodox, and some of very special design, to take certain of the Harley-Davidson parts, as well as jiggs, templates, a flywheel truer, etc. All were mounted up neatly on display boards and the number was lettered on each one. The display was calculated to show the dealer who handles Harley-Davidson repair work the special tools that make for greater speed and better work—both of which are a means of keeping customers satisfied.

### F. A. M. ATTORNEY DROWNED

Chicago, Ill., September 20.—The death of M. J. Wangerein, F. A. M. attorney at Portland, Ore., which occurred while he was attempting to rescue a woman from drowning, was reported to the F. A. M. Board of Directors by Legal Action Chairman William Johnson at its meeting here, and the following resolution was unanimously adopted

"Resolved, That the Federation of American Motorcyclists learns with profound regret of the death of Mr. C. J. Wangerein, of Portland, Ore., one of its ablest attorneys, who has rendered to our members and many motorcyclists willing service and secured splendid results.

"With our sympathy goes our profound admiration of his exhibition of manly courage and regard for the well being of others which indicate him to be the kind of man his friends, the motorcyclists, and the world at large can least afford to spare.

"Resolved, That the trade journals be requested to publish this resolution and the same be copied by the Portland Newspapers."

### CLUTCHLESS CLEVELAND AT $140

From the Cleveland Motorcycle Co. comes an announcement that a model of the Cleveland lightweight will be marketed to sell at $140. This machine will be the same as the one already on sale except that the clutch is omitted.

Mose Leavitt and Jack Nightindale, of the parts department of the Hendee branch in San Francisco are on a hunting trip in the wilds of Nevada. They promised to bring back some black bears to hang up as trophies.

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# A LOT OF REASONS WHY THE SHOW WAS A HUMMER

ALL the show staffs that have not been dealt with paragraphically elsewhere in this issue are included in the mighty energetic-looking lineup given below. Look 'em over and you will form some idea of why business hummed throughout the big week. Here they are:

Excelsior Cycle Co., Chicago.—Peter O'Horo, James Paine, A. W. Cuddy, C. E. Mearns and C. C. Cone.

Duckworth Chain & Mfg. Co.—O. L. Barger, in charge; George H. Empsall, Treasurer; Vincent Bendix, W. C. Little.

Eclipse Machine Co., Elmira, N. Y.— J. C. Ferguson, General Manager; A. C. Rice, Sales Manager; T. N. Biddle, H. C. Bush, Pacific Coast Representative; E. J. Dunn, President; L. S. Pugh, Fred Ellett.

G. H. Westing Co., Indianapolis, Ind.—C. R. Sheets and F. S. Hassler, in charge; Mr. and Mrs. G. H. Westing; Robert H. Strum and J. C. Carr.

Hearsey-Willis Co., Indianapolis, Ind.—F. I. Willis, Secretary and Treasurer; C. A. Oldham, Sales Manager.

Badger Brass Mfg. Co., Kenosha, Wis.—L. J. Keck, in charge; W. A. Bell, C. Crawford and Harry G. Haft, of the New York office.

Champion Spark Plug Co., Toledo, O.—F. B. Caswell, Sales Manager, in charge; G. A. Kraus, W. J. Shay, Advertising Manager Corey. R. A. Stranahan, President of the company, visited the show for a brief period.

Ericcson Mfg. Co., Buffalo, N. Y.—T. S. Hemenway, Treasurer, in charge; H. R. Dilks and J. L. Brothers.

Amana Society, High, Iowa. (Exhibit of bicycles.)—G. R. Myers, William Stumpf and William Foerstner.

Monogram Oil Co., 1549 Michigan avenue, Chicago.—W. M. Crotty, Branch Manager, in charge (Chicago branch); H. D. Beaumount, R. A. Janze.

Stoll Mfg. Co., Denver, Colo.—Frank M. Stoll, M. Walter Stoll and Morris Hayutin, of the Western Supply Co., of Denver.

Harry Svensgaard Sales Corp., Detroit, Mich.—Harry Svensgaard, President; J. F. Field, Factory Manager, and W. D. Rumsey.

Loewenberg Co., Newark, N. J.—L. N. Smith, Sales Manager.

A. R. Moslar & Co., Mt. Vernon, N. Y.—J. W. Fischer, Ernest Gluckauf and H. A. Wattensheit.

Wheeler & Schebler, Indianapolis, Ind.—G. T. Briggs, Sales Manager, in charge; B. E. Okey, C. K. Alexander and F. H. Thompson.

Troxel Mfg. Co., Elyria, O.—H. T. Roberts and J. W. Brandt.

L. H. Cornish, Stamford.—Mr. Cornish, unassisted.

Wald Mfg. Co., Sheboygan, Wis.—E. and H. Pawsat.

A. O. Smith Co., Milwaukee, Wis.—W. V. C. Jackson, general manager of the Motor Wheel Division, in charge of the display; James Van Toor, Assistant Sales Manager; A. F. Powell, Chief Engineer; Sam Hope, Otto Pupikofer, Leon Schwab, J. J. Weins, H. L. Schwind, Frank Effinger, Ed. Sweeney, Carlton Richter. L. R. Smith, President, and James L. Sinyard, Treasurer, also visited at the show.

Standard Welding Co., Toledo, O.—H. A. Flagg, Sales Manager; J. C. Marternach, General Manager; A. Stengle and B. A. Quayle.

Pioneer Mfg. Co., Milwaukee, Wis.—L. K. Anderson and J. L. Christensen.

Indiana Rubber and Insulated Wire Co., Jonesboro, Ind.—R. W. Seiberling, Secretary; K. Franklin Peterson, Western Sales Representative, in charge; H. V. Greenwood and F. R. Peterson.

Corbin Screw Corporation, New Britain, Conn.—R. A. Sundvahl, in charge; S. J. Bonner, S. W. Ford, N. B. Ford and A. F. Breither.

Kelly Handlebar Co., Cleveland, O.—Chas. E. Weaver, in charge; G. J. Gifford.

Louis Rastetter & Sons, Fort Wayne, Ind.—R. W. Dick, unassisted.

Frank Mossberg, Attleboro, Mass.—E. W. Scott, R. W. Jones and F. A. Hastings.

Van Cleef Bros., Chicago, Ill.—Maxime E Van Cleef, in charge; Noah Van Cleef, Paul Van Cleef, L. C. Davis and J. L. Littlefield. Felix Van Cleef, who is usually so prominent at the Motorcycle Show, is making an extensive tour of the Pacific Coast. Those in charge of the exhibit say that every second person that comes along asks for Felix.

A. Schraeder's Sons, Brooklyn, N. Y.—B. W. Yockers, in charge; J. Bailin.

Kokomo Rubber Co., Kokomo, Ind.—D. L. Sprakers and R. R. Bowen.

## FIRST LIGHTWEIGHT TO SHOW

Frank Albert, salesman and demonstrator for the Schickel Motorcycle Company, of Stamford, Conn., was not only the first rider of a lightweight motorcycle to reach Chicago, but his trip to the Windy City was the longest made by any rider. Albert reached the show headquarters Saturday, September 18, having been on the road six weeks, during which time he covered about 7,000 miles. He made numerous side trips for the purpose of calling on dealers, and reports the sale of 220 of the lightweight models on his trip. With the exception of the breaking of the gas line connection, the ex-bicycle champion reports no mechanical trouble. He averaged one hundred miles to the gallon of gasoline, while his oil consumption did not exceed one pint to the hundred miles. He used two sets of Continental tires on the trip.

**Albert and His Schickel Lightweight**

Remy Electric Co., Anderson, Ind.—L. L. Kershner, in charge; F. L. Creager.

Jones & Noyes, Chicago, Ill.—H. B. Jones, in charge; T. E. Tucker, manager; Emil E. Wedig, James McTavish, J. Gotlieb and J. D. Hawkes.

Buffalo Metal Goods Co., Buffalo, N. Y.—J. T. McKenneth, in charge; W. F. Emmerson, President; Bob Lawson.

Autobike Co., 2011 Michigan avenue, Chicago, Ill.—L. R. Acton, General Manager, and C. S. Beardsley, Sales Manager, in charge; C. E. Frederickson, President; W. H. Stenger, Vice-President; F. K. Parke, Richard Roehl and C. W. Rambo.

Cycle Mfg. & Supply Co., 180 North Dearborn street, Chicago, Ill.—Also International Stamping Co., of Chicago, same booth; same men in charge.—A. J. Mussleman, C. R. Wagner, L. H. Kuehl and Russel Smiley.

Forsyth Metal Goods Co., Buffalo, N. Y.—H. N. Rose, Secretary, unaided.

Handy Bicycle Co., Chicago, Ill.—J. R. Fullam, in charge; A. D. Meiselbach.

National Coil Co., Lansing, Mich.—C. E. Pearson and T. E. Legg.

Chicago Eye Shield Co., 128 South Clinton street, Chicago.—Robert Malcom, President, in charge; R. H. Wagner and F. E. Weeks.

Army Legging Co., Sand Springs, Okla.—G. Ciociola, President, unassisted.

New Departure Mfg. Co., Bristol, Conn.—M. J. Harton, in charge; E. W. Mink.

Premier Cycle Works, Canal and Washington streets, Chicago.—George S. Lewis, Vice-President and General Manager, in charge; A. L. Perrottet, Treasurer; W. C. M. Foster, Advertising Manager; F. C. Gruss, Sales Manager.

Herbert F. L. Funke, New York, N. Y.—President H. F. L. Funke, unaided.

Militaire Auto Cycle Co., Buffalo, N. Y.—N. R. Sinclare, President; E. E. Richter, Engineer; H. J. Schnauffer, and Chas. Eden.

Peerless Chain Tool Co., Wellington, Colo.—L. L. and C. C. Caillet.

Heinze Electric Co., 1256 Michigan avenue, Chicago.—A. R. Bliss, in charge; W. A. Burke.

Rex Battery Co., 2509 State street, Chicago.—P. H. Gilleland, in charge; G. A. Albright and H. R. Thennis.

Emblem Mfg. Co., Angola, N. Y.—W. G. Schack and Fred P. Ames, Kansas City.

Persons Mfg. Co., Worcester, Mass.—C. A. Sawyer, unassisted.

Majestic Mfg. Co., Worcester, Mass.—O. A. Jones, unaided.

Hagerstown Shoe & Legging Co., Hagerstown, Md.—L. V. Hershey, in charge; R. C. Hershey.

Superior Metal Products Co., Elyria, O.—H. A. Jackson, President and General Manager, unaided.

American Wood Rim Co., Onawag, Mich.—A. B. Coffman, when finding a few spare moments from the big job of managing the show, sees that everything is O. K. at this booth.

Electric Storage Battery Co., Philadelphia, Pa.—G. H. Atkins, in charge; George Neth, T. M. Milton, D. Houlihan, T. Cressey, T. Clarke, H. Marsh and Representative Dunn.

*(Continued on page 48.)*

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**A New Department Which Will Appear Hereafter in Alternate Numbers of Motor Cycle Illustrated and Which Aims to Give Practical Assistance Along Export Lines.**

## WANTS $15,000 WORTH OF BICYCLE ACCESSORIES

THAT the war is playing havoc with the exports of those countries which formerly supplied the world's markets with cycles and cycle materials—principally Germany, France, Belgium and Great Britain—is indicated in the following extract from a letter received from a Swedish cycle dealer by the Empire Produce & Export Co., 247 Washington street, New York City:

"As perhaps you know, I am carrying on a cycle business in Eslof, Sweden, and as the present war makes it next to impossible for me to get my supplies of bicycle goods from the usual sources, owing to the prohibits in the different countries, I am going to get my requirements filled from the United States. I enclose a list of various items of bicycle goods for which I am in the market and would be very glad if you would quote me on them direct. I am willing to pay for the goods on receipt in New York through banker."

Incidentally, cycle parts makers are urged to get in touch with the export house in connection with this possible order, for in its entirety it aggregates between $15,000 and $20,000. Hubs, both front and rear, saddles, tool bags, pumps, bells, valve rubbers, wrenches, pedal axles, steel balls, tire pump hose and solution tubes are called for. The complete list follows:

10,000 bicycle pumps.
2,000 bicycle bells.
2,000 saddles, bicycle, men.
500 saddles, bicycle, ladies.
2,000 bicycle tool bags, men.
500 bicycle tool bags, ladies.
1,000 yards tire pump hose.
100 kilograms valve cap rubbers.
3,000 Sterling wrenches.
5,000 hubs, rear.
5,000 hubs, front.
2,000 pedal axles, King ½ inch.
1,000 gross steel balls.
10,000 ¾-inch solution tubes (tire cement?)
100 kilograms solution tubes.

The export house is soliciting bids on any or all of the equipment. Estimates should be addressed to Mr. Fernandez, care of Empire Produce & Export Co., 247 Washington street, New York City. Package sizes, gross and net weights, etc., should accompany the bids.

### AN OPENING IN NORWAY

A chance for American motorcycle makers to advance their interests in Norway is indicated in a letter to **Motor Cycle Illustrated** from E. P. Rose & Co., exporters at 17 Battery place, New York City. The firm explains that it is in touch with Norwegian clients who are desirous of obtaining territorial agencies for American power-driven two-wheelers in that country. The exporter is desirous of having motorcycle factories interested in a proposition of this sort forward details as to prices, deliveries, etc., to them together with complete specifications of the machines and a supply of catalogs.

### HELPING TO EXPAND TRADE

Manufacturers who do a considerable amount of business with Dutch firms will find it to their advantage to keep in touch with the American Export Chamber of Commerce, Amsterdam, Holland, which is showing commendable zeal in its efforts to connect importers of the Netherlands with exporters in the United States.

### CYCLES AND PARTS NEEDED

D. J. Ruarus, representing M. Adler, of Amsterdam, Holland, is at the Hotel Astor, New York, and wishes us to announce that his firm, one of the largest of its kind in Europe, is anxious to get in touch with American manufacturers of motorcycles, bicycles and motorcycle and bicycle parts and accessories. This concern already handles many American lines, selling the same all over Europe. It has its own branch offices in Birmingham, England, in Paris, France, and in Java, and is in position to give first class American references.

### NEW AGENTS IN FAR EAST

Manufacturers and others who are giving consideration to export opportunities will be interested in an announcement made by Messrs. Gaston, Williams & Wigmore, 140 Broadway, New York City, that their Far East Division, organized and equipped to develop markets for American industries, will hereafter be in charge of Joseph J. Keegan and Hilliard J. Rosencrantz as the managing directors. These two men have represented American manufacturers in the Far Eastern countries for the last sixteen years.

### GREAT BRITAIN AND ECUADOR

Two inquiries for American motorcycles have come to A. A. Levy, an exporter at 260 West Broadway, New York City. One comes from Great Britain, where a firm is desirous of getting in touch with producers of seven-horsepower machines of the very latest design; the other is from Ecuador, and the principal is anxious to handle the agency for an American machine in his locality. Mr. Levy would like to hear from interested manufacturers.

### OUR SOUTH AMERICAN TRADE

Since March last, there has been a steady increase in our trade with South America, as the following comparative figures will show:

| | |
|---|---|
| March, 1914 | $8,400,000 |
| April, 1914 | 9,000,000 |
| May, 1914 | 10,200,000 |
| June, 1914 | 7,600,000 |
| March, 1915 | 10,500,000 |
| April, 1915 | 10,800,000 |
| May, 1915 | 12,000,000 |
| June, 1915 | 13,700,000 |

During the year 1914, imports of motorcycles and bicycles into Trinidad, British West Indies, were valued as follows:

| | |
|---|---|
| Motorcycles, from the United Kingdom | $7,129 |
| Motorcycles, from the United States | 3,246 |
| Total | $10,375 |
| Bicycles, from the United Kingdom | $19,789 |
| Bicycles, from the United States only | 19 |
| Total | $19,808 |

It will be noted that although we export half as many motorcycles as does Great Britain to Trinidad, our business in bicycles is practically nil, as against nearly $20,000 done by English manufacturers.

Bermuda, another island of the British West Indies, takes $1,523 worth of bicycles from the United States, as against $14,449 from England.

It is evident from the above figures that there is a chance for a big improvement in American bicycle business in the British West Indies. This fact has been called to our attention by the American Consuls in those islands, who state, however, "that there is a decided belief in Bermuda that the British bicycle is much superior to the American product." Here is an opportunity for the American manufacturer to prove that the contrary is the case.

### INQUIRY FOR BAND BRAKES

An inquiry for band brakes for motorcycles has been received by Frederick H. Cone, 176 Front street, New York City. The specifications call for a "hand applied, back wheel, rim or band brake for motorcycles." Mr. Cone will be glad to hear from makers of brake equipment and requests full specifications, prices, etc.

### DUTCH MARKET IS INVITING

We are in receipt of a letter from F. Smits, of Arnhem, Holland, in which he says: "Owing to the present war, both Germany and England seem unable for some considerable time to come, to fill the demand in this country, so there should be some good business for American manufacturers if they care to supply what is here."

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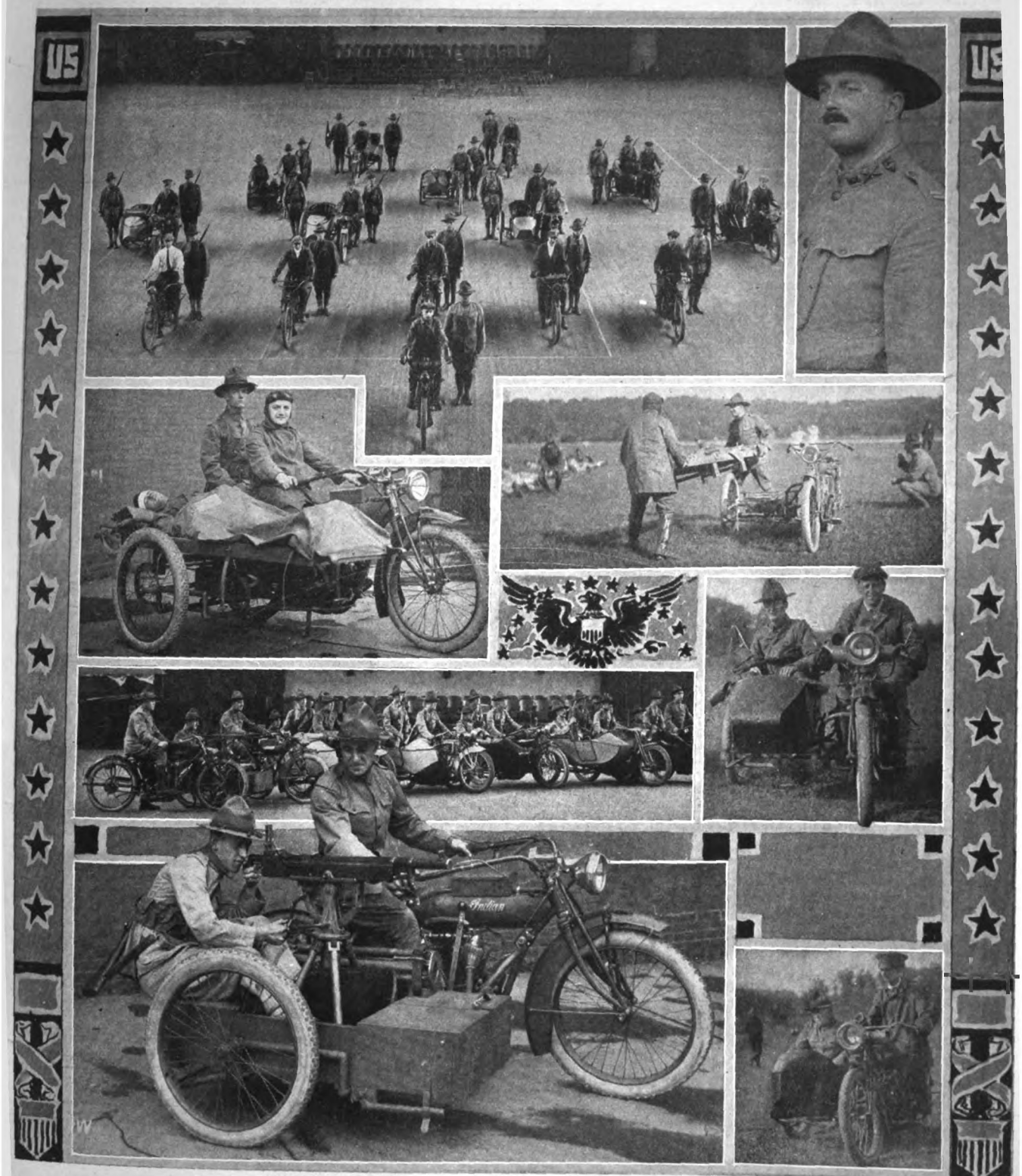
# NEW YORK MOTORCYCLISTS TRAINING FOR ARMY SERVIC



THE unusual photographs shown above were taken at the Coast Defense Armory, Ninety-fourth street and Park avenue, New York City, and at Van Cortlandt Park on Sunday, September 19, when motorcyclists of the metropolis drilled under New York National Guard officers in preparation for the maneuvers of State troops, to be held in Van Cortlandt Park, Saturday, September 25. About 150 motorcyclists participated in these drills, and there was every indication that the riders of the power two-wheelers will make a fine showing at the maneuvers, both in numbers and efficiency.

In the photo at the top of the page appear a few of the solo riders and some of the sidecar outfits lined up in formation at the armory. At the right is Lieut. Lorillard Spencer, the N. Y. N. G. officer in charge of the organization of motorcycle detachments. Below are two views of a sidecar stretcher, loaded and in the field. The narrow panel gives another view of the sidecar lineup at the armory, and the remaining pictures show a machine gun outfit and two of the sidecar combinations used by officers during the practice in Van Cortlandt Park. All these machines and riders, and at least a hundred others, will figure in the field maneuvers on Saturday. These will be reviewed by the state officials, headed by Gov. C. S. Whitman.

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# CARL GOUDY, ON EXCELSIOR, WINS AT PROVIDENCE

PROVIDENCE, R. I., September 19.—Carl Goudy, on an Excelsior, won the one-hour motorcycle race at the opening of the new Narragansett Speedway yesterday afternoon. He covered 71¼ miles in that time. Teddy Carroll, Indian was second, with 71½ miles, and Otto Walker, Harley-Davidson, third with 68 miles. Fourth and fifth places were obtained by W. P. Leahy, Indian, and B. M. Spencer, Indian, with 65 and 61 miles respectively. The sixth man was Ray Weishaar, Harley-Davidson, who covered 59 miles.

At the finish of the hour, although Goudy was leading and had never been lapped, the officials announced that Teddy Carroll, of Springfield, Mass., on an Indian was the winner. Goudy protested and after Carroll had admitted that he had not finished first, the officials awarded the race to Goudy, giving Carroll second place. Otto Walker, on his Harley-Davidson, having covered the next greatest number of miles was given third place.

There were fourteen starters, but only thirteen actually competed. George Hamilton, of Montclair, N. J., the only Merkel entrant, could not get started and so withdrew. Following the preliminary line-up Referee B. A. Swenson in a sidecar combination led the field around the track for one lap and then dropped the flag, and the race commenced.

In a short time it was seen that either Carroll our Goudy was to be the winner, bar accident. The Harley-Davidson contingent had barely time to get their mounts uncrated before the start and had to ride with cold motors. Carroll and Goudy alternated in position during the 60 minutes and finally the checkered flag came with Goudy to the fore, and Carroll a quarter-mile behind. Otto Walker, of the Milwaukee contingent, hung on gamely, finishing 2½ miles behind Carroll.

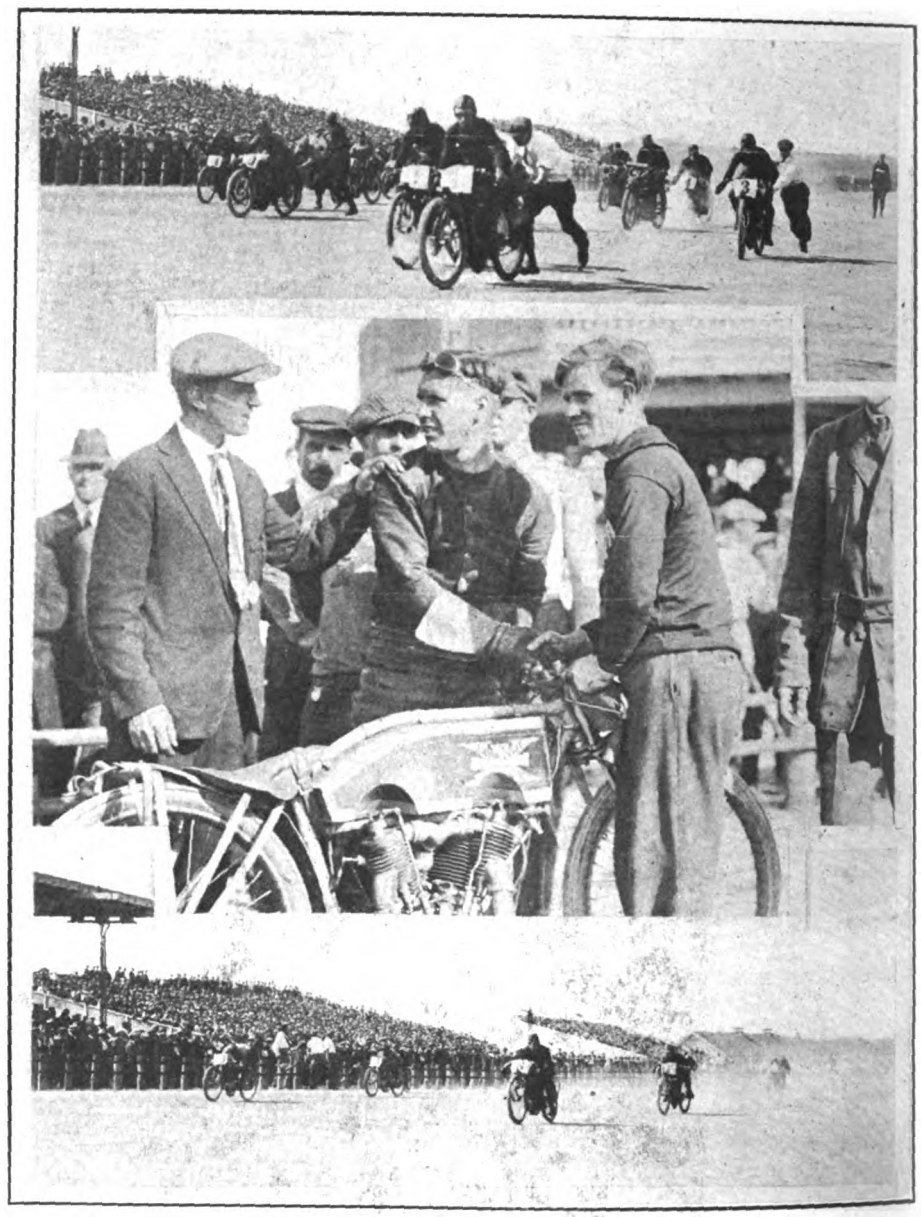
Earl Gove, Indian, was the first to stop. He halted in the second mile to set up on a loose sprocket and was obliged to repeat the operation later in the race. Spencer, Indian, stopped in the 50th mile with plug trouble and took on oil and gas. Weishaar, Harley-Davidson, experienced plug trouble and made one stop at the pits. Eugene Walker, Indian, had motor trouble and lost much time, not qualifying among the first six.

Bob Perry suffered from the jinx once more, blowing a hole in one cylinder and going out on the same lap. This left Goudy to represent the Excelsior camp, as Smith of New Bedford, Mass., was not an experienced man. Goudy, however, was well ahead at this time, and only an accident could eliminate the "Big X" rider. Goudy went the entire 71¼ miles without a stop, and Carroll covered his distance in the same manner.

Charles Helander, a local speedster, had his chance dashed by much misfiring, but pluckily rode several miles on one cylinder. The pace was too hot for this "one lunger" progress and he did not qualify for the money. He came in seventh. After Helander finished the remaining contestants were flagged down.

The race was started at 1:33 promptly, in spite of a request on the part of the automobile management to have the get-away at 1:10. The motorcycle hour event was succeeded by a 100-mile automobile race, on admission being charged for both events. A crowd of close to 40,000 spectators witnessed the day's sports, and cheered loudly for the motorcycle event, which was one of the most exciting they had ever seen.

On the completion of the motorcycle race Referee Swenson paid the prizes to the winners. Goudy received $500, Carro



**Carl Goudy, the Victor, in Center; Top, a View of the Field Getting Under Way; Bottom, the Leaders Hitting Up Top Speed in Front of Grandstand**

**Carroll, Goudy and Gene Walker at a Critical Moment**

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$250, Otto Walker $100, Leahy $75, Spencer $50 and Weishaar $25. Following is the list of entrants and their machines:

Carl Goudy, Excelsior, Chicago, Ill.

Bob Perry, Excelsior, Chicago, Ill.

George Hamilton, Merkel, Montclair, N. J.

Teddy Carroll, Indian, Springfield, Mass.

Otto Walker, Harley-Davidson, Los Angeles, Cal.

Earl Gove, Indian, Brockton, Mass.

Eugene Walker, Indian, Birmingham, Ala.

A. J. Kenehan, Harley-Davidson, Providence, R. I.

Charles Helander, Indian, Providence, R. I.

Ray Weishaar, Harley-Davidson, Milwaukee, Wis.

B. M. Spencer, Indian, Providence, R. I.

W. P. Leahy, Indian, Hartford, Connecticut.

H. F. Smith, Excelsior, New Bedford, Mass.

A. B. Carlson, Indian, Providence, R. I.

# INDIAN SALESMEN GATHER AT ANNUAL BANQUET

## Treasurer Weschler Announces Hendee Company's Bicycle Plans

SPRINGFIELD, Mass., September 20.—That the Hendee Manufacturing Company will once more enter the bicycle field on a large scale in addition to its motorcycle business, was formally announced last Friday night, by Frank J. Weschler, treasurer of the company, in an address before 36 Indian salesmen from all parts of the country, who assembled for the third annual banquet in Highland Hotel, Springfield.

Mr. Weschler explained that the Westfield Manufacturing Company will make these machines to Indian specifications, for the reason that if these bicycles were manufactured by the Indian factory considerable delay would be caused to the trade. Therefore, in the interest of all dealers who will handle Indian bicycles, arrangements have been made for their manufacture at Westfield in 1916.

The salesmen have been in this city several days, during which they have familiarized themselves with the new models and plans at the Hendee factory. The members of the sales staff came from Toronto, Chicago, Toledo, Atlanta, Kansas City, Needham, Minneapolis, Asheville, N. C.; Dallas, Tex.; St. Louis, Mo.; Newark, N. J.; Los Angeles; Auburn, N. Y.; Wheeling, W. Va., and other places. Mr. Weschler was toastmaster at the banquet. Addresses were made by E. M. Jackson, of the sales department; R. L. Harriman, advertising manager, and C. N. Hinckley, assistant treasurer.

Mr. Weschler reviewed and discussed the new line of 1916 motorcycles, which are expected to be a feature of the market this year and next. The members of the sales force agree unanimously that the new machines are far advanced mechanically over the output of the past and the greatest value that the company has ever produced. In announcing that the company will resume its sale of bicycles, Mr. Weschler touched on the tremendous annual bicycle output of this country and its relation to the new line of Indian bicycles.

E. M. Jackson, of the sales department, followed Mr. Weschler in a detailed outline of sales methods adopted for the coming year. R. L. Harriman, advertising manager, spoke on the advertising plans for 1916 and the great selling force of advertising. He dwelt particularly on the influence of sincere, truthful advertising, saying that the policy of the Hendee Company has always been along that line. C. N. Hinckley, assistant treasurer, touched on both the sentimental and business side of the selling of Indian motorcycles, and the high importance of the sales staff in the general prosperity of the company.

In concluding, Mr. Weschler made the hit of the evening by announcing that sales in the last year have exceeded his estimate made a year ago. This, in view of the abnormal and unfavorable conditions, was considered most gratifying.

This year's sales convention was the most successful in the company's history. The salesmen left Saturday for the national show at Chicago, which opened Monday. At the close of the show they will depart for their respective territories.

The banquet tables were arranged in the form of a capital I. Those present were as follows: F. J. Weschler, E. M. Jackson, C. N. Hinckley, R. L. Harriman, E. A. Buffum, F. D. Shomo, W. E. Johnston, A. H. Crocker, H. C. Shaw, John McDowell, J. B. McNaughton, William Shields, Arthur Anderson, H. H. Noyes, W. A. Prentice, W. G. McCann, J. A. Priest, J. D. Milne, Thomas C. Butler, Jr., Z. Godin, C. K. Andrews, H S. Barrows, Arthur Stephens, E. H. Towle, J. L. Seidell, Arch R. Strong, Harvey Bernard, O. V. Atwood, J. J. O'Connor, J. S. Mabbett, E. Drake, Robert Gilbertson, E. A. Robertson, Ray Seymour, F. B. McFadden and I. F. Jacobs.

### SIGNS FOR 1,000 MOTOR WHEELS

J. W. Grady, Smith Motor Wheel dealer in Worcester, Mass., is one of the early visitors at the show and the first to sign up at the show for next year. Grady renewed his contract and signed for 1,000 machines. "And," said Grady, "I'll eat my hat if I don't sell 2,000." Probably Grady's contract is the first which was signed for the entire show.

How the Wigwam Salesmen and Some of the Department Heads Lined Up at the Banquet

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## A Lot of Reasons Why the Show Was A Hummer

(Continued from page 43.)

Flxible Sidecar Co., Loudenville, O.—Hugo H. Young, in charge; F. G. Schnittke and F. M. Exline. Mr. Exline made the trip from the factory at Charleston, W. Va. J. H. Hubbard, J. F. Durr and A. H. Weimer are also there.

Excelsior Motor Mfg. and Supply Co., Chicago.—George Mathis, Sales Manager; Gid Haynes, Arthur Rochow, P. E. Zimmerman, Geo. Evans and Mark Erskin.

Nonpareil Horn Mfg. Co., New York, N. Y.—Carl Kaufman, President; Lincoln T. Kauffmann, in charge.

### SEES SHOW DESPITE HANDICAP

That S. C. Hamilton, the Harley-Davidson dealer of Pittsburgh, Pa., believes the motorcycle shows to be of inestimable benefit to the dealers is evidenced by his presence at the Coliseum this week. Mr. Hamilton has been on the sick list for the last two months, with no less an affliction than a serious attack of blood poisoning in the left limb. Until the time of his starting for Chicago Mr. Hamilton was forced to use crutches, in order to walk at all, and even now finds it difficult to walk with the aid of a cane. With such courage, grit and enthusiasm, no wonder the dealer from the Smoky City can emphatically say: "I had a fine season." Hamilton has, of course, signed up for next season and sees prosperity ahead.

## 340-MILE RUN TO SHOW ON DAYTON MOTOR BIKE

CHICAGO, Ill., September 19.—Covered with mud both as to machine and clothing, yet without a falter in the motor, C. W. Waughop, Dayton traveler, rode up to the Coliseum at 1.30 this afternoon on a Dayton motor-bicycle, just 50 hours out of Dayton, O. In all, Waughop rode the little front-wheel drive mount for 340 miles, averaging 18 miles per hour throughout.

Waughop left the factory of the Davis Sewing Machine Company, on Davis

**Waughop on Dayton Lightweight**

avenue in Dayton, at 11.30 on the morning of September 17, on what was the first cross-country run on a light-weight machine. It was not long after his departure on Friday that he ran into a rain storm, which had its effect on the roads over which the Dayton and its rider were to pass. From late that afternoon until Sunday morning, Waughop rode through mud of varying depth and stickiness, encountering fogs and rain storms. There was no mechanical trouble during the run and no difficulty at all in handling the mount.

Waughop claims not only to have made the first cross-country trip on a light machine, but also to be the first rider of a light-weight to reach the Show. "She burned 3½ gallons of gas on the trip," said C. W., "and only one pint of oil was needed. There was some oil left in the base when I finished, too. The motor-bicycle handled easily in mud and I am convinced that a girl could have handled it all the way."

Following a short reception, Waughop and his motor-bicycle went into the Coliseum, and the machine was placed on exhibition at the Davis stand. Waughop's performance was considered a remarkable one, as outside of the factory testing staff and a favored few in the trade, no one had ever ridden the motor-bicycle for any distance. The trip served to convince many skeptics that the little mount with its powerplant in the front wheel was all that it claimed to be, in spite of the rather radical nature of its design. (A description of the Dayton motor-bicycle is on page 32.—Ed.)

# PARKHURST NABS MILWAUKEE CENTURY RACE

### Wolter and Fredericks, His Team-Mates, Finish Second and Third

MILWAUKEE, Wis., September 19.—The Harley-Davidsons made it one, two, three in the 100-mile feature event of the race meet held here this afternoon on the State fair track under the auspices of the Milwaukee Motorcycle Club. "Red" Parkhurst, the popular local idol with the speed fans, established a new track record when he finished first in 90 minutes and 54 seconds flat for the century.

While the attendance was smaller than at any of the previous meets held in this city, today's speedfest was an exhibition of the fastest motorcycle riding that has ever been shown here. Incidentally, this is Parkhurst's second consecutive 100-mile victory, the last time being 91 minutes flat.

Not having to make a single stop contributed largely to the fact that the gray fellows copped the first three places. Up to the ninety-third lap it was a neck and neck fight between Parkhurst and Bill Brier for first position, the two alternating in the lead on an average of five laps. Then Brier was forced out with a broken chain that put his frame on the hummer. This left "Safety First" Joe Wolter in second position, with Maurice "Curly" Fredericks third. Alva Stratton, on an Indian, was fourth; Lewis Hadfield, fifth, and S. H. Tinsley, Excelsior, sixth.

It was a fine day for Mr. Jinx. Don Johns, who probably is on more intimate acquaintance with this esteemed gentleman and all the little jinxes than any other rider performing in the State of Wisconsin, had the misfortune to drop a push-rod after finishing the 10-mile event and that left his start in the long race a vacant spot. Stratton inherited the deadly affects of Mr. Jinx's work when he got through with Johns, Alva running out of oil on the far side of the track and five laps to the bad when the puffing pitman finally arrived with the precious lubricant. The hungry eight-valve yelped for oil again in the eighty-fourth lap. Then to cap the climax Stratton blew a tire in the eighty-sixth that put him out of the race. The Colorado Springs boy must be given credit for doing some of the fastest riding of the meet in his efforts to make up for lost time. He had been able to make up for all but one of the lost circuits when his tire went.

Stanley H. Tinsley came all the way from Knoxville, Tenn., where he is in partnership with James A. Knox in The Motorcycle Store, to get a taste of mid-western speed, but all he got was the experience of going through a mid-western fence. From the stands it looked like a bad accident. Three finishers had been flagged off when the crowd surged on the track and caused Referee Baldwin to flag the rest of the field and award the prizes according to the place occupied at the time of the accident. Tinsley escaped with a bad shaking up, scalp and body wounds, but with no serious injuries.

The ten-mile curtain raiser was a walkaway for Don Johns and his Indian. Parkhurst and Brier on Harley-Davidsons finished second and third. The Harley-Davidson entries all were pocket valve type of motor.

F. A. M. officialdom was well represented. J. J. Lantry, Wisconsin commissioner, superintended the running of the meet; H. E. Baldwin, State referee, was starter, and Arthur L. Johnson, Illinois State commissioner, was announcer. Determined to avoid any repetition of the last checking mixup, the club officials had arranged for a double barreled checking system. The meet was one of the best of the season in scoring, announcing and checking.

The results:

Ten-mile, non-port—First, Don Johns, Indian; second, Leslie Parkhurst, Harley-Davidson; third, William Brier, Harley-Davidson.

One hundred-mile, non-port—First, Leslie Parkhurst, Harley-Davidson; second, Joe Wolter, Harley-Davidson; third, Maurice Fredericks, Harley-Davidson; fourth, Alva Stratton, Indian; fifth, Lewis Hadfield, Harley-Davidson; sixth, S. H. Tinsley, Excelsior.

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# UNUSUAL INTEREST CENTERS IN FOUR-STATE RUN

DAYTON, O., September 23.—Great interest is being aroused in the Ohio State F. A. M. Fourth Annual Reliability Run, which, under the joint auspices of the Ohio and the Pennsylvania F. A. M. organizations, will start from Dayton, October 9, and wind up at the New York Show on October 12. Many of the motorcyclists who contemplate visiting the show are availing themselves of this opportunity to travel to the big cycle exhibition in genial company.

A meeting will be held at the Dayton Motorcycle Club rooms, corner Broadway and Germantown streets, at 8 p. m., October 8, at which special instructions will be given to all contestants. Any competitor not at the meeting in time will be penalized. Entrants' machines must be left at the North Main Street Garage, 211 North Main street, Dayton, O., not later than 3 p. m., October 8, for inspection and sealing. Each competitor must present his F. A. M. card at the meeting in the Dayton M. C. club rooms.

From the court house in Dayton, the solo riders will start at 6 a. m., and the sidecars at 5 a. m., October 9. Contestants will be allowed to remove their machines from the official garage thirty minutes before starting time and will ride them to point of departure immediately.

Three diamond medals will be given to the manufacturers' team, consisting of three riders, that finishes with the highest consistent score. Only one manufacturer's team of each make is eligible to compete for this prize. To the team of two riders with the highest score will be presented a silver cup, given by the Pennsylvania State F. A. M.; a diamond medal will be given to the professional rider with the best score, which has been hung up by Ohio State F. A. M. Commissioner I. J. Jacobs. Commissioner Robertson, of Pennsylvania, has contributed a diamond medal to be presented to the amateur with the most consistent standing, while the best sidecar contestant will be awarded with a silver cup.

The approximate mileage for the four days' trip is 814 miles. The first day of the journey will see the riders travel from Dayton to Wheeling, W. Va., on the second day Chambersburg will be the objective, while the third day will bring the contestants into Philadelphia, and the last day will witness the end of the run at the New York Show.

Entry fees have been arranged as follows: Professional, $6; professional post entry, $10; amateur, $2, club teams, $4; sidecars (professional), $10. All entries close at noon, October 6. Further information and entry blanks can be secured by communicating with Commissioner I. F. Jacobs, 208 North Main street, Dayton, O.

# GRAVES SHATTERS CENTURY RECORD

## Also Cleans Up All Sweepstakes at Intermediate Distances—Creviston Second

DETROIT, Mich., September 19.—In winning the 100-mile National F. A. M. Championship today, Morton J. Graves, Indian, set a new world's dirt track record for the distance his time being 84:41⅗.

"Morty" won only after the hardest kind of a fight all the way, and after matching skill and nerve with Ray Creviston, Indian, in one of the most thrilling track duels that ever happened. It was nip and tuck between these two all the way, and Graves led over the tape at the finish by a margin of only a dozen feet.

Graves took the lead on the very first lap, with Creviston only a yard behind and Kinnie, on a Cyclone, coming a close third. "Crevvy" tried hard all the way, but Graves was ready and willing to match him at every stage of the game, and their relative positions "stayed put."

Besides getting first prize money and the championship gold medal, Graves cleaned up all the sweepstakes money for leading at intermediate distances. Graves crossed the 25-mile mark in 21:59. He made the 50 miles in 42:03, and rolled past the 75-mile station in 63:28.

At the finish Creviston was making another desperate bid for the lead again, but Graves held him off and won by a narrow margin of little more than a machine's length. Kinnie, on the Cyclone, rode to a good third place.

In the preliminary races, Graves took the first 5-mile heat, with Stokes, Excelsior, second, and Lochner, Excelsior, third. Time, 4:14⅗. Creviston grabbed the second heat in 4:08⅕, with Kinnie, Cyclone, second, and Montgomery, Excelsior third. The final heat, ten miles, was a close win for Graves, with Creviston second and Kinnie third. The time was very fast, 8:18½.

Creviston and Kinnie each rode two time trials of a mile each in an effort to set a new track record. Each made the same time on the trials, 49 seconds flat.

## Miami Sales Force in Busy Annual Conference

MIDDLETOWN, O., September 20.—The entire sales force of the Miami Cycle & Mfg. Co. attended a conference which was held at the home office last week, preparatory to the regular fall campaign. Those in attendance were C. A. Van Doren, New England branch manager, and his assistant, Geo. Schueller; E. W. Adams, Pacific coast sales manager, and his assistant, J. E. Steuer; and also A. D. Webster, H. A. Gliesman, W. M. Sheets, Chas. Weiss, A. J. Chapple, C. F. Pineau and F. P. Lee.

Chapple is a new addition to the Miami sales force and will travel in the Southeast exclusively on Flying Merkels and Miami Power Bicycles. C. F. Pineau, while not new to the Miami organization, is making his first appearance in the sales activities as assistant to R. D. Webster. Pineau will travel through Pennsylvania and New York. Weis also makes his debut as a new member of the selling staff and will cover Wisconsin and Minnesota. He has been Racycle agent for twenty years in La Crosse, Wis.

## F. A. M. Directors Take Up Important Matters

CHICAGO, Ill., September 22.—An informal meeting of the directors of the F. A. M. was held today in the Coliseum, at which a number of important matters were discussed and passed on. The first subject that came up for consideration was the protest filed by John Hess, the Excelsior rider, who claims that the Bosch trophy and the amateur championship race, which was run at Sacramento, Cal., on July 25, was unjustly awarded to Thomas Liggett, the Indian contestant, whom Referee John L. Donovan declared the amateur champion. Hess insists that he was the real winner of the race and hence entitled to the Bosch trophy.

The F. A. M. directors, after mature deliberation, declared that a copy of the protest should be mailed to all of the F. A. M. directors and that a mail vote should be taken. In that way only, was the consensus of opinion, could a really fair decision be rendered.

The status of the Smith Motor Wheel was next considered, and it is now certain that favorable action will be taken with reference to motor wheel races. A report from Legal Actions Committee Chairman Johnson was read and accepted.

After fully discussing the letters from former New York State Commissioner John A. Hall, whose recent election at Saratoga was declared void by the delegates to the 1915 F. A. M. Convention, it was decided that a communication be sent to all of the trade journals which would explain the position of the directors regarding Mr. Hall's case. Those present at the meeting were: President A. B. Coffman, Chairman Johnson, Messrs. Castle, Ash, Hunt and Campbell.

### A CORRECTION

In the report of the 300-mile race at Chicago which appeared in these columns it was stated that all the Indian machines entered were equipped with Splitdorf magnetos. A revised statement from Chicago says that the Indians used by Johns, Whittler, Gene Walker, Taylor and Seymour carried Bosch magnetos.

### FOR EMERGENCY SQUAD

Lincoln, Neb.—The local gas company has purchased two Thor machines from the Tubman-Grone Cycle Co., for use by its emergency squadron. This cycle concern has the exclusive agency for the Pierce and Pope bicycles.

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# SHE TOOK KIDDIES ON 500-MILE TRIP

EDITOR: I have read with much interest articles appearing in **Motor-Cycle Illustrated** from lady riders, telling of their road experiences. My husband being the Harley-Davidson agent in Waterbury, Conn., I have occasion to ride a machine frequently and enjoy it thoroughly.

It so happens that in our town the express company does not deliver goods, and since we have "stuff" coming to us nearly every day, it devolves upon someone to make the trip to the express company's headquarters. I found that Mr. Lang had to neglect much of his work to make these trips daily, and decided that I would learn how to ride a machine and take this pleasant burden off his shoulders.

Now I've got three jobs in the Waterbury Harley-Davidson agency, to wit, clerk, bookkeeper and "express woman." And the last mentioned job is the one I like best.

After my husband returned from his vacation I decided to treat myself to a little recreation and take the four children with me. What could I do to make the most of this vacation? It didn't take me long to ponder over this question and find a dandy solution. I just hauled out the sidecar combination and piling the kiddies in it, started my Harley three-speed going and off I went.

The first day I rode to Springfield, Mass., a distance of sixty-one miles, and found the roads in splendid condition. We travelled by way of Hartford and the children were delighted to see the men working in the tobacco fields. It seems that every time a motorcyclist stops, people think that there must be trouble of some sort. Quite often along the route into Springfield, I paused so that we might better view the scenes, and almost without exception an autoist would pull up alongside and ask if he could be of service. Very kind of the autoists, but decidedly little they know of motorcycles.

We stayed at Springfield for a few days and then departed for Boston, about one hundred miles away, arriving there at four o'clock in the afternoon. I stored my machine at the Harley-Davidson Motor Co., on Huntington avenue, and called on some friends in the Hub. After several days of sight-seeing, we got our outfit and left for

**Mrs. Lang and Her Youngsters On Road to Boston From Waterbury**

Pawtucket, R. I. The remainder of the return trip, which covered a number of days, was made by way of Worcester and Springfield. The length of our little vacation journey was nearly 500 miles. Did we enjoy it? You bet! And for next year we are looking forward to a still longer trip.

MRS. S. LANG,
Waterbury, Conn.

## NEED $42 MORE IN THE CHELINI "FINE FUND"

Motorcyclists who desire to show their sporting spirit by contributing to the fund which will be used to pay the fine of A. Chelini, the rider who was arrested for speding through Alameda County, Cal., on the recent Transcontinental Relay, are invited to forward their donations to **Motor Cycle Illustrated.** Only fifty dollars is needed, and individual contributors are not expected to give more than one dollar each. As soon as the required amount has been raised it will be sent to Chelini.

For the benefit of those who have not followed the developments in the Chelini case, it may be stated that this rider, mounting a Pope machine, was delegated to carry the President's message on the last leg of the Transcontinental Motorcycle Relay. While passing through Alameda County on his way to San Francisco, Chelini was chased twelve miles by a motor-cop, who also fired half a dozen shots from his revolver at the rider's tires. Chelini continued his ride and delivered the message in San Francisco. Later he was arrested and a fine of fifty dollars was imposed. Chelini was obliged to pay it or submit to a jail sentence. It is the amount of this fifty-dollar fine that Chelini feels should be returned to him, and motorcyclists along the coast seem to feel the same way about it.

Just prior to the publication of the September 16 number of **Motor Cycle Illustrated** a letter was received from a well-known California motorcycle dealer requesting that this journal give publicity to the fund idea, and the announcement was made. From now on acknowledgment will be made of each contribution received.

Those who have so far contributed are as follows: C. H. Minto, assistant sales manager of the U. S. Tire Co. of California, $1.00; San Francisco branch of B. F. Goodrich Tire & Rubber Co., $1.00; San Francisco branch of Hendee Mfg. Co., $1.00; **Motor Cycle Illustrated,** $5.00.

## EFFICIENT POLICE WORK

Reading, Pa.—The usefulness of the motorcycle in police bureaus was strikingly exemplified here several days ago. A passenger, Edward Hunsberger, on a northbound street car noticed that another passenger who looked like a tramp paid his fare from a roll of greenbacks as thick as his wrist. The man asked the motorman how to get to Allentown and was told he would have to change cars at Temple, four miles north of the city.

At Temple Hunsberger telephoned to the city police station and in a trifle under 10 minutes from the time he hung up the receiver Motorcycle Officer Francis Franckowiak, one of the city's gasoline squad, was in Temple. He won the race against the Allentown car going to Temple and placed the stranger, William Green, under arrest. At police station Green confessed that he found the money in a wallet near the city limits and restored the whole amount, $95.90, to the owner, Elmer Marks.

## A VISITOR FROM NEBRASKA

C. H. Miller, who recently left his home in Red Willow County, Nebraska, for a leisurely tour by the southwest route to New York City, arrived in the Metropolis a few days ago, and is now on his way back to Nebraska by the central route. Miller uses a three-speed Harley-Davidson, and reports that his mount stood up without a whimper through all kinds of rough going. He is of the opinion that there is little to choose between the sand of Oklahoma, the swamps of Louisiana and the mountain roads of Virginia, but admits that Virginia has a "shade" on most other states when it comes to hard traveling. Miller intended to travel eastward by one of the central routes, but the floods forced him to swing to the southwest. He is loud in praise of Texas roads.

## CARR ON STATE F. A. M. TRIP

Indianapolis, Ind., September 20.—Starting the first of October Jack Carr, Indiana F. A. M. commissioner, will make a tour of the entire State and call on every F. A. M. member and dealer in the State. The State federation is rapidly regaining the ground lost during the past few years.

During the past four months the membership in the State has been increased almost one hundred per cent., but the State officers are not satisfied with this increase, as it is not representative of the large number of motorcycle riders in the State. A strong appeal will be made to all the dealers who are not members to join the organization, as their influence is the most desired of all. An effort will be made to affiliate more clubs with the national organization. At present there are several new clubs which have sprung up in the State that have not affiliated with the federation. Commissioner Carr hopes to gather in these clubs. Carr will use a motorcycle and sidecar throughout his trip in the Hoosier State. He will act as the Indiana representative of **Motor Cycle Illustrated.**

## RACINE CLUB ORGANIZES

Racine, Wis., September 23.—The Racine Motorcycle Club has filed articles of incorporation with the Secretary of State The purpose of the organization is stated as purely social. The incorporators are W. R. Wadewitz, Arthur Naleid and Car Anderson.

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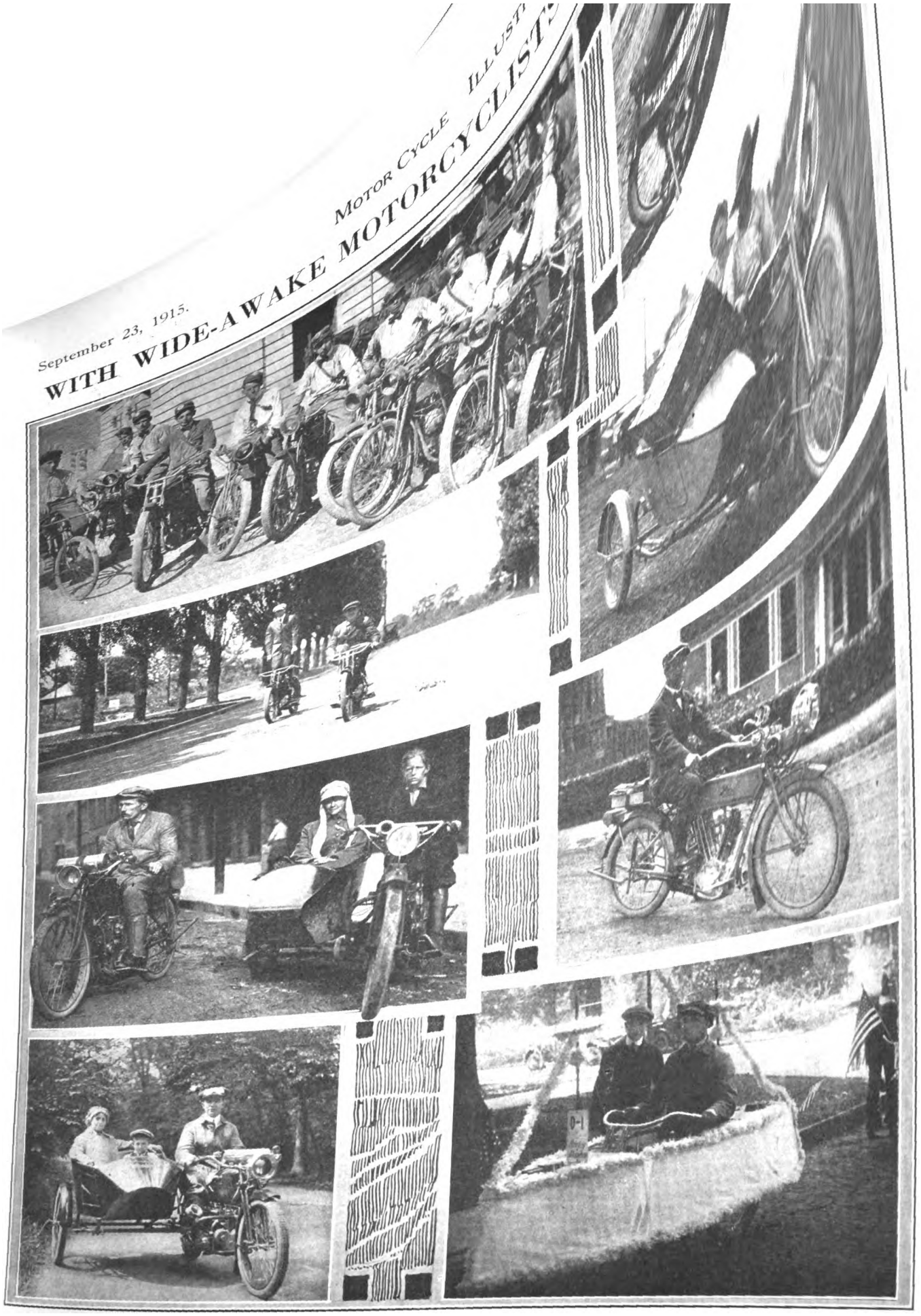
# WITH WIDE-AWAKE MOTORCYCLISTS



Top Left, Part of Special Delivery Staff of Los Angeles, Cal., Post Office; Top Right, Hugh Baumgras, Emblem Rider of Lansing, Mich., at Dayton, O.; Next Row, Left, Harry Immel and Art. Lemon Performing on Hendersons in Detroit; Right, Mr. and Mrs. F. E. Skinner, of Walter, Okla., Who Put Their Sidecar to Many Uses; Next Row, Left, B. A., Mrs. Swenson and Eddie Swenson on Recent 400-Mile Tour; Right, E. Mangin, of Biloxi, Miss., at Pope Factory, Westfield, Mass.; Lower Left, Edward Netscher, Henderson Agent in Long Island City, and His Family; Right, Harley-Davidson "Submarine," Which Figured in Recent "Good Roads" Demonstration Parade at Jacksonville

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# On the Pacific Coast

## ART HOLMES BREAKS LOS ANGELES-SAN DIEGO RECORD

Los Angeles, Cal., September 21.—Art Holmes, on a stock three-speed Harley-Davidson machine, broke all previous records for the ride between this city and San Diego. He left Maple and Seventh streets, Los Angeles, at five o'clock in the morning of September 16 and reached the office of the San Diego Sun at seven thirty-six the same morning, his time being two hours and thirty-six minutes. The previous record was three hours and fifteen minutes, made by Paul Derkum two years ago. The total distance of the route through Rose Canyon, between Los Angeles and San Diego, is one hundred and thirty-three miles.

## EAGERLY AWAIT LIGHTWEIGHT

San Francisco, Cal., September 18.—That riders in northern California are eagerly awaiting the arrival of lightweight machines was the opinion of Edwin F. Merry, the Northern California distributor for the Excelsior, when recently interviewed. He believes that there will be a large field for the light models and states that many prospects in his section of the Golden State are waiting for complete announcements before placing their orders.

In Merry's opinion the second hand problem could be greatly simplified by referring to a used motorcycle as a rebuilt machine and having the dealers make such repairs as are needed to put the old mounts in good riding condition. The "X" distributor averred that the "agency bicycle," by which he meant the bicycle bearing a well established trade mark,, is witnessing a larger sale than the brands of unknown origin, for makers' nameplate, he said, inspires confidence.

## SHORTENS DISTANCE

Bakersfield, Cal.—Over a score and five miles have been clipped off the riding distance between this city and Los Angeles with the recent completion of the new ridge road that connects the two municipalities. Though the new highway leads through primeval country, the grades have been "ironed out," affording easy and enjoyable motoring and cycling from one city to the other.

## COMMERCIAL SALES IN LOS ANGELES

Los Angeles, Cal., Sept. 15.—When asked how the commercial business in Smith Motor Wheels was developing in and around this city, Mr. J. O. Benson, of the Southern California branch of the A. O. Smith Co., referred to the varied services to which the attachment is put. Numerous bicycle messengers are using the booster and putting it to strenuous service. In addition to that, drug stores, and other retail stores and public service corporations have found that the motor wheel fits in well in their various departments, insuring quick work and a big saving. Mr. Benson also states that collectors and solicitors, who have bought the attachment on their own initiative, find it both efficient and economical as a means of rapidly covering considerable territory.

## NORTHWEST HIGHWAY NOTES

Tacoma, Wash.—Motorcyclists from all parts of Grays Harbor were present at the opening of the new road to Lake Quinalt, near Hoquiam, Wash. The road is a section of the Olympic Highway, which is to encircle the peninsula. On the section between Quinalt and Queets, a distance of eighteen miles, the survey is now under way, the last legislature having appropriated $48,000 for its construction.

It has been definitely announced that the tollgate between Milton and Joseph, Ore., in the heart of the Blue Mountains, is to be eliminated. A toll of $1 has been collected from all motorcyclists passing the gate. About one mile from the old stile it is proposed to construct a new road paralleling the ancient trail.

The Waterfront road, the one missing link of the Pacific highway in Washington, will be opened by November 1, and will remain open throughout the winter.

## WILL EXHIBIT AT FAIR

Riverside, Cal.—Clyde Hafer, manager of C. Will Risden's local branch, will exhibit at the Riverside annual fair this year. He will show a complete line of motorcycles and bicycles, demonstrating his machines to all prospects. Hafer's past experience with fairs has shown him that they are among the best means of securing live prospects.

## LAND TWO COMMERCIAL SALES

San Bernardino, Cal.—Two commercial sales of Smith Motor Wheels have been made by William Gurr, the Indian agent in this city. One of the attachments will be used by a tailor and the other by a grocery house. Gurr carries in stock the Princeton and Cleveland bicycle.

## WEISSER IS NOT COMPLAINING

Julius N. Weisser, Harley-Davidson agent at National City, Cal., near San Diego, sums up the situation in his district as follows: "Motorcycle sales have been only fair of late, but our line of Miami bicycles seems to be meeting a popular demand."

## BIG PRIZES FOR BELL COUNTY MEET

Two hundred and fifty dollars will be distributed in prizes among motorcyclists participating in the six motorcycle events of the Bell County Fair, which will be held at Midway, Texas, October 8 and 9.

The racing program, under the direction of the F. A. M., will be as follows:

Five miles, novice, first prize $15, second $10, third $5. Five miles. free-for-all, first prize $20, second $15, third $10. Ten miles, professional, first prize $25, second $15, third $10. Five miles, novice, first prize $15, second $10, third $5. Ten miles, open, first prize $20, second $15, third $10. Fifteen miles, professional, first prize $25, second $15, third $10.

## MICHIGAN CITY RACES

Michigan City, Ind., September 20.—The Michigan City Motorcycle Club will stage four F. A. M. races on the LaPorte one-half-mile dirt track, October 3. There will be a five and twenty-five-mile professional, the winners of which will split up seventy-five dollars between them. For the amateur have been arranged a novelty and a ten-mile event. The entry fee will be one dollar. The races will start at 1:30 p. m. sharp.

## HUMPHRIES GETS LION'S SHARE

Terre Haute, Ind.—First and second honors in the Labor Day races were shared by John Ellis, V. R. McMillan and Homer Humphries, all mounted on Indians. Three events were run off on the fairgrounds track and Humphries accounted for the pursuit race and the ten-mile open. McMillan was second and Ellis third in the latter race. The time was 13:32⅗. Ellis romped home the winner of the five-mile race and was closely followed across the tape by McMillan. The time was 7:27⅕.

## SILVER LAKE PARK RACES

Akron, O.—Shorty Mathews, Indian, won the five-mile and the fifteen-mile open at the races at Silver Lake Park on September 11. T. Marks, Thor, took the ten-mile open and came second in the five-mile. J. Lipstrue, Thor, won the three-mile sidecar event. A three-mile race was called off by reason of one contestant skidding into the fence. A crowd of 7,000 attended the meet. Following are the summaries:

Five-mile open, 30½ cubic inches—Mathews, Indian, first; Marks, Thor, second; Amos, Merkel, third.

Three-mile sidecar race—Lipstrue, Thor, first; Bertle, Merkel, second; Myers, Harley-Davidson, third. Time, 4:14.

Ten-mile open, 30½ cubic inches—Marks, Thor, first; Sudduth, Thor, second; Amos, Merkel, third. Time, 12:34⅗.

Fifteen-mile open, 30½ cubic inches—Mathews Indian, first; Sudduth, Thor, second; Amos Merkel, third. Time, 18:29.

## TINSLEY SETS NEW TRACK RECORD

Knoxville, Tenn.—Stanley Tinsley, a Excelsior rider, riding one of the new model 16 racing machines, recently hung u a new record for Johnston's half-mile trac when he negotiated the distance in 32⅘ seconds. Tinsley was taking the turns wid open at about seventy miles an hour an resembled a motor plow on high speed i a river bottom, while making the turns.

## F. A. M. ATTORNEY IN MARION

Thomas E. Pickrel has been appointe F. A. M. attorney for Marion, Ind., the recommendation of the Mississine Motorcycle Association. F. A. M. N 524.

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September 23, 1915. MOTOR CYCLE ILLUSTRA

# RIDERS WHO HELP TO KEEP THE C

Upper Left, Members of Inter-City M. C. of Montpelier and Barre, Vt.; Upper Right, Harry Gregory, Young Indian Rider of Lynchburg, Va.; Next Below, Fair Member of Corinth M. C., Palmer, N. Y.; Center Left, One of Poughkeepsie (N. Y.) Motorcycle Squad; Center Picture, M. B. Stokes, Methodist Missionary, and Machine Which He Will Ride in Korea; Right, Mrs. Borrowman, of Vincennes, Ind., Who Rode to Chicago Show in Sidecar. Her Husband Is Indian Agent; Lower Left, Climbing in Mint Canyon, Near Los Angeles; Right, Simple Life With a Pope Near Tacoma, Wash.

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# SKIRTING THE COAST OF FLORIDA TO KEY WEST

## A World Sidecar Tourist's Interesting Trip Through the Semi-tropics

By DELLA CREWE

WHEN I was in New York last Fall and told my friends that I would start on a sidecar trip down the Florida coast, I explained to them in a very wise way that the tropics and semi-tropics ought to be visited between October and May, for that was the dry season, and hence the best part of the year for touring.

"Yes," these New Yorkers replied, "we've heard people say that before. At this time of the year you're bound to have a pleasant journey in balmy Florida. Goodby, Della, and here's good luck to you."

### Forcing Down "Goose Bumps"

Good luck! Those two words seemed like cruel sarcasm when I arrived in Jacksonville and was trying to force down the "goose bumps" which were asserting themselves strenuously. The weather was cold, damp, bleak—it was awful. I had left New York City in the middle of a spring-like January, and five days later entered Florida badly drenched, my teeth—and they're all my own—literally rattling with cold.

For five weeks I waited for the sun to smile down, and then one Sunday it actually peeped out of the clouds. Jumping into my outfit I soon found myself spinning along a brick highway and into the ancient city of St. Augustine. I said that the sun peeped out—that's just what it did. Nearing St. Augustine, the clouds again completely covered the sky and it rained, rained rained.

The saint like old city inspires one with a deep confidence in ones fellows, so I thought nothing of leaving my outfit unprotected. When I returned to the combination to continue the journey, I discovered that some misguided soul had relieved me of my extra set of inner tubes. Wonder he didn't steal the Harley-Davidson and Roger's sidecar? That thief was dense.

### Negotiating Sandy Roads

For diversity of attractions, to test the qualities of a machine and the stability of a rider, there is nothing like the trip down the east coast road. From St. Augustine to Moultrie, a distance of six miles, the road was hard surfaced and presented no difficulties. But from the latter point for about forty miles down the coast the traveling was in a mixture of sand and clay, from six to ten inches deep.

The Florida State roads are sometimes less than sixty inches wide. In meeting autos and heavy trucks, the drivers frequently requested me to give them all the road and then promised to help me back after they had passed. Houses are miles apart, making it necessary for the motorcyclist to equip himself with plenty of food and lots of "drink" both for the rider and the machine.

### Asked for Cigarettes

I found a number of automobiles stalled on the roads and not infrequently met drivers who, sitting with their legs dangling over the side of the auto, asked me for cigarettes, drinks and eats. I carried no smokes, but gave away what water and food I could, for some of the men, if their stories were to be believed, had had nothing to eat for twenty-four hours and were patiently waiting for some kind person to give them a lift.

After crossing the Tomoko River, one soon strikes better roads and the going into Ormond, sixty-eight miles from St. Augustine, is exceedingly good. For several miles out from Daytona the roads are badly in need of repairs. Between that place and Titusville, you encounter nothing but boggy, marshy and mixed sand roads.

### Caught 900 Pounds of Fish

At Titusville, I was met by some fishermen motorcycle enthusiasts who invited me on a fishing trip with them. We caught 900 pounds of good "aquatic flesh," which was more than we needed for a substantial dinner. These new found friends escorted me over the heavy roads leading out from Titusville, and, then bidding them farewell, I continued on to Rockledge, one hundred and seventy-five miles from Jacksonville.

The ride out from Ft. Pierce and cross the San Sebastian river is over improved highways and through the pineapple section where one must tarry to eat this luscious fruit. You take a splendid chance of losing all the religion that's in you, when traveling toward West Palm Beach. The patience bump on your cranium must be indeed large, for the roads in that district tax the rider most severely.

### The "Four Hundred" on Wheels

From Palm Beach to Miami is strictly a bicycle country. The "four hundred" are seen going to card parties, afternoon teas and theatres, robed in pure linen and silken hose, leisurely pedalling on their trim bicycles. One also sees quite often the popularly termed "Afromobile"—a comfy cane seat with a bicycle attachment behind—which the negro wheels along, charging his passenger a dollar an hour.

The section of the country toward Miami is a veritable paradise—covered with fruit cultivations and masses of varicolored flowers. The city of Miami I found to be the cream of the motorcycle world on the lower east coast. Dealers representing all makes of machines report a good business, for the boys have three hundred miles of hard rock road to travel on and the purr of the motor is constantly heard in and about the thriving town.

### Would Test Job's Patience

Attractive Miami is no longer the terminus of the east coast, for convict built highways now lead one to "Florida City," until recently known as Detroit. At that point end the good roads and then you strike a "highway hash" of sand, marl, clay and broken rock. Rideable? Yes, if you have the patience of Job and a reliable motorcycle and sidecar. And also a quantity of stick-to-it-iveness. You've got to pet your two-wheeler with the best food obtainable to get through.

When I reached the end of the Florida coast road, I reluctantly departed with my outfit and shipped it via the seagoing freight car to Key West. This extension of my trip proved to be rather expensive, for the charge of shipping a motorcycle is everything but cheap. The trip to Key West was a beautiful one. The train took eight hours to bring me to the Key—eight hours away from any restaurant and buffet car. You've got to take your lunch—and if you go, be sure and make it a great big lunch. You'll eat it all.

In the early evening, with everything blue around you, for blue is the predominate color in Key West, you arrive in very fine spirits—nothing blue about your spirits, you bet—in beautiful Key. I found that the city was a big naval center and that the two most important products coming from there were sponges and cigars.

Oh! If I were a man, I'd have bought some cigars, sat down in a cozy hotel chair and reviewed in the puffs of curling smoke my glorious motorcycle trip which I had so happily ended in Key West.

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## JAMAICA M. C. TO STAGE RUN

Jamaica, N. Y., September 20.—The Jamaica M. C. will hold its Fall endurance run on Sunday, October 24, under the rules and sanction of the F. A. M. The route lies over the best roads of Long Island and totals a mileage of 215 miles. The run will start at 7 in the morning from Hurvin's motorcycle establishment, arriving at Freeport at noon and returning to the starting point at six in the evening. The outward journey will be along the south shore of Long Island and the homeward trip along the north shore. Cups, accessories and medals are being offered as prizes by the club.

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## MEN BEHIND CINCINNATI SPEEDWAY

Cincinnati, Ohio, Sept. 23.—The names of the stockholders of the new Cincinnati Speedway Co., which have just been made public after several months of quiet but exceedingly effective work on the part of the promoters, include those of many of the most prominent business men of the city. The project has now reached a stage where it is an assured success, and Harry Hake, who has been active in pushing it, will leave shortly for New York to inspect the new track there, in order to get ideas for use in connection with the construction of the Cincinnati track and stand. The officers of the company are as follows: E. W. Edwards, president; H. S. Leyman, vice-president; T. J. Davis, treasurer, and W. T. Foley, secretary. Many leading automobile and rubber men are among those interested. It is planned to hold an early spring meeting, as it seems certain that everything will be completed in ample time for a meet.

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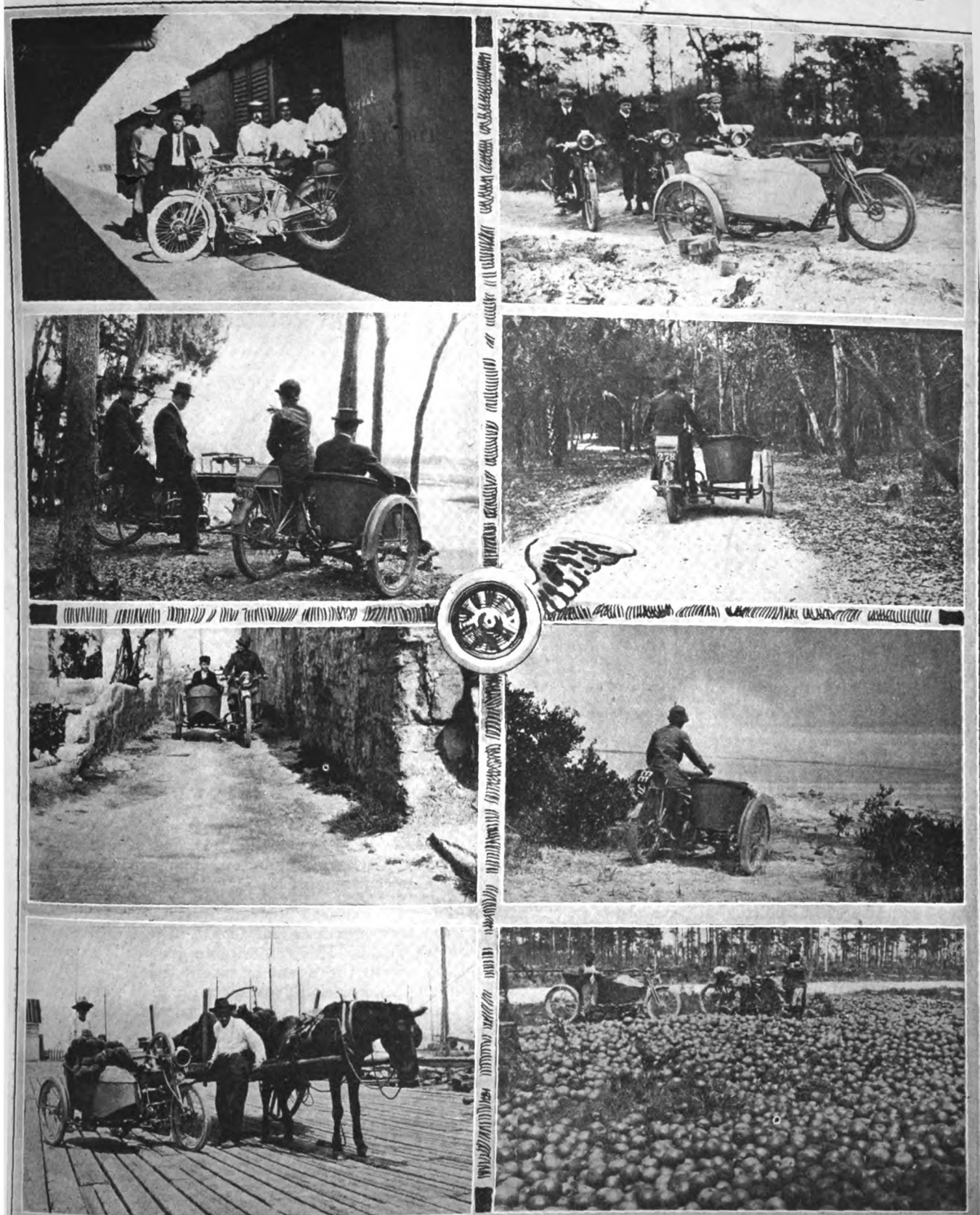
# SIGHTSEEING IN FLORIDA WITH MISS DELLA CREWE



Top Left Unloading Miss Crewe's Sidecar Combination on "Over-Seas" Railway; Top Right, On Good Brick Road Near St. Augustine; Second Row Left, At Lewis' Point Overlooking Matanzas River; Right, Fine Private Road Near St. Augustine; Third Row, Left, Narrowest Street in Florida, at St. Augustine; Right, End of Only Good Road in Key West; Lower Left, Miss Crewe Helping "Grandpa" Deliver a Cargo of Sponges at Key West Docks; Lower Right, Where Oranges Were Plentiful—After Picking Half an Acre of Trees Near Indian River

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# 1916

## *GEORGE N. HOLDEN, Indian Dealer at Boston, says:*

**Nineteen-sixteen will see the sale of Indians doubled. I realize that, with the exception of one year, this means a bigger increase than we have ever made in a season's output, but nevertheless I believe my prediction to be justified by all indications that in the past have unfailingly served to point the way.**

**To begin with, our card indexes show an increase of over two hundred per cent in the number of "casual inquirers." By that term we designate those who drop in, ask a few questions and depart, always with a catalog and always leaving a new name and address for our file of prospects. This remarkable growth is unquestionably due to the activities of the Factory Advertising Dept., to whom the agent is indebted for the 1915 campaign of billboard and road-sign publicity. Backed up by local newspaper advertising on a liberal scale, this campaign has been productive of better results than any similar movement ever attempted in the history of the industry.**

**Second in the list, but perhaps first in importance, is the unfailing satisfaction that the 1915 models are giving. Never have I had the pleasure of listening to such a rabid bunch of partisans as are the members of the '15 clan and we all know that the best advertising experts in the world have as yet to create a system to equal the word-of-mouth boost of the satisfied user.**

**In addition to these important factors, we must consider the rapidly growing use of the Indian in commercial lines and for side-car outfits, both of which fields, while yet in their infancy, are adding thousands of new members to the Tribe every year—members who would not be making use of the motocycle as a solo mount.**

**Of course, these indications, favorable as they are, are not orders and they can be productive of orders only by the hardest and keenest kind of persistent plugging.**

**Without push and salesmanship any retailer of any product will soon be compelled to step down and out. With these forces fully developed, every man in a position to take advantage of the opportunities created by the Hendee Mfg. Co. (and this, of course, means every Indian agent) can undoubtedly double his sales in the forthcoming season.**



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# 1916

dian

## *C. F. WRIGHT, of Ballou & Wright, Portland, Oregon, says:*

**The writer has very carefully surveyed the motorcycle field in the Northwest and sincerely feels that 1916 will bring forth a tremendous increase in the volume of Indian business.**

**You may wonder why we are making such a broad assertion, but we have various good reasons for thinking as we do in regard to the prospects for the Indian motorcycle business next year. Some of these reasons we will endeavor to outline.**

**The roads in this section of the country are being improved very extensively, and with these improved roads and the wonderful scenery that there is in Oregon and Washington motorcycling in general will be much more popular. Every indication at the present time tends to make us believe that there is going to be a tremendous amount of money disbursed in this section during the next year on account of the wonderful grain and fruit crops that are being harvested, and last, but not least, the one main reason that will make Indian business increase is the fact that Indian motorcycles are giving first class satisfaction in every respect. The riders are well satisfied with their mounts and are boosting them to their friends, so we can see no reason why an agent in our territory, who is alive to the situation, follows up his prospects in a careful manner, should not meet with wonderful success in marketing Indians.**

**The tremendous advertising campaign carried on by the Hendee Mfg. Co. has been productive of many sales, and we have only just begun to feel the real benefits of this extensive advertising, which, when carried on through another season, will be the results of a tremendous business on Indian motorcycles throughout the country, thus adding handsome sums to the bank account of every Indian agent.**



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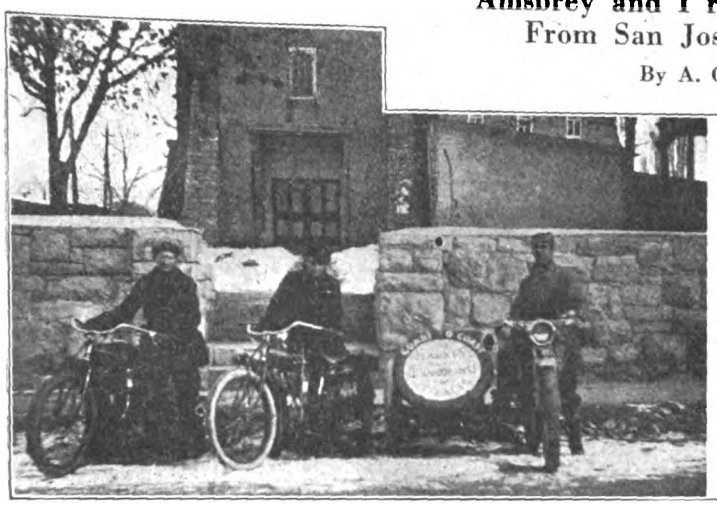
# That Coast to Coast Sidecar Trip

## Amsbrey and I reach San Francisco From San Jose, New Mexico

By A. G. HERRING



**The Sidecar Tourists Resting Before San Miguel Church in Santa Fe, New Mexico, Which Was Founded in 1606. Right—Stopping for the Night at a Deserted Adobe Hut in Hell's Canyon, New Mexico**

WHEN Amsbrey asked the two genial prospectors, whom we met camping out a short distance west of San Jose, New Mexico, the way to the nearest town they were unable to give any definite information. They told us, however, of a railroad station that was located some distance away. We decided to trust to luck and, starting our motor, plowed through the deep snowdrifts which were piled so high in places that we had to use all our strength in pushing the sidecar combination through. This was undoubtedly the hardest going which we had experienced since leaving our starting point in New York.

### Exhausted Pushing the Outfit

About a quarter of a mile from the railroad station, Amsbrey and I came near collapsing with exhaustion. We had to abandon the outfit under a nearby pine and hoof it to a ticket agent's shack. The fellow in charge of the station told us that it was against the rules of the railroad company to permit strangers to take shelter there. We, therefore, had the choice of freezing to death outdoors or returning to share the hospitality of the prospectors. Back to the camp we went.

Of course, the prospectors were willing to have us share all that they had and they immediately set about preparing supper of biscuit, fried salt pork, coffee and karo. The outfit of the prospectors consisted of a prairie schooner, drawn by a mule and a horse, in which were contained all the necessary supplies. Amsbrey and I slept that night on a bed of pine, covered with canvas, quite warmly tucked under thick blankets. After breakfast the next morning I asked our hosts how much we owed them and received the curt but good-natured reply that they were not running a boarding house and would positively accept nothing. Such is the spirit of these western prospectors!

We got back to the machine, which we had left standing near the railroad station. The snow was so deep that it was impossible to plow through it for any distance and under the strain the two-speed gear broke. Lee went to the station and telegraphed the factory to send a new gear on to Santa Fe, while I started out for the next town, a distance of ten miles, to find some one to pull the machine through. I found walking difficult, for I had to cross arroyos and came near being snowed in under drifts. A few miles from the town I espied railroad tracks and just barely managed to drag myself to them. I rested on the track a while and then followed the ties to the town of Rowe.

### Only Two Trains a Day

In the railroad station at Rowe the agent was kind enough to let me get warm and rest up a bit before going to the general store to obtain some supplies. Returning to the station, I was told that only two trains went back to the point where I had left Amsbrey. The next train started out at midnight, which meant a long wait.

Lee Amsbrey in the meantime had persuaded a Mexican, who dwelt in a little adobe hut, to give him shelter and a warm cup of coffee by letting him have the motorcycle lamp and promising to pay two dollars. When the midnight train arrived, he came down from the hut and met me. Early the next morning, we placed the machine in a barn and hopped on the train to Santa Fe.

### Hunting in the Mountains

In the city we again came upon the prospectors who invited us to go on a hunting trip with them. Having lots of leisure at our hands, for we were still waiting for the new two-speed to come from the factory, we readily took up the invitation and spent nearly two weeks shooting rabbits and deer in the snow covered mountains outside of Santa Fe. When the new two-speed arrived, we took the railroad back to the point where the machine had been stored and fitted on the new gear.

While pushing through the Glorieta Pass, Amsbrey and I paid a farewell visit to the prospectors' camp. We smelled the venison from the distance and knew that a fine dinner was waiting for us. Our friends had everything in readiness, and we had just to sit down and eat until we couldn't eat any more. For three days we remained in camp and then proceeded to Santa Fe, where we were met by the governor, the secretary of state and the state engineer. We visited a number of the many historical places in the city, among which was the San Miguel church, built by Franciscan monks in 1606.

### A Mexican Holdup

Leaving Santa Fe, we managed to reach Domingo, after a day of gruelling riding through snow and up and down mountains. Lee and I went to the general store for supplies, and while the clerk was kept busy wrapping our parcel, two forbidding-looking Mexicans entered. One fellow knocked off the clerk's glasses, while the other drew a long stiletto and was about to stab the clerk, when both Amsbrey and I drew revolvers and backed them out of the store. That night, the only lodging we could find was at a hut kept by a Mexican, and after the hair-raising experience just encountered with Mexicans, you can bet that we got mighty little sleep.

On the following day we got into Albuquerque. Getting out from that city, we hit the wrong road and sailed into Hell's Canyon to inquire of the fellows at the Forest Rangers' camp the best way to return to the right route. Coming through an arroyo, we broke the frame of the machine, pushed the outfit along for seven miles and came upon a deserted adobe house. Here we camped for the night. The next day, we got back to Albuquerque and had the broken frame welded.

### At Elephant Butte Dam

Eagle was reached after a few days of hard riding. Here we were royally entertained by a rancher who invited us to dinner. We left for Hillsboro the following day, after spending a few minutes at Elephant Butte Dam, a marvelous and beautiful irrigating dam which the government is building. Night came before we had reached Hillsboro and we were forced to stop at a ranch kept by freighters. We slept on a canvas bed, and in the morning found ourselves rolling in dew. Arriving at Hillsboro, we replenished our stores and then made a bee line to a town called Wilma.

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We found Lordsburg, a mining town of about eight hundred population, and a lively little place, like all mining towns. Hardly had we put up at the local hotel, when the news went round that a fellow had committed suicide because of the girl he loved, then a head popped out the hotel window and yelled fire.

### Three Days at Ashpeak

Within the next few days we crossed the border into Arizona, the first place we struck being Duncan, there we turned in for the night. We had hardly gotten twelve miles out from Duncan, when Lee and I were stuck in the mud at a place called Ashpeak Mine, and found that further traveling was impossible for the time being. We therefore stopped with a miner who showed the many inspiring views of the section. Early in the next morning when the clouds had lifted sufficiently we could see mountain range after range rolling off in the distance. For three days we stayed at Ashpeak and then left for San Carlos.

It required nearly two days to get to that point, for we had quite a number of streams to ford and found it necessary to hire an Indian to act as guide. We next arrived at Globe, where we enjoyed three pleasant days, and then left to inspect the Roosevelt Dam. We then crossed the Continental Divide and breezed into Phoenix.

### California at Last

We were certainly two happy fellows when about a week after arriving at Phoenix, we crossed the desert and entered Yuma, Cal. But crossing the desert was not an easy task. We ran out of gas and found it difficult to replenish our supplies. Besides that inconvenience, there was the greater handicap to progress—we had to eat stale bread. So when Amsbrey and I finally arrived at Yuma, we were tired and hungry as bears, but we were happily able to satisfy both our want of sleep and food.

Our journey through California was delightful. We leisurely rode through Holtville, El Centro, and arriving at San Diego visited the exposition there. Six weeks were spent with some friends and relatives in Pomona, while waiting for the factory to send a new brake. Leaving Pomona we started for San Francisco, and arrived there by way of Bakersfield, after resting up at the latter place for two days. At 'Frisco, we saw the great exposition from end to end. Our trip having been brought to a close, Amsbrey started back to New York by train, while I decided to remain in California. All things considered our sidecar journey across the continent was a happy experience; it was gruelling in spots, but there was no end of adventures and the scenes which we passed were ever-changing and became more interesting and beautiful as we neared the Pacific coast.

# ACCESSORIES NEEDED BY SIDECARISTS

## Hints on Protecting Driver and Passenger in All Weathers

By GOSLIN

WHEN we stop to consider that 3,300 sidecars of only one make are scooting over the highways and byways of these United States in the hands of satisfied owners, we are likely to be impressed by the idea that this means of transportation has real merits. Then when we keep in mind that other manufacturers of the third-wheelers are constantly adding to the sidecar army we feel safe in estimating that no less than 10,000 combinations are in use in this country. Very good; but there is no reason why the number of sidecarists shouldn't be twice as large. And it will be before many moons have passed.

Great little vehicle, the sidecar—rideable any old time, winter or summer, in snow, rain or shine. That is—if one has the proper equipment. The sidecar, like many other articles, requires reasonable handling and thoughtful equipping if it is to give the greatest possible returns. Now, let us say that we sidecarists are 10,000 strong; has any keen manufacturer of accessories, or retail house, for that matter, gone after our trade properly? Hardly. How many articles have been produced to add to our comfort and ease in the sidecar? Very few.

### English Riders Well Supplied

Our English motorcycling cousin has every necessary, and unnecessary appliance offered to him to assist in making all-year riding safe and comfortable. What would some of our fair-weather sidecarists do in England, where waiting for a clear day is often a very tedious occupation? They might never find a chance to ride. But the English rider is protected against his rather uncertain climate by the sidecar and accessory manufacturers, who provide everything from foot-warmers to limousine bodies.

Here are some of our real needs—and may a wideawake manufacturer let this little screed sink in and try to help us a bit. His reward, I feel sure, will be immediate. We need waterproof clothing, ponchos that will fit the sidecar and light hip boots to protect the feet and legs. Then we need trunk, suitcase and tire racks, but not as keenly as the first-named articles. We have none of these accessories upon the motorcycle market in this country at the present time, and this lack will cause many sidecar owners to put their combinations away just as soon as the first chill winds begin to blow.

### What the Sidecarist Needs

The ideal sidecar outfit should have, in addition to regular motorcycle equipment, a cover, a poncho for the passenger, an auto-shirt or oil skins for the driver and sou'westers or rubber caps for both passenger and driver. Thus outfitted, one could defy anything short of a deluge. A cover for the sidecar usually comes with it; this works well enough when fitted over an empty car, but affords small protection to the passenger in rainy weather. A poncho of rubber or painted cloth would serve the purpose better, for this article, if large enough, would completely cover the sidecar and passenger, and still permit the latter to have his head out. An oilskin poncho 66 by 90 inches, retailing at $2.50 has found favor with a number of sidecarists I know, but this of course is not made or marketed especially for the sidecarist.

An auto-shirt of rubber, with elastic bands at the wrists and double buttons at the neck is better than a poncho for the driver, for it permits of free use of the hands. An auto-shirt retails at $5. Neither of the foregoing articles afford much protection to the wearer from the knees down, so that to keep dry one should have a pair of light hip boots to pull on over shoes and trousers. Such an article is on sale in England, where it is known as a "wader." Unless the motorcyclists can get something similar in a sporting goods store, something made for duck hunters, he must go without. Under these circumstances it seems that the accessory manufacturer who would produce such an article, adapted to the special requirements of the motorcyclist, would find a surprisingly large market for it.

To complete one's rainy day outfit a sou'wester of oil skin or painted cloth is needed. For the more fastidious rider there is the sheet rubber cover that fits over the wearer's cap and comes down over his shoulders. These articles are sold for fifty to seventy-five cents each.

### For Cold Weather Riding

For the cold-weather rider there are a number of articles made for the automobile market that the motorcyclist can adopt. Buffalo robes, mackinaw coats, fur caps, arctics, etc., all help one to defy Jack Frost and make winter riding less rigorous. Handlebar gauntlets are already on the market, but a windshield that would effectually protect the legs and knees against the chill blasts has not yet made its appearance in this country.

All the articles mentioned should find a ready sale among the 10,000 sidecarists in these more or less United States. That the sidecarist deserves more attention than he has so far received from American accessory manufacturers can hardly be denied. There appears to be a large sales field that no one is working as yet. Will some enterprising manufacturer take steps to place the sidecarists of this country on a par with those of England and Continental countries as regards comfort? Let's put our heads together, clasp hands (after the manner of the trance mediums) and hope—hope hard.

### SHOWING TRUCK'S STRENGTH

Toronto Boys Testing the Strength of the Hampson Delivery Truck for Motorcycles

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# MOTORCYCLE CONDITIONS ON THE PACIFIC COAST

By B. ANDERSON
Pacific Coast Branch Manager, Hendee Mfg. Co.

WHILE the Pacific Coast territory is an exceedingly prosperous one, it is badly handicapped by a lack of factories. The majority of riders in this part of the United States work in stores and offices as well as on farms and ranches, but the fact remains that they are all more or less dependent upon the sales of farm products or of the live stock from the ranches. Therefore, the fall of the year, when the farmer markets his products and obtains his money in the lump, is the banner season for the motorcycle trade in California and the States north of it. The manufacturer should favor his Coast agencies during the fall season for this reason.

While competition is keen, it is clean with but very few exceptions and salesmanship, with goods of quality, generally wins out.

The riding season is longer in the Pacific Coast sections than in other parts of the country. It lasts practically ten months in the year. In the more southern parts in particular, the two months of the rainy season do not prevent the acclimated Coast rider from using his mount just the same as in the others, but he generally limits himself to city riding, leaving the long-distance touring for better weather. In the northern parts, the winter with its heavy snows prevents riding until the thaws come.

California, Oregon and Washington offer much to the motorcycle tourist. A few hours' ride will take the traveler from summer to winter in many parts of the country, as most of the tall peaks are accessible by motor roads and the snows of the peaks are in turn forgotten a few hours later, when the rider returns to the general level of the country surrounding or to the ocean shore. With the fine systems of highways which the Coast States are building, it is only a question of a few seasons before the country will be provided with a network of fine roads that will be the peer of those of France and Germany at their best.

My own experience on the Coast has been that the proportion of cash business to the number of sales has been greater than in other parts of the United States. Of course, the business depression of the past season has caused an increase in the number of installment sales. The second-hand motorcycle has cut a big figure in sales during 1914, and many purchasers acquired such mounts because their financial circumstances last season prevented them from acquiring new models.

With the advent of the lightweight, a new field will be opened out here. Many people who have heretofore used bicycles, street cars and jitneys will undoubtedly take advantage of the new mounts. However, for touring purposes, I am of the opinion that the mountain grades which occur in such numbers in all directions call for the heavier motorcycles with their two and three speeds. In the coastal cities, an all-weather finish in place of nickel plating would prove the better, as the action of the moist salt air on the nickel has an acid effect. We have lots of room to expand out here, and when one realizes that we have in the whole State of California less population than the city of Chicago it is easy to realize the immense possibilities of this section of the country.

During the past season, the open-air market for second-hand mounts has made its appearance. Many riders have placed their machine in these marts to be sold on a 5 per cent. basis or at a fixed price in some cases. These open-air markets are generally located on some prominent corner in the business quarter of the city and transact a thriving business as a rule.

Regarding the outlook for 1916 in California in particular, a banner year is expected.

## WHAT ORGANIZED EFFORT HAS DONE IN NEW JERSEY

By GOSLIN

WERE motorcyclists as a body alive to their power when effectively organized, many of the bad conditions on the road and adverse legislation now existing might be stamped out. Organization has helped in New Jersey when wide-awake fellows start things going.

There are in the State many trolley and railroad crossings where the planks and the pavements are so worn out that it is dangerous to cross over them on a two-wheeler. It remained for one lone F. A. M. rider, David C. Leonard, of Leonards, N. J., to stir up action in his section regarding the dangerous condition of the brick pavements between the rails of the Monmouth County Traction Company line in the Red Banks district.

Not knowing what to do single handed, Leonard wrote to Chairman Johnson, of the F. A. M. legal actions committee, who advised him to complain to the Public Utilities Commission. This he did and was requested to be present at a hearing of the commission and present his case. Accompanied by the State F. A. M. commissioner he appeared at the meeting, with the result that the commission ordered an inspection and compelled the traction company to repair 2,200 feet of their line by December, 1916.

Thousands of automobilists, motorcyclists and pedestrians used the streets crossing the traction company's rails and suffered the inconveniences of holes and worn pavements. But it required one lone, live motorcycle enthusiast to start something with the assistance of the national body. His case shows what the F. A. M. can do, if the riders who are affiliated with it will only come to life and help to stamp out evils.

Here is another case in point. Several weeks ago a member of the New Jersey Motorcycle Club, which is affiliated with the F. A. M., while returning home from Atlantic City was forced off the road because of the dazzling automobile lights. He suggested that the club take the matter up with the Commissioner of Motor Vehicles, Mr. Wm. L. Diehl, for the "anti-dazzling light law" was certainly being flagrantly violated in many sections of the State. A letter was sent to the commissioner.

Mr. Diehl replied to the club that his department was too small to cope with all the automobile violations and that his efforts in abating the light nuisance did not seem to bring any results. Through the efforts of the New Jersey M. C., much publicity was given this matter in the local papers. Results soon followed. A week later the entire motor vehicle inspection squad and a large force of motor cops held up motorcyclists and autoists on the main streets of Newark, and twenty-eight were found to have violated the light law and were asked to appear in court.

### ON PICTURESQUE PORTUGUESE ROADS WITH A HENDERSON

Jose Costa, Representing the Four-Cylinder Detroit-Made Machine in Oporto, with Two Companions Ready for a Run Up the Douro Valley

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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# KRAMER TAKES FIRST NATIONAL TITLE RACE

NEWARK, N. J., September 19.—Frank Kramer drew very near to the national championship on Sunday at the Velodrome, when he defeated Alfred Goullet in the first of a series of three match races to decide the best rider in America. The distance was at a quarter-mile. There are two more races to be run, one at a mile and the other at five. If Kramer should win the next race he will be crowned the champion, but if he does not the third and deciding race will have to be contested. The race today was the best two out of three heats. Kramer won the first and was given the second when Goullet was disqualified for switching. Goullet admitted that he had offended.

In the first heat Kramer rode from the rear and made his bid on the back stretch of the last laps. He drew up on Goullet as they took the last turn, and as they made for the home stretch, Goullet switched the champion up the bank. Kramer kept right on going and had enough speed to lead "Goullie" home by about a foot. The second time Kramer rode practically the same sort of a race, but in trying to go around, he was again switched and sent far up the track. He raised his hand in protest and the referee disqualified Goullet, giving Kramer the heat and match.

Goullet got some of the coin of the realm when he came home first in the ten mile race in which all the stars with the exception of Kramer competed. Goullet took the lead on the back stretch of the last lap and, with Fred Hill trailing, went to the tape a winner. Reggie McNamara finished in third place, Harry Kaiser came in fourth and Frank Corry was fifth.

Iver Lawson easily won the Brassard race at one mile against Cesar Moretti, relieving the big Italian of his title. Lawson won with plenty of day light between the two bicycles. He rode from the rear until the lap when he drew upon Moretti on the back stretch and then beat him easily down the home stretch.

The three cornered match race was easy "pickins" for Bob Spears, as Harry Kaiser and Francisco Verri offered very little resistance. Spears won in two straight heats, Kaiser finishing second while in the next one. Verri followed him over the line. Ernest Ohrt won the two mile handicap for the "pros" by stealing out and getting a big lead on the field. No one would go after him, and when the race was over Willie Coburn was set down for a week for stalling. Coburn used abusive language to the referee and was suspended for the balance of the season.

Fred Taylor won the two mile open for the amateurs by sneaking between Tommy Grimm and Frank Whitney on the back stretch of the last lap and getting a substantial lead, then holding it to the tape. Hans Ohrt chased him home and got second place. The summaries:

The Brassard Race, at One Mile (Professional)—Iver Lawson, Salt Lake City, vs. Cesar Moretti, Italy. Won by Lawson. Time 2m. 43s. Last eighth mile, 12⅕s.

Half-Mile Novice (Amateur)—Won by Albert W. Reinhardt, Newark; Harry Strecker, Newark, second. Time 1m. 6s.

One-third Mile Handicap (Professional)—Won by Thomas Smith, Newark (40 yards); Floyd Krebs, Newark (40 yards), second; Worth Mitten, Davenport, Ia. (35 yards), third; Ray Eaton, Elizabeth (25 yards), fourth; Ernest Jokus, Newark (40 yards), fifth. Time, 35s.

Three-Cornered Match Race (Professional)—Harry Kaiser, Bronx; Francisco Verri, Italy; Robert E. Spears, Australia. Won by Spears; Verri and Kaiser tied for second place. First heat won by Spears; Kaiser, second; Verri, third. Time, 2m. 31⅘s. Last eighth mile, 12⅘s. Second heat won by Spears; Verri, second, Kaiser, third. Time, 2m. 36s. Time for last eighth mile, 12⅗s.

Quarter-Mile National Championship (Professional)—Frank L. Kramer, East Orange, vs. Alfred Goullet, Australia. Won by Kramer. First heat won by Kramer; Goullet second. Time, 32s. Last eighth mile 12⅕s. Second heat won by Kramer; Goullet finished first but was disqualified for switching. Time, 34s. Last eighth mile, 12⅘s.

Quarter-Mile Handicap (Amateur)—Won by Otto Brock, Waterbury, Conn. (40 yards); Fred Taylor, Newark (scratch), second; Arthur Spencer, Toronto (scratch), third; William Jacobson, Newark (20 yards), fourth. Time, 28⅗s.

Two-Mile Invitation Handicap (Professional)—Won by Ernest Ohrt, San Francisco (140 yards); Lloyd Thomas, San Francisco (25 yards), second; Menud Bedell, Lynbrook, L. I. (60 yards), third; Martin Ryan, Newark (65 yards), fourth; Raymond Eaton, Elizabeth (20 yards), fifth. Time, 3m. 47¾s.

Two-Mile Open (Amateur)—Won by Fred Taylor, Newark; Hans Ohrt, San Francisco, second; Arthur Spencer, Toronto, third; Edward Byron, Australia, fourth. Time, 4m. 11⅗s.

Ten-Mile Open (Professional)—Won by Alfred Goullet, Australia; Fred Hill, Boston, second; Reginald McNamara, Australia, third; Harry Kaiser, New York, fourth; Frank Corry, Australia, fifth. Time, 20m. 21⅗s.

## New Century Wheelmen Win Pursuit Race

SAN FRANCISCO, Cal., September 18.—The New Century Wheelmen won the second annual unlimited pursuit race of the California Associated Cycling Clubs on Sunday, September 12, at the Park Stadium. The race went to twenty-two miles and one lap before the New Century men were declared the winners. The Acme Club of Oakland finished second. The time for twenty-two miles was 48:11.

**Walter Hammitt and A. Sangalli**

The winning New Century team consisted of Albert Sangalli, Walter Hammitt and Harry de Brie. The New Centurys started on the back stretch, while the Acmes went from the tape. When the tenth mile was reached, Carroll Young, of the Acme Club, rubbed tires with his team mate and fell, which put him out of the running and left Ray Girard and Walter Jones to fight it out against the New Centurys. As the twentieth mile was reached, Harry de Brie, of the New Centurys, was forced to discontinue on account of a flat tire. At the twenty-second mile, the New Century boys passed the Acme Club. The Garden City wheelmen came up, but one of their riders was injured before the race, and they refused to ride.

### BERMUDA'S BICYCLE FIELD

We are informed by Carl R. Luke, American Consul at Bermuda, that although cycling is very popular there, most of the bicycles used in Bermuda are imported from England. Those who have had occasion to travel in Bermuda know that a Colonial Law prohibits the use of any mechanically propelled vehicles in Bermuda, and that all classes of people consequently use bicycles.

The Bermuda field is an excellent one for development by American bicycle manufacturers. To those who are interested, we shall be pleased to send an up-to-date list of Bermuda bicycle dealers.

### BECOMES PIERCE AGENT

Alhambra, Cal.—The latest entrant in the cycle field here is A. Balling, who has just opened a well-equipped bicycle and repair shop. He has secured the exclusive agency for the Pierce bicycles.

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### TOURIST WHEELS TO WESTFIELD

Westfield, Mass., Sept. 14.—One of the most interesting bicycle visitors to the

Roger W. Ebert

Westfield Mfg. Co., formerly the Pope Mfg. Co., was Roger W. Ebert, of Allentown, Pa., who made a trip on his Motobike from his home town to the local factory. After leaving the plant, Ebert wheeled to Boston, then through New Hampshire and Vermont to New York State and back to Allentown.

### BIKE TRADE IN GRAND JUNCTION

Grand Junction, Colo.--So prosperous has the bicycle business been in this section during the year that most of the cycle dealers are laying in a stock of new bikes.

A. C. Fletcher has the only exclusive bicycle store in the city and he features the Iver Johnson and Viking brands. Fletcher claims that the demand for the better grade of machine is becoming stronger every day. In his sporting goods store, H. F. Vorhees has developed a brisk trade in Pierce and Reading-Standard bicycles. Peter Fox, the Indian agent, has just completed the best year he has ever had in the "push bike," and believes the motorcycle and bicycle business dove-tail excellently.

### CATER TO RACING ENTHUSIASTS

Jersey City, N. J., September 20.—Yengo & Force, the local agents for the Pierce bicycle, have worked up a big business among the two-wheeler racing enthusiasts of the city. They are interested in the various bicycle clubs and have developed a large following of wheelmen. One of their strong points is the rapid and thorough repair service they give.

### SCOUTING FOR AGENCY

Alhambra, Cal.—Parker Bros., who have recently opened their cycle repair shop, are now scouting around for a motorcycle agency. They have had some experience in the trade and are well liked by the local riders.

### WILL ADD BICYCLES

Grand Junction, Colo., Sept. 20.—Quite a number of commercial sales are listed among the machines put on the road this year by J. Felix Carson, the local Harley-Davidson dealer. An electrically equipped model was purchased by the chief of the Redlands Power Co., a truck was sold to a local laundry concern, while a speed cop bought a machine and three were placed with the "trouble shooters" of the telephone company. Carson says that the passing season has witnessed a hundred per cent. increase in his business. He contemplates putting in a complete stock of bicycles and is anxious to have manufacturers of standard makes get into communication with him.

### BICYCLES ON INSTALLMENT

Aurora, Ill.—A. B. Crosby, the local Harley-Davidson agent, reports a successful year for the Gray Fellow and also for the several lines of bicycles which are handled in his establishment. He has exclusive agencies for the Racycle, Miami, Great Western and Excelsior bicycles. Crosby sells bicycles on the installment plan, asking ten dollars for the initial payment and eight to ten dollars on monthly payments.

### MAKES FOOT REST FOR BIKE

Kansas City, Mo., September 21.—That necessity is still the mother of invention was well demonstrated in this city re-

Homemade Footrest

cently when Master H. M. Taylor, a youngster twelve years of age, exhibited to his friends a foot rest which he designed for his motor wheel equipped bicycle. Soon after purchasing the motor attachment, he found some difficulty in resting his feet comfortably on the pedals. Taylor, therefore, made a foot rest consisting of steel bars fastened to the frame of the bicycle, as shown in the accompanying illustration.

## C. R. C. of A. Will Stage Tri-State Century

WEST HOBOKEN, N. J., Sept. 22.—The New Jersey Division of the Century Road Club of America will stage a tri-State century on Sunday, September 26. The riders will start from Columbus Circle, New York, at seven fifteen in the morning and will proceed to New Rochelle, Rye, Portchester and Stamford, Conn. They will then return over the same route to West Twenty-third street, ferry to New Jersey and ride to the headquarters of the promoting club.

All the riders who finish will be awarded a sterling silver medal. The pace will not exceed twelve miles an hour and will be set only by experienced pacemakers. The roads of the route chosen are reported as being in splendid condition. Cyclists, whether club members or unattached, are invited to participate in this event. The entry fee is only fifty cents, blanks can be secured from Emile E. Fraysee, 724 Syms street, West Hoboken, N. J. In case of rain the run will be postponed until October 3.

## Sanborn Smashes Two Long Distance Records

BALTIMORE, Md., September 22.—Two more records fell on Saturday, September 18, before the flying wheels of Fred M. Sanborn, the Crescent Bicycle Club champion and long distance performer, when he set new marks for the ride from Baltimore to Frederick and from Baltimore to Hagerstown, covering the 48 miles of hilly roads to Frederick in 2 hours and 55 minutes and continuing on from Frederick over the 27 miles of mountainous roads to Hagerstown in 5 hours and 9 minutes for the total distance of 75 miles from the City Hall at Baltimore.

The old record to Frederick was 3 hours and 23 minutes, made by S. M. Warns in 1896, and the old mark for the trip to Hagerstown was 5 hours and 41 minutes, made in 1893 by F. H. Harvey, and it would therefore appear that the Crescent road plugger has something on the old-timers.

### WHEN RAIN CAME NEAR MARRING A RACE IN CLEVELAND

At the Finish Line of a Recent Twelve-Mile Grind in the Sixth City, Which Was Won by Ed. Norgar, Using Goodrich Palmer Tires

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# LAST NIGHT MEET HELD AT RIVERVIEW

CHICAGO, September 20.—The last evening meet of the season at the Riverview Velodrome was staged Sunday night and drew a small but enthusiastic crowd. Racing was good, but was marred by a heavy dew that settled on the track, which made racing rather hazardous, and brought a bad fall to Norman Anderson, the Danish pacemaker. Anderson's accident happened when he attempted to get on the track for the second heat of the "Willie Kell and Ralph Schepens Paced Race," this being the initial attempt to stage amateur paced races at the local track. Anderson's motorcycle skidded on the damp track and fell on the Dane, injuring his left leg.

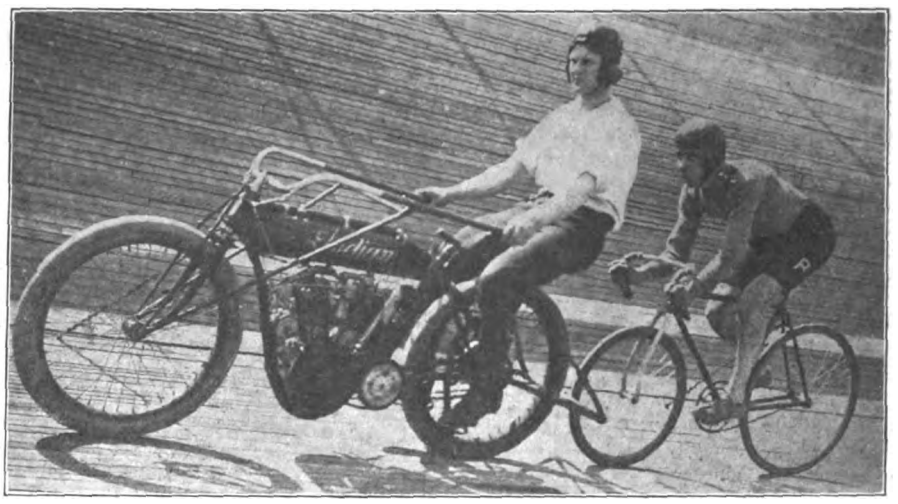
Charles Piercey, the Australian, was the winner of the one-mile point race for the professionals, which was run in three heats. Piercey won the first heat, finished fourth in the second heat, and annexed the third heat, his total being eleven points. Joe Kopsky took second honors with eight points and Ned Young annexed third honors with seven points. Owing to the elimination of Anderson by his accident from further competition the team race for the professionals was changed. Piercey and Kopsky met Gus Wohlrab, Ned Young and Rudi-Russe in a pursuit race, and despite the loss of Anderson the Piercey-Kopsky team caught the trio in 2 miles 1½ laps.

Henry Hendrickson, an unattached rider starting from the 90-yard mark, won the half-mile repechage handicap for the amateurs from George Klasen and E. Kockler. George Klasen won the three-cornered match race from Fred Samlow and Olaf Lodal by taking the second heat and finishing second in the first and third. In the motor-paced race Schepens caught and passed Willie Kell in three and a half miles, and owing to the damp track the other two heats and the five-mile open for the amateurs were called off. The next races will be held Sunday afternoon, September 26. Summaries:

Half-mile repechage handicap, amateur.—Won by H. Hendrickson, unattached, 90 yards; second, George Klasen, Danish-American A. C., 15 yards; third, Ernest Kockler, Riverview C. C., scratch. Time—58 seconds.

Two-third-mile match race, amateur.—First heat won by Olaf Lodal, Danish-American A. C.; second, George Klasen, Danish-American A. C. Time—2:13. Second heat won by Klasen; second, Lodal. Time—1:28. Third heat won by Fred Samlow, unattached; second, Klasen. Time—2:02⅗.

One-mile point race, professional, run in three heats.—Won by Charles Piercey, Australia, 11 points; second, Joe Kopsky, Bohemia, 8 points; third, Ned Young, Salt Lake City, 7 points; fourth, Gus Wohlrab, Jersey City, 4 points. Times—2:31⅗, 2:26 and 2:49.



**George Wright, of the Classic Bicycle Club of Toronto, the Champion Amateur Motor-pace Follower of Canada. The Pacemaker Is Bill Spencer, of Toronto**

Team pursuit race, professional.—Won by Chas. Piercey, Australia, and Joe Kopsky, Bohemia; second, Ned Young, Salt Lake City; Gus Wohlrab, Jersey City, and Rudolph Rudi-Russe, Austria. Time—5:24. Distance—2 miles, 440 yards.

Motor-paced race, amateur (pursuit style).—Won by Ralph Schepens, Chicago, C. C.; second, Willie Kell, Chicago C. C. Time—5:43⅕. Distance—3½ miles. Second and third heats called off on account of damp track.

### BACK FROM GOODYEAR CONFERENCE

San Francisco, Cal., Sept. 16.—Mr. F. L. Ryan, sales manager of the motorcycle tire division of the 'Frisco branch of the B. F. Goodrich Company, has just returned from a three weeks' trip in the Northwest covering 2,500 miles. While on the trip he attended a conference of the Goodrich salesmen from Spokane, Seattle and Portland. All of the salesmen, so Ryan reported, were enthusiastic over the new line of Goodrich motorcycle and bicycle tires.

### KHAKI UNIFORMS FOR CORPS

Vancouver, B. C., September 20.—The Cyclists Corps of the Vancouver Volunteer Reserve has been equipped with a most pleasing uniform of Khaki and a noticeable improvement has already made itself felt in the attendance at the drill. The next thing that is eagerly desired is the provision of rifles, so that the regular gun drill may be engaged in. Privates H. Pierce and J. Speer have been promoted to lance-corporals in the corps.

A Platoon of the Vancouver, B. C., Volunteer Cyclists Corps at Drill

## Professional Swiss Cyclist Condemned as Spy

GENEVA, Switzerland, September 17.—The professional bicyclist Doerflinger, a resident of Basel, has been condemned to death as a spy by a German court-martial. The Swiss government has intervened in his behalf with a request for clemency.

An account of Doerflinger's experiences is given by the *Journal de Geneve*. It appears that after the war began he traveled in Alsace and Baden as a representative of a business house. He received an anonymous letter asking him to meet a stranger at Montreux, Switzerland. It is said this man engaged him to supply military information.

Through his acquaintance with a German, now an aviator, who had conducted a factory at Freiburg at which military aeroplanes were manufactured, Doerflinger was able to take a trip in a war plane.

All he learned he is alleged to have communicated to a foreign agent, being heavily paid for the information he gave. Also, it is averred, he made arrangements with the wives of German soldiers at the front to secure military information through these women, for which they were paid. It was one of these who denounced Doerflinger. When it was necessary to put anything into writing he is said to have made use of the inside band of his collar.

Doerflinger, who was condemned to death by a court-martial, has appealed to a higher military court, where his case is pending.

### Rode in 6-Day Race

C. A. Doerflinger, the cyclist, is widely known in this country as a professional rider. Several years ago he took part in a six-day race in Madison Square Garden, New York and also appeared in some of the American Velodromes where he was a favorite of the fans and made a good showing in many events.

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# NEW YORK TO BOSTON BY BICYCLE

## Flying Trip Taken by Long Distance Cyclists to the L. A. W. Dinner

TWO husky cyclists were eagerly discussing, on the night of September 6, in the New York City club rooms of the Century Road Club Association, the possibility of pedalling to the annual assembly of the League of American Wheelmen, which was to convene at Boston, September 9. Sylvain Segal and his friend, Capt. George Steppello, realized only too well that they would have to do some tall hustling the next two days to arrive in the bean eaters' village in time for the L. A. W. banquet—the opening feature of the assembly. But they decided to take a chance.

### The Journey Starts

At 1:20 p. m., on September 8, the start of the trip was made, the riders carrying small bundles of extra clothing strapped to their saddles and repair kits—subsequently found to contain just enough repair material to patch one puncture.

Riding along Seventh avenue to 125th street, and east to the Willis avenue bridge, Segal and Steppello followed Boston Road as far as Southern Boulevard and then over the Fordham Road and the Boston Post Road as far as Mount Vernon, N. Y., where Steppello had to adjust a loose toe-clip. When the adjustment was made the wheelmen proceeded through New Rochelle to Larchmont for the first check-up on the forms used in Century riding. After a cooling drink, a new start was made, and after a climb of various hills and "letting 'er-slide" on the down grades, Greenwich, Conn., was reached, and a stop was made at the home of the national treasurer of the Century Road Club Association, John M. Mitchell. Mrs. Mitchell, Sr., received the cyclists, asking them how they could possibly ride in the blazing sun while her guests were refreshing themselves with lime-ade.

### Supper at Bridgeport

Pushing on, Westport was the "luncheon" stop, and then the trip was continued on to Bridgeport, which was reached at 6 o'clock, 55 miles having been covered. After supper, inquiries were made of a motorcyclist as to the roads to Boston, with the result that the State road to Milford was followed, a detour leading the tourists over to the shore road and into Savin Rock and New Haven.

Leaving New Haven, Meriden was next reached, where a second check-up was made. A policeman seeing the bicyclists go by, told the riders that they had better carry lamps, to which they replied that they had lamps. He then remarked that they were not very bright. Some cops like to show off! However, the cyclists silently proceeded on their way and expressed their thoughts afterwards when they were within safe distance.

About midway to Hartford from Meriden, a sign advised the riders to take the detour as the road was closed to vehicular traffic, for a bridge was being replaced. However, their experience on detours taught them that they had better stick to the direct route, with the result that after riding perhaps half a mile, the red lights in the road stopped them short and the captain went ahead to find what the obstacles were.

Steppello and Segal (Wearing C. R. C. A. Jerseys) Greeted by L. A. W. Men in Boston

Climbing over various obstructions in the shape of derrick-booms, concrete mixers, stone, sand and mortar barrels, the New Yorkers found themselves on the brink of a chasm, 25 feet long and about 20 feet deep, with a solitary plank for a bridge, over which Steppello clambered on hands and knees. He came back to report the passage safe enough, whereupon bicycles were placed on shoulders, and the cyclists crept to the other side, and were finally on the State road again with Hartford still in the distance. But it required a very few minutes to see the lights of the city, for traveling was easy over the concrete road. Segal and Steppello soon registered at "Delaney's Hotel," where they spent the night. The first day's riding totaled 116 miles, in 10 hours and 25 minutes, while the same mileage was still to be covered in order to reach Boston for the L. A. W. dinner at six o'clock the following evening.

The next day saw Segal and Steppello leave Hartford at 6:55 a. m. The cool morning air soon made them whistle tunes to the enjoyment of the farmer lads who stopped to look at the two "racers" as they went by. The first stop of the day was made at Warehouse Point, where the initial soda was hurriedly drunk and a start made for Springfield, Mass. It was only a short way out that the captain scored a blowout in his rear tire. This blowout, by the way, was the only tire trouble that was encountered, and the condition of the road in many places was far from being ridable for bicycles.

### Fake Chicken Pie

Springfield loomed up before the riders; a great panorama of beautiful buildings and the broad beautiful river came into view. Arriving in town the wheelmen mailed postal cards and snapped a few photographs. Pushing on over the oiled concrete roads and then rough and hilly "tarvia" roads they passed the Indian motorcycle factory. At Palmer, the New Yorkers ate some "chicken pie" that had never known a chicken. After a short rest, Brookfield, with its winding creek and busy factories, and Warren with its busy railroad station were soon passed, and later Leicester hills, with its two-mile climb and dangerous descent.

When Worcester was reached, a telegram was sent to Mr. Abbot Bassett, secretary of the League of American Wheelmen, informing him that he might expect two cyclists to arrive in Boston in time for the reunion dinner. It was then 2:40 p. m., and there were still 46 miles still to go in three hours time. They left Worcester on the trail of a "Boston Limited" no stop trolley car, and kept up with the car for a distance of four miles until the White City was reached.

Weston was next in order, and not forgetting their appointment for 6 o'clock, the wheelmen hastened on to the Charles River Boulevard, past the Harvard stadium and finally rode on Massachusetts avenue to Dreyfuss Restaurant, the scene of the L. A. W. dinner, reaching the place at 6:15. They covered a distance of 128 miles.

### Good Time at Classic

An account of the "Wheel About the Hub" has already been written by Abbot Bassett and appeared in last week's issue of this journal. The two Century Road Club Association cyclists enjoyed themselves immensely both at the banquet and the first day's run. Late in the afternoon of September 10, Segal and Steppello had to leave the merry company of wheelmen and turn their bicycles homeward. The start of the return journey was made at 3:45 p. m.

Passing through Attleboro and Providence, the cyclists reached Wicksford at 9:15 at night and stopped over at "Mother" Prentice's Wickford House. The next day's ride proved uneventful, but mighty pleasant. After a long journey, the New Yorkers put up at the Adams House, in Bridgeport, Conn., having traveled one hundred and thirty miles over good roads and past beautiful scenes. Early on Sunday morning, September 12, Segal and Steppello were again on the road and with-

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out accident passed through the towns indicated in the table below, making the distance of one hundred miles in good time. The journey was certainly one of the most enjoyable that the two husky long distance men had ever taken and, though they were tired and worn out when they arrived in dear old New York, the cyclists were happy to have undertaken the long grind to Boston and return.

**Mileage Schedule**

The total mileage for the trip was 547 miles, and the time approximately four and one-half days. The following schedule shows in detail the daily progress made on the trip:

| Date. | Time. | City. | Miles. |
|---|---|---|---|
| Sept. 8 | 1:20 p. m. | New York | 0 |
| | 2:40 p. m. | Larchmont, N. Y. | 16 |
| | 3:45 p. m. | Greenwich, Conn. | 27 |
| | 5:15 p. m. | Westport, Conn. | 45 |
| | 6:00 p. m. | Bridgeport, Conn. | 55 |
| | 8:20 p. m. | New Haven, Conn. | 76 |
| | 10:20 p. m. | Meriden, Conn. | 96 |
| | 11:45 p. m. | Hartford, Conn. | 116 |
| Sept. 9 | 6:55 a. m. | Hartford, Conn. | 0 |
| | 7:55 a. m. | Warehouse Pt., Conn. | 14 |
| | 9:30 a. m. | Springfield, Mass. | 28 |
| | 11:00 a. m. | Palmer, Mass. | 43 |
| | 1:00 p. m. | Brookfield, Mass. | 61 |
| | 2:40 p. m. | Worcester, Mass. | 79 |
| | 4:05 p. m. | Marlboro, Mass. | 95 |
| | 5:10 p. m. | Weston, Mass. | 110 |
| | 6:15 p. m. | Boston, Mass. | 125 |
| Sept. 10 | 9:00 a. m. | Boston, Mass. | 0 |
| | 3:45 p. m. | East Sharon, Mass. | 24 |
| | 5:30 p. m. | Attleboro, Mass. | 43 |
| | 6:45 p. m. | Providence, R. I. | 55 |
| | 9:15 p. m. | Wicksford, R. I. | 76 |
| Sept. 11 | 6:55 a. m. | Wicksford, R. I. | 0 |
| | 7:55 a. m. | Narragansett Pier, R. I. | 13 |
| | 11:00 a. m. | Westerly, R. I. | 38 |
| | 1:30 p. m. | New London, Conn. | 55 |
| | 4:00 p. m. | Saybrook, Conn. | 75 |
| | 5:50 p. m. | Guilford, Conn. | 93 |
| | 7:35 p. m. | New Haven, Conn. | 109 |
| | 9:50 p. m. | Bridgeport, Conn. | 130 |
| Sept. 12 | 6:35 a. m. | Bridgeport, Conn. | 0 |
| | 8:20 a. m. | Greenwich, Conn. | 28 |
| | 10:45 a. m. | Clason Point, N. Y. | 52 |
| | 12:00 m. | Floral Park, N. Y. | 64 |
| | 3:30 p. m. | Bedford Rest, N. Y. | 81 |
| | 6:45 p. m. | New York City | 100 |

## BIKE RACES AT SOUTHAMPTON

Southampton, N. Y., September 18.—Several hundred persons witnessed the bicycle races which were held at Lake Agawam on Tuesday, September 12. There were sixteen entrants and all but one started. They were M. Bennett, C. Schnerders, H. Ostlund, M. de Rose, A. R. Taab, E. Crippen, G. Ronbez, W. Staubbs, T. Saila, O. Guldi, C. Culver, N. McArdle, J. Wilson, J. Bennett and M. Soderlund.

The course was twice around the lake, starting at the Library corner, and finishing in front of the post-office, a distance of six miles.

The first lap was made in 8 minutes and 25 seconds, and the winner, Clayton Culver, made the full course in 18 minutes and 22⅕ seconds. McArdle was only a second behind and Ostlund crossed the line four seconds later.

There were four prizes—a silver cup for first, pair of bicycle tires for second, pair of military brushes for third, and a basket of lemons for the last man. No one claimed the "booby" prize, so it was not awarded.

## TO SHOW BY MOTOR WHEEL

Chicago, Ill., September 21.—Prominent among the visitors to the Chicago Show who made the trip awheel was a sixteen-year-old lad, named Wm. Maugan, who came all the way from Columbus, Ohio, on a bicycle equipped with a Smith Motor Wheel. Young Maugan is employed in his home town by the Franklin Cycle & Supply Co. as a demonstrator for the bicycle booster. He has covered over six thousand miles with his motor wheel, showing Columbus prospects what the little speed demon can do. After the show Maugan will ride to the A. O. Smith Co. factory at Milwaukee, Wis.

## WORKSMAN VANS IN THREE MODELS

M. Worksman, of 14 Vesey street, New York, is showing several models of bicycle delivery vans, to be driven by the rider or by a Smith Motor Wheel. The Model A van, which is typical in the running gear of the entire Worksman line, has a rear axle carrying the body which measures 27 by 23 by 24 inches and has a capacity of over 300 pounds. The tread of the van is 33 inches, and 28-inch wheels with wood rims, and 1⅝-inch heavy service tires are used all around. The pedal gear drives a countershaft from a regular bottom bracket or hanger, a 1-inch chain being used. The coaster brake is mounted on this countershaft and final drive to the axle is by a chain.

When used with the Motor Wheel, the latter is attached by a special fitting to the rear of the body, with the control on the main tube. The price of the Model A van for pedaling is $75, and with Motor Wheel, $60 extra.

The Model B van is longer and narrower than the Model A, the body measuring 42 inches in length, and 18 inches in height. The width is 33 inches. The body slopes upward at the front and there is a top door opening to the left. This van is sold at the same figure as the Model A, i.e., $75. The Model T, a special van for dyers, merchant tailors, etc., has an upright body of 42 inches in height, with a width of 23 inches and a length of 24 inches. It is designed to allow the owner to hang clothes direct in the body without creasing. It lists at $75. On both this and the Model B, a Smith Motor Wheel can be had for $60 extra.

## JUST LIKE THAT!

Los Angeles, Cal., Sept. 20.—Forty bicycles were sold by C. L. Smith, the southern California distributor for the Great Western bicycles, on the arrival of a new carload lot of machines recently. According to Smith the demand for the Crown, Adlake and America models was never so brisk as it is at the present time, and he has added to his force of men who thoroughly cover all of the Southern territory. Business in bicycle accessories, says Smith, is also showing a good increase.

## SHOULD ADD BICYCLES

Louisville, Ky.—Henry F. Pardon, the Indian agent, of Owensboro, Ky., who has been handling bicycles for about ninety days, reports that in his opinion every motorcycle dealer should handle bicycles, and those who do not handle the line are losing money as a consequence. Mr. Pardon is handling the line of bicycles jobbed by G. H. Westing & Company, of Indianapolis. Sales have been big so far on both bicycles and supplies. This was Mr. Pardon's first attempt with bicycles.

## GREAT WESTERN BICYCLES

Six models of the Crown bicycle, two of Adlake model and three bearing the American nameplate, are attractively shown at the stand of the Great Western Mfg. Co., of La Porte, Ind. The Crown series includes a Model 66, two Model 46—one having a straight double bar—two juveniles and one of the new motorbike models with 18-inch frame. The American line shown consists of one each of Models 33, 46 and 48. The tiny bicycle built for the baby son of Vice-President Lonn, with 10-inch wheels, is also on show and draws its admiring crowds.

General Sales Manager C. A. Lonn is in charge of the Great Western exhibit and has as his aides A. E. Lonn, H. A. Schaffer, G. Wright, J. Kanney and D. McKee, all of the firm's factory and road forces.

## OPEN CANADIAN BRANCH

Bridgeburg, Ont.—The Buffalo Specialty Company has established a Canadian branch in this city in order to take care of an increasing Canadian business. Bridgeburg is directly across the Niagara River from Buffalo, and the Canadian office is under the control of the Buffalo headquarters of the company.

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# HOW AMERICAN MACHINES STAND IN AUSTRALIA

## Their Premier Position Due to Yankee Enterprise

By WILLIAM JOHN BEACH

ALTHOUGH a "speed merchant," I do not purpose touching upon that subject so much as upon the commercial side of the question in my country, Australia. With regard to the suitability of American-constructed machines for Australian road conditions, I will say that as our conditions on the other side are very similar to those here in America, we find the American machine quite meets the bill. In fact, it does so to a greater extent than do English machines from the frame and transmission viewpoints.

The English built engines are quite satisfactory and the old battle between J. A. P.-engined machines and the famous Indian prevails in Australia as it does in England, but I must admit that in Australia the honor stands to our red American friend. This is largely due to enterprise, as you will agree when I have placed the following facts before you:

### Why Machines Are Costly

In Australia, all motorcycles are handled by agents and consequently, after paying freight, duty, etc., the machine becomes a costly proposition. Local agents are in no position to encourage speed enthusiasts, so the boys wade into the game. They are always good sports, paying everything. Now, up to a year or so ago, the Indian was represented by an agent, its price being colossal, with the result that very few of the fine red mounts were to be met with on the road.

The Hendee Manufacturing Company, appreciating Australia as a big country and a big market, soon opened up a real tip-top show that made us talk "down under." They cut out the agent and cut down the price, snared all the best riders, contested in all the big events. And they cleaned right up, too. Today, one sees Indian machines everywhere.

### What Indian Enterprise Did

This was enterprise and enterprise appreciated in Australia and rewarded accordingly. The Indian now holds the market and I often wonder how some of our agents are coming on trying to sell 2¼ horsepower machines at prices equal to that of the Indian. We want more firms like this and not only in the motorcycle field, but in every other direction.

I would say that there is scope for a firm manufacturing a good tire, providing that they open out in the proper manner.

I am tired of waiting to see an English concern do something, as that country never does display any enterprise in Australia. From picture-shows to the sale of souvenirs at a football match, the ideas—everything, has originated from America. A motorcycle meet on an ordinary push-bike track is a very fine day's entertainment on the other side.

### At One Track Meet

The last meet of this kind I attended offered all the excitement one expects to find at a display of speed. There was a huge crowd present and the organization of the whole was most perfect. I was invited to contest with my N. U. T., the one which I had been tuning up at Brooklands track in England, but I had been down a few days before and found that I could not do more than 45 miles per hour as the banking would not hold me. Naturally, I was content to be a spectator, and after seeing the way those boys rode then and on other occasions, I decided that my share of motor racing off a speedway would always be as an onlooker.

The riders blind around corners and over roads with great holes in them and appear to have no value on their necks whatsoever. I am considered daredevil enough for anything, but I am not in it out there.

As I say, this track meeting was really exciting. In one event, three riders sparred for an opening at the same time when one rider's belt came off. Then came a crash, and when the smoke cleared away, two riders could be seen hanging over the rail like wet towels, one being dead while the other so near that it did not matter much. There are great possibilities in it for any syndicate to go out to Sydney or Melbourne and build a real good speedway, as the public is very keen on the sport.

### No American Opposed Models

America having been the pioneer in horizontal opposed-engine construction, it appears very strange to me that there has been no good motorcycle fitted with such an engine brought to light there. After riding a machine fitted with an opposed engine it becomes an endurance test to ride machine fitted with the V-type. Again, an opposed engine is practically vibrationless and has better balance. On a brake test, it will develop much greater power than any other engine of similar capacity.

The wonderful results achieved by the famous little Douglas machine in Australia paves the way for some firm to market there an opposed engine machine of larger capacity. I would suggest that the engine should be nothing less than 500 cc. (30½ cubic inches).

ENTERING THE STRAIGHT ON THE CHICAGO SPEEDWAY

**Showing Construction of New Two-Mile Track with Carefully Calculated Curves Allowing of High Speeds with Full Throttle at All Times—Note Stout Fences**

### THREE-CENT GASOLINE?

St. Louis, Mo.—The perfection of a process whereby 100 gallons of crude oil will yield 100 gallons of a kind of gasoline 50 per cent. more efficient than the present grade of automobile gasoline, is the achievement claimed by W. H. Stevens, for many years a St. Louis city employee.

Stevens, after experimenting for three years to find a substitute for gasoline, has obtained a patent on his process. He is now negotiating with the Standard Oil Co. for the sale of his patent and the formula of chemicals used in his process. This process, Stevens says, is not simple, but is very economical and can produce gasoline at a cost of 3 cents a gallon.

### SARGENT RECOVERING

Indianapolis, Ind.—Spick Sargent, the Indianapolis Indian speedster who was injured in a collision with a rider at Vincennes on Labor Day, and at first reported seriously injured and not expected to live, is now fast recovering.

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# With the Manufacturers

## S. K. F. CO. IS CAPITALIZED AT $2,000,000

THE S. K. F. Ball Bearing Co., with a capital stock of $2,000,000, has just been incorporated under Connecticut laws, with headquarters at Hartford. The company is the American offshoot of the "Svenska Kullager Fabrik" at Gothenburg, Sweden, the initials of which constitute the "S K F" trademark for its products. Heretofore the American end of the S K F business has been handled by a selling organization, incorporated for $50,000 under the name S K F Ball Bearing Co., of which F. H. Poor was manager, while S. G. Wingquist, of Sweden, was managing director. The new enterprise has substantial local backing, among those interested being B. W. Hanson, vice-president of the Pratt & Whitney Co., of Hartford.

It is planned to erect at once a substantial factory building at Hartford, the site for which already has been selected. Manufacturing will be carried on under the general management of the Connecticut concern, from raw steel imported from Sweden. It is pointed out by the officials of the company that the particular grade of steel turned out in the Swedish plant, owing to local manufacturing advantages, has proven superior to other steels for its ball bearings, and that therefore the same grade and quality of steel will be continued in the American product.

### WIGWAM IN FEATURE FILM

Springfield, Mass.—The big Hendee factory figures largely in a feature moving picture film produced by one of the major companies. The subject of the film is the tour of a princess from one of the mountain kingdoms of Europe, during the course of which she sees many interesting things on visiting this city. The Indian part of the film shows the entrance to the factory and "Long John" O'Connor, the tallest man in the city, coming down the steps and greeting the royal lady and her party, afterwards escorting them through the several departments of the works. Another view shows the employees leaving the factory at noon.

### FIRESTONE HOUSE ORGAN

The Firestone Tire & Rubber Co., Akron, O., has started publication of "The Firestone," a house organ for circulation among its employees, including those of the branches. It is a newsy four-page paper telling about the plans and prospects of the business and stimulating enthusiasm by precept and example.

### HELPS FOR THE DEALER

How the tire dealer can benefit by the advertising helps offered by the tire manufacturer is interestingly told in "Boom," the dealer's helps book just issued by Firestone Tire and Rubber Company.

On every page pictorial treatment of the subject discussed is made by means of clever cartoons. The dealer is shown in various humorous poses in connection with the different advertising helps.

The "reason-why" copy is full of helpful suggestions to the dealer as to how he can best take advantage of different forms of advertising assistance put out by the tire manufacturer. Suggestions are made for him to follow out and he is urged to secure his share of the advertising helps. Everything from catalogs and folders up through stationery, posters, signs, "movie slides," to electrotypes and window displays is featured and each is accompanied by many valuable suggestions.

### POOLE IS HEISSLER SUPERINTENDENT

W. E. Poole has resigned his position with the Rex Battery Company, of Chicago, Ill., and is now general superintendent of the Heissler Storage Battery Company, of 1425 Michigan Boulevard, Chicago, Ill. Mr. Poole, who has been responsible for a number of ingenious devices in connection with accumulators, will devote half of the Heissler plant to the production of a motorcycle battery, he announces and there have been a number of his features incorporated in the new cells.

W. E. Poole

Among Mr. Poole's inventions in the storage battery field is the "non-leakable" vent which he has applied to the new motorcycle accumulators. The latter will be of such size as to be very convenient for the machine, being of small size and weight with a big ampere-hour capacity and long life on recharge.

Arthur J. Baracree, general manager of the Heissler firm, will concentrate his efforts in the selling and distribution of Mr. Poole's new Heissler motorcycle battery.

### PRESIDENT SEIBERLING ON COAST

San Francisco, Cal., September 14.—Mr. F. A. Seiberling, president of the Goodyear Tire and Rubber Company, was an interested visitor to the Panama-Pacific Exposition. When interviewed by a representative of **Motor Cycle Illustrated** he gave it as his opinion that the country was coming upon one of the greatest eras of prosperity that it had ever known.

Mr. Seiberling gave it as his opinion that the European conflict had less of a detrimental effect on the tire industry than other lines of manufacture. The tire makers, he said, soon got their bearings before the war had advanced many months, and, with the settlement of the crude rubber situation with England, the output of the Goodyear company increased, necessitating several additions to the Goodyear plants at Akron. President Seiberling concluded the interview by stating that reports from his salesmen indicate that some of the plants now under construction will have to be put into use before they are fully completed.

### LEE WALSH, TIRE MAN, DIES

Cincinnati, Ohio.—The tragic death of Lee Walsh, manager of the Cincinnati branch of the Fisk Rubber Co., on Friday night of last week was a shock to his numerous friends among motorists in general. The accident which caused his death occurred when the automobile driven by Mr. Walsh overturned on the road from Hamilton, O. He was 35 years of age.

### KRAUSS IS SECRETARY-TREASURER

Philadelphia, Pa.—The L. H. Gilmer Company, makers of belting, webbing and tape, at 52 North Seventh street, announces that Manning J. Smith, formerly treasurer, has severed all his connections with the firm. At the last meeting of the directors, J. S. Krauss, the secretary, was elected to the office of secretary and treasurer, to succeed Mr. Smith.

### BIG PAYROLL FOR RUBBER WORKS

Columbus, Ohio.—According to a report made by the Ohio Industrial Commission, the amount of wages paid out by all rubber factories in the state for the year 1914 was $18,079,901. This includes factories for the manufacture of automobile and motorcycle tires. The amount of the pay roll is fourth in the list of manufacturers.

Cincinnati, Ohio.—The Double Life Tire Co. has been organized by Harry Frank and others, to handle automobile and motorcycle tires.

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## THREE BELLIGERENTS ORDER BETHLEHEM SPARK PLUGS

The manufacturers of the Bethlehem five point spark plugs announce that during the past two weeks more than 100,000 of their plugs have been shipped to the war departments of three European belligerents. The decision in favor of the Bethlehem plug was rendered, the makers state, only after a rigorous test under the most adverse conditions.

Inasmuch as substantial quality was considered of extreme importance in view of the tremendous strain to which plugs would be subjected in meeting the demands of war service, and the Bethlehem plug passed the scrutiny of the various officials, the makers consider that their product has received an enviable endorsement. Absolutely no price concessions were said to have been made in landing the big Bethlehem war orders.

## EMPLOYEES GUESTS OF REMY FACTORY ON "HIGH TENSION NIGHT"

In line with its policy of looking after the welfare of its employees, and encouraging social and athletic organizations on their part, the Remy Electric Company, of Anderson, Ind., gave a lawn party and dance to the employees on the evening of September 10. The affair was given on the lawn of the Columbus avenue side of the works, and was in celebration of the opening of two new buildings.

The affair, which was known as "High Tension Night," opened with a grand march, led by Mr. and Mrs. F. L. Atwood, the procession passing through the new building No. 1½, through all the factory corridors and finally returning to the new building once more. Dancing then took place, ten numbers with extras being played. Spotlights were thrown on the dancers during each number. A feature followed in the form of a monster magneto, out of which emerged two classic dancers, who performed amid the applause of the guests.

A vaudeville entertainment was held as well as a band concert in another portion of the plant. Refreshments were served for all in Department 24. Searchlights were constantly being played from various portions of the plant and festoons of incandescent bulbs outlined each building. With the completion of the full dance program, the affair came to an end, the guests going home in the many special trolley cars which had been hired by the company to bring them to and from the entertainment. All voted the affair a complete success. Over 2,500 attended.

## KITTY-KIT REPAIR OUTFIT

Rapid repair of punctures in inner tubes without the use of cement or other solution is obtained by the use of the Kitty-Kit, the product of the Broadway Merchandising Company, of 475 Broadway, New York City. The kit has for its feature a new style of patch, made of soft rubber over a soft metal skeleton, each patch being double and connected by a collapsible post. This patch construction or plug is placed in the puncture and compressed or squeezed tight with a pair of specially-constructed pliers, forming an air-tight repair in one minute, and one that is absolute and permanent.

The Kitty-Kit plug has no sharp edges on the metal skeleton, the rubber covering preventing chafing of the tube. The kit itself consists of a pair of the special pliers, a cutting tool to make a clean hole in the tube, a wire spreader and a number of plugs. These are all carried in a folding cover which fits easily in the rider's pocket or tool box. There being no cement employed, the rider will not have his clothing or tool box contents smeared. The tools in the kit are well made and will last a lifetime.

## BOSCH DONATES BIG CASH PRIZES FOR ASTOR CUP RACE

In keeping with the usual practice in offering prizes in important motor events, the Bosch Magneto Company, of 225 West Forty-sixth street, New York, has donated a number of cash prizes for the Astor Cup motorcar races to be held at the new Sheepshead Bay Speedway, Sheepshead Bay, N. Y., on October 2. The prizes are as follows: $500 in gold to the winner, $300 in gold to the driver who gets second place, and $200 to the driver who obtains third place.

In addition to the above, the company offers an additional bonus of $100 for each place, provided that the winner makes a better average than the best time made in an American long-distance contest, i. e.—an average of 101.86 miles per hour, and provided that the second drive makes a better average than the best time made by the second man in a similar long distance contest, i. e., better than an average of 100.58 miles per hour. The third man will get his bonus if he averages better than 97.78 miles per hour. The conditions attached to these prizes are that the first, second and third placemen shall employ Bosch magneto ignition during the entire race.

A letter to this effect has been sent by the Bosch company to Harry Harkness, the president of the Sheepshead Bay Speedway Corporation, and Mr. Harkness has replied accepting the offer and congratulating the Bosch firm on its sportsmanship and for the encouragement offered to drivers by the donation.

## U. S. TIRE MANAGER ON VISIT

Resident Manager J. H. Johansen of the Washington and Baltimore branches of the United States Tire Company is in New York for a few days. He expresses himself as delighted with the hold the popular U. S. Chain Tread motorcycle tires have taken on his territory.

## BAKER USED V-RAY PLUGS

In a telegram from E. G. Baker, immediately after the finish of the "Three-Flagg Record" run, the V-Ray Company, of Marshalltown, Iowa, was exceedingly gratified to hear that Baker used the V-Ray spark plug throughout the long grind from Vancouver to Tia Juna, and that the plug gave one hundred per cent. service.

This was the second occasion on which Baker employed V-Ray plugs in long-distance record achievements in 1915, the other being the San Diego to New York trans-continental run made earlier in the season. On both runs Baker used the plugs on his Indians.

## NEW TIRE FIRM INCORPORATES

Huntington, W. Va.—The Huntington Tire & Rubber Co., recently incorporated here by J. F. Schmidlapp, F. M. Bailey, P. M. Walker and others, with a capital stock of $25,000, will handle a general tire and motor accessory business.

**Part of the Remy Forces at Big Social Program Described Above, and Large Wooden Model of a Remy Magneto From Which Two Dancing Girls Emerged During the Course of the Entertainment**

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# SPECIAL TRAINING BIG FACTOR IN PETERICK'S SUCCESS

## Milwaukeeite Used Experience Obtained in College and Shop to Perfect Business

By THE PATHFINDER

WERE one to ask what attribute more than any other is the cause of the success achieved in the retail motorcycle selling field by Louis W. Peterick, the young and enterprising proprietor of the Mueller Cycle & Supply Co., at Milwaukee, one would be surprised to receive such a commonplace answer as "Brains."

It is a well known fact that every enterprise depends on brains for its maintenance and growth. But the particular brand of gray matter bearing the Peterick label is of different variety. It is not very often that you hear of motorcycle dealers who have taken a college and university course specializing on subjects calculated to be of benefit in their particular field. But that's exactly what Peterick did.

Louis W. Peterick

The subject of the story is the new proprietor of Milwaukee's oldest bicycle and motorcycle establishment conducted formerly by A. G. Mueller, Milwaukee's veteran bike man, who has retired from the business after a score of years that have seen "Goodie" Mueller's little shop grow into a big salesroom doing a business amounting to more than $100,000 in 1914.

Louis Peterick comes from Manitowoc, Wis. When he was a growing lad, his brother, Joseph Peterick, was selling bicycles. That was before motorcycles were generally known. About all that Manitowoc knew concerning the new contraptions of bicycles with motors in them was what knowledge filtered into the town in the newspapers, and the editors were not nearly so kind in those days as in 1915.

Manitowoc had its first look at a real motorcycle in 1901 when a Merkel came to town. It came to stay and Louis, being the only person in Manitowoc sufficiently interested in the mechanics of the motorcycle to study out its repair work, naturally inherited the job of being its chief nurse. A little later Joseph Peterick became the Harley-Davidson dealer in Manitowoc and it was based on his observations of the motorcycle business as it came to his brother's shop that convinced Louis that there were immense possibilities in it. Finishing public school grades he determined to make himself more proficient by taking up two years of preparatory work at Lawrence college and then three years at the State university at Madison in the engineering course, specializing on internal combustion. Peterick improved his opportunities while at the university by managing the store of H. H. McDaniel, the Harley-Davidson dealer in the university town.

His university education completed, Peterick was offered a job as assistant foreman at the Harley-Davidson factory, and later advanced to chief complaint correspondent in the office. Louis had been working at the Milwaukee factory close to a year when his ability attracted the attention of A. G. Mueller, who was in need of a capable man to manage his South Side and main store.

Mueller's prediction that if he could find a successor worthy of carrying on the business he would sell out had been treated with scorn by those in the business who knew him, but the threat found a happy culmination in the announcement, coming just a year after Peterick assumed management of the Mueller store, that the old place was going to change hands. The new concern retains the good will of the old and will be known as the Mueller Cycle & Supply Co. Harley-Davidson motorcycles are sold exclusively, the firm also carrying a line of bicycles. The financial backing of the new concern is being taken care of by S. J. Strachota, a Milwaukee contractor.

### Has Pronounced Ideas

Peterick has some very pronounced ideas. The account in a large measure for his rise in the retail motorcycle sales world. Faith in the product being sold is the basis of every transaction carried out in the Peterick store. And the proportion of Harley-Davidsons in the home town stands up very well in proportion to the other makes, a fact that includes the type of model sold during Mr. Peterick's management.

### What Customer Wants

"See what the fellow wants," in plain words, covers the principal Peterick principle in motorcycle sales. "I want my salesmen always to feel out thoroughly every customer before deciding on which model he is most likely to buy for his particular needs," he says. "In following out this idea the sales force is kept at the highest point of efficiency and waste effort is kept at a minimum.

"There are very few cases where riders that we have sold machines have come back expressing regrets that they did not purchase another model from the one they own for the simple reason that we figured out their needs. It is very rarely that we make an effort to sell single cylinder machines, because a rider is thereby lost as a sidecar prospect. Sidecars are the biggest boost in selling motorcycles that a dealer can have. Once established the sale of sidecars is easy. They not only sell themselves, but they help wonderfully in the sale of new machines. Most sidecar passengers are of the feminine kind and I have found the ladies to be a powerful influence in many prospects to whom I have made sales and also to be a big factor in bringing in of new sales from quarters unexpected.

### Many Time Payment Sales

"A great deal of our business is on the time payment plan," continued Peterick. "You can't get away from partial payments in selling motorcycles, and I believe every dealer will have to come to it. In this age of increased competition in motorcycle sales the fellow who makes the best terms for the class of buyers to whom the time payment makes special appeal is going to get the business.

"An initial payment of $125 is the usual rule for sales of twins on time payments. The installments are figured out so that the final payment is made within ten months of the date of the sale. This ten months time portion of our time payment policy is imperative."

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# DEALERS' SECTION

### OLD TIMER LOCATES AGAIN

Washington, D. C., September 20.—T. N. Mudd, Jr., is again connected with the motorcycle and bicycle trade of the city. Mudd was a well known bicycle racer in the early days of the bicycle industry, he then became manager of the local branch of the Pope Manufacturing Co., later he embarked in business for himself handling the Reading Standard line of bicycles and motorcycles.

Mudd is now manager for Harry F. Seamark, who is located at Sixth and G streets N. W. Mr. Seamark is one of the oldest and largest dealers in bicycles and motorcycles in Washington, D. C., handling the Merkel, Emblem, Thor, Miami motorcycles, and Flying Merkel and Emblem bicycles.

### NEW TEPEE FOR MILWAUKEE

Milwaukee, Wis., September 21.—The old Wisconsin Motorcycle Co., 304 West Water street, Wisconsin and upper Michigan distributor for the Indian, is no more. Hereafter all dealer transactions will be handled through the Chicago branch. The Badger State Motorcycle Co., 2220 Meinecke avenue, now handling the Reading-Standard will be the Indian dealer for Milwaukee County.

### 8 CYCLONES FOR GAS COMPANY

San Francisco, Cal., September 24.—Ludenclos & Henry, northern California distributors of the Cyclone, have just reported the sale of eight machines to the Pacific Gas and Supply Company. This company maintains a fleet of one hundred machines for various purposes.

### UTILIZES MOVIES SUCCESSFULLY

Louisville, Ky.—Roy E. Warner, the local representative for the Firestone Tire & Rubber Co., is handling some very clever moving picture advertising to show Louisville people the class of service he has to offer. A short film, of a few hundred feet, is thrown on the screens at some of the leading moving picture shows. This film is of the type known as the animated advertising film. A machine is seen to blow a tire. Warner's service machine dashes up, the repair man makes about three movements, and the damaged machine is on its way.

### THE POWER OF ADVERTISING

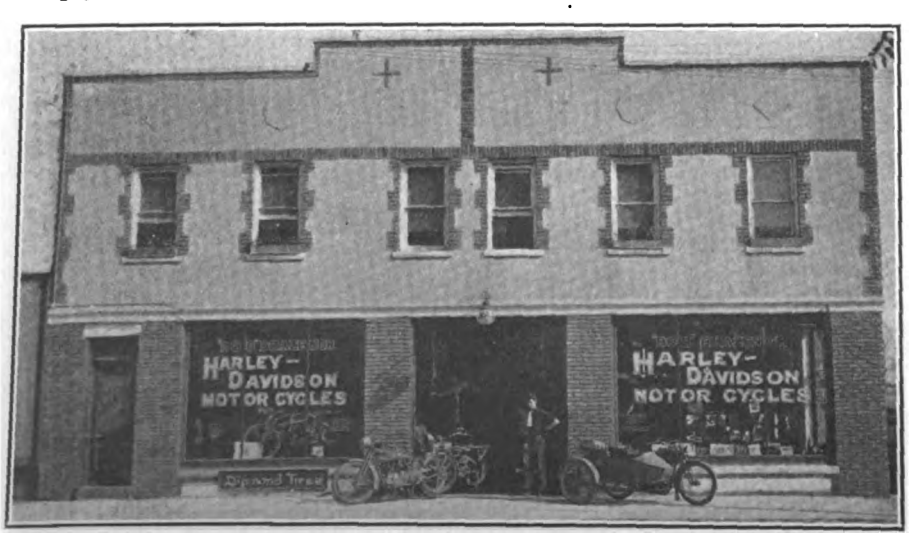
Brooklyn, N. Y., September 14.—Otto Sohofer, the manager of the Eastern Cycle Co., agent for the Emblem motorcycle in Brooklyn, reports a three-fold increase in Emblem sales for the present season and attributes his wonderful progress to the extensive advertising campaign which he has waged. At the end of 1914 he had sold nineteen machines, and by increasing his advertising in 1915 he claims to have tripled that number. Sohofer distributed three thousand three-sheet posters and placed full-page advertisements in ten theatre programs throughout the current season.

### WELLS, VETERAN DEALER, RETIRES

Louisville, Ky., September 14.—This week witnessed the retiring from active business of Prince Wells, the veteran bicycle dealer, when he sold his entire stock and good will to the Century Cycle Co. For many years Wells was the leading dealer in the city.

### ON THOUSAND-MILE TRIP

Paterson, N. J., September 20.—Orie Steele, the local Indian dealer, and Chas. Versele, of the Haledon M. C., have just returned from interesting motorcycle trip to various historical points. Their itinerary took them through Allentown, Gettysburg, Carlisle, Berkley, Martinsburg, Washington, Trenton. They covered over one thousand miles.




**Where Harley-Davidsons Have Their Home in Cypress Hills Section of Brooklyn, N. Y.—Establishment of "Bob" Brazenor at 594-596 Jamaica Avenue**

### POLICE ORDER NEW INDIANS

Paterson, N. J., September 20.—John Steele, the Indian distributor of Passaic and Bergen County, has received and placed in his showroom the first "powerplus" Indian to be seen in the city. Crowds of riders flocked to the store to give the 1916 machine the "once over" and Steele claims to have received a number of orders. The local police department has placed an order for five of the new models for their patrolmen, giving in part payment the old 1914 police machines.

### MAGGINI NOW "DAD"

San Francisco, Cal., September 23.—Great rejoicing prevails in the store of Maggini & Perkins, Harley-Davidson dealers, since Al Maggini announced the arrival of a little boy. The youngster tipped the beam at eight pounds, and "Dad" Maggini is one proud man.

### HANSON HEADS PARTS DEPT.

Kansas City, Mo., September 21.—Albert Hanson, formerly in charge of the parts department of the Hendee branch in this city, now holds a similar position in the Indian agency owned by his father. With the closing of the factory branch here, the elder Hanson purchased a large stock of its parts and supplies.

### GETS CYCLONE AGENCY

Washington, D. C., September 20.—J. S. Berryman, of the Harley-Davidson Repair Company, located at 1013 Ninth street N. W., Washington, D. C., has taken the agency for the Cyclone motorcycle, in addition to the Pope motorcycle, which he has handled for several months with pronounced success.

### MORE INDIANS FOR POLICE

Kansas City, Mo., September 21.—Four more Indian motorcycles were placed with the Kansas City Police Department last week by C. Hanson, the Indian agent here. About two months ago Hanson sold seventeen new machines, fully equipped, to the local police. The department has forty-two motorcycle officers, who are divided into a day and a night shift.

### WILL SEE THE BIG SHOW

Pittsburgh, Pa., September 13.—S. C. Hamilton, the local Harley-Davidson dealer, has good news to bring to the Chicago show when he tells of the business prosperous year which has just closed. He claims to have sold nearly two hundred machines and thirty-five sidecars.

### PLACES FIRST ORDER

Modesta, Cal., September 12.—Walter Johnson, the local Indian dealer, has placed his first order for a 1916 machine with the Hendee branch at San Francisco.

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# DEALERS' SECTION

### REMODEL ESTABLISHMENT

Omaha, Neb.—The Nebraska Cycle Co., Excelsior distributors for this city and vicinity, has just completed remodeling its salesroom at Harney and Fifteenth streets, at an outlay of $5,000. Large plate glass windows have been added and the interior of the store has been remodelled along modern lines. E. Mickel, the manager, reports the sale of two machines to the telephone company and a very lively demand for bicycles, the Excelsior line being featured. The repair department is housed in a separate store and is in charge of an experienced mechanic.

### THREE MACHINES FOR POLICE

Aurora, Ill.—Another progressive dealer who has succeeded in convincing the local police department that motorcycle cops are indispensable in protecting the public against speed maniacs is Charles Hickney, Jr., the local Indian agent. He has sold two three-speed, electrically equipped, machines to the guardians of the law. During the year Hickney claims to have placed fifty-one machines on the road and twelve sidecars. He has the agency for the National and the Pope bicycles and states that he may add other lines for the new season.

### GOLDFISH AND MOTORCYCLES

Burlington, Iowa.—Five orders for the new three-speed Indians have been booked by the Ashborne Goldfish & Supply Co., the only goldfish house in the country which "sells Indians in the summer and little fishes in the winter." The prospects, according to the proprietors, is that Indians will now be sold all year round. Their 1916 demonstrator has already arrived and crowds of riders are reported as flocking to the store to see the new offering. Pope and Great Western bicycles also find a place in this establishment.

### "REBUILT" SALES GOOD

Lincoln, Neb.—The Frazier Cycle Company has taken the Lancaster County agency for the Smith Motor Wheel and has already sold five of the bicycle attachments. Though the season has been rather quiet in motorcycles, because of inclement weather, the sale of rebuilt machines has been usually brisk. The Frazier company handles the Reading-Standard and Flying Merkel motorcycle as well as Reading-Standard and Columbia bicycles.

### COMPLETES EIGHTH YEAR

Lincoln, Neb.—The Lawlor Cycle Co., has completed its eighth year as the Harley-Davidson distributor of Lancaster, Otoe and Saline counties. The season has been backward owing to almost continual rain. Four twins were placed with a number of city departments. The company features Racycle, Iver Johnson and King bicycles.

### HAD TENT AT FAIR

Louisville, Ky.—The Sutcliffe Company, dealers in bicycles and local representatives for the Smith Motor Wheel, had a tent exhibit of bicycles and motor wheels at the Kentucky State Fair during the week of September 13. As a rule the crowds were too thick on the fair grounds to do much practical demonstrating, but some business was obtained, and a large number of good prospects dug up.

### ALAS, POOR HOOLIGAN

Santa Monica, Cal., Sept. 17.—Count Sergius Apraxin's famous horse "Hooligan," which for the past six months has carried Mounted Officer Wright on his rounds, has just been turned over to the City Health Department to be used for collecting garbage and other menial tasks. "Hooligan," despite his name, was an aristocratic horse. In him ran the blood of some of the prize winners of the country. He was the pet of Count Sergius Apraxin, an Austrian who made his home on Santa Monica Bay for several years. Gasoline, steel and rubber combined to cause Hooligan's demotion to the "white wings." Officer Wright recently purchased a speedy red Indian motorcycle from C. Will Risden.

### DAYCOCK IN FATAL ACCIDENT

Buffalo, N. Y., September 20.—Late yesterday afternoon Charles Daycock, a salesman and demonstrator for Neal, Clark & Neal, the Bison City Indian agents, was instantly killed while trying out a motorcycle at the Columbia Park dirt track. Daycock's chest was crushed and his neck broken when he ran into a horse which was being pastured in the center of the track.

### INDIANA JOBBERS GROWING

Indianapolis, Ind., Sept. 20.—The Kinney-McKee Co., of this city, which jobs both bicycle and motorcycle accessories, bids fair to become one of the biggest jobbing houses in the Middle West since the firm was strengthened by the entrance of Art McKee, formerly associated with the Beckley-Ralston Co., of Chicago, Ill. J. H. McKinney started the business under the style of the J. H. McKinney Co., and enjoyed a large trade, having a host of friends and followers in Indiana and Illinois.

The company maintains a well-appointed and completely stocked salesroom, centrally located in the business district of the Hoosier City and within a block of the traction station by which most of the buyers from various points in the Middle West enter the city. A large share of the city business comes to the Kinney-McKee Co., for this concern does not sell at retail, sticking strictly to jobbing. All the employees have been in the services of the J. H. Kinney Co. since its inception several years ago.

### ROCKAFELLOW'S SALES

Flemington, N. J., September 20.—Carl Rockafellow, Excelsior distributor for Hunterdon county, has disposed of an even score of new and second hand motorcycles. Two of his fourteen sales of 1915 machines were of single speeds, while all were Presto tank equipped.

### BERGES OPENS THOR AGENCY

Bakersfield, Cal., September 17.—J. A. Berges, a member of the local motorcycle club, has opened up a new repair shop and will handle the Thor machine, as well as a first class line of bicycles. Berges' shop has new fixtures and is efficiently equipped.

### KEPT HIM STEPPING

Grand Junction, Colo., Sept. 20.—Peter Fox, the proprietor of the F. A. M. Motor Shop, reports the sale of thirty new machines, eight seconds and six sidecars, showing, he claims, an increase of one hundred and fifty per cent. over the sales of last year.

**Interior View of the Jobbing House of the Kinney-McKee Co., Indianapolis, Ind., Which Carries a Complete Line of Both Bicycle and Motorcycle Accessories**

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# HOW DAYTON DEALERS SOLVED USED MACHINE PROBLEM

## Success Obtained by Plan Which Was Adopted by Ohio City Agents

By E. F. HALLOCK

THERE is not a doubt in the world but that the question of the proper allowance to be made on a trade in motorcycles is one of the most, if not the most, perplexing one that the motorcycle dealer has to contend with. At the same time the question is a most delicate one. Delicate, not only because in settling it the dealer is likely to make bad friends either with the prospective purchaser of a new model, or with the other dealers of his town—even perhaps with both—but also because his decision, be it high or be it low, must negatively affect his pocket book.

This means that if the dealer allows too much on the old machine, when it comes to a resale the difference between the resale price and the price allowed for the machine will represent his loss in profits on the sale of the new motorcycle. On the other hand, if he sets the allowance too low, the otherwise live prospect will betake himself off to some more liberal competitor and the chance of making a sale is lost.

### A Successful Plan

Out in Dayton, O., the dealers have got together on this question and adopted a plan for concerted action which has been in operation throughout the present selling season. Judged solely by that comparatively brief tryout, it works like the proverbial charm. Stated, simply, the plan is as follows: The dealers have signed an agreement not to allow for a used machine, one year old, more than 40 per cent. of the catalog price of the same make and model of the new machine. Thus if the 1915 "Exceeder" lists at $250 in a certain model, the allowance on a 1914 "Exceeder" of the same model could not under any circumstances be greater than $100. That maximum, of course, would be allowed only on machines in very good condition, while for machines that are not all that is to be desired in the way of "shipshapeness," the dealer is at liberty to use his judgment as to how much to take off for this lack of condition.

So much for the machines only one year old. The "two-year-olds," the "threes" and the "fours" also are dealt with, and in a very simple manner. The same rule applies, save that for each additional year over the first, a deduction of 30 per cent. from this maximum is made in the case of twin machines, while in the case of the single deduction is raised to 40 per cent. Thus if the "Exceeder" mentioned above had borne the name plate "1913" the maximum allowance possible on it, were it a twin machine, would be $70, or $250 less 60 per cent. less 30 per cent. In the case of a single it would have been $60, or $250 less 60 and 40.

### Every Dealer Profits

The arrangement is one that makes it possible for every dealer in Dayton to make money on deals involving the trading-in of a used machine, for the figures are well within the market values of the used machines. The dealer can thus always make a resale and not lose a penny of his profits on the transaction. The fact that all of the Dayton dealers are "in" on the arrangement precludes the possibility of the "prospect" toting his used machine around to all the dealers and letting the highest bidder make the sale.

The agreement is drawn up in contract form, and is signed by all the local motorcycle dealers, all of whom, by the way, belong to the Dayton Motorcycle Dealers' Association. This is an organization formed with the special object of looking after the best interests of the two-wheeler trade in that city. Those interested in the organization are: Harry A. Gross; the B. B. L. C.; O. E. Evans; Harley-Davidson Sales Co. (L. E. Fluke); W. F. Meyers; Niehous & Dohse and W. J. Teubner & Co. It might be said in passing that this association has more than justified its existence and that the example set by it is certainly worthy of emulation by dealers in other cities.

### Scope of Agreement

The agreement drawn up by these dealers goes a bit further than the used-machine question. It deals also with the installment end of the business and with the repair trade. It is agreed, for instance, that when motorcycles are sold on installments, at least one-half of the purchase price must be paid down, while a charge of 10 per cent. of the remainder must be made for the accommodation. This latter charge, however, is refunded to the purchaser, provided he meets all payments when due and settles the entire account within sixty days from the day of purchase. This, of course, acts to bring in the payments on time and to settle the accounts quickly.

It is agreed that repair work will be charged for at a uniform rate of 60 cents an hour. The agreement also stipulates that all new machines are to be sold at the manufacturer's catalog price, and that no premiums or discounts shall be allowed under any circumstances. The full agreement of the Dayton dealers follows:

THE DAYTON MOTORCYCLE AND BICYCLE DEALERS' ASS'N.

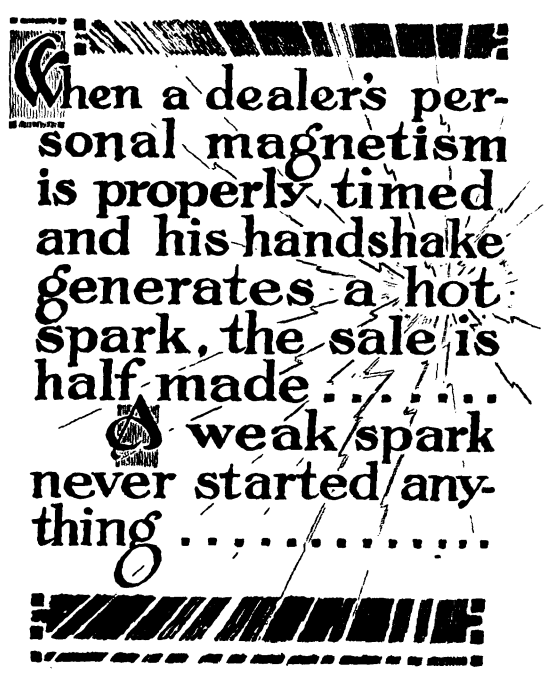
We, the undersigned motorcycle dealers of Dayton, Ohio, hereby agree to the following:

That the catalog prices set by the motorcycle manufacturers shall be the cash purchase price and that no premium shall be given or discounts allowed under any circumstances.

That the first payment on all motorcycles sold on credit shall be at least one-half of the catalog price and an additional charge of 10 per cent. of the unpaid balance shall be added to the list price with this concession: that if the purchaser makes all payments when due and settles the account in full within sixty days from the date of purchase, this additional 10 per cent. shall be deducted.

That the allowance on all motorcycles taken in trade on new machines shall not be in excess of 40 per cent. of the 1915 list price of the same make for 1914 models and for each year preceding an additional deduction of 30 per cent. on twins and 40 per cent. on single models shall be made.

That the charge for all repairing shall be at the rate of sixty cents an hour.




## MOTORCYCLE BROUGHT UP FROM RIVER-BED AFTER 8 MONTHS

Milwaukee, Wis., September 23.—William Wagner, a local rider, recently had his Harley-Davidson motorcycle returned to him, after it had been lost at the bottom of a river for eight months. One eventful day Wagner, with a friend on the tandem, was speeding towards the East Water street bridge (which is of the bascule type) when the lift slowly began to rise in front of him. The tandemite slipped off backwards, and when Wagner saw that he could neither leap the gap nor stop his machine in time he also hopped off. The motorcycle went over into the river.

Wagner fished the stream for several days without getting even a nibble from his machine. Then he had a diver prowl around a bit on the river-bottom, but the motorcycle was not located. A few days ago a city dredge brought the machine to the surface without injuring it. The tires still held air and there was gas and oil in the tanks. Resuscitating operations chiefly with an air hose, brought the gray boy back to life in jig time and with scarcely any ill effects to show for its long sojourn on the river-bottom.

## TWIN CITY SPEEDWAY TROUBLES

Minneapolis, Minn.—Attempts to burn the grandstand and other demonstrations of hostility have been made at the Twin City Speedway, between this city and St. Paul. Delays in paying the workmen are said to be the cause. Director J. F. Sperry says that all bills will be paid by a $350,000 bond issue.

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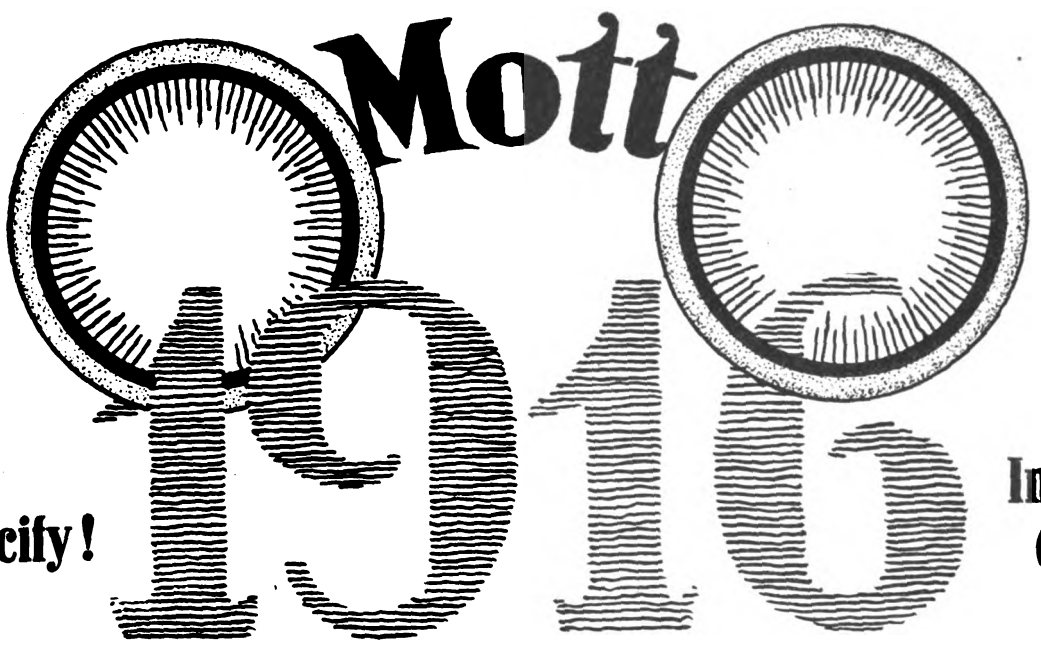
# Your 1916 Season's Success Depends Upon Your Choice of Equipment




Specify! Insist On

# Mott Steel Rims for Bicycles

The choice of equipment will largely decide your next season's success.

In MOTT STEEL RIMS there is a powerful and continual selling force. Strength, imperviousness to all weather conditions, lightness and beauty. Wheels that will not warp. Rims that are many times stronger than necessary.

Efficient mechanics, highest quality of materials, and every period of construction watched carefully—combine to make MOTT STEEL RIMS of the very highest satisfaction and efficiency.

MOTT RIMS can be enamelled to match the usual bicycle colors.

Do not be satisfied with any but the best rim for your bicycles—equip with the strongest, safest and most satisfactory of them all—Insist on MOTT STEEL RIMS.

Full information gladly furnished.

**Mott Wheel Works**
**Utica, N. Y.**



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Cleveland

LIGHT MOTORCYCLE

1916 Model

# A Year Ahead

The new Cleveland Motorcycle, as it stands today, is the most advanced 1916 motorcycle on the market.

A glance at the specifications on the opposite page will easily convince you of this fact.

In design, construction and running ability it establishes a standard which is *entirely new* in the United States.

We readily admit the idea is not altogether our own. The Cleveland is the type which is the *one big motorcycle success* abroad.

It is unusually light in weight, silent in operation, clean, simple and accessible.

Its single cylinder, two-stroke motor has all the advantages of a "twin," minus the increased operating expense. It is remarkably smooth-running with a low, gentle hum in marked contrast to many motorcycle engines.

The Cleveland is in every respect a *high class* motorcycle—the first one—the only one to sell at so low a price.

Our factory facilities enable us to build them in large quantities. This is the secret of our ability to make the remarkable price of $150 and, yet maintain strictly the highest quality.

Since our first announcement a few weeks ago, we have received hundreds of applications for territory from successful motorcycle dealers.

Every progressive dealer in the country should be interested in our proposition. It means big sales—big profits—an unlimited market—unlimited opportunity.

We want dealers in every city and town in the country.

Here is your chance—*the big chance* you have been looking for.

Do not let it slip out of your hands.

Write us today for full information.

Quick action is imperative.

## DELIVERIES IN OCTOBER

***Visit our exhibition at the Chicago Show.***

## The Cleveland Motorcycle Mfg. Co.

**7203 Platt Ave.** **Cleveland, O.**




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# $150

## *Specifications*

UNIT POWER PLANT—Single cylinder, 3-port, 2 stroke motor, 2½-inch bore and 2¾-inch stroke, air cooled.

GENERAL DIMENSIONS—Wheelbase 53 inches. Ground to top of saddle 29 inches. Ground to crankshaft center 10 inches.

FRAME—Heavy gauge seamless steel tubing with drop forged fittings. Low substantial and effective spring fork.

TRANSMISSION—Two speed spur gear and free engine clutch.

CARBURETOR—Brown and Barlow float feed single jet type.

DRIVE—Final drive by roller chain from counter shaft to rear wheel.

IGNITION—Bosch High Tension Magneto.

LUBRICATION—Motor lubricated by mixing oil in gasoline. Gears lubricated by running in oil bath.

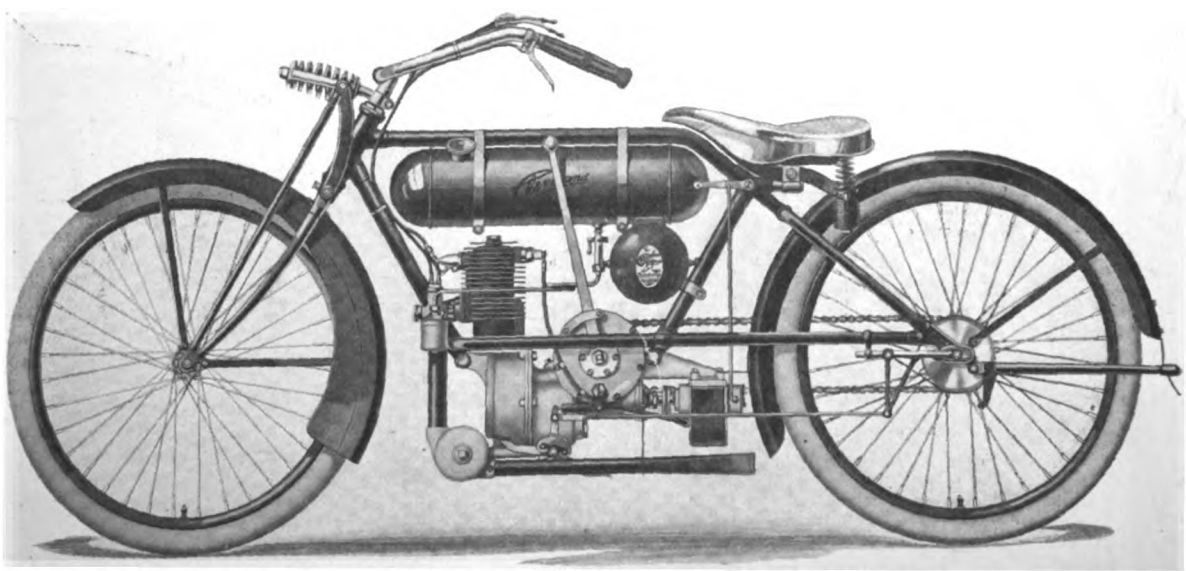
BRAKE—Contracting band operated by foot pedal.

WHEELS—Steel clincher rims, heavy spokes, dust proof hubs.

TIRES—Extra heavy, double tube clincher, 26 x 2¼ anti-skid.

CONTROL—Bowden wire control from handlebar to compression release, throttle and auxiliary air. Spark position controlled through linkage from lever conveniently located on frame. Gears shifted with right foot.

## We Will Exhibit at the New York Show



## The Cleveland Motorcycle Mfg. Co., 7203 Platt Ave., Cleveland, O.

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# The "Ford" of M

With Frederickson Engine

## Weight 112½ Pounds

— Runs 140 Miles on One Gallon of Gasoline

You get quick results from advertisers when you mention MOTOR CYCLE ILLUSTRATED.


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# Motorcycles

## Price $112.50 Complete

## SEE IT AT THE SHOW

**Coliseum**
**Chicago Sept. 20-25**
**Booth 53**

**Dealers Should Address**
**The Autobike Company.**
**2231 Prairie Ave. Chicago, Ill.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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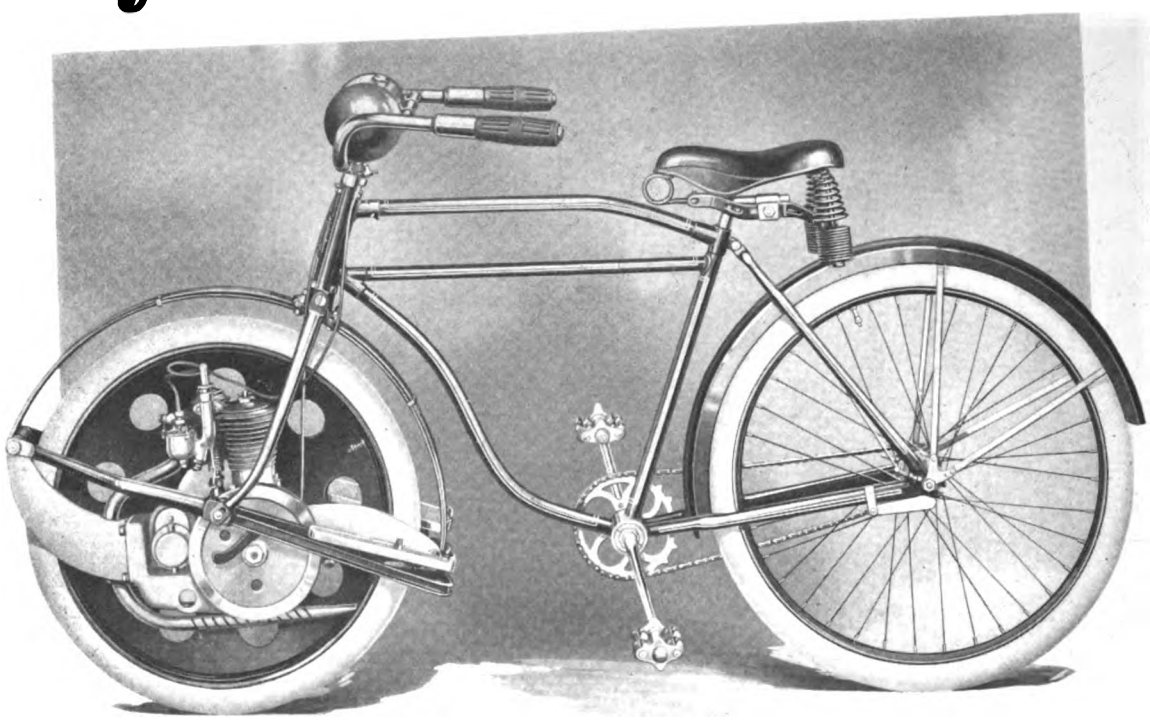
ANNOUNCING THE

# Dayton Motor Bicycle



## The World's Lowest Priced Complete Motor Vehicle

Getting from one place to another is everyone's daily problem. The Dayton Motor Bicycle solves the problem. It is not necessary to create a demand for it. The demand is here. Hundreds of thousands of men and women, boys and girls are literally clamoring for just such a low-priced, simple, safe and dependable means of transportation. It is a motor vehicle of universal use.

The Dayton Motor Bicycle is not a light-weight motorcycle. It is a bicycle of special design and construction driven by a small power plant located entirely in the front wheel. It is as easy to ride as a bicycle. It is as dependable as the highest priced motorcycle. It carries one quietly and comfortably at any rate of speed from 5 to 25 miles an hour wherever and whenever one wants to go.

Absolutely direct transmission of power, simplicity of construction, better distribution of weight, elimination of motor vibration as far as it affects the rider, and perfect cleanliness are features obtained by the location of the motor wholly within the front wheel.

The driving force is applied to the front wheel, the braking force to the rear wheel. Friction losses are eliminated. The frame is relieved of the usual stresses and strains. There is a very low center of gravity, more perfect balance and easier riding. The flexible fork springs reduce the vibrations. The rider does not come in contact with the motor, and is clean and comfortable. There is plenty of power and speed for all ordinary conditions and the control is extremely simple and safe.

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## TABLOID SPECIFICATIONS

MOTOR—Single cylinder, four-cycle, air-cooled, 1½ h. p., 2⅝ in. bore and 2¼ in. stroke. Piston displacement 9.97 cu. in. Motor support arms of aluminum.

DRIVE—Direct through special Dayton compensator applied between motor and wheel.

IGNITION—High tension magneto, gear driven. Simply pedaling the bicycle starts the motor.

CARBURETOR—Automatic float feed type controlled by throttle operated by twisting right handle bar grip.

LUBRICATION—Mechanical oiler operated directly from drive shaft. Oil supplied from crank case.

GASOLINE TANK—Capacity 1 gal., sufficient for 100 miles. Tank securely clamped on handle bars.

FRAME—1 in., 18-gauge best drawn steel tubing triple reinforced at head. Dropped 2 inches at cluster, giving low and easy riding position.

FRONT WHEEL—24 in. diameter, pressed steel, strong and light; clincher rim.

REAR WHEEL—26 in. diameter. Steel rim, motorcycle type. Diamond E Tandem spokes.

FRONT FORK—Three stem. Wheel attachment patented. Famous Dayton Rocker Spring Fork crown connection. Double springs of chrome vanadium steel.

TIRES—United States special motor bicycle tires. Extra heavy tread, motorcycle fabric.

BRAKE—Atherton Special Coaster Brake of heavy Motor Bicycle type fitted to rear wheel.

FOOTBOARDS—Aluminum, pyramid faced, 9 in. long, 3½ in. wide.

WHEELBASE—43 in.

WEIGHT—115 lbs.

PRICE—$95.00 F. O. B. Dayton.

The Chart of Thirty Reasons

**$95**

THE **DAYTON** **MOTOR BICYCLE** Must Appeal to You Because

Why The Dayton Is the Best

**$95**

### Its Field Is Unlimited—because

1—Its cost is so low.

2—It is clean and comfortable.

3—It gives pleasure and health.

4—It is safe and easily controlled.

5—It is a new sport and recreation.

6—It is light and simple to operate.

7—It saves car fare to and from office and shop.

8—It is a much-needed means of transportation anywhere.

9—Not only men and boys, but women and girls will ride it.

10—It meets the demands of commercial use—collectors, salesmen, field superintendents, repairmen, messengers, delivery boys, etc.

### Its Quality Is the Best—because

1—Its fork attachment is a patented feature.

2—It has ample speed—"as fast as the law allows."

3—It is the lightest "light weight" on the market.

4—The distribution of its weight gives it perfect balance.

5—It has been thoroughly tested in the factory and on the road.

6—It has ample power for universal use over bad roads or steep hills.

7—It has a special frame and is equipped with special tires of extra tread stock.

8—Its motor is built on well-established principles and has been proven successful by daily use.

9—It embodies the most direct power transmission. No loss by friction in chain, belt or shaft drive.

10—It is built and guaranteed by an old, reliable firm, with many years' experience in the manufacture of bicycles and motorcycles.

### Its Cost Is the Lowest—because

1—Its construction is simplicity itself.

2—There are few parts to get out of repair.

3—It is the lowest priced complete motor vehicle in the world.

4—Its operating expense is negligible. 100 miles to a gallon of gasoline.

5—Only the best materials are used in its construction, resulting in satisfied customers.

6—It will stimulate sales in the dealer's other lines.

7—It will be a great advertisement for the dealer.

8—It will sell for cash, eliminating loss on time payments.

9—It will be a training school for the heavy-weight motorcycle.

10—It will be a quick selling line, meaning frequent turnovers of stock.

**Act Quick!! Write at Once for Agency. Tell Us in First Letter What Lines you Handle and Amount of Annual Business.**

# THE DAVIS SEWING MACHINE COMPANY

408-418 Linden Ave. Cycle Dept. Dayton, Ohio



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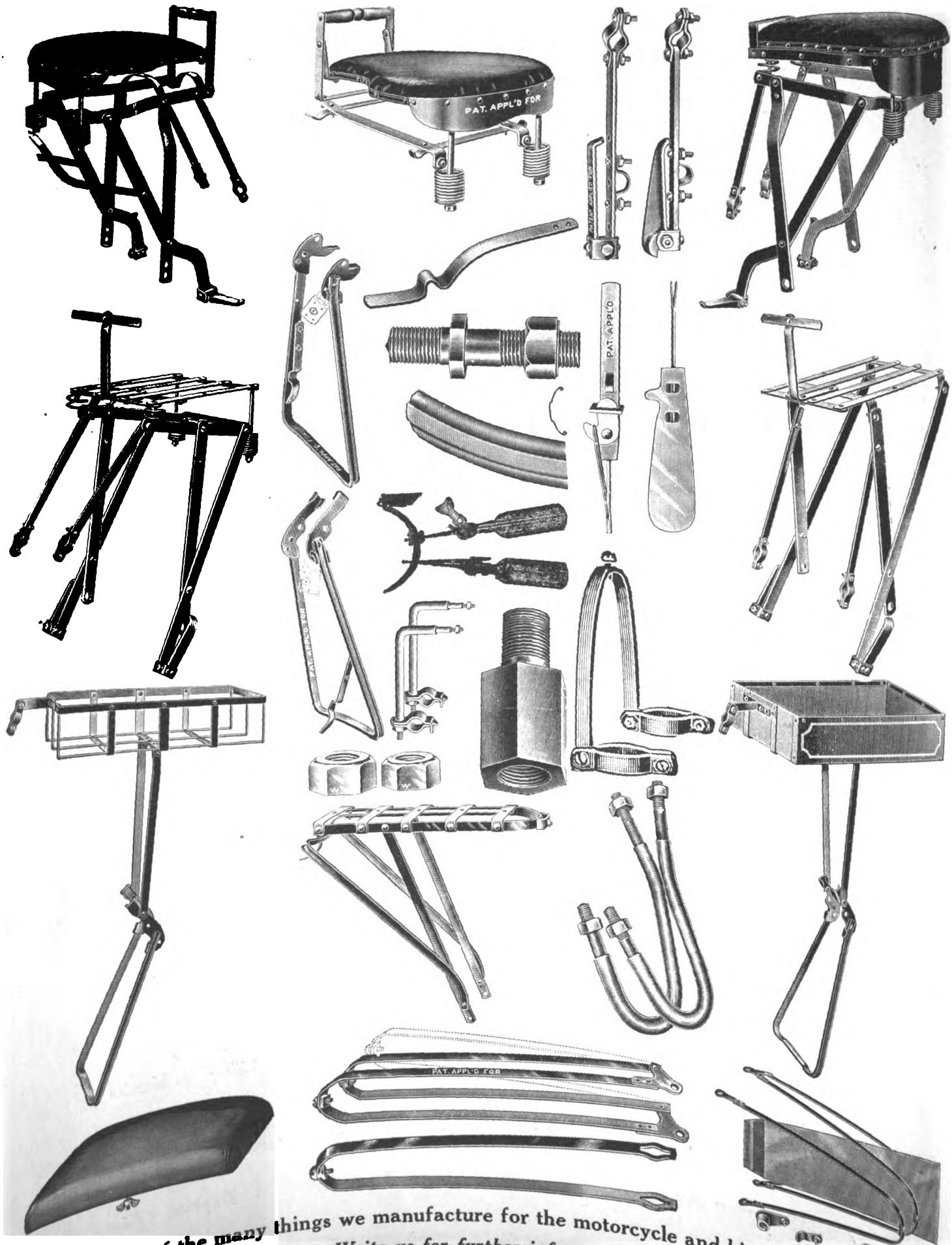


A few of the many things we manufacture for the motorcycle and bicycle business.

*Write us for further information*

**WALD MANUFACTURING CO.,** **Sheboygan, Wis.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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# Are You Satisfied With Your Bicycle Sales?

If not, you can be so for the coming season. Specify the MORROW on all the wheels you sell. You can easily show the prospect that a wheel without the MORROW gives but 50% service.

You can easily convince him of the remarkable safety and pleasure to be derived from the fitment of the MORROW.

Let him try for himself the marvelous ease of forward operation, the smooth, sure, gripping power of the brake, the airy coasting of the MORROW.

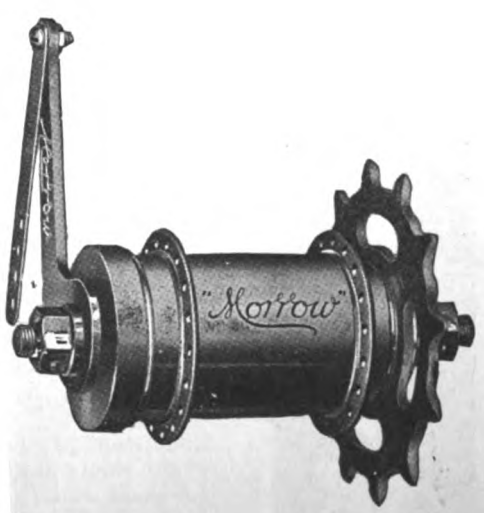
The MORROW saves his strength that would ordinarily be wasted in continuous pumping of the pedals, in the exertion of holding the pedals to slow turns on a down grade—in every way the rider learns the true fun of bicycling.

That man, Mr. Dealer, fill become a real, live prospect for the bicycle equipped with the MORROW.

It is up to you to show him that the MORROW, with its largest braking surface within the limits of a bicycle hub, with its slipless forward drive, its perfect braking, is the one essential to making his bicycling joy 100% flawless.

You need blame none but yourself if next season's bicycle business is not a better business all around—with the help of MORROW equipment.

Write for full information—we co-operate with our dealers.




Morrow

## Eclipse Machine Co.
Elmira, N. Y.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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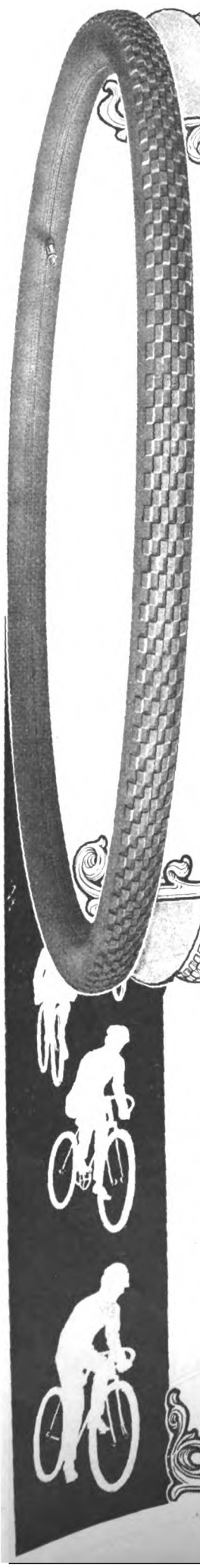

GOOD
AK

# All Rivals Out-
# Goodyear-Akron

*Fully Guaranteed*

## Sales More Than Doubled in One Year

### Sold by Over 6,000 Tire Dealers

## Dealers! Share This Business

Read how Goodyear dealer service helps you win more trade from miles around you. Not tires alone—but active trade in all branches of your business.

Our Boys' Mileage Contest has piled up gains for hundreds of men. Says F. R. Blackmore, Cleveland dealer: "All the boys are *buying cyclometers* to prove they've ridden 1,000 miles." Any dealer can work this plan in his neighborhood. It stirs up the boys who already own "bikes" and makes the other boys want to own them. You'll marvel how eager riders are to win honors, mileage buttons and watch fobs.

Robert E. Dittmore, of Dayton, Ohio, gave a dinner to a group of boys and organized a mileage contest on the spot. That started business booming for him, just as it's done for so many good live dealers everywhe

Others, like one man in Toledo, win bo and trade by giving Goodyear Bicycle Ca These make the wearers "riding-ads" you and bring the boys a-flocking to *your* sto

### Sales Guaranteed—Write Today

In these and other ways we'll gladly h you keep your cash drawer ringing jig-ti We'll help you multiply your present pr by increased volume.

Write us today for full particulars— ask us about our latest plan, on which *guarantee sales*. Don't put off—you're l *money* to a certainty every day you delay

**The Goodyear Tire & Rubber Co., Dept. 227 Akr**
Makers of Goodyear Fortified Automobile Tires and Goodyear Blue Streak Motorcycle Tires

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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YEAR
RON

# Distanced By Bicycle Tires

*Prices Drop ⅓ in 18 Months*

## Now Only $2.25 Each for Smooth Tread, $2.50 for Non-Skid

## Ridden by Thousands of Cyclists

## Riders! Share This Saving

The usual price of other high-grade bicycle es is upward of $4.00 each. Of course, re are lower grades and prices, but poor s bring only trouble.

Now comes Goodyear with the third price- saving the user $1.25 per tire, within 18 nths. This is due to the demand for Good- ar-Akron quality that has more than doubled r sales the past year.

The new Goodyear-Akron price is $2.25 h for the smooth tread, $2.50 for the Non- id. And these Goodyear-Akrons are *fully aranteed.*

At the present prices of rubber, with our tchless output, we can give you the utmost a bicycle tire at these new low prices. o insist on Goodyear-Akrons.

Any dealer can supply you from stock, or get you the Goodyear-Akron at once from a nearby Goodyear branch.

Mail the coupon if your dealer hasn't them, and we'll arrange to have you supplied.

**The Goodyear Tire & Rubber Company, Akron, Ohio**
Makers of Goodyear Fortified Automobile Tires
and Goodyear Blue Streak Motorcycle Tires

**Riders! Mail This To Save Money**

**The Goodyear Tire & Rubber Company**
Dept. 227 Akron, Ohio

Please tell me all about the Goodyear-Akron Bicycle Tire.

*My Dealer's Name is* .....

*My Name is* .....

*Address* .....

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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# SAMPLING WISCONSIN MUD ON A SIDECAR TRIP

## These Roads Ranged All the Way From the Best to the Worst

By HUGH SHARP

"YOU and Ted Werle are getting awfully interesting."

The foregoing, written on the back of a fancy colored label that goes around one of the favorite brands of Porto Rico tobacco, came from Miss Della Crewe the other day. Miss Crewe is sojourning in that land of sunshine and cigarette smoke as part of her trip thither and yon over the continent with her motorcycle and sidecar.

I showed the note to Fred.

"Humph, wait till she reads about what happened to us at Marshfield. That's what I call interesting."

When Ted and I woke on the third morning of our week's trip in search for material to be incorporated in the new health exhibit which he was preparing for the Wisconsin Anti-Tuberculosis Association it was to the accompaniment of a steady and persistent patter of rain on the windowsill of our room at the hotel.

"How would you like to be out in some lonely field cooped up in that little pup tent of yours now?" I asked.

### Clay Roads Ahead

It was an extremely fortunate whim that prompted us to stay at the hotel at Marshfield and not to push on beyond the outskirts of town and pitch the shelter tent for the night, for the rain came down in a deluge. It was with more than an ordinary feeling of comfort that we watched the main street of Marshfield being transformed into a quagmire—from the dry and deeply-cushioned chairs in the lobby of the hotel.

"Now if we only had yesterday's interminable sand stretches to travel over after this rain, tomorrow's trip would be a pipe; as it is, we face the worst section of the state for clay roads. We are in for it."

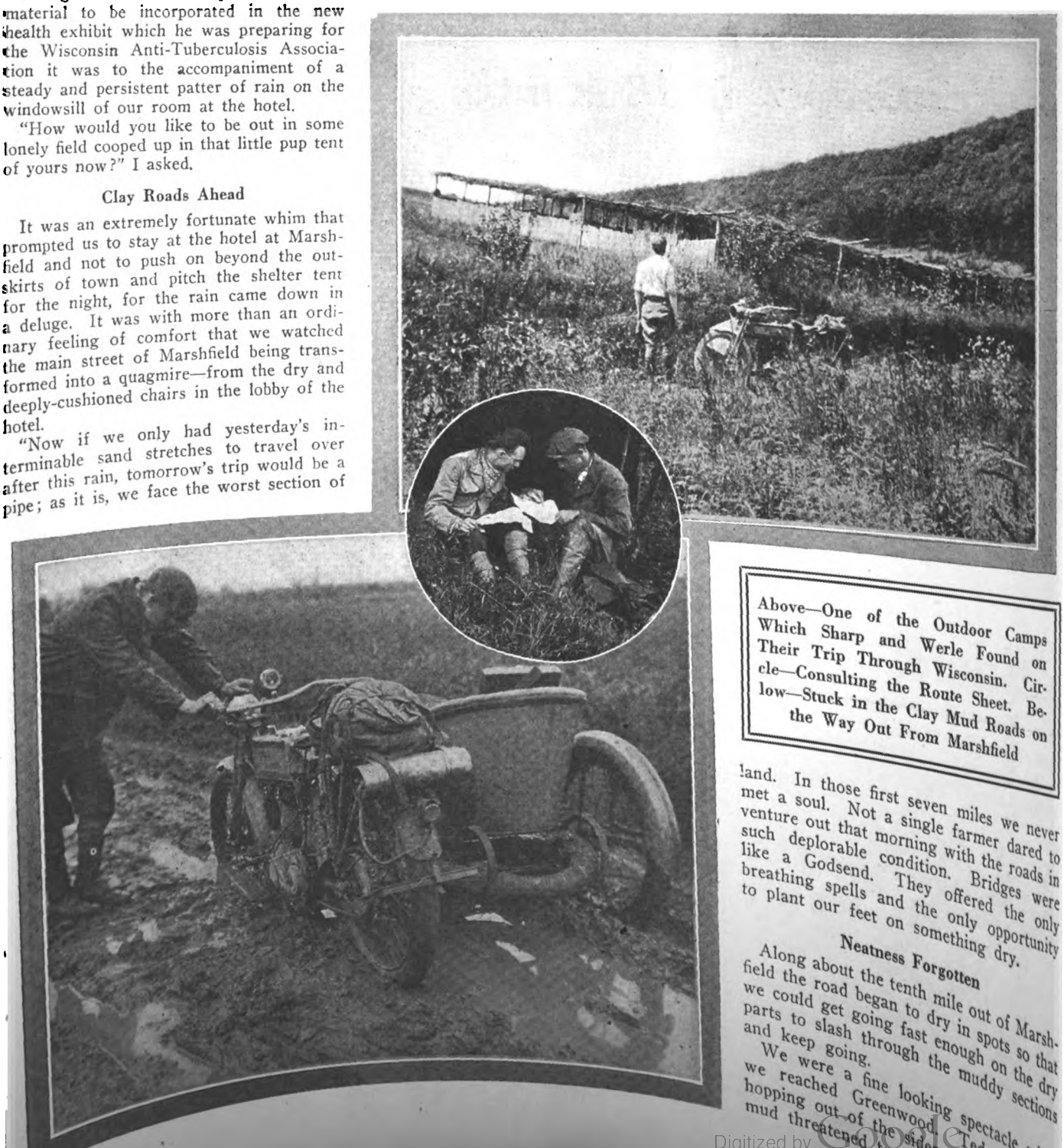
About noon the clouds broke and we were treated to intermittent sunshine for the rest of the day. It was a very dubious crowd of Marshfieldians that watched us depart next morning. Over at the garage that morning one of the attendants pointed out an automobile that came in the night before over the road we were to take. There was mud up to the hub of the wheels and still more mud spattered clear over the top. So our little health party toted a good-sized cargo of gloom out of Marshfield.

Talk about mud!

We were three hours traveling the first seven miles. Marshfield lies in the lowlands, and how the farmers near there ever manage to nurse a crop of even the hardiest vegetation to the stage where it can be harvested is a mystery.

The very character of the farmhouses along the way was evidence of the poverty of the soil. I'll bet we pushed the outfit fully five miles through that sticky yellow clay. There was nothing else to do. The wheels would not move. The clay packed so tight between the guards and the wheels that it was easier to slide the outfit along than keep picking the mud out of the fenders.

Along each side of the road was marsh



Above—One of the Outdoor Camps Which Sharp and Werle Found on Their Trip Through Wisconsin. Circle—Consulting the Route Sheet. Below—Stuck in the Clay Mud Roads on the Way Out From Marshfield

land. In those first seven miles we never met a soul. Not a single farmer dared to venture out that morning with the roads in such deplorable condition. Bridges were like a Godsend. They offered the only breathing spells and the only opportunity to plant our feet on something dry.

### Neatness Forgotten

Along about the tenth mile out of Marshfield the road began to dry in spots so that we could get going fast enough on the dry parts to slash through the muddy sections and keep going.

We were a fine looking spectacle when we reached Greenwood. Ted [illegible] hopping out of the sidecar [illegible] mud threatened to [illegible]

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tainly was a pretty looking sight. So was our Harley-Davidson and sidecar.

The livery stable man offered the use of his garden hose to wash the accumulation of clay off of the sidecar outfit, and while I was busy concentrating the full force of the hose on the mud, Ted bought a pair of heavy woolen socks to change into. Ted's feet being dry, and the absence of mud, made a world of difference in our progress for the rest of the day.

The roads cleared up in great shape after we got out of the rain belt and we were able to make Owen, famed for its logging operations, for dinner. It was here that I got my first glimpse of the process of converting the rough logs into a semblance of lumber on a large scale.

Chippewa county offers some of the best roads in the entire state of Wisconsin for the tourist. We paused in Chippewa Falls long enough to take a good look at the falls after which the city was named, and then continued on seven more miles to Eau Claire. That afternoon's travel more than made up for the terrific going of the morning. We had sampled the worst and the best highways of the state.

We were to visit the new Eau Claire county tuberculosis sanatorium here, situated across the picturesque Eau Claire river on a high bluff outside of the residential district. Chippewa Falls and Eau Claire are twin cities offering exceptional scenic beauty to the visitor. A mere ride through the town with a casual glance at the pretty places in and around these two towns is not enough. One must spend several days at each place to appreciate what has been done in the way of enlarging on Nature's handiwork through civic enterprise.

### MOTORCYCLIST NOW AN AVIATOR

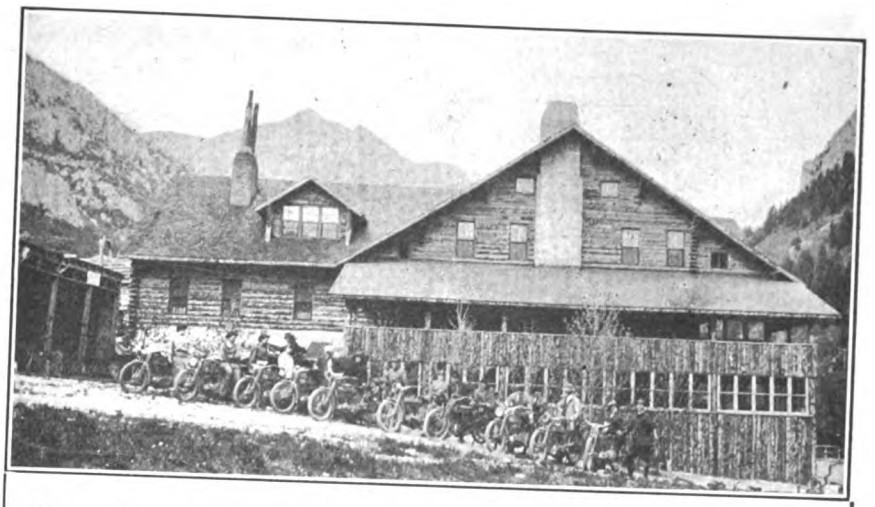
C. O. Raynor, a well-known motorcycle rider of Vancouver and Victoria, and holder of a number of speed trophies, has been appointed to the flying committee of the Aviation Corps recently formed in Vancouver to train pupils in aviation for service under the British Army in Europe. Lulu Island has been chosen as the training centre.

### REWARD OF PATRIOTISM

Portage la Prairie, Man.—When Clayton Lowry, a young local rider, offered his services to the country and was accepted for the Divisional Cyclist Corps, his employers, Brown's Limited, presented him with a Thor twin-cylinder two-speed motorcycle so that he could become an efficient despatch rider.

### OHIOAN YEARNS FOR WAR SERVICE

Ottawa, Ont.—So anxious is a young motorcyclist of an Ohio town to enlist for active service with the Canadian Expeditionary Force that he has offered to donate his motorcycle for war purposes and is willing to "throw in" his sweetheart into the bargain as a Red Cross nurse. The man, who is Phillip Vessey, of Zanesville, Ohio, has written to this effect to the Canadian military authorities here. He wants to become a despatch rider or would join the cyclist corps and bring his own new motorcycle. His best girl, a qualified nurse, would also enlist at his suggestion.



## Enjoying Unusual Scenery in the Cottonwood Canyon Near Salt Lake City

By Joe Esler

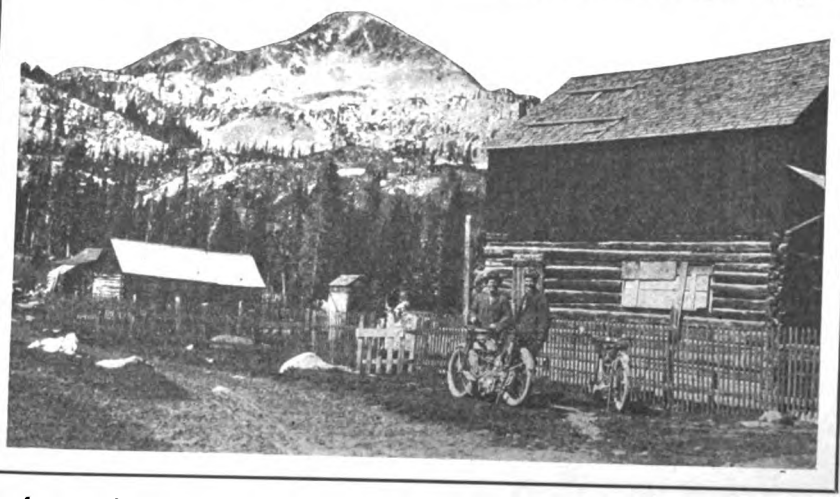
"LET'S hit the Cottonwood Canyon trail if you want to see some of the finest scenery around Salt Lake City," said Ray Peck, assistant to Mr. Brewer, of the Bicycle Supply Co., Excelsior distributors for Salt Lake and vicinity, when I visited him recently. We started. The foothills leading to the canyon were soon passed and we struck the canyon proper. The mountain walls towered above us and the scene was very impressive. Roads—dusty but quite ridable.

We passed the first power station of the Utah Power Co., whose electrical energy is generated by the Cottonwood river. Ray threw 'er into intermediate and we started to climb. Beyond the second power station the "stairs" begin. The grade is about 35 per cent., and half a mile long. We went into low and reached the top. Some view!

"Where are the ore wagons today?" Peck inquired of a prospector who was making his way afoot to the mines in the upper stretches of the valley.

"Bridge down up above us," was the reply.

That settled it. We would not waste time by going farther. The down trip started, we slid and bumped perilously with the brakes hard on. Peck knew his machine and the road and we came through without trouble. Here and there we stopped to enjoy the scenery. There surely was oodles of it. Back at the agency I learned that there are several other picturesque canyons near Salt Lake City, among them being Emigrant Canyon, where the Mormons first caught sight of this "promised land" when they emigrated to Utah; Parley's Canyon, Mill Creek Canyon, 10 miles to the eastward, and several smaller ones, all worth while seeing because of their rugged beauty.



A platoon of the cyclist corps, numbering thirty men was enlisted here within two days' time by Lieut. Urquhart.

E. H. Beltzig is now in charge of the St. Louis branch of the Firestone Tire & Rubber Company, of Akron, O.

### MACHINES FOR HEALTH DEPT.

Buffalo, N. Y., September 4.—H. L. Peters, the Bison City Harley-Davidson agent, sold two machines, electrically equipped and sidecars to the Buffalo Department of Health which are to be used for inspection service.

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# SOME COMPARATIVE FIGURES ON RENOLD CHAINS

By JOHN R. CAUTLEY,
Manager Chain Dept., Peter A. Frasse & Co. Inc.

FOR a long time, it has been the purpose of the Renold Company in England to produce the best possible chain without regard to price, and then after producing such a chain to bring the price down to as reasonable a figure as possible. Coupled with this has been the production of a chain which shall be as light as possible, consistent with a reasonable strength, in order to obtain the best results as regards noise and wear.

From the time of the 2¼-horsepower single-cylinder machines up to the 1914 twin mounts, which developed over 10 horsepower, the same size and approximately the same strength of Renold chain has been used with great satisfaction. When the horsepower began to go over the two-figure mark, the Renold factory realized that something special had to be made. Accordingly, a new series, known as the 8198 and 8199 chains, the latter for the ⅝ x ⅜ inch pitch, was brought out.

A comparison of the figures for the old standard Renold 7198 chain and the new Special Service chain, No. 8198, will be of interest, it showing the great strength of the latter, as well as its light weight. On the old chain, the average breaking strength was somewhat over 3,000 pounds, with a weight per foot of only 0.41 pounds, or slightly over ⅜ of a pound per foot. On the new 8198 chain, which runs on the same sprockets, the Renold firm was obliged to increase the weight slightly, and the chain scales 0.465 pound, or a little less than 15-32 of a pound per foot.

With the increase in weight, however, has come a great increase in strength, and the new Special Service chain, while it weighs 13½ per cent. more than the old standard chain, has an average breaking strength of over 5,000 pounds, an increase of over 66⅔ per cent. This big increase would not have been possible a few years back, but for improvements in steel manufacture and the knowledge obtained in some 35 years of experimenting.

## CEREALS CROP TO SWELL FARMERS' WALLETS

IN view of the fact that increased sales of motorcycles in many districts have been due to rapidly growing interest in the power two-wheeler among the agricultural class, the following statement concerning cereal crops, published a few days ago by the Department of Agriculture, is worthy of note. The Department says that "the forecast of the total production of corn is 2,985,000,000 bushels, 67,000,000 more than forecast a month ago and 312,000,000 bushels more than the final estimate of last year.

"The spring wheat prospects improved in August, the forecast of September 1 being 322,000,000 bushels, 15,000,000 more than the August 1 forecast and 116,000,000 bushels more than the final estimate of last year. Applying the present forecast of spring wheat to the estimate made last month in winter wheat production makes a total production of wheat indicated of 981,000,000 bushels, by far the largest amount ever produced in the United States, comparing with 891,000,000 bushels last year—itself a record.

"The oats forecast on September 1, 1,408,000,000, was slightly higher than the August forecast and is close to the record crop of 1,418,000,000 bushels estimated in 1912."

### ON WHITE MOUNTAIN TOUR

Pawtucket, R. I.—Edward Lutz, who with B. A. Swenson runs the local Motorcycle Supply Co., Percy Bromley, George Peck, Ellis Dyson, Percy Schofield and Louis Sumner left this city last Saturday, at 3.30 p. m., on Indian motorcycles, with the White Mountains as their destination, making Manchester, N. H., their first stopping place, arriving there at 7.30 on Saturday evening. The following morning the journey was resumed, with short stops at Plymouth, N. H., for dinner, visiting the Flume, Old Man of the Mountain, Echo Lake and Mt. Washington, ending the day's run of 170 miles at North Conway, N. H. The return trip was through Dover, Portsmouth, and thence to Boston, a distance of 192 miles. Messrs. Schofield, Sumner and Dyson left the party at Portsmouth for a trip through Maine. The entire trip, a distance of 460 miles, was made in two days and a half and was void of mechanical trouble, punctures, etc., and the party returned much in praise of the beautiful scenery along the way.

### KELLY-SPRINGFIELD TO ADD

Akron, Ohio.—The Kelly-Springfield Tire & Rubber Co. is to add two new buildings to its plant here, to cost $12,500. One of these, 33 by 45 feet, will be used as a laboratory, and will cost $6,500, while the other, which will cost $6,000, will be 42 feet wide and 52 feet long, and will be used as an oil and cement house.

### SEBRING TIRE INCORPORATES

Sebring, Ohio.—The Sebring Tire and Rubber Co., has been incorporated with a capital of $200,000, to manufacture automobile and motorcycle tires. The incorporators are John Hotchkiss, Wm. F. Smith, C. B. Smith, H. D. Weaver and W. B. Stevenson.

### CLUB RIDERS WEAR ARM-BANDS

Indianapolis, Ind.—The Consolidated Motorcycle Club of Indianapolis are sporting bright new arm bands made up with the F. A. M. colors and bearing the letters C. M. C. Every rider in the club ... an arm band and wears it ...

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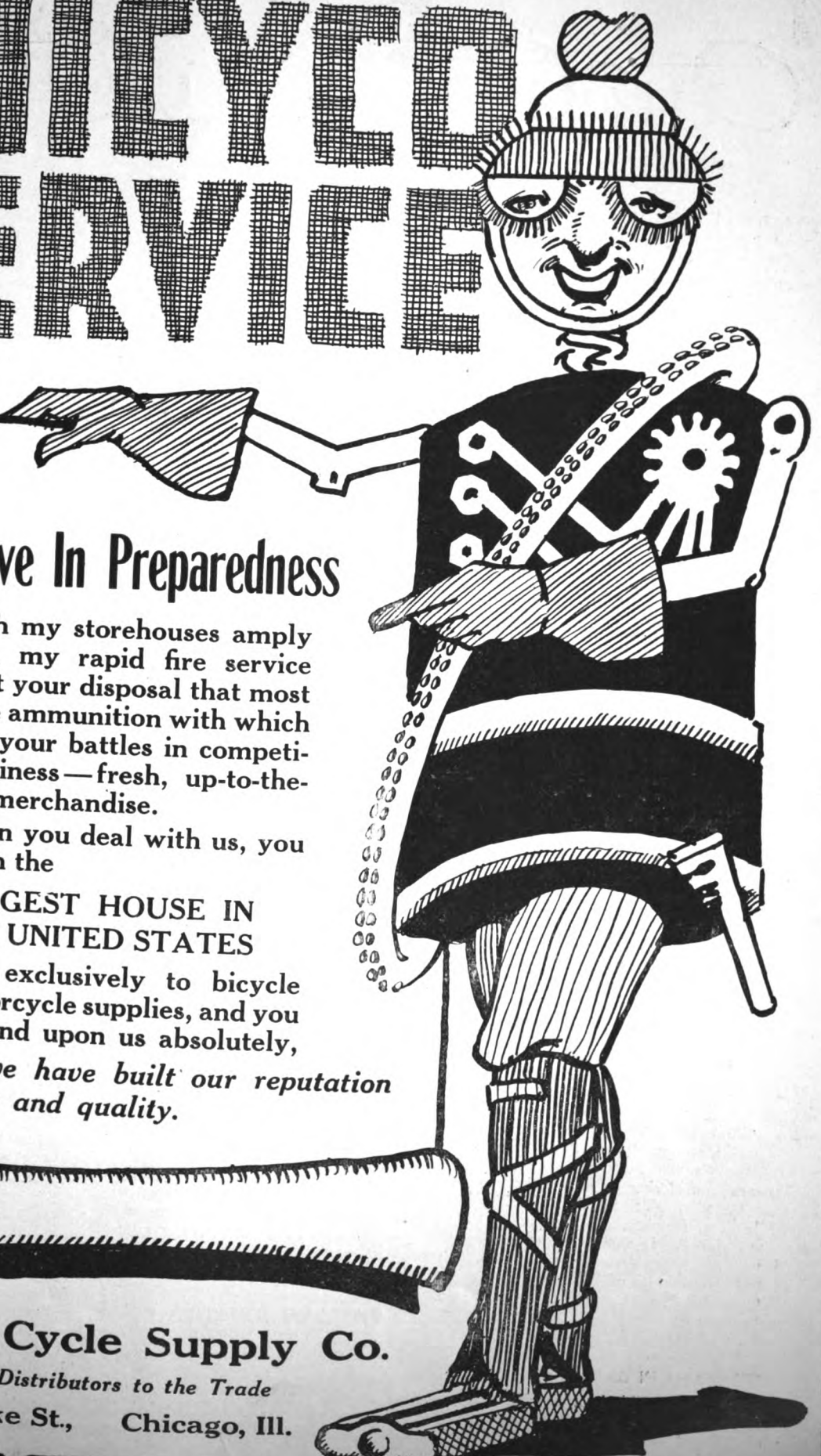
# CHICYCO SERVICE



## I Believe In Preparedness

With my storehouses amply stocked, my rapid fire service places at your disposal that most effective ammunition with which to fight your battles in competitive business—fresh, up-to-the-minute merchandise.

When you deal with us, you deal with the

LARGEST HOUSE IN THE UNITED STATES

devoted exclusively to bicycle and motorcycle supplies, and you can depend upon us absolutely,

*because we have built our reputation on service and quality.*

**Chicago Cycle Supply Co.**

*Factory Distributors to the Trade*

**22-24 W. Lake St., Chicago, Ill.**

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# Our Canadian Letter

## MONTREAL SHOW OPENS IN JANUARY

Montreal, Que.—What will probably be the only strictly motor show again this season in the British Empire will be the annual motor display in Montreal next January. Automobile, motorcycle and bicycle shows have been held in connection with the fairs at Toronto and Vancouver, but the coming event here will be a distinct motor attraction with only motor vehicles, including motorcycles and accessories in the exhibits. The show will be held for the ten days starting January 19. The building to be used has not yet been selected.

An idea of the lay-out and condition of the highways in the vicinity of Montreal is contained in the fact that it has been found necessary to erect no less than 1,450 danger signs on the roads within a few miles of this city. There are many places still unmarked and a further order has been placed for 1,000 danger notices, half of which are to be printed in French. The signs are posted at sharp curves, railway crossings, steep hills, approaches to schools, hidden intersections, rough road stretches and other points.

Several local oil authorities are of the opinion that the price of gasoline in Eastern Canada will jump from 18 cents to 25 cents per gallon before Christmas.

### DOINGS IN TORONTO

Toronto, Ont.—D. G. Anderson, president and general manager of the Cyclemotor Corporation of Rochester, and also an officer of the John T. Wilson Co., Toronto, Canadian makers of the Cyclemotor attachment for bicycles, has been spending considerable time in Rochester during the past month for the purpose of completing arrangements for the production of the motors for the American trade. It is understood that deliveries in quantities will be made to dealers in the States on or before December 1.

Gus Edwards, formerly in the mechanical department of the John T. Wilson Co., maker of the Cyclemotor, has been engaged by the Cleveland Motorcycle Company, Cleveland, who have introduced a new lightweight motorcycle.

According to a recent census, there are no less than seventy motorcycle and bicycle stores and repair shops in the city of Toronto, or an average of one store for every 7,500 persons here.

### MANY SPEED FANS IN WINDSOR

Windsor, Ont.—So successful have motorcycle races been on the one-mile dirt track at the local fairgrounds that the officers of the Canada Motorcyclists' Association are considering a proposition to have the Canadian National championships staged here in October. If the arrangements are made, it is expected that many Michigan speedsters would participate, owing to the proximity of Windsor to Detroit. One who is very much in favor of the proposal is President Jack Scott of the C. M. A., who resides in Toronto.

### HILLYARD IN SASKATOON

Saskatoon, Sask.—This hustling Western city has been honored by the presence of Douglas Hillyard, of London, England, one of the foremost motorcycle racing men of the British Isles, who is here on a prolonged visit to relatives. Hillyard is a trade rider for the Singer factory and is a team-mate of the famous Stanley, the English racing wizard. Hillyard himself holds a number of speed and reliability records and one of the reasons for his protracted holiday is that he is convalescing from injuries received during a trial on Brooklands track.

Hillyard made a trip to Chicago to see the recent motorcycle feature on the Windy City speedway and it is also rumored that he may participate in a series of races in Winnipeg, Toronto, and other Canadian centres as soon as he is fit. Hillyard may also hook up as a factory rider for one of the big American motorcycle producers.

### TRAFFIC TO THE RIGHT

Victoria, B. C.—After a careful study of the by-laws of a number of large Canadian and American cities, it has been decided that traffic here should keep to the right—in other words, that passing traffic should be given the right-of way on the left of a vehicle. Victoria is very English in many of its characteristics and the custom has been to allow traffic to hug the left side of the road as in the Old Country. This has also been the road custom in a number of places in Eastern Canada, including the Province of Prince Edward Island. The recommendation is receiving the attention of the local council.

### ANTI-NOISE AGITATION

London, Ont.—The authorities in no less than three Canadian cities have given consideration to open-muffler offenders in the motorcycle class during the past two weeks, and the indications are that a wave of anti-noise legislation will follow in the wake of present agitations. The subject of the use of muffler cut-outs on motorcycles was brought up for discussion before a meeting of the London council soon after the matter was considered by Toronto officials. Then, over on the other edge of the country, Vancouver authorities brought up the matter at the suggestion of the Vancouver Automobile Club, whose members argued that motorcyclists were gross offenders in the improper use of the cut-out. A closed-muffler by-law is promised in London immediately.

### TRAVEL TO CHICAGO

Toronto, Ont.—The experiences of two Toronto motorcyclists in a tour to Chicago and return were interesting. They made the journey in order to take in the opening motorcycle grind on the Chicago speedway, but according to their own reports, the biggest surprise they saw was a workout of a Henderson racing machine on the great course. The two riders were W. McDonald and Ford Hands, and they rode Excelsiors. They encountered considerable rain but suffered little inconvenience until they neared Chicago, when they were forced to sleep in the open because no one would accept their Canadian money, they declare.

### DISCOURAGING SPEEDSTERS

Winnipeg, Man.—A warning has been issued by the Winnipeg Motorcycle Club to all motorcyclists of the city that the club has pledged itself to report to the authorities all apparent infractions of speed and traffic laws within the municipal limits.

The club recently held a successful social run to Selkirk and return, the trip occupying one afternoon.

### DUKE TO SEE DESPATCH RIDERS

Vancouver, B. C., September 20.—On the occasion of his coming visit to British Columbia, His Royal Highness, the Duke of Connaught, is expected to review the motorcycle despatch riders now encamped at the Concentration Camp in Vernon. The despatch corps has put in a few months of hard training at the camp.

### WILL HAVE MOTORCYCLE COP

Winnipeg, Man.—Kildonan, one of the smallest centers in the Province, and located near here, is to have a motorcycle policeman, according to the decision of the Kildonan council. It is probably one of the smallest places on the continent to have a civic motorcycle for police purposes.

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## The Demand Is Here

RESPONSES from recent announcements prove conclusively that there is a universal demand for the *Cyclemotor*.

Bicycle riders all over the country desire to be relieved from the effort and fatigue of pedaling. There is no simpler nor better substitute for bicycle pedaling than the *Cyclemotor*.

This motor, which is light in weight (21pounds) high powered, and simple in design, when applied to any diamond-frame bicycle, converts it into a light-weight, easy-to-handle motorcycle of graceful appearance.

Bicycle sales can be largely increased through the introduction of the *Cyclemotor*.

Dealers applying for territory should act quickly. *Give full particulars and mention line of bicycles carried.*

Cyclemotor Corporation
Arlington Building, Rochester, N. Y.



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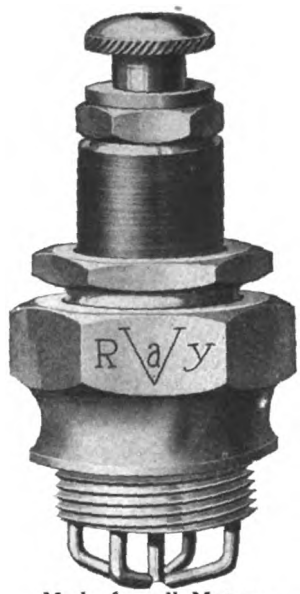
At All Dealers

# V-Ray

GRIEF-PROOF

At All Jobbers

This is the plug that has been weighed and found not wanting




Made for all Motors
"MIKA" or PORC.

This is the plug that you get when you insist on the **V-Ray** at your dealer's

(See Opposite Page)

(Avoid Imitations)

Look for this Registered Trademark

It assures you Satisfaction or a new plug Gratis

R a y

Remember that all **V-Rays** are 4-Points but all 4-Points are not **V-Rays**

**Dealers:** Sell "V-Ray Service" to your riders. If nothing less than the V-Ray will satisfy Baker, Armstrong, Don Johns, Carroll, Taylor and other knowing critics, why should your patrons be satisfied with lesser merit?

Write for Literature and Prices

THE V-RAY COMPANY
Marshalltown, Iowa

Dictate your own V-Ray Guarantee



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# The two most crucial tests in all MOTORCYCLING annals!

## Read Mr. Baker's—the dean of all motorcyclists—sincere tribute to the

4 Point **V-Ray** GRIEF-PROOF 4 Point

WESTERN UNION

Form 2280 B

NIGHT LETTER

Rec'd 10:14 a.m.

THEO. N. VAIL, PRESIDENT

RECEIVED AT 66 CH CA

77 COLLECT N L

RA - CHICAGO ILLS SEPT 15

THE V RAY CO

MARSHALLTOWN IOWA

V-RAY SPARK PLUGS WERE USED ON MY SANDIEGO-NEW YORK RECORD-MAKING RUN,IN 11 DAYS, TWELVE HOURS AND TEN MINUTES; AND LIKEWISE DID I PIN MY FAITH TO V-RAYS WITHOUT ANY DISAPPOINTMENT IN MY "THREE-FLAG" RECORD, THIS TRIP ALSO BEING MADE ON AN INDIAN THE FIRST TRIP WAS MADE ON THEIR NINETEEN-FIFTEEN STANDARD MACHINE AND THE LATER ON THEIR NINETEEN-SIXTEEN "POWER-PLUS TYPE" V-RAYS NEVER FAILED ME A MOMENT

E.C.BAKER

707 P.

The above telegram is absolutely authentic

**These two Day-and-Night, Mud-and-Rain runs—plus the phenomenal showing of V-Rays at the Tacoma and Chicago Speedway Races—cannot but drive home the truth that the V-Ray is the real grief-proof plug in the motorcycle field today.**

See Opposite Page




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# SIDELIGHTS ON BAKER'S TRIP

## The "War Horse" Answers a Few Questions in Milwaukee

MILWAUKEE, Wis., September 21.—Some interesting sidelights on Erwin G. "Cannon Ball" Baker's famous Three Flag Record ride were revealed at a meeting of the Milwaukee Motorcycle Club where "Bake" was prevailed upon to recount, as he probably has done over and over again, the story of his trip.

The story was not told by Baker. The club members sort of chopped it out of the old vet. Baker never was strong on the speech stuff, and at Milwaukee it was only occasionally that excitement got the better of him and he let loose as many as a dozen words in one string. The "talk" sounded something like this:

"How many spills d'you take?"

"Didn't take any, never even had a bad wobble."

"Your long legs help you a lot, don't they?"

"No, never take 'em off the foot boards. I want all my weight on the foot boards when I strike rough stuff. Keep my balance better."

"What d'you have in the Thermos bottle?"

"Cold milk."

"Why do you carry a camera? Shouldn't think you'd have time to take any pictures."

"Oh, I found time to take some snapshots and got some fine ones. Lost lot of time on ferries that I occupied with taking snapshots."

It developed in the course of the rapid fire talk that the old war horse might not have gotten those first six hours of sleep if he hadn't burned out his switch box. It was while an electrician repaired the damage that Baker threw himself across a bed with his clothes on, shoes and putties off, and snatched half a dozen precious hours of repose.

When asked how he kept on the right road Baker stated that he remembered the route backwards, some remarkable achievement when it is considered that the average rider has difficulty going over the same route the same way for one-tenth the distance that Baker traveled. Baker went over the route from south to north with his transcontinental machine, and when he got to Vancouver replaced his motor with one that the factory had sent him.

Baker had made all his arrangements on the way up. He talked to the police departments in the large cities and arranged with the ferry men along the route; there were three of them. But he upset all these plans by running way ahead of his schedule. At the first ferry he had arranged to be taken across at 2 or 3 o'clock in the morning. He reached the place at 9 o'clock the night before. So it was all along the line.

At Seattle "Bake" was way down town and scooting out the other side of the city when the speed cops reached the outskirts to welcome the record breaker. The old boy related with unusual gusto his meeting with Paul Derkum, who rode out of Los Angeles to meet the hero. Baker roared out of some pass with a funny name at about seventy per when he met Derkum coming in the opposite direction also wide open.

"D'you stop?"

"No, gave him the high-sign and kept on. It took him almost ten miles to get stopped and turned around, and then he came after me with his nose down on the magneto."

## HANDLING A LEAK IN THE GAS RUBBER TUBING

IF a machine is equipped with a head and tail light, the rider should keep a careful watch of the rubber tubing to see that a leak doesn't develop. This is especially true if a long section of rubber tubing runs from the Presto tank on the handlebars to the tail light. It is much more satisfactory and economical in the long run to use copper tubing here, with short lengths of rubber tubing for connections.

If the Presto gauge shows a good pressure and it is difficult to get a decent flame at the head light burner, the gas is undoubtedly escaping through a leak somewhere. Turning on more gas can only give a slightly higher flame, but the waste is increased tremendously. The leak can usually be located easily by smelling, and can be repaired temporarily by tire tape or surgeon's plaster, provided no new tubing is available. but the best thing to do is to shut off the tail light entirely and use only the front. The easiest way to make this possible is to have a gas tubing cock fitted where the tail light tubing joins the lead to the head light. The cock can be turned so that all the gas flows to the front lamp, and there will be no waste in case the tubing to rear leaks. If the tail light is removed from the machine for any reason, it is not necessary to tie up the end of the tube.

## NERVY CHEYENNE SPEEDSTER

**Arthur W. Smith with His Cyclone at Denver Races on Labor Day**

## FOUR MORE POINTERS OF VALUE TO REPAIRMEN

WHILE the shop or frame pump is employed in the big majority of cases for inflating tires or tubes, it can be well adopted to additional services. In kerosening out a change-gear casing, for example, blasts of air from the pump sent into the casing will greatly assist the kerosene in "cutting" the oil and in distributing the cleansing liquid to all the bearing surfaces. The pump should be used after the casing is from half to quarter filled with the kerosene, and a thick rubber washer should be placed over the oil-filler in order that all the air from the pump enters the casing. Clogged pipes can be cleared by the use of the tire pump, the air being sent into the pipe in the contrary direction to that in which the liquid flows ordinarily.

### Safe Handling of Acids

In handling acids, such as are used for battery solutions, metal working or the like, it should be remembered that their effect on the human skin is corrosive and bad burns will be the inevitable result of any contact with the hands or feet. Acids should be kept in glass vessels at all times, unless hard rubber or celluloid ones are obtainable. A vessel containing acid should have a cover on it at all times to prevent accidents, as many acids resemble water in appearance and might be mistaken for the latter. In handling electrolyte or battery fluid, the windows of the room in which the work is done should always be opened to carry off any fumes that may arise. The safest way is to handle acids in the open air.

### Lubricating Hub Gears

The repairman is occasionally confronted with a job of fixing up a hub-located two or three-speed gear, and often puts the wrong oil in when the work is oompleted. The nature of the pinions in gears like the Sturmey-Archer motorcycle or bicycle types is such that a heavy oil or cylinder oil will not allow them to operate properly. Sperm oil or cycle oil only should be used, and the dose should be repeated every 150-200 miles. Where the makers of a hub gear specify the use of a heavy oil or grease, it is always best to follow their instructions.

### An Anvil Substitute

While many shops have little use for an ordinary anvil and hesitate to spend the money for one accordingly, there are occasions when something in the nature of that tool would be desirable. A good substitute is a section of railroad T-rail. about 20 inches long, which may be either allowed to rest on the bench or can be spiked to it with an end projecting. The surface offered by the rail is greater than that of the anvil section of a bench vise and it can be used for bending pipe or flat pieces over with the aid of a hammer. The rail forms a strong lever or rest of no mean order when a frame has to be bent to shape.

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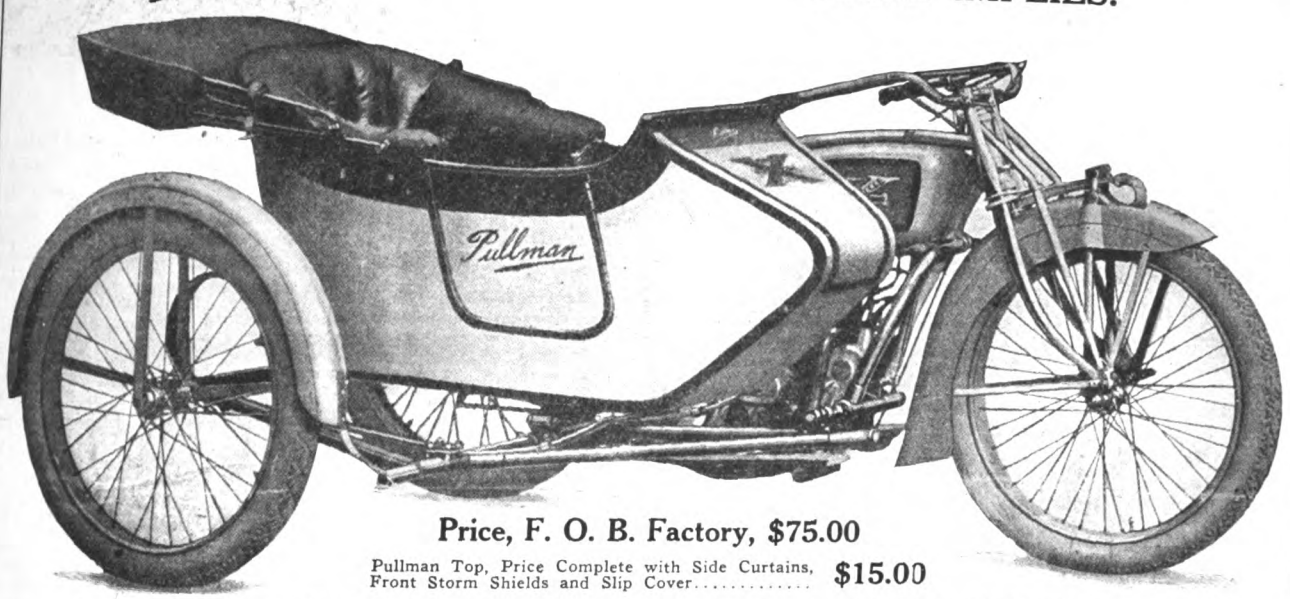
# Pullman

THE HARRY SVENSGAARD SALES CORP. DETROIT.

## SIDE CARS

ALL THE COMFORT THE NAME IMPLIES.




**Price, F. O. B. Factory, $75.00**

Pullman Top, Price Complete with Side Curtains, Front Storm Shields and Slip Cover..... **$15.00**

Experienced motorcycle men appreciate real quality, consequently the PULLMAN SIDECAR was one of the leading features of the show.

The real important features of the PULLMAN need no explanation.

**The Coach Built Body with**
**One Piece Rust Proof Steel Cover;**
**The Triangular Front Frame Connection and**
**Flexible Rear Axle Attachment:**
**The PULLMAN Chassis Built of Seamless**
**Cold Drawn Steel, Tubing and Nickel**
**Steel Drop Forgings:**
**The Instantly Adjustable Extension Axle and Long Vanadium Steel Springs**

are all features that speak for themselves.

In addition to these fundamental details the Heavy Tufted Upholstering and Lustrous Automobile Body Finish make a sidecar beyond comparison with any other ever built.

The structural details above mentioned are of too great importance to the buyer for us to entertain their description and purpose in the space of this ad, therefore motorcycle owners contemplating attaining the full value of their motorcycle by use of a sidecar and live dealers who appreciate the value of honestly built, quick selling and satisfactory goods, should immediately write for our circular giving full details of the

## GREATEST SIDECAR EVER BUILT

We also build a commercial sidecar of the same high quality and are prepared to make quick deliveries on special commercial bodies to meet any requirement.

**HARRY SVENSGAARD SALES CORPORATION,** 471-473 WOODWARD AVENUE DETROIT, MICH.



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# Historic Ticonderoga Calls the Tourist

## How Motorcyclists Can Visit Two Fine Lakes and Inspect the Storied Ruins

By ROBERT BRUCE

THE unique geographical situation of Lake George and Lake Champlain makes it necessary for all motorcyclists traveling between northern New York State (especially the Adirondacks and the St. Lawrence river) to cross one of them in following any direct route to Vermont, or to the White Mountains, the Maine coast or eastern Canada across the Green Mountain state. While most of the travel north and south between New York, Albany, Plattsburg and Montreal naturally follows either the New York side or the Vermont side all the way (near to or some miles away from the lakes, as the case may be), many avail themselves of the opportunity of taking boat up part of one or both of these lakes, frequently using stretches of road on both sides, which of course gives the greatest variety, especially in making a round trip.

It will particularly interest the stranger to learn how many landing places for boats there are on both lakes, and especially the facilities for crossing Champlain—all of them available for the motorcycle tourist for about seven out of the twelve months. From Saratoga to Glens Falls and Lake George village there are two standard routes—the old, short line through Wilton, and the new and longer but more scenic way through Corinth and Luzerne. At Lake George village, the main route from Albany and below divides into two main streams, one bearing to the left to pass through Warrensburg, Chestertown, Elizabethtown and Keeseville to Plattsburg, and the other bearing to the right along the lake, as the map shows.

### Attractive Highway Route

It is possible to take boat all the way from Lake George village, but the perfect road and fine scenery to Bolton and Sagamore encourages the motorcyclist to make that short, easy trip over the highway. Above Bolton Landing, however, conditions radically change, for the route on the west side of the lake, passing over Tongue Mountain, is rough and dangerous; so practically everyone takes the boat at the "Landing" or Sagamore to Sabbath Day Point, Silver Bay, Hague, Rogers Rock or Baldwin. Here the good road begins again, and furnishes an excellent ride up to the historic Ticonderogas. So far there has been no east-and-west crossing, as the district immediately east of Lake George has no through routes into New England; in fact, there are none of any consequence between Glens Falls and Ticonderoga.

Speaking particularly of the Tongue Mountain Road, for the benefit of those who may happen to miss a convenient boat, or who may think it worth while to ride over the mountain for the sake of the superb views, the trouble is not so much with the extreme steepness of the grade as in its length and continuity, all the way to the top, about midway between the lower levels. The road is narrow and turnouts few and far between. No one who has gone over it will regret the trip, but probably few would care to repeat it. From Sabbathday Point a good country road leads up close along the lake past Hague to Ticonderoga, directly east of which the first crossing of lower Lake Champlain can be made.

Another View of Ruins of Fort Ticonderoga

View of Ruins of Historical Old Fort Ticonderoga

### Where the Fort Ruins Are Viewed

To do this, turn right in the village of Ticonderoga, passing considerably to the west of the ruins of the old fort, to Montcalm Landing; or if one wishes to visit the ruins, go more to the east to the actual site of the old fort, thence around to the Landing. Here boat may be taken to the Vermont side, thence by fair road to Orwell, where connection is made with the route from Troy to Burlington via Fairhaven, Orwell and Vergennes, on the east side; or, if desired, one can stay on the regular lake boat and go north to one of the upper landings.

Another important crossing is reached by going nearly direct east from Ticonderoga village (above the old fort ruins), to Fort Ticonderoga station, on the D. & H. R. R., a short distance east of which a steam ferry is taken to Larrabee's Point, Vt. About three miles out from the "Point" connection is made with the important north-and-south route referred to in the preceding paragraph, and also with the various roads leading to Brandon, Middlebury and northern and eastern Vermont.

### A Stretch of State Road

From Ticonderoga village there is state road the greater part of the way north to Crown Point, 9.5 miles, thence eight miles more to Port Henry, from which point the steam ferryboat "G. R. Sherman"—leaving at 7:30, 9:30 and 11:30 a. m. and 1:30, 3:00 and 6:00 p. m.—makes six daily trips (four on Sundays) to Chimney Point on the Vermont shore, connecting with a fair road to Vergennes, ten miles distant. From Port Henry a good though hilly road, changing into a fine six miles of state road (10 miles altogether), brings you to Westport, where the Champlain Transportation steamer may be taken for Burlington, Vt.; or, if coming from the north, the boat may be taken southbound at Port Kent.

*(Continued on page 96.)*

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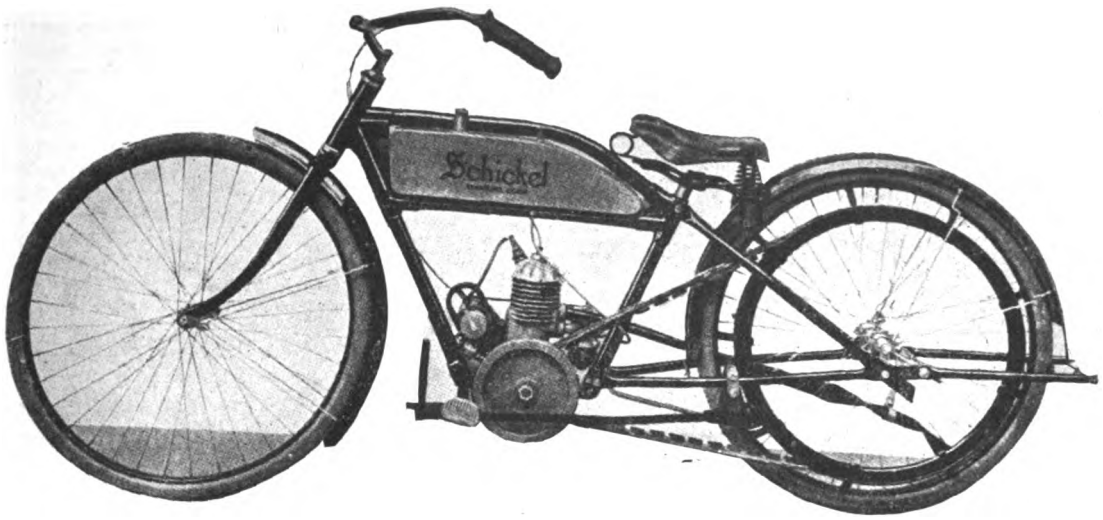

# The Schickel at the Show

Amid the multitude of innovations that struck the SHOW visitors, the dazzling superiority of the SCHICKEL Lightweight was so evident, its staunch, common-sense construction so clearly dependable that hundreds of show visitors exclaimed, "Well, here's *my* idea of a ***real*** lightweight."

And the SCHICKEL should be *your* idea, too. Because it's so absolutely free of all untried features. Because its powerful, silent, vibrationless two-stroke motor is the development of eight years of two-stroke motor building, by the dean of them all. Because every part of the SCHICKEL has been tried and proven by more than twenty-four months of constant road use.

AND BECAUSE IT IS THE LOWEST PRICED, LIGHTEST IN WEIGHT, LOWEST IN UPKEEP of any motorcycle made. Note we say ***motorcycle***. It is ***not*** a reinforced bicycle, but a ***lightened*** motorcycle, with all the ease of handling, all the lightness that has been heretofore attributed to the bicycle.

**PRICE**
**$100**
**WEIGHT**
**Under 100 pounds**
**SERVICE**
**Over 100 Miles**
**per gallon of gasoline**
**SPEED**
**3 to 30 miles per hr.**
**SIMPLICITY**
**SILENCE**
**Low cost—Convenience**

**THE**

**MOTORCYCLE**

Territory reservations are going fast—get in touch with us today and let us know your requirements.

## SCHICKEL MOTOR CO.
**Stamford, Conn.**



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# HISTORIC TICONDEROGA CALLS THE TOURIST

*(Continued from Page 94)*

for crossing over the lake to Burlington.

Those who particularly desire to do so, may continue farther northward along the shore from Westport through Essex to Keeseville, but are advised not to undertake it except in dry weather, as much clay will be encountered. The better way is to run west from Westport to Elizabethtown, thence north through Pok-O-Moonshine Pass to Keeseville, and by State road to Plattsburg and beyond; or at Plattsburg boat may be taken to Gordon's Landing and to St. Albans, Vt. From Plattsburg a fine State road leads north to Chazy, thence east to Chazy Landing, where another crossing can be made to Isle La Motte on Sweet's Ferry. The boat "ties up" on the west shore, but will come in answer to a signal (provided) at the island landing.

### On the "Island Route"

Not so much is known about this ferry, as it does not figure in the widely-circulated literature of the D. & H. R. R. and the Champlain Transportation Company; in fact, it is an independent enterprise, and to some extent takes travel from the larger companies. There may or may not be any foundation for the claim that reports are spread about Plattsburg to the effect that this ferry is unsafe and in poor condition; I can only say that I found it safe, commodious and more reasonable in its charges than expected, while the cost of transportation either across or along the lakes by the other boats was more than anticipated, nothing exorbitant, however.

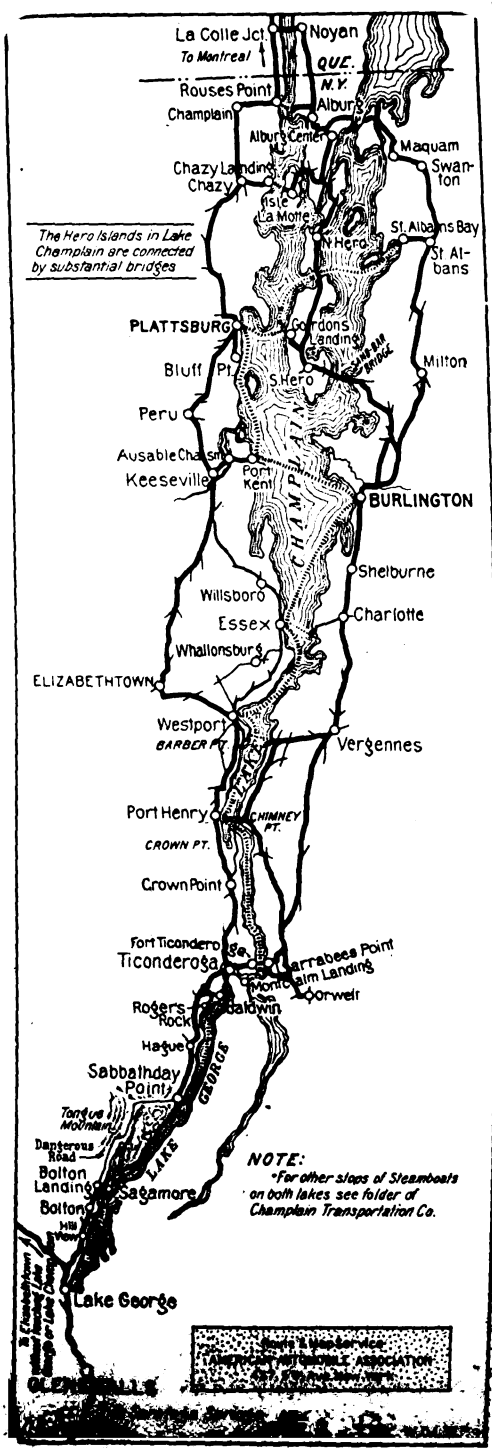
The Chazy Landing ferry is at the opening of the "Island Route" covering Isle La Motte, Alburg Tongue, and North and South Hero Islands, connecting by the Sand Bar Bridge with the mainland of Vermont on the south. Nowhere in New York or the New England states is there a more picturesque and interesting trip than the one through the islands in Lake Champlain, all of which are connected by substantial bridges. The writer went over this route about five years ago and is looking forward with interest to the opportunity of repeating it.

There is also a regular ferry between Rouses Point, N. Y., and Alburg, Vt., opposite; the gasoline boat in this service leaves the Lake House Landing, Rouses Point, crossing Lake Champlain to Windmill Point, Vt. The connecting roads on the east are not to be recommended in wet weather, on account of the clay, when it is best to go by Chazy Landing.

### Crossings Entail No Trouble

From the dock at Windmill Point, one crosses the Central Vermont Railroad at grade and continues about 2½ miles nearly due east, meeting the regular road from LaColle Junction or Noyan to Alburg, where a right turn is made for the regular route through the North Hero and the South Hero Islands. From the east side of Alburg Tongue is another ferry that can be used in a case of emergency leading to the mainland of Vermont. From this east landing (after crossing over to the south and back again at grade) the road parallels the Central Vermont Railroad to Swanton.

By the use of the Champlain Transportation Company's boats and the several ferries, trips can be made across that lake at almost every strategic point, with little or no loss of mileage. The crossing usually makes a pleasant break in one's journey, and it is almost impossible to pick out a place on either like where the view is not worth while. Roads, while not first class all the way, are at least equal to the average for New York or Vermont, except for the occasional heavy clay stretches, characteristic of the locality. Of course, however, there is a loss of time as compared with making the entire trip by road, which should be allowed for in one's schedule.




**Map of Boat Lines on Lake George and Champlain, and Ferries Across Champlain**

Not the least of the advantages of using some parts of the Lake George-Lake Champlain boat service is the opportunity it gives to visit historic Ticonderoga, without making what is a more or less inconvenient detour from the main route farther west. During the last two years so much new construction has been in process on the trunk-line highway from Albany, Saratoga, Glens Falls and Lake George village to Chestertown, Schroon Lake and the eastern Adirondacks, that a large proportion of the travel to Elizabethtown, Plattsburg, Rouses Point and Montreal has been going over to and up the two lakes. The same applies also to the considerable amount of travel from the Mohawk Valley and west, running through Schenectady, Saratoga, Glens Falls and Lake George village to destinations in Vermont.

### Historic Country Easy of Access

Practically all of this travel comes into the Ticonderoga section, which can scarcely be avoided on a boat-and-road trip up the lakes, as navigation is completely broken between George and Champlain. Ticonderoga village and its historic surroundings are immediately on or nearby the main line of road which connects them, and its startegic location is emphasized by the two convenient east-and-west crossings of Champlain between New York state and the Vermont shore.

Heretofore strangers have been somewhat perplexed and inconvenienced by the different names used in that locality, visitors asking for one destination often being unintentionally directed to some other. This has now been simplified by a change in name of what was formerly (and is now on the topographical sheet "Ticonderoga") called Fort Ticonderoga station, about two miles southeast of the village, to Montcalm Landing, the present name commemmorating the landing of the French on that spot in 1757.

What was formerly the meaningless name of Addison Junction (two miles east of Ticonderoga village) is now Fort Ticonderoga station, a change which will save railway travelers going north, and desiring to visit the ruins of the old fort, from either getting off at the present Montcalm Landing, or of going all the way into Ticonderoga village. Road travelers will ordinarily have little occasion for going down to Montcalm Landing; but many will go to the site of the old fort, especially on the way from Ticonderoga village to the ferry across Lake Champlain to Larrabee's Point, Vt.

### Benefits of Good Roads Boom

To do this it is only necessary to go out the same streets that lead to the ferry; but at the battle monument, about one mile out, take the right-hand road to the ruins. After visiting them, keep to the left, a short distance back from the lake, around to what is now Fort Ticonderoga station on the D. & H. Railroad; here connection is made with the road east from the village; and a right turn will bring one almost at once to the ferry, the detour amounting to not over three miles. Tourists bound to Crown Point, Port Henry, Westport and above will return to the village and start north from there.

No section of the state is likely to share

*(Continued on Page 98)*

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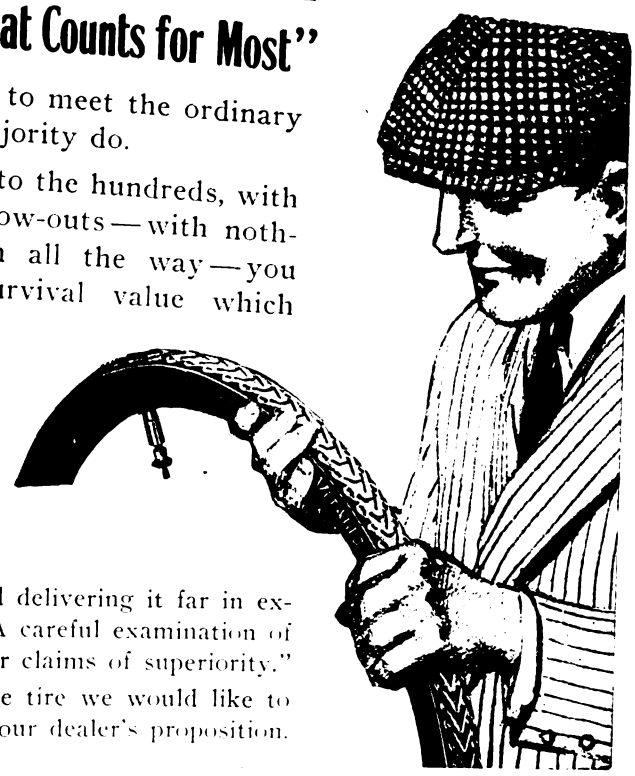
# "It's the Later Life of a Tire that Counts for Most"

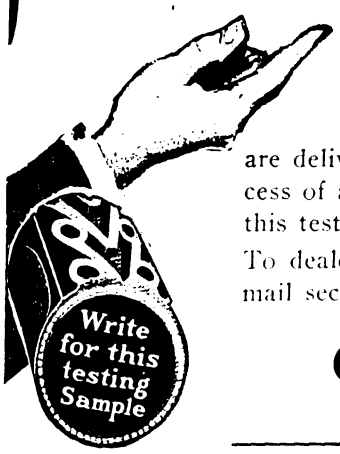
"You expect any tire, when new, to meet the ordinary demands of the road—and the majority do.

"But when the mileage reaches into the hundreds, with no rim-cutting, no leakage, no blow-outs—with nothing but the utmost satisfaction all the way—you realize that that tire has a survival value which must come as the result of superior materials and workmanship.



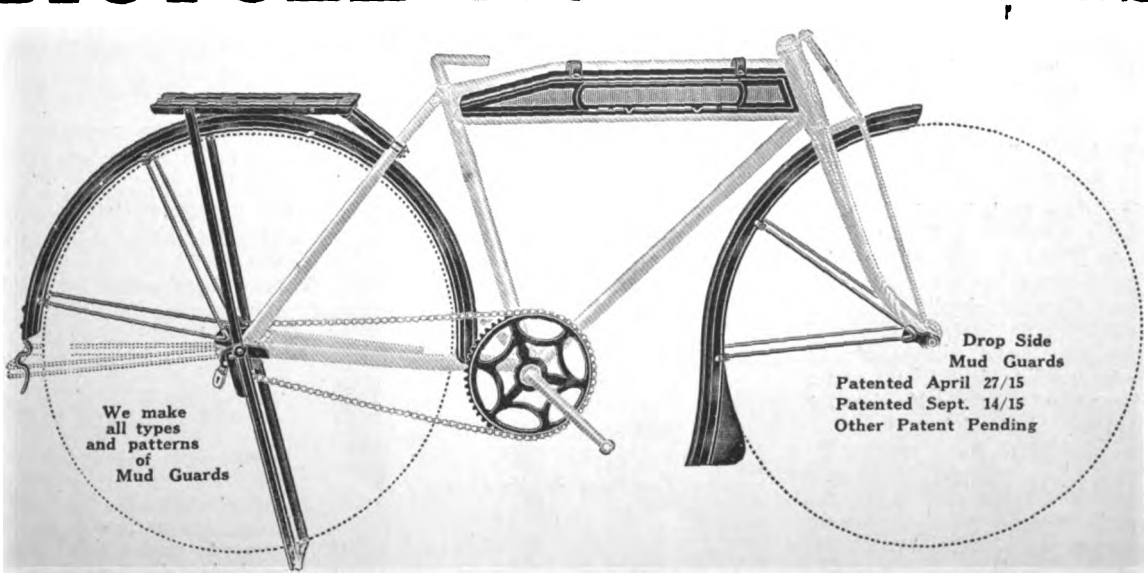
VITALIC TIRES
TRADE MARK REG. U.S. PAT. OFF.

are delivering that kind of service—and delivering it far in excess of any other tire on the market. A careful examination of this testing section will substantiate our claims of superiority." To dealers interested in this high grade tire we would like to mail section of the VITALIC tire and our dealer's proposition.




**Continental Rubber Works**
**1817 Plum St., Erie, Pa.**

# BICYCLE ACCESSORIES




This cut illustrates our Moto Bike Drop Side Mud Guards mounted on a bicycle; note the front guard flared to the rear, and provided with metal side splashers, affording **real protection to both the rider and the machine.** Also note, Climax Bicycle Stands and Luggage Carriers.

**MADE BY**

**THE INTERNATIONAL STAMPING CO., 400 N. Leavitt St., Chicago, Ill.**

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## HISTORIC TICONDEROGA CALLS THE TOURIST

*(Continued from page 96.)*

more largely in the benefits of the present era of good roads building than the Lake George-Ticonderoga-Lake Champlain country; and for one motorcyclist who goes there now, ten will go in a very few years. The visitor will find more historic points in this district than anywhere else in New York state, due largely to the fact that during both the French and Indian war and the Revolution this entire region was on the line of military operations between eastern Canada and the Hudson river. Without going into details, a few brief historical references may be of interest to the motorcyclist touring in this locality.

### Ticonderoga's Stirring Story

As soon as the results of Lexington and Concord became known it was decided by the Colonial government to seize the British fort at Ticonderoga, the most strategic location between Lake George and Lake Champlain; and garrisoned by a small detachment of men under Captain Delaplace. On the night of May 10, 1775, Col. Ethan Allen with other officers and 270 Green Mountain Boys, gained an entrance into the fort, and Allen demanded its surrender, as the tradition goes, "In the name of the Great Jehovah and the Continental Congress."

Seeing that resistance would be futile, Captain Delaplace surrendered the garrison, with 120 cannon and a large amount of ammunition. The surprise was so complete that there was no conflict, and not a life was lost—one of the few bloodless captures in the Revolutionary war. This locality also figured in the war of 1812, which began along the Canadian frontier, and was gradually extended south along the Hudson river to New York and below. At first the Americans suffered reverses, but in time the fortunes of war turned their way, and peace was established by the treaty of December 24, 1814.

## DALLAS PUBLIC PARKS HAVE CYCLE PATROLMEN

Dallas, Tex.—The Park Board of Dallas has organized a system of police patrol in the city parks. The officers use Adlake bicycles for their work. Two of these mounts have been obtained from the Charles Ott Agency, and orders for several more of the same make will shortly be placed. Park superintendent Tietze states that bicycles are more desirable for the work than motorcycles and horses.

## VIRGINIA LOCAL COMMISSIONERS

The Virginia State Commissioner for the F. A. M. has appointed local commissioners as follows: Roy C. Horn for Roanoke, Lewis Drake for Norfolk, R. E. Wash for Danville, and T. O. Acree for Lynchburg.

## ON TOUR TO DETROIT

Passaic, N. J.—William Connelly, a member of the local motorcycle club, left for Detroit in his Indian sidecar. He and his brother are spending their vacations in this manner.

## MOTORCYCLE NOTES FROM NEW SOUTH WALES

THE motorcycle imports into New South Wales for the half-year ending June 30, 1915, totaled £30,325 (about $151,625) in value, a decrease of £9,827 (about $49,135), as compared with the first half of 1914, the falling off being attributable to the war. Uncle Sam sent New South Wales more than three times as many motorcycles during the 1915 period as during that of 1914; however, the values being £1,375 (about $6,875) for 1915 and £389 (about $1,945) for 1914. Great Britain (£18,912), Belgium (£14), Germany (£47, in spite of the war!), and Switzerland (£150), all contributed to the Australian State's motorcycle imports. There are now 6,461 motorcycles registered as in use in New South Wales.

### Sydney to Have Motordrome

Sydney, N. S. W., is to make shortly its appearance on the motorcycle racing map, as Rupert Jeffkins, the well-known auto racing driver, is arranging for the construction of a four-lap, up-to-date motordrome at Rushcutters' Bay, near the site of the world-famous boxing stadium.

Fred Keefe, a former crack cyclist and holder of many road records, has returned to Australia, bringing with him a 7-horsepower Harley-Davidson. Keefe will devote his wheel enthusiasm to motorcycle touring in future.

### Australia's Best Rider

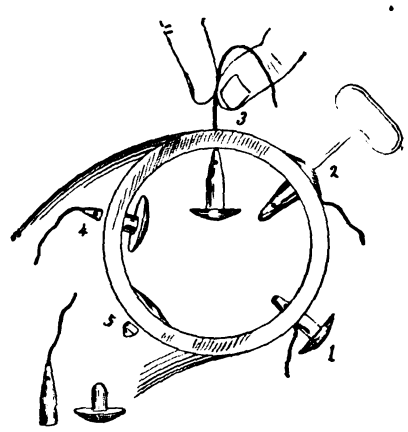
Opinion is divided in Sydney as to who is the greatest motorcycle rider Australia has produced. The choice at present lies between Jack Booth, holder of the flying half-mile road record (speed average 83 miles per hour), and five miles track record (4 min. 43⅗ sec.), and Harry Jenkins, breaker of many road and track records and winner of the Continental Cup for the 570-mile reliability trial between Sydney, N. S. W., and Melbourne, Victoria. The writer considers Jenkins the greater of these two.

The war in which the British Empire is involved is having a very depressing influence on sport, but our cyclists and motorcyclists are turning their attention to military matters. One of Australia's greatest sprinters, Les Hammond, expects to leave for the front very soon, and will seek a transfer to a cyclist corps if the opportunity offers. There is a strong motorcyclist corps in connection with one of the home defense regiments in Sydney, but its members are constantly enlisting for active service.

## NEAL TIRE REPAIR OUTFIT

Bicyclists who ride mounts fitted with single-tube tires will be interested in the Neal tire repair outfit, produced by the F. M. Neal Company, of Bridgeport, Conn. This outfit consists of a plug of special mushroom form, with a thimble attached to the base, and a set of tools for effecting the repair. Plugging is performed in 30 seconds.

The illustration shows the successive steps in the operation. At 1, the plug base and its thimble is seen inserted in the puncture, while at 2 a tool is used to set the plug within the tube. At 3 the plug is within and is being drawn into the puncture base first by the twine, while at 4 the thimble is passing outward through the puncture. In the fifth view, the thimble is withdrawn, leaving the plug in the puncture.




**The Neal Repair Outfit**

The plug is of pure rubber, and is inserted in the thimble in order to have it enter the tube without deforming. With the Neal kit, the repair is permanent, there being no entry for grit or water around the plug. Full directions accompanying each outfit, obtainable from dealers or direct from the makers.

## TAUNTON COLUMBUS DAY PROGRAM

Taunton, Mass., Sept. 21.—Referee A. E. Barber announces that there will be three motorcycle and two bicycle races at the Taunton Driving Club track on Columbus Day, Oct. 12. The motorcycle events will consist of a ten and five mile open and a five-mile sidecar race, while the bicycle races comprise a one-mile open and a one-mile open handicap. Entry blanks can be secured on application to the referee.

## GRELLE RODE AN EXCELSIOR

A news item appearing in a recent issue stated that H. B. Grelle, the winner of the one hundred mile Labor Day race at Vincennes, Ind., was mounted on an Indian. Later reports indicate that this statement was erroneous, for Grelle rode an Excelsior, as did Leslie Allen, who accounted for second position in the century grind.

## HAS TEAM FOR FAIR MEET

Chattanooga, Tenn.—Carl Mourfield has booked his motorcycle team, composed of Charles Hajos, W. G. Martin and Harry Porter, to take part in the exhibition motorcycle races which will be staged each day during the four days of the Sweetwater fair.

## UPLAND M. C. OFFICERS

Upland, Cal.—The new officers of the Upland M. C. are as follows: Edward Riggs, president; Roy Creighton, treasurer; Carl Riggs, secretary; Carl Christian, road captain. The club specializes in Sunday social runs.

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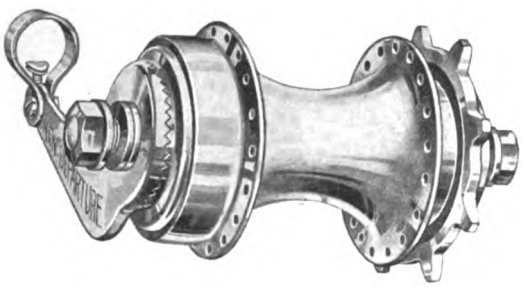

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is in the lime-light this week at Chicago—the most talked of bicycle accessory at the show.

***Because*** it is the brake that brought the bike back—a better brake today than ever.

***Because*** it is ***Guaranteed*** with a guarantee worth talking about—a guarantee that protects.

—***and Because*** our Bicycle Boosting Campaign for 1916 ***Boosts Bicycling***—first, last and then some. It means more bicycle sales—more sundry sales—and—more brake sales to the customers that reach the dealer through our sales helps.

Perhaps you are waiting for the New York Show?

We shall be glad to meet you there October 11th to 16th

Better send today for our New Catalog

**The New Departure Mfg. Co.**

**Bristol, Conn., U. S. A.**

# Have You A Copy of— "The Motor's True Mate"?

The most interesting and instructive chain booklet ever published. It is in no sense an advertisement. It aims to help the rider.

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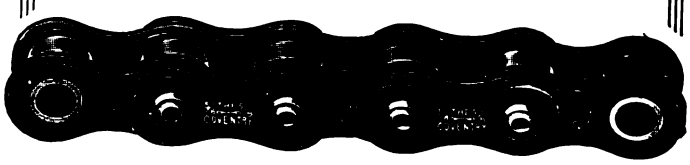

## Bean Valve Refacing and Reseating Tools

NOTE THESE FEATURES—FIG. 2

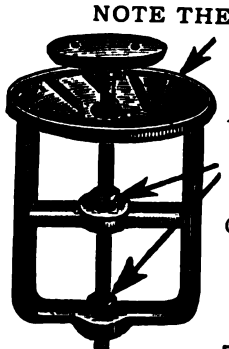

Fig. 2

Five Spiral Cutters covering entire surface of valve and guaranteeing the correct angle.

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**It Takes To Have Things Right If You Have Proper Tools**

Motorcycle Engineers' Wrenches No. 715 In Canvas Kit

**50c.**

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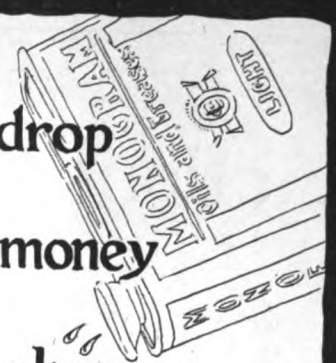


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It means longer life for motors and better going all the time.

It means smaller repair bills — fewer delays — less trouble.

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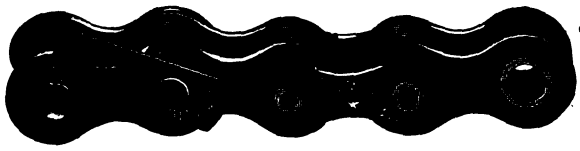

# Actions Speak Louder Than Words

**Read the following records, in which were used**

# DUCKWORTH CHAINS

Coast to Coast Record (San Diego, Cal., to New York, N. Y.), 3,378 9/10 miles, made by Erwin G. Baker on a DUCKWORTH CHAIN equipped Indian. Time, 11 Dys. 12 Hrs. 10 Min.

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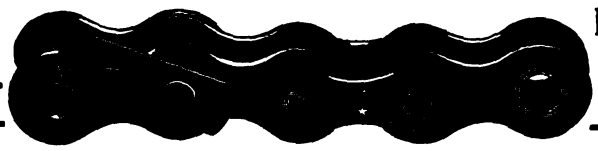

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**Springfield, Mass.**

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and we now take pride in calling attention to the following leading motorcycle manufacturers who have adopted the ROGERS SIDECAR as standard equipment:

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These are the things the rider wants—the things he needs—the things he can be induced to buy with the least selling effort—and what's most important of all—these STEVENS Cycle Necessities STAY SOLD—because of their "alrightness."

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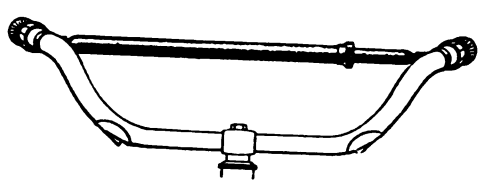
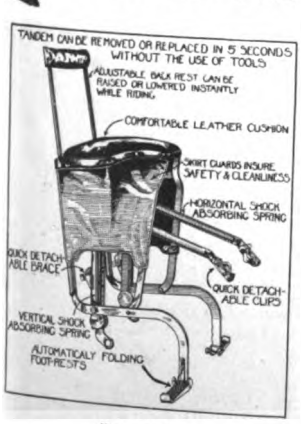


# STOLL TANDEMS
## 1916

**"The quality line of Comfort Specialties"**
**Made for all the leading makes of motorcycles**

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Many improvements for 1916—improvements that increase the life of the tandem—add to the comfort qualities; that make the tandems simple and easy to attach, and greatly increase the big value that has always been characteristic of

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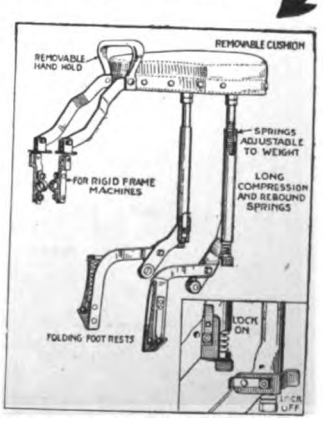


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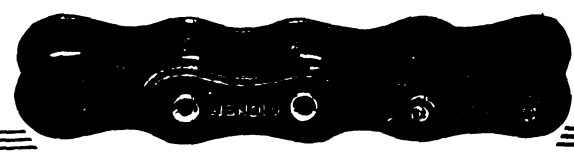

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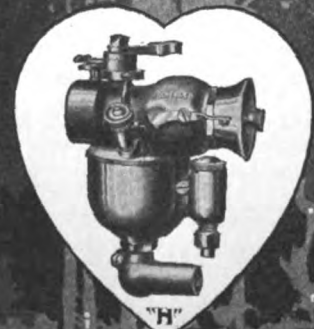


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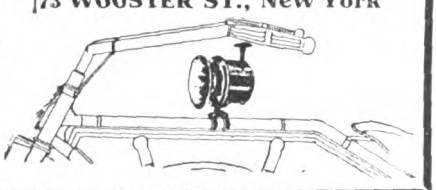

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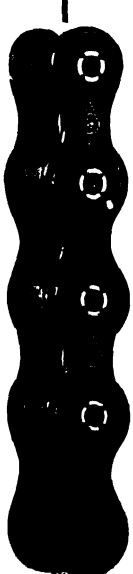

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The No. 149 on a motorcycle is a guarantee of reliable service and an insurance against annoying chain troubles.

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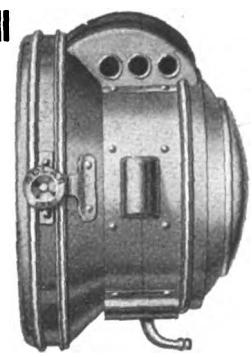

Model 156

## SOLAR Motorcycle Bicycle LAMPS

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Electric
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The Harley-Davidson and Excelsior 1916 equipment

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Gas
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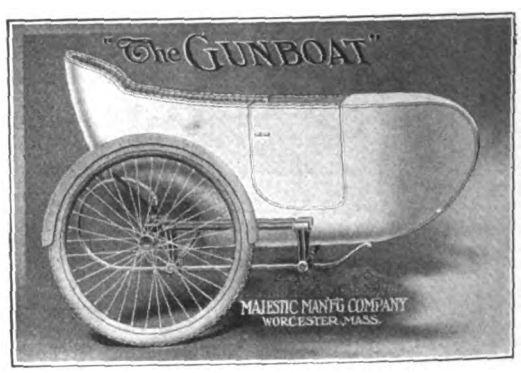


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This Majestic Model, always so popular at the $75.00 price, is sure a winner with $20.00 knocked off the cost. Don't forget the added quality also; the new lightweight No. 4 chassis, three inch tire equipment, hair padded upholstering, and the perfected 1916 fittings, especially made for each and every separate model of motorcycle. Perfect enameling to match your machine.

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**$16.75**

AN ACTUAL NECESSITY

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$2.50 With Cord and Push Button

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**Standard Equipment on "Harley-Davidson"**

**Low Amperage** **Easy on Your Batteries**

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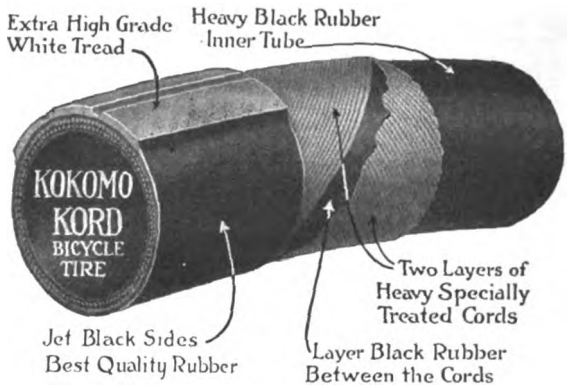
### Not an Experiment

Thoroughly tested and tried out, and found to be an entirely practical tire.

Notice the cut; it tells the story—Most resilient and easy riding tire made. Be up-to-date and let us send you a section of the latest




## KOKOMO RUBBER COMPANY

**Kokomo, Indiana**

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# REMY

The complete success of this Electric Lighting-Ignition Equipment for Motorcycles has been established by thousands and thousands of motorists. No increased weight—proof against road vibration. See it on a Harley-Davidson 1915 Model.

## REMY ELECTRIC CO.

ANDERSON, IND.

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# Motocycle and Bicycle Supplies

**Catalogs now Ready**

No. 60 Motorcycle Supplies
No. 61 Bicycle Sundries

The most complete books of their kind ever issued.

**FREE TO DEALERS**

who write us on their letter heads or enclose their business cards. Ask for our Bargain Books, too.

"INDIAN" Motocycles — "PIERCE" Bicycles

## New York Sporting Goods Co.

**15 and 17 Warren St., near Broadway, New York**

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# I'M GOING TO SEE THEM

## —those 1916 tires of Westing's

*Westing* Jumbo Studded Tread Tires
*Westing* Moto-Bike Tires
*Westing* Non-Slip Motorcycle Fabric Tires
*Westing* Korker Tires
*Westing* Studded Tread Tires

## Westing 1916 Arrow Bicycles

Dealers—you will miss a very attractive proposition if you don't get our prices on these LEADERS

## The G. H. Westing Co., Indianapolis, Ind.

*Jobbers Bicycles and Sundries*
*Motorcycle Accessories, Sporting Goods, Etc.*

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# Absolutely Waterproof

# RAJAH

## SPARK PLUG

**Fills the Demand for a Thoroughly Reliable (Insulated) Waterproof Plug**

Furnished in all the standard sizes with Rajah Regular Terminal fitting any cable. Rajah Ferrule Terminals, making a neater connection, will be furnished if a sample of cable is included with the order.

**Ignition Absolutely Sure!**

**Price, $1.50 Postpaid**

**Rajah Giant Plug, $1.50 Postpaid**
**Rajah Standard Plug, $1.25 Postpaid**

**RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.**




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# National Dealers' Directory

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**Audubon Motorcycle Garage**
H. RAOUL
**Indian Agency**
Goulois Tyres—All Indian Parts in Stock.
6186 Broadway, near 179th St. F. A. M. Shop.

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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VICTOR PELIZARRE, Mgr.

**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
515 Greenwich Ave. Phone 3936 Chelsea.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**YORKVILLE**
MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
1729 1st Ave., near 90th St. Tel. 2163 Lenox

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**HARLEY-DAVIDSON SALES CO.**
Of New York, 533 W. 110th St. (near B'way), New York, and 15 S. Lexington Ave., White Plains, N. Y. Distributors for Harley-Davidson Motorcycles and Sidecars, and Accessories. Complete stock of Motorcycles and Parts.

**EXPERT REPAIRING**
Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
Broadway Auto Repair & Supply Co.
248 West 106th Street C. Lurie, Prop.

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail, Get Our Catalogue Before Buying Your Supplies. Dealers, Attention.
Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
533 W. 110th St., Near Broadway, New York.

**Metropolitan Motorcycle Repair Co.**
Garage and repair shop for all makes, two and three-speed. Specialist in frame building. Stock of N.S.U., Indian and Harley parts. Pope service. A. L. Cocchi, 227 W. 83rd St., Tel., Schuyler 7903.

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 450

**HARLEY-DAVIDSON**
Bronx Co. Headquarters
H. SCHEEREN
3119 Third Avenue, near 159th Street

**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Agent for Excelsior and Smith Motor Wheels. F. A. M. Repair Shop.
1491 Fifth Avenue, between 119th and 120th Streets. Telephone, Harlem 2337.

**T. J. SIXSMITH**
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Expert Repairing. New York Agent for the EXCELSIOR.
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INDIAN, EXCELSIOR and HENDERSON motorcycles. Columbia, Hartford and Fay Juvenile bicycles.
WE CARRY IN STOCK
parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
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These tires are fresh stock practically perfect, but slightly discolored in spots
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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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SPECIAL REDUCTIONS ON OUR ENTIRE STOCK OF NEW AND SECOND HAND MACHINES.
Your opportunity to get a motorcycle at a bargain price. We must clear our floor space for an added line.
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Brooklyn's Pioneer Motorcycle Distributor,
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**Thor Motorcycles**
Easy payments. All makes taken in trade. Full stock of parts. Expert repairs.
B. RUDERMAN
1031 Bedford Ave. Phone Bed. 769

**Bedford Motorcycle Repair Shop**
Motorcycle repairing of all descriptions. All work guaranteed.
Full line of accessories—Used machines.
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GEO. A. ASHLEY Distributor for Greater N. Y.
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**Plaza Motorcycle Exchange**
EXCELSIOR DISTRIBUTORS
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

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INDIAN MOTOCYCLES
Machines Sold on Easy Terms. Phone: 2045
Expert Repairing—Storing—Gasoline. Astoria.
Full Line of Accessories—Used Machines.
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Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
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F. A. M. Shop College Point.

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Indian, H-D and Excelsior Parts, Accessories; First-Class Repairing.
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**INDIAN MOTORCYCLES**
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All makes of bicycles—expert repairing.
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1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $35 and up.
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**W. EDW. MACDOUGALL CO.**
Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
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**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
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Real Values in used machines

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**EXCELSIOR**
Complete Line of Parts and Accessories
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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. P.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

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in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. SWENSON, 542 Broad St., Providence, R. I.

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Harley-Davidson Distributor for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

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**Parts for all Motorcycles**
Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
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Largest Cycle and Motor House in the West.

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by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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MR. MANUFACTURER:—
"Why do you not get in touch with some motorcycle or accessory manufacturer? You are selling advertising, making good I presume, on your paper and understand motorcycles, which is the main fault with the average trade salesman. They are selling goods, but do not know the relative value of them."

This was told me in the course of an interview with a motorcycle agent, while soliciting advertising. Regarding myself: I am 26; married; of good habits; own a motorcycle; am conversant with the leading makes of motorcycles and their respective accessories; and employed at present as advertising solicitor on a newspaper. I am open for a change, and believe I would be a valuable adjunct for some firm in need of another "live-wire."

Will visit the New York Show. Write me stating your proposition, and if you wish to have an interview with me at the show.
Box 26, MOTOR CYCLE ILLUSTRATED.

BARGAINS!—1914 H. D. twin, $125; 1914 Indian twin, fully equipped, $145; 1913 Excelsior twin, $100; 1913 Indian twin, $110; 1913 Indian single, $75. Write for details. J. E. Sayre & Co., Terre Haute, Ind.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co., 1777 Broadway, Room 450.

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LATE 1914 Harley-Davidson twin; simplex tandem; lights, etc.; perfect condition. Very cheap. Make offer. Conner, 338 Harrison, Passaic, N. J.

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100 MOTORCYCLES; new and second-hand; all makes; $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

SMART BUSINESS MAN, Hollander, 15 years' experience in cycle trade, with good connections among Dutch and Belgian jobbers and makers, wishes to represent for Holland and Belgium manufacturers of specialties in Cycles, Cycle Parts and Sundries, which to introduce in these countries a good opportunity now offers. Would also accept position as manager of branch establishment; good linguist, bookkeeper and general organizer. Apply J. M., care of MOTOR CYCLE ILLUSTRATED.

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1913 Harley-Davidson twin, fully equipped; bargain. Must sell at once. Gerald J. Sauer, 130 Madison avenue, Elizabeth, N. J.

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$150 takes a 1914 two-speed Excelsior; electrically equipped; Corbin speedometer. Geo. H. Smith, 1035 N. Grand avenue, St. Louis, Mo.

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"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

## F-N ACCESSORIES

Are always in demand. Motorcycles sold require F-N equipment to make them complete. Watch your stock of F-N Tandems and Back Rests, and be ready to meet the demand. There's a good profit in it for you. Order through your Jobber or direct.

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Detroit, Mich.

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EVERYTHING FOR THE MOTORCYCLE RIDER AT LOW PRICES. WRITE FOR OUR LARGE CATALOG. SPECIAL OFFER TO DEALERS.

Motorcycle Accessories Co.
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## Expert Overhauling

Most Modern Repair Shop in the Country. Motor Overhauling, Frame Straightening, Re-enameling, Rebuilding, Cylinder Boring. Send your Motor for Estimate. Work Guaranteed.

WAGNER PARTS
Complete Stock of Wagner Motorcycle Parts

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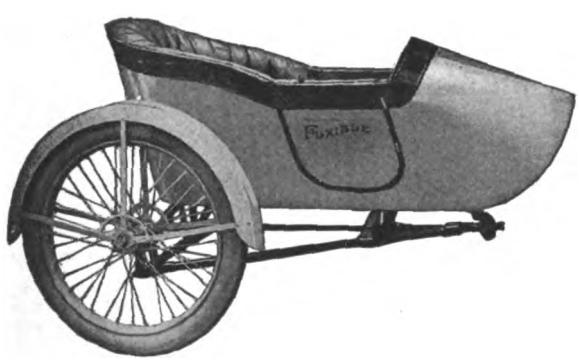

The car you will eventually buy. Write for descriptive folders

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E. J. Brennan (New York City and Brooklyn Distributor)
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For Motorcycles—.135 x .110 and .130 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .090 x .080; .072 x .056. Furnished in Nickel hand buffed or regular finish. Finest grade of wire. Rust-proof!

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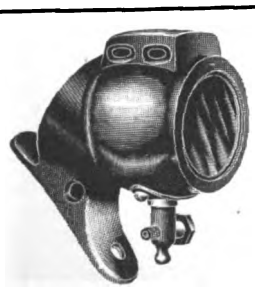
Cleveland, Ohio



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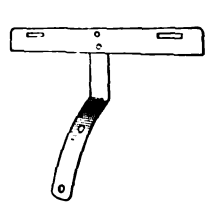
And growing ever stronger is proof positive of the efficiency rendered by our new

20th Century TAIL LAMP

It is Compact and Light and throws white light on license and projects a rear red light.



OUR MOTORCYCLE LICENSE BRACKET Suitable for all Tail Lamps. Price 25c. Holds license Plate Securely. Neat in appearance. Attaches to mudguard in proper position for reflection from Tail Lamp to illuminate license pad.

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**Electric Motorcycle Horns**
**Nos. 7 and 7A**
**Reduction in Price**
**Same Quality**

Special proposition to jobbers and dealers.

Write for descriptive circular and new prices.

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WRIGHT SPARK PLUG

Again Proves Its Efficiency

Otto Walker

on his Harley-Davidson wins 100 Mile Record, Chicago, Sept. 12.

A special Prize was given him for his achievement.

His HARLEY-DAVIDSON was equipped with "Wright" plugs.

These plugs will be used as regular equipment on the 1916 HARLEY DAVIDSONS.

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AUBURN, N. Y.

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**RUBBER CEMENTS and CYCLE SPECIALTIES**

*Solve Your Repair Troubles*

and increase the value and usefulness of your bicycle or motorcycle.

**DUTCH BRAND RUBBER CEMENT**

*Sticks and Stays Stuck*

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Look for the Dutch Girl Label.

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The Oldest Supply House in America

You can't be up-to-date without it.

*Write today to*

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That's the story boys—The
**Weed Folding Spring Backrest**
*"The great comfort necessity"*

puts a crimp in discomfort—those steel spring sides take every jar and make a joy out of it. Your tandem friend will also appreciate the "Weed." It's a safe bet; and as we said before, *the price is small.*

**$3.75**

*"Going to do it"*—isn't *doing it*—Write now for terms—*do it*

**WEED FOLDING BACKREST CO., Stamford, Conn.**

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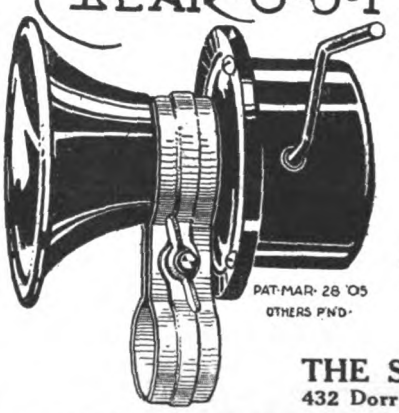


**Mechanical Operated Horn**

No Batteries or Wiring required

RETAILS AT

**75 CENTS**

ASK YOUR JOBBER OR DEALER

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New Ideas—patented—make fortunes. Novelty catches the popular fancy. Better ways of doing the same old thing mean money. If you have a new and useful invention, patent it and reap the profits. You may write me fully and freely. All communications confidential. Submit sketches or model and save time. Booklet on request.

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# Motorcycle, Bicycle

## AND

# Accessory Shows

## CHICAGO Coliseum

## Sept. 20th to 25th

## NEW YORK Madison Square Garden

## Oct. 11th to 16th

**Are Staged to create interest in Cycling and let the public at large realize the magnitude of the Industry. Incidentally, they also afford unequalled facilities to secure business and a closer personal touch with your customers.**

**So get in line promptly**

**A complete space of samples attractively arranged will bring results**

**All New Models Will Be Shown**

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**Line up for the coming year and get a CYCLING education**

# Motorcycle Manufacturers Association

**For Space apply to**

**A. B. COFFMAN, 414 Ohio Building, Toledo, O.**




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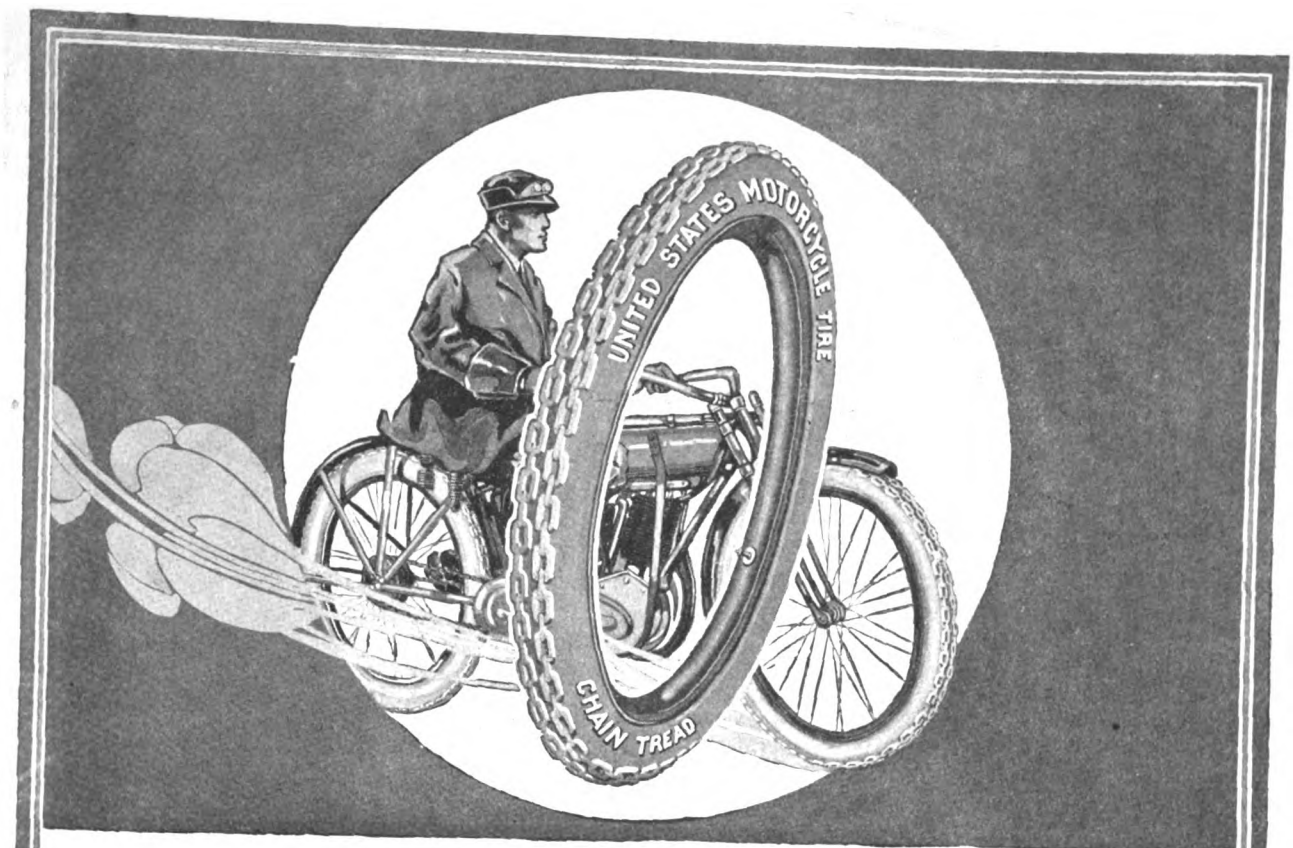


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The "Chain Tread" Motorcycle Tire was welcomed with enthusiasm by motorcyclists. From the date of its introduction, the popularity of the "Chain Tread" Motorcycle Tire has steadily increased. Built strong enough for automobile service, this famous tire gives phenomenal mileage on the speedy, lighter weight motorcycle.

The "Chain Tread" Tire for motorcycles has the same heavy service construction, the same wear-resisting rubber and fabric, and the same practical anti-skid tread, famous as the "Chain Tread" automobile tire which is the sensation of the automobile world.

Profit by the experience of the keen automobile and motorcycle manufacturers, who are increasing the prestige of their products by equipping the machines they make with "Chain Tread" Tires. You can buy "Chain Tread" Tires from good dealers everywhere.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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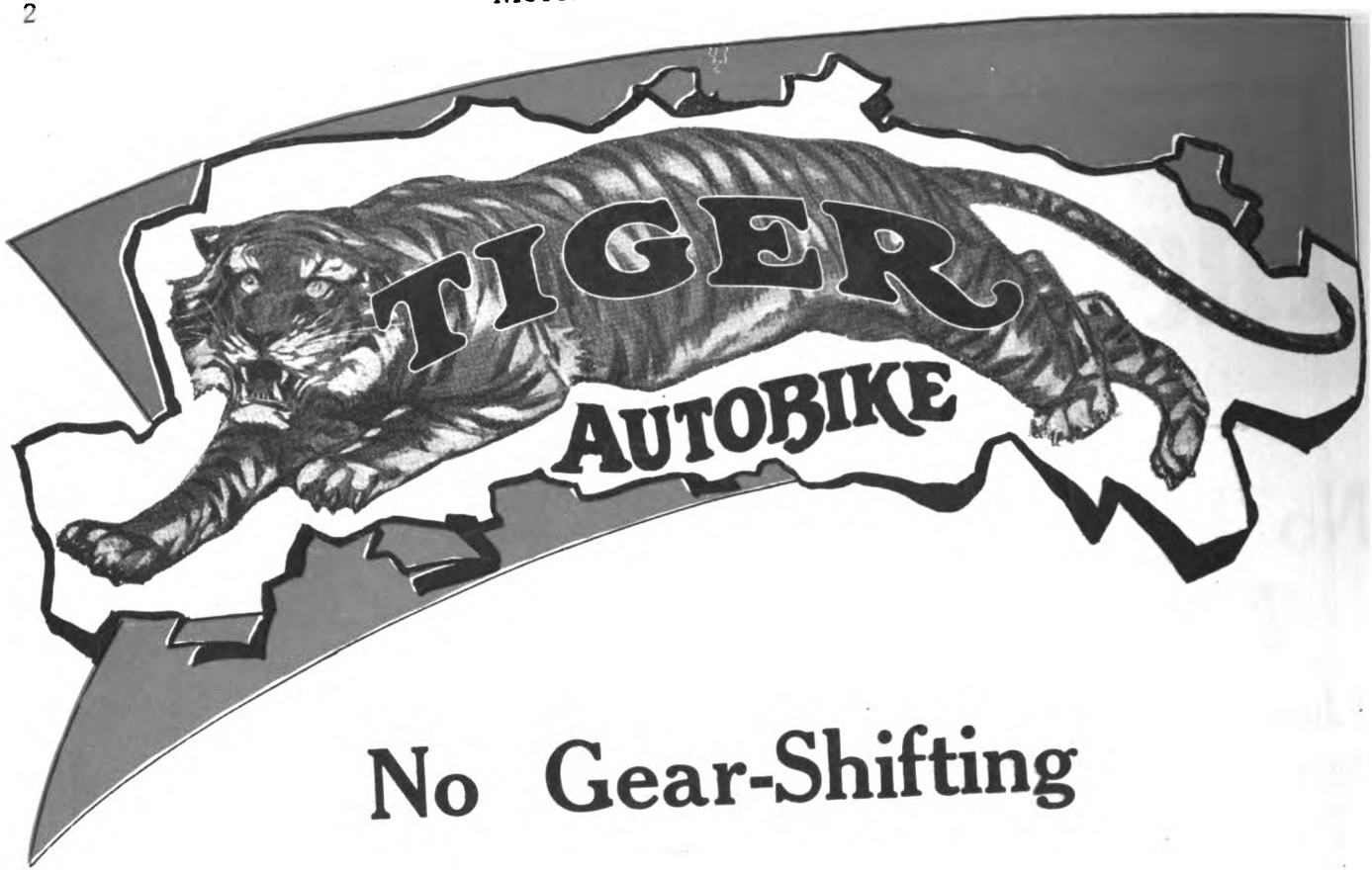


# No Gear-Shifting

**No clutch on the Tiger Autobike!**

**No intricate system of gears!**

**Slow down through traffic, speed over the highway—just by a slight pressure of the hand. Three to fifty miles per hour on one control.**

**That's the sales-making simplicity of the Tiger Autobike.**

**That's the flexibility of the Frederickson Engine.**

**That's what your public wants!**

***Dealers—Wire at Once for Territory—Big Profits!***

## The Autobike Company

**2233 Prairie Avenue, Chicago, U. S. A.**

You get quick results from advertisers when you mention MOTOR CYCLE ILLUSTRATED.

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# The "FORD" of Motorcycles

## Price $112.50 Complete

## No Instructions Necessary

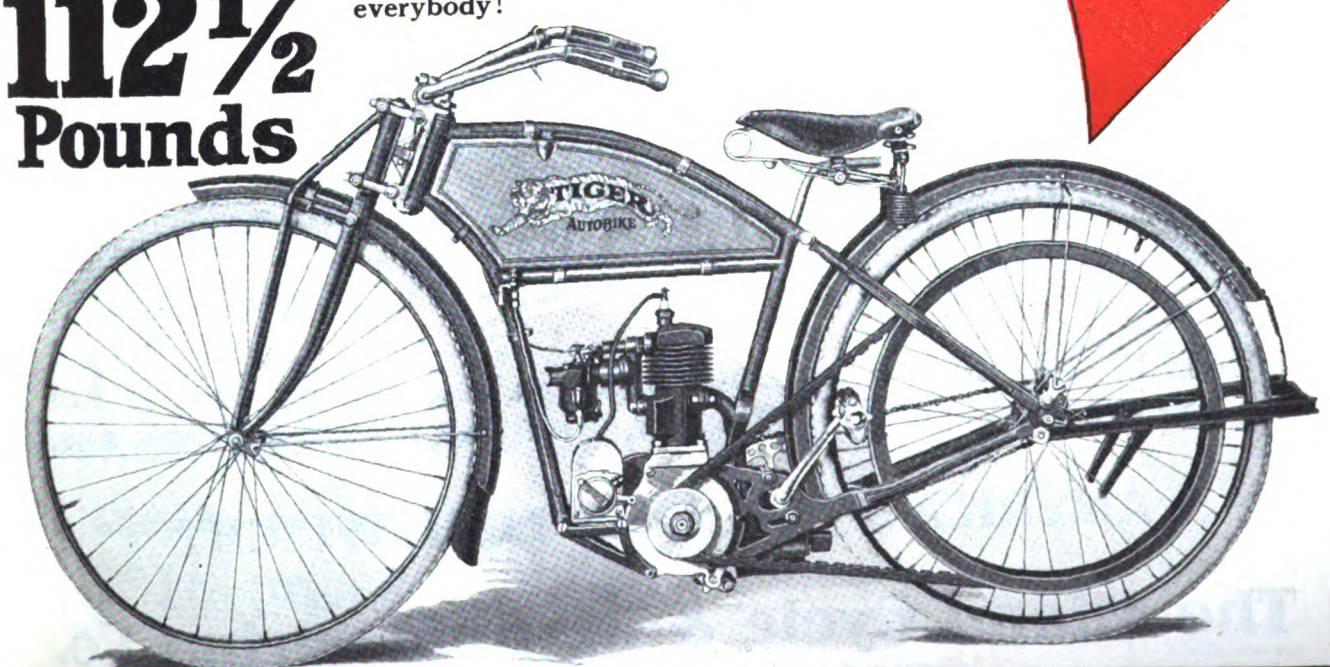
**Just get on the Tiger Autobike and ride—anybody can, without instruction!**

**The purchaser rides this machine home from the dealer's showroom!**

Sales made daily—rapid-fire fashion—to salesmen, small business men, service men and messengers, collectors, meter readers, motorcycle "cops" and women!

The cheapest, easiest transportation for everybody!

## Weight 112½ Pounds



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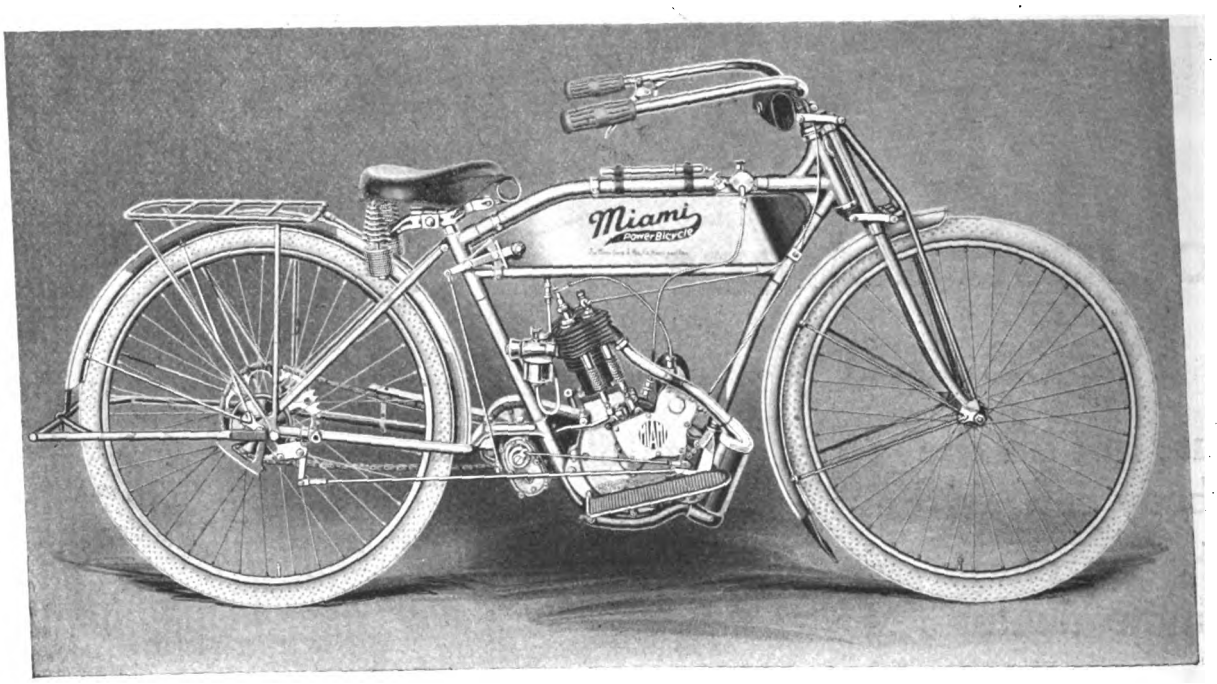
# A Year Ahead of the Others




Miami Power Bicycle

"100 MILES for 10 cents"

THREE MODELS $100—$125—$140

**DEALER'S:—Build your trade upon a commodity that is not an experiment. The MIAMI has stood the test of a year's use.**

**AMERICA'S PREMIER LIGHTWEIGHT**

**The Miami Cycle & Manufacturing Co.**

**MIDDLETOWN, OHIO, U. S. A.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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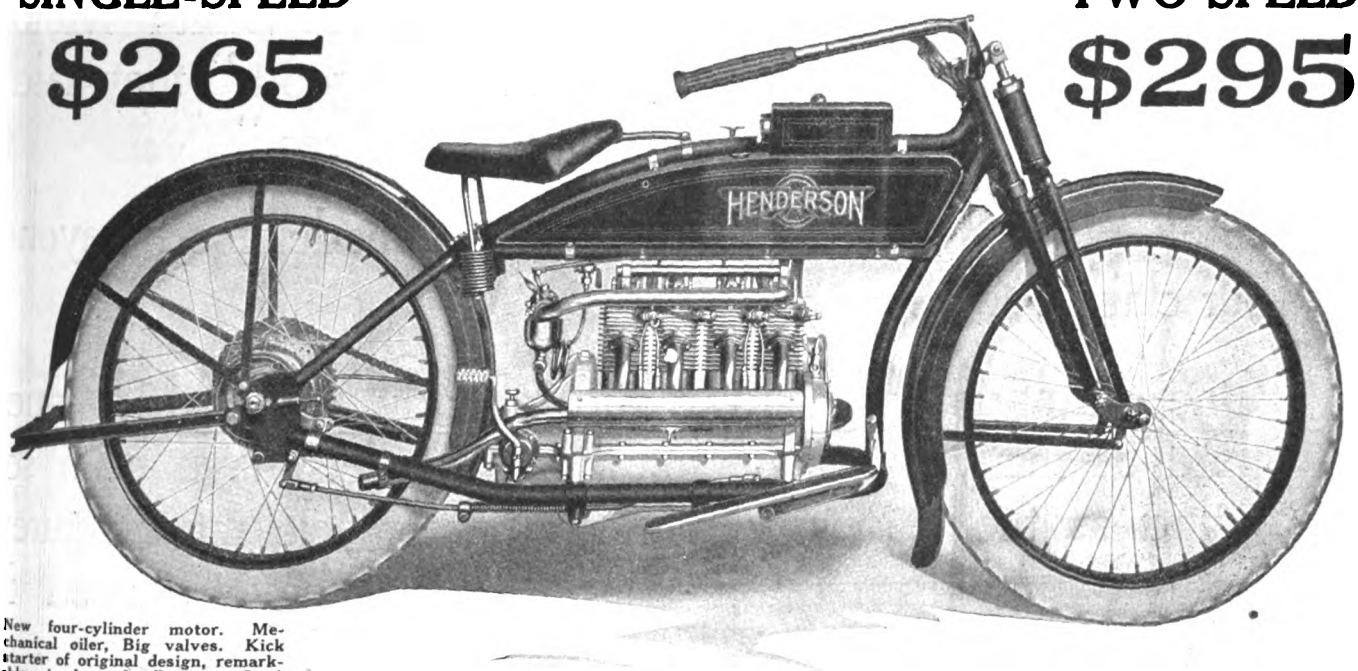
# Immediate Deliveries of HENDERSON 1916 Models

**SINGLE-SPEED** **$265**

**TWO-SPEED** **$295**




New four-cylinder motor. Mechanical oiler, Big valves. Kick starter of original design, remarkably simple and effective. Dual clutch control. Improved spring fork. Full floating saddle built in.

**THE HENDERSON dealer can do business *right away.* He can give buyers new models and take the money. And the good riding weather of the fall and early winter means *immediate sales* when these 1916 models are offered at the 1916 prices.**

***Henderson Motorcycle Co., Detroit, Mich.***

**Write for our 1916 Dealers' Proposition**



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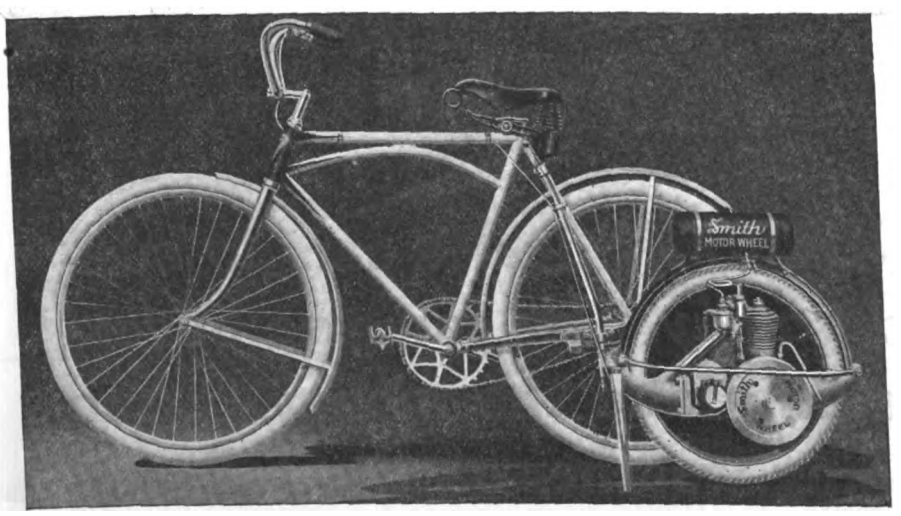
# "The Handwriting

LAST year at the Cycle Shows, cycle manufacturers and dealers were very curious about the Smith Motor Wheel—curious but skeptical. "It looks good," they said, "it may be all right, but we can wait and see."

They waited and they saw. It has made good beyond our claims.

One year on the market and already more than one-third as many Smith Motor Wheel dealers have been secured as the leading American Motorcycle manufacturers have secured in 14 years.




**Price $60.00 f. o. b. Milwaukee**

There are nearly five hundred thousand dollars' worth of Smith Motor Wheels in use today.

MOTOR WHE

# A. O. SMITH COM

***Largest Manufacturers***

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# On the Wall"

## Smith Motor Wheel

(DETACHABLE)

**"THE BICYCLE BOOSTER"**

This year at the Chicago Show dealers all wanted to renew. Over three and a half times as many signed Smith Motor Wheel contracts this year as last year. Hundreds of dealers vied with each other in boosting the Motor Wheel as the fastest seller ever known to the cycle trade. The Motor Wheel has made good.

Progressive cycle dealers like the Motor Wheel because it means small investment, cash transactions and a quick turn-over—and the demand is practically unlimited.

A year hence Smith Motor Wheel territory will be the most valuable asset a cycle dealer can own, but you don't have to wait until next year. Get on the ground floor—get in now.

DIVISION "134"

**ANY, Milwaukee, Wis.**

*tomobile Parts in the World*




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# Real 1916 Models with B

# —and Built to Suit the R

**The 1916 Harley-Davidsons have every feature, every comfort, every convenience and every refinement of detail that even the most experienced rider can demand.**

**The high speed high duty motor is too well known to need comment here. You know what it can do.**

The new rear stroke starter on the three-speed models is the most efficient and at the same time the most simple starter brought out to date.

The striking new stream line tanks are big enough for the trans-continentalist. The filler openings are large enough to take any garage funnel or hose fitting.

Big oversize fenders furnish really efficient protection from mud and water. Rear section of rear fender is detachable to facilitate tire repairs on the road.

Expensive alloy steels are generously used where needed—genuine vanadium steel—nickel steel—chrome nickel steel—and high carbon steel.

The new Harley-Davidsons are designed to suit the rider—built for service on the road—made to give lasting satisfaction, not merely built to sell. Nothing has been sacrificed for price.

The 1916 Harley-Davidson offers the most in power, speed, comfort, beauty, convenience, and careful refinement of detail.

## *Get a 1916 Harley-Davidson*

**Harley-Davidson Motor Co.**

**Milwaukee, Wis., U. S. A.**

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.

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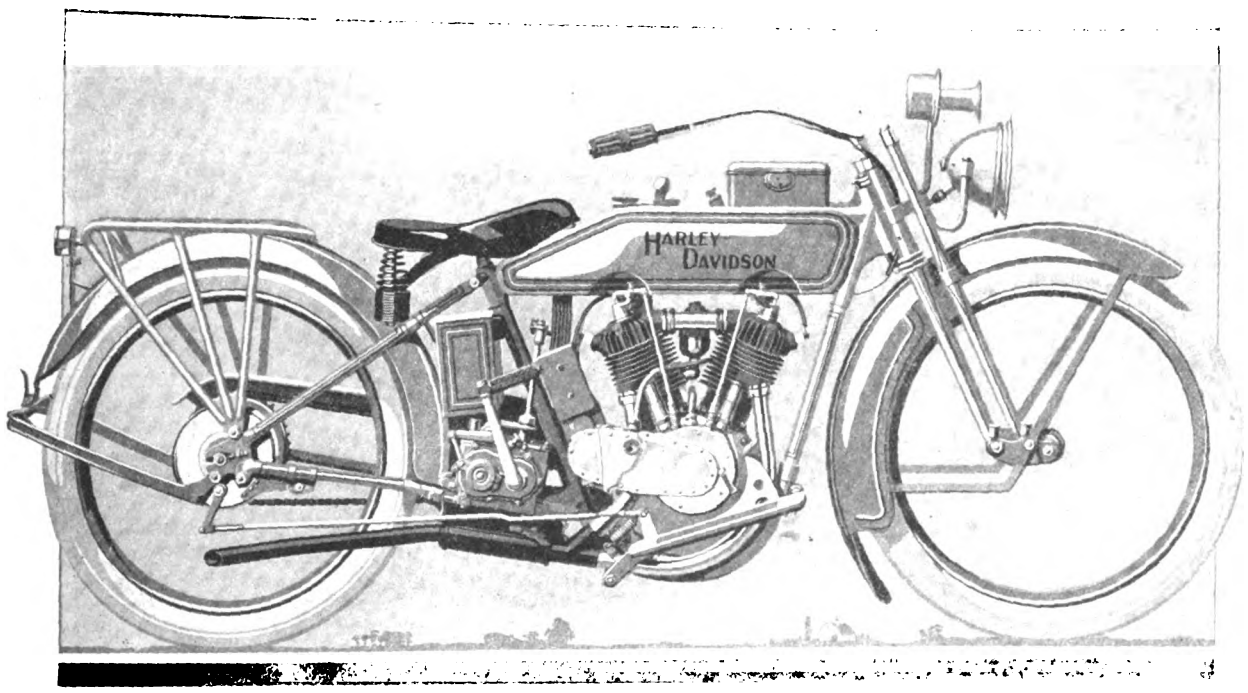
# rand New 1916 Features
# iders' Own Requirements




## 92 telling improvements are embodied in the three-speed twin models alone.

### To Dealers:

If the Harley-Davidson is not actively represented in your locality, and if you feel qualified to sell Harley-Davidsons in keeping with the Harley-Davidson reputation, get in touch with us at once.

## *Three-Speed Twin Yourself!*

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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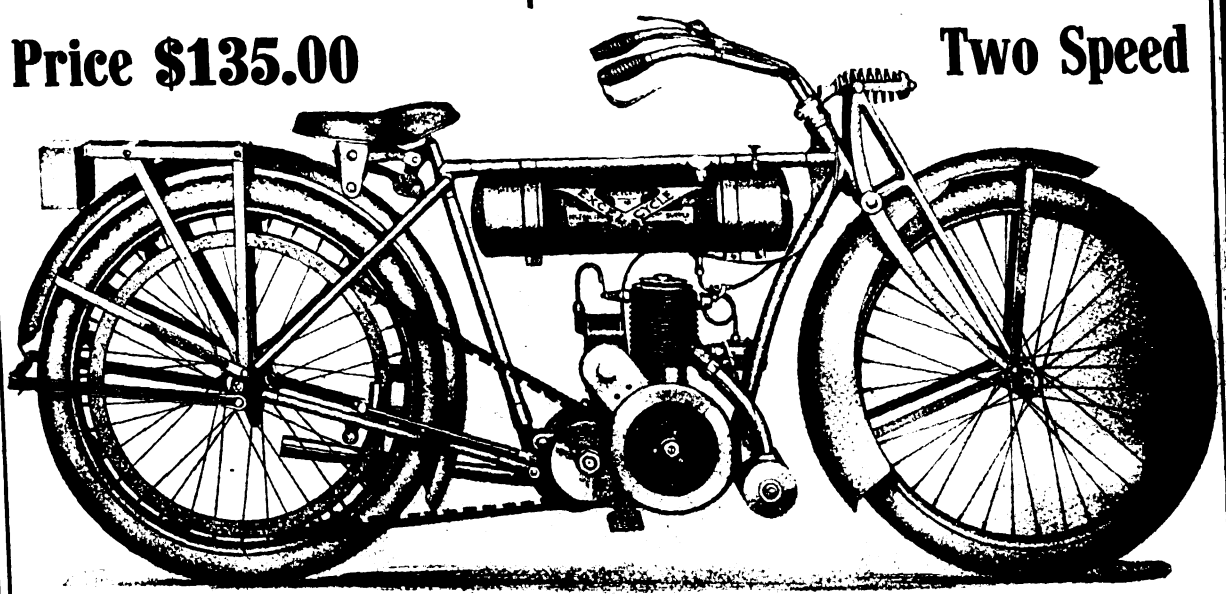
# The Center of Interest
# At the Motorcycle Show
# EXCELSIOR LIGHT WEIGHT

**Price $135.00** **Two Speed**



## SIMPLY PERFECT—PERFECTLY SIMPLE

**The Least Possible Parts and Complication with the Greatest Possible Efficiency.**

**A motorcycle for the non-mechanical business or professional man who wants a machine to ride and not to tinker with.**

**The ideal mount for boys or inexperienced riders who want maximum service with minimum care and attention.**

**Every mechanical detail necessary for a thoroughly serviceable motorcycle that will carry anyone anywhere with nothing to get out of order that the inexperienced rider cannot readily adjust on the road without the necessity of recourse to repair shops or more or less skilled, but always expensive, repairmen.**

**Note these details:**

- **Two-Stroke Motor with only Three Moving Parts**
- **Two-Speed Gear with Handle Bar Control**
- **Speed Entirely Controlled by Throttle Lever on Handle Bar**
- **Powerful Foot-Operated Brake on the Belt Rim**
- **Simple, Comfortable, Non-Breakable Spring Seat**
- **Wide, Non-Splash Fenders**
- **Steel Luggage Carrier and Metal Tool Box**
- **Folding Rubber-Covered Foot Rests**

## EXCELSIOR QUALITY THROUGHOUT

*Our new circular, L. W. I., fully describing this machine is now ready for distribution. Write for it today*

## Excelsior Motor Mfg. & Supply Company

**Office and Factory, 3703 Cortland Street, Chicago**

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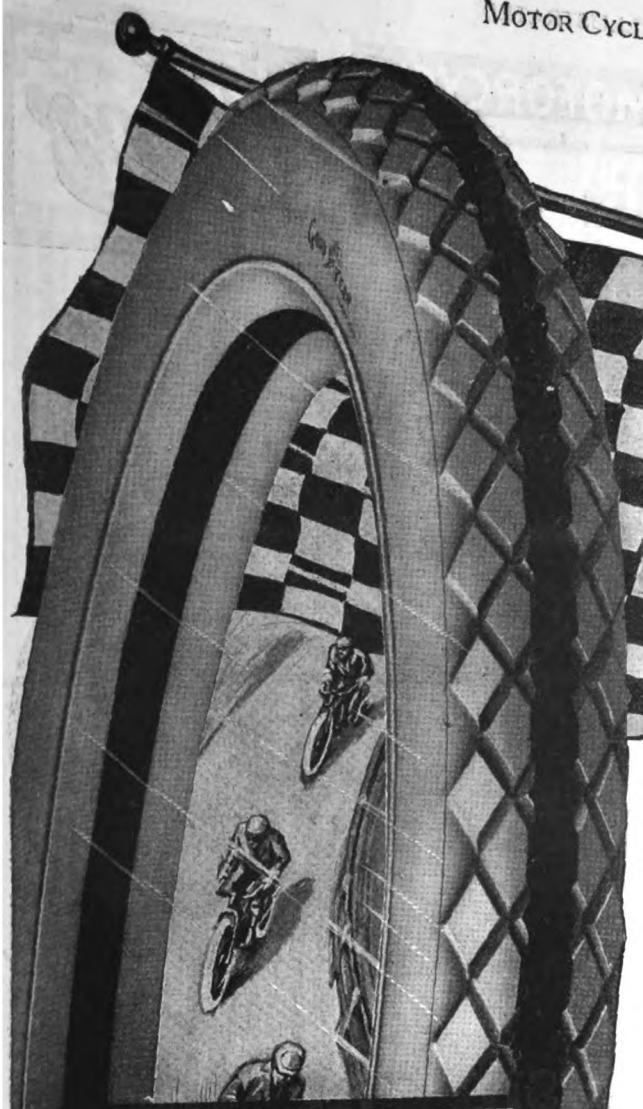

# *The* Winner!

## The Blue Streak Motorcycle Tire

### Now in the Lead With Riders and Dealers

This year again Goodyear Blue Streak Motorcycle Tires have swept the field in the world's great contests for speed and endurance. They've smashed all former records for one mile, 100, 200 and 300 miles.

These famous Goodyear Blue Streak racing tires are now made for road riding, too. They have introduced Beauty, Luxury and *Class* into motorcycling.

And we're advertising Blue Streaks to millions of readers all over America. So they are gaining hosts of riders every month. They're gaining *volume* and handsome profits, too, for good live dealers.

### Like An Automobile Tire

Blue Streak Motorcycle Tires are built with four plies of extra strong fabric, a breaker-strip and the famous All-Weather tread. This tread—like that on Goodyear Fortified Automobile Tires—is tough and extra thick. So it resists punctures and multiplies mileage. We build it extra wide, so it grips the road securely when turning sharp curves. The swagger blue circle 'round the middle gives this creamy-white tire a touch of inimitable beauty.

The Inner Tubes can't leak. They're made like Goodyear Laminated Inner Tubes for automobiles—many thin layers of faultless rubber, vulcanized into one. They're 30 per cent heavier this year than last.

In these and other ways we're spending $50,000 extra for betterments in Goodyear Motorcycle Tires this year.

### Service Station Offer to Dealers

Write today and learn how we make your place a Goodyear Service Station. Get the intimate facts about our plan that's helping thousands win more trade in every line they handle. A postal brings it. Send *now*—today—and ride to profits on the Blue Streak tide.

**THE GOODYEAR TIRE & RUBBER COMPANY**
Dept. 301 Akron, Ohio

Makers of Goodyear Fortified Automobile Tires and Goodyear-Akron Bicycle Tires

(2622)

### New Victories!

Memphis, Tenn.—200-Mile Endurance run, Memphis to Jackson, Miss., and return. Leon Taft won, W. F. Beck second. Both winners used Goodyear Tires. 90 per cent of entries equipped with Goodyears. None of these had any tire trouble whatever, despite deep mud and rain.

San Jose, Cal.—Goodyear Blue Streaks made a clean sweep of every event in a great card of races here. Every winner rode these tires. 2-Mile F. A. M. National Championship, Crevisston won; time, 1:30 4-5. 5-Mile Professional, Creviston won; time, 4:09. 5-Mile Amateur, Leggett won; time, 4:51 3-5. 5-Mile Amateur, Leggett won; time, 4:42 4-5. 10-Mile Professional, Johns won; time, 8:21. 5-Mile Novice, Zettle won; time, 5:03 2-5. 5-Mile Free-for-All, Johns won; time, 4:10 3-5.

Milwaukee.—State Fair races. 5-Mile non-port won by Verrill on Blue Streak Tires; time, 4:21 1-5. 10-Mile non-port won by Carroll on Blue Streak Tires; time, 8:44 3-5.

Akron, Ohio.—Races at Silver Lake Park. 5-Mile Open, Barclay won, Taylor second, Jones third; time, 6:07 2-5. 10-Mile Open, Jones won, Amos second; time, 12:27. 3-Mile Match, Taylor won, Pineau second; time, 3:44 2-5. 15-Mile Open, Jones won; time, 18:31. All above winners rode on Blue Streak Tires.

Toledo, Ohio, August 9.—5-Mile Open, Verrill won, Jones second, Pineau third; time, 5:33. 100-Mile relay, Jones and Pineau team won; time, 1:54:00—a new world's record. Goudy broke track record and set new world's record for half-mile; time, 31 4-5 seconds. All winners rode Goodyear Tires.

GOODYEAR
AKRON, OHIO
Blue Streak Motorcycle Tires



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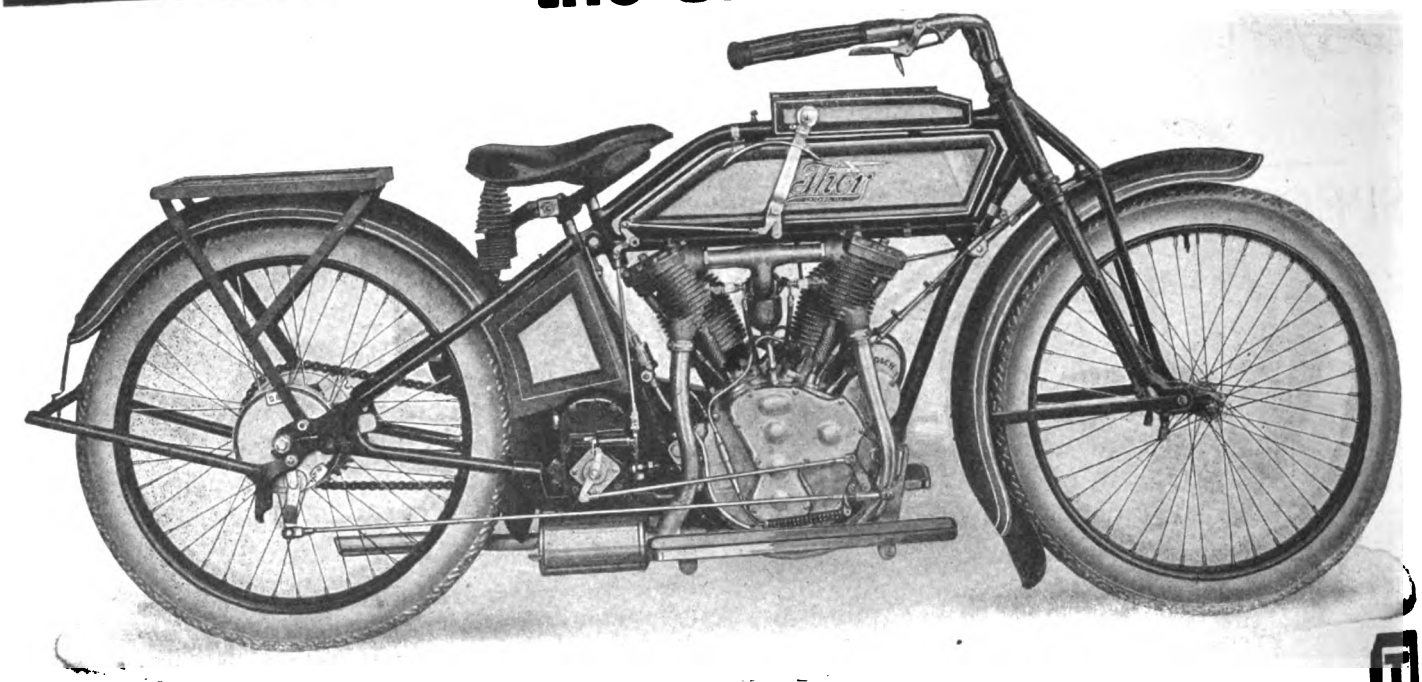
Thor

THE QUALITY MOTORCYCLE

# The Hit of the Show

Thor



Model U—12 H. P. Twin

RELIABILITY

CONSISTENCY

## Dealer Enthusiasm at the Show Was Strong for the New Thor Models and New Thor Prices

**They pronounced them the ideal pair—meeting all motorcycle demands**

### Model U—12 H. P. Twin—$265

A high-powered giant twin where big service is to be performed. Especially equipped for side car use and for long, hard tours.

### Model V—6 H. P. Twin—$225

Made for lighter work, yet retaining all the Thor qualities. An ideal solo machine that will cover rough country roads with ease and safety.

**You, dealers, who didn't do so at the Chicago Show, get in your applications for territory now, or see us at the New York Show, Space 40-41-42-43**

## Aurora Automatic Machinery Company

General Offices, Thor Bldg.
1307 Michigan Ave.
Chicago

Sales Offices and Works
361 W. Superior St.
Chicago

SPEED POWER

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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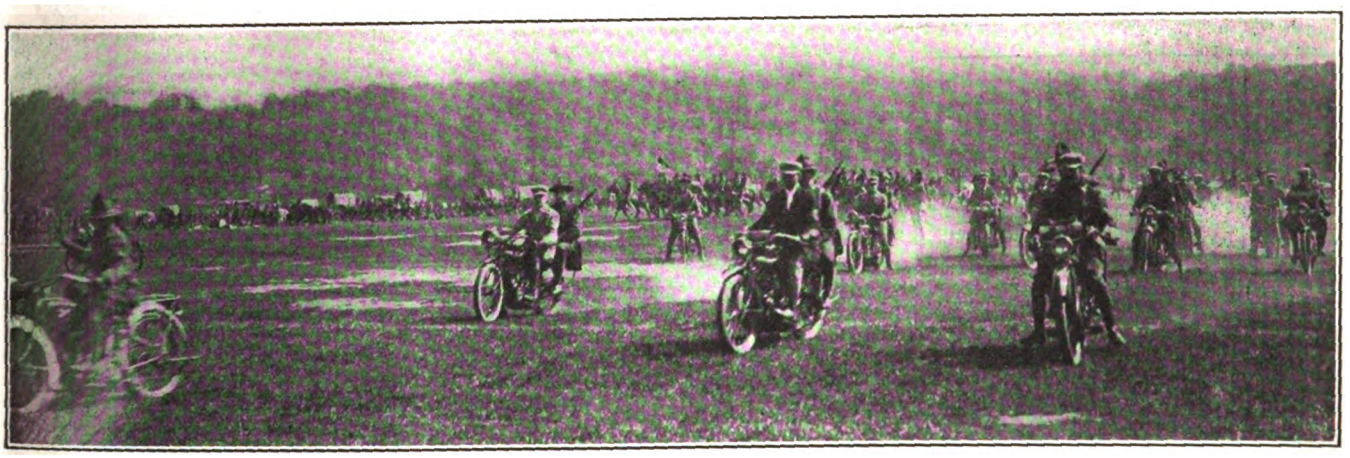
MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

# SPECTACULAR MANOEUVRES OF MOTORCYCLE VOLUNTEERS THRILL THOUSANDS

*State and Army Officials Are Surprised by Work of Power Two-Wheelers in National Guard Program at Van Cortlandt Park, New York; Governor Whitman Compliments Riders, More Than 100 of Whom Participate in Drills*



**Tandem Division Under Captain Lou Guterman Bring Up Supporting Troops During Sham Battle in Afternoon Manoeuvres**

MORE than one hundred motorcyclists took an active part in the manoeuvres of the New York National Guard at Van Cortlandt Park, on Saturday, September 25. As despatch-riders they transmitted messages from regimental to brigade and general headquarters, they carried supporting troops into the firing line on their tandem attachments, and as sidecarists they rushed reserves to reinforce the first and second lines when the defending troops suffered a temporary reverse in the mimic battle. On all sides the riders came in for praise and congratulations for their efficient service in the big military demonstration.

The manoeuvres, held under the direction of Major-General John F. O'Ryan, commanding the New York National Guard, were to demonstrate how a city like New York would be defended from an infantry and artillery attack coming from the direction of Yonkers. The area of Van Cortlandt Park necessitated the holding of important evolutions in a restricted space, but the operation of all arms of the service, accepted and projected, was amply demonstrated to the huge crowd of 125,000 spectators, who lined the edges of the plain and occupied the surrounding bluffs. Full use was made of motor vehicles in the various movements, and the two and three-wheelers played by no means an inconspicuous part throughout the day. In fact, from mid-morning until the close of the affair at 5 o'clock, riders and sidecar drivers were kept busy at their assigned duties.

**Sidecar and Forecar Company Advancing in Morning Demonstration**

The idea of employing motorcyclists was that of Captain Lorillard Spencer, of Governor Whitman's staff. Captain Spencer is a motor vehicle enthusiast in addition to being a close student of military affairs, and as soon as the requisite permission was obtained from General Headquarters, he started to organize a volunteer motorcycle battalion. The first assembly of the volunteers, all of whom were Greater New York riders, was held only

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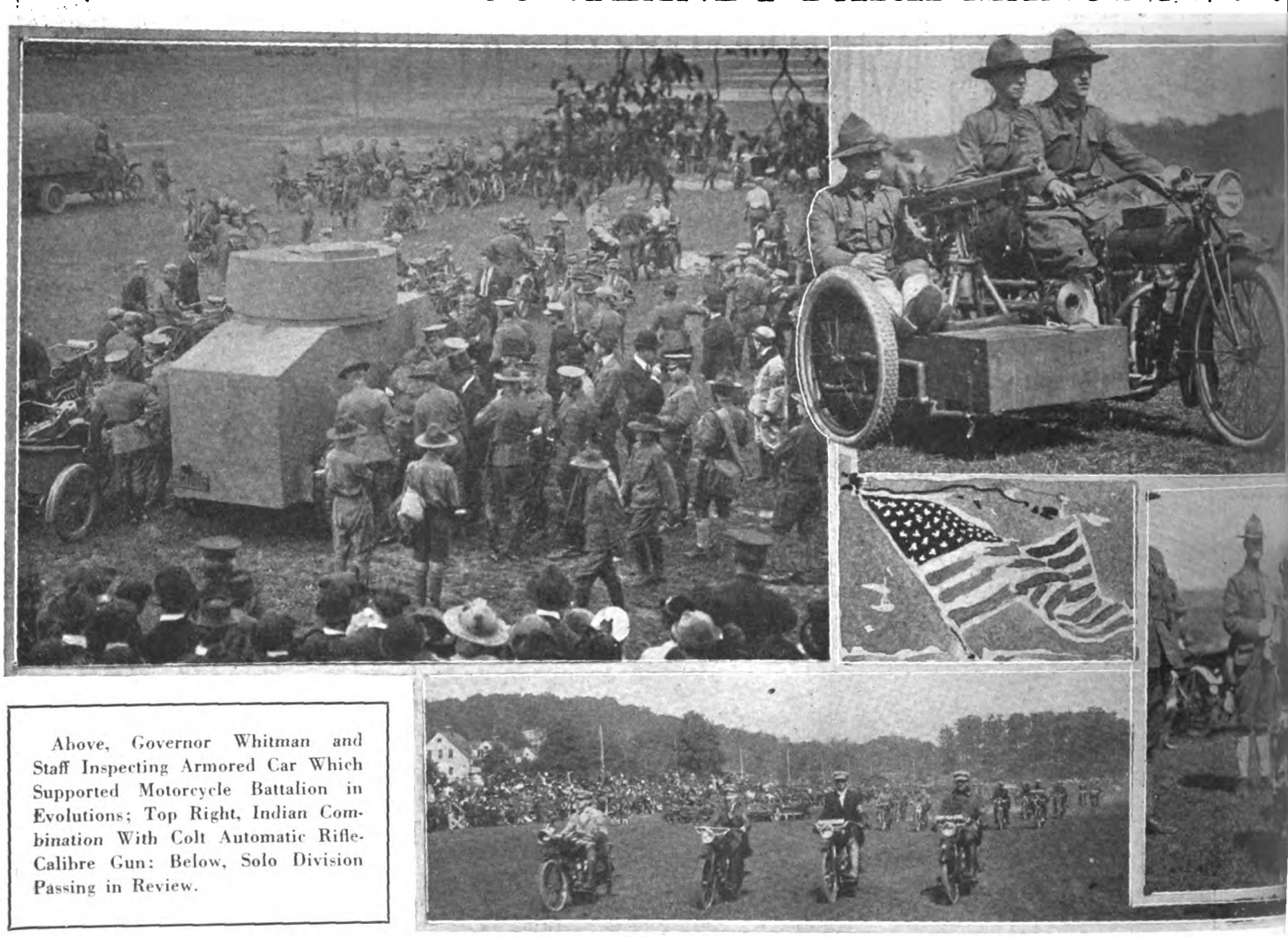
# SCENES AT VAN CORTLANDT PARK MANOEUVRES



Above, Governor Whitman and Staff Inspecting Armored Car Which Supported Motorcycle Battalion in Evolutions; Top Right, Indian Combination With Colt Automatic Rifle-Calibre Gun; Below, Solo Division Passing in Review.

two weeks before the field day, and only one drill, combining indoors and field manoeuvres, was held. In spite of this scant preparation, riders and sidecarists entered into the spirit of the affair, and all movements went off without a hitch. About the only theoretical training many of the volunteers had was obtained from a printed sheet of instructions issued by Captain Spencer.

Clear skies and the prospect of a fine day greeted the riders who assembled at the armory of the Eighth Artillery, N. G. S. N. Y. at 94th street and Park avenue, on the morning of the 25th. Final instructions being given, a detail of twenty-four riders was sent off to act as escort to Governor Whitman at the Hotel Astor. The remaining soloists, tandemites and sidecar drivers then rode off to the Park, all tandems and sidecars being occupied by members of the Eighth Regiment. The arrival at the field of action took place at 10 o'clock. Immediately the different companies parked their mounts and were assigned their duties pending the arrival of the Governor and the General Staff.

### Organization of Riders

The first company, that of solo riders, was commanded by P. F. Edgar, with the rank of captain. The second company, tandem machines carrying artillerymen acting as infantry, was in charge of Lou Guterman, with the rank of captain, while the third company, of sidecars, vans and forecars was under the command of Lieutenant H. H. Powell, Eighth N. Y., with Gus Rotholz as assistant. A considerable number of solo riders was immediately told off to carry despatches, four being assigned to each regimental headquarters, as many more to brigade headquarters and six to general headquarters. The second company were employed in riding to "warm up" and review the various simple evolutions while the Governor was coming northward with his motorcycle escort The sidecar company, which included a Colt rifle-calibre automatic gun on a special Indian chassis, stood fast in park.

### Too Much for Cavalry

The ride of the escort on their swift mounts, with Governor Whitman in his motor car, pumped the horses of a cavalry organization which has the traditional right to act as escort to the commander-in-chief of the New York Guard. The pace was too hot for the troopers and the Governor and his attending riders arrived on the field before the tired stallions of the cavalrymen could catch up. At the command of Captain Spencer, the escort rejoined the park of riders and thereafter took part in the manoeuvres.

Before the main part of the "battle" started, the motorcyclists were assembled before Governor Whitman and addressed by him. The Governor said: "I must congratulate you motorcyclists upon the showing you are making here today. You have given first-class proof of the value of the motorcycle for military service. The interest you take in this affair shows the high quality of your patriotism; you are not only lending your services but your personal property also, to the State of New York, in order that you may be qualified, to do your part in the defense of home and country, should the occasion arise." The Governor then went on to say that he was no judge of motorcycles, but that his interest in the latest addition to the arms of the National Guard was of the keenest. He thereupon extended his thanks to the assembled riders in the name of the State and of the Guard, and was greeted with cheers by the motorcycle contingent.

Governor Whitman, accompanied by the Governor of Massachusetts, his guest, General Leonard Wood, U. S. A., and the Governor's staff, then made an inspection of the park of motorcycles. A number of rounds was fired from the Colt gun on the Indian outfit, a demonstration was given of a Smith Motor Wheel fitted to a bicycle, and an examination was made of the Harley-Davidson military model. The officers and guests then passed on to inspect the armored motor car and other four-wheeled vehicles on the grounds. On their entrance into the reviewing stand the sham battle commenced.

Following the line of skirmishers came

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# WHERE MOTORCYCLES PROVED THEIR VALUE

Upper Left, Harley-Davidson Military Model Twin; Right, Captain Lorillard Spencer, Commanding Motorcyclists, Demonstrating Colt Gun—Major-General O'Ryan at Right of Governor; Below, the Governor Addressing the Riders.

an armored motor car, and with the supports rode the tandem motorcyclists, each with his infantryman behind. The latter were soon called into the firing line, and the riders wheeled to the rear and stood to machine until their passengers again mounted at command. The machine gun went into action with the supports, while the ambulance combination was utilized in transporting the pretended wounded and at least one really disabled private who had been overcome by the heat. Sidecars and forecars with their quota of infantry were held in reserve on a side road, and did not come into action, as the "enemy" was successfully beaten off by the forces in the Park itself.

### Effective as Police

When the battle was over and the troops withdrew to form columns for review, the crowd swarmed out on the parade, seeking the discharged cartridge cases and clips. Hundreds left the four rows of massed people for this purpose and it looked as if there would be a hitch in the proceedings. At a word from Captain Spencer, the motorcyclists mounted and swept over the field. The crowd melted away like snow in a torrid sun, amid the smiles of the spectators, and once more the square of onlookers was unbroken. In fact, but for this incident, no civilian was on the field during the whole battle and parade.

## GOVERNOR WHITMAN PAYS TRIBUTE TO THE MOTORCYCLISTS

IN a special address to the motorcycle volunteers, just before the sham battle, Governor Charles S. Whitman spoke as follows:

"I must congratulate you motorcyclists upon the showing you are making here today. You have given first class proof of the value of the motorcycle for military service. The interest you take in this affair shows the high quality of your patriotism; you are not only lending your services, but your personal property also, to the State of New York, in order that you may be qualified to do your part in the defense of home and country should the occasion arise. The part played by the motorcyclists in these manoeuvers has been a revelation to me, and I sincerely trust that Federal as well as State authorities will soon see fit to give the motorcycle the attention it so richly deserves in the general plans for national defense."

The review of the 9,000-odd Guardsmen took some two hours. Following each regimental commander came his four motorcycle despatch riders, and brigade headquarters itself had its quota of humming twins. The need of a two or three-speed mount was made evident in this work, as much riding during the day had to be done at low speeds owing to the nature of the ground. In fact, outside of the Park parade or plain, the high gear could rarely be used. On the reviewing stand being passed, the motorcyclists rode to the Eighth regiment armory and were dismissed.

### Supplies Were Furnished Free

Those who participated in the motorcycle battalion work were furnished with gasoline and oil, as well as tires at the charge of Captain Spencer. Light rations were provided during the noon hour, also. There was practically no mechanical trouble, although mounts of four and even five years' service were used in some cases. There were a few cases of tire trouble, however, but these did not interfere with the evolutions. The performance of the machines in general showed the adaptability of the motorcycle, whether solo, tandem or sidecar rigged, to military service. Prominent military authorities present commented most favorably on the skill of the riders and the excellence of their work, considering that only a few had one drill in company, while the majority had none at all prior to coming on the field. It is reported that the National Guard will purchase twelve solo machines outright in the near future.

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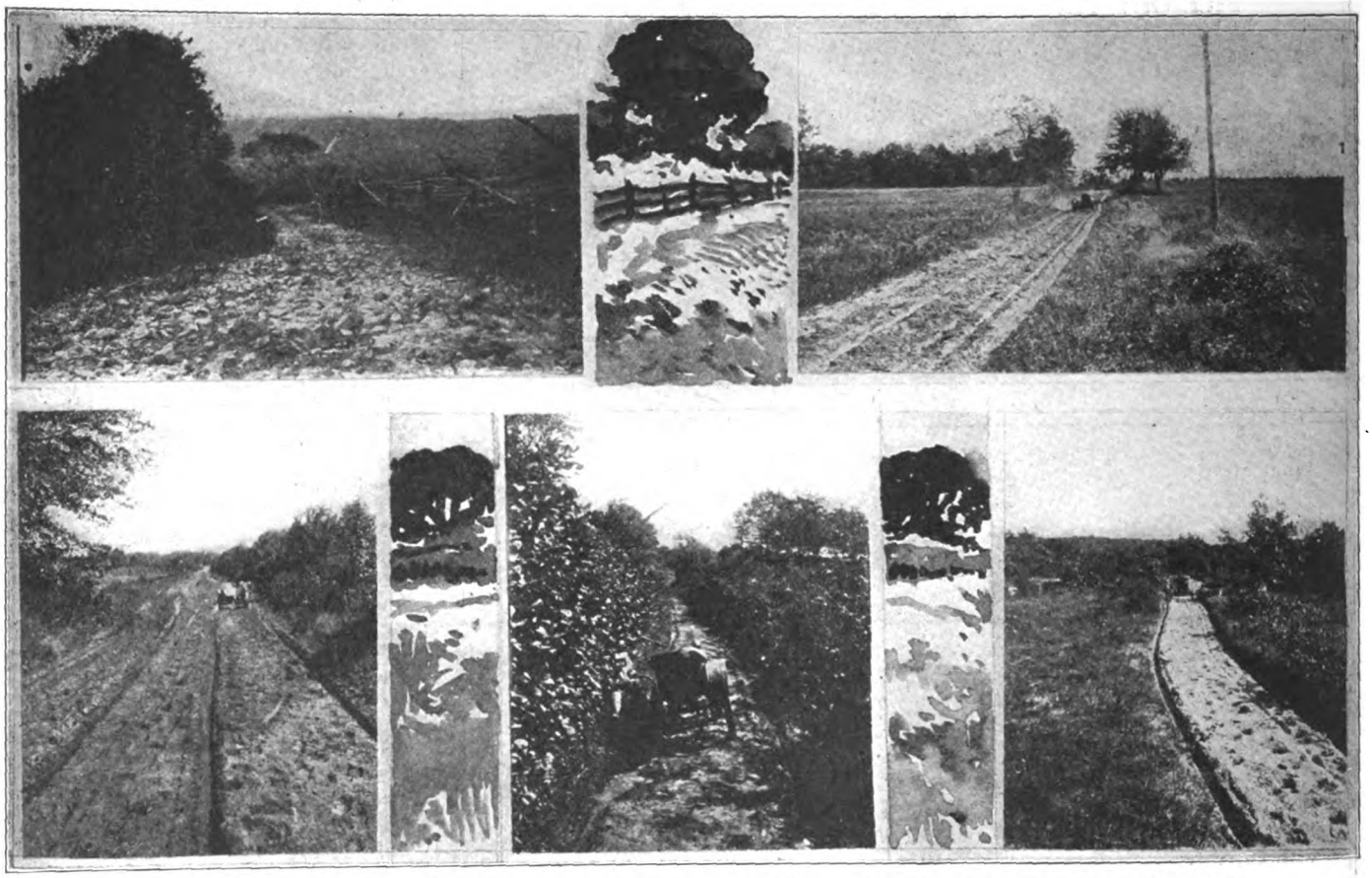
# DAYTON-NEW YORK RUN PLANS COMPLETED

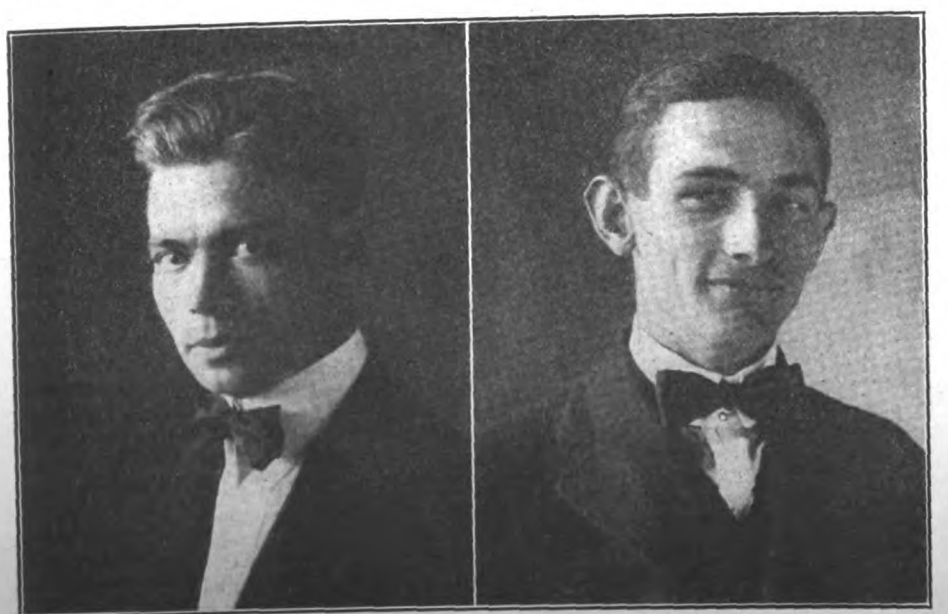


Some Roads to Be Traversed by Contestants in Riding from Dayton to the Madison Square Garden, New York.

INTEREST has grown steadily in plans for the Dayton-New York endurance run, which is to be staged by the Ohio and Pennsylvania F. A. M. organizations, October 9-12, and there are excellent reasons for believing that the event will bring out one of the largest fields ever seen in an American road contest. As the run will end in New York City during the week of the motorcycle, bicycle and accessory show in Madison Square Garden, those who participate will gain two objects: First-class competition on road and the opportunity to visit the show free at the F. A. M. finishing point.

John L. Donovan, Chairman of the National Competition Committee, is expected to be on hand at Dayton and along the course to take charge of sealing and checking in the position of official referee of the run.

Secret checking has been left to the discretion of the clubs and newspapers along the course. Instructions for control keepers, secret checkers and secret route checkers are now in the mail.



E. A. Robertson (left) and Iwin Jacobs, Who Are Fathering the Run

A list of over 200 newspapers along the course is in the hands of the publicity man. Pictures and copy will be supplied to them.

The route will be marked with 2,000 signs. These signs are in the shape of an arrow head, 8 inches long, and with a black border.

At Dayton the Dayton Motorcycle Club have arranged a novel entertainment at their clubrooms on the night before the run starts. Contestants will be assembled there at that time for their final instructions.

At Zanesville, the noon control on the first day, things will be in charge of the Zanesville Motorcycle Club.

At Wheeling, night control, first day, contestants will check at the Wheeling Examiner Building. The Wheeling Motorcycle Club, together with the *Examiner*, will have charge of checking and entertainment. Accommodations will be arranged for at the Hotel McClure.

Somerset, Pa., will be the noon control on the second day, riders checking at the Square. Chambersburg will be the night control.

At Reading, afternoon control on the third day, the Reading Motorcycle Club will be on the job as usual. Lunch will be served, and club members will do the checking and pilot the riders in and out of the city.

Philadelphia, third night control, will be entered through Stenton avenue and North Broad street, avoiding congested traffic. The checking arrangements will be made by Dave L. Marshall.

The New Jersey Motorcycle Club, of Newark, N. J., known the country over

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**FILL OUT THIS BLANK AND GET IN LINE WITH THE BOOSTERS**

Name .....

Street address..... City..... State.....

F. A. M. No..... Expires..... Mfgr. No. of Motorcycle.....

Number of cylinders..... Type of transmission.....

1, 2 or 3 speed transmission..... Make of tires.....

Size of tires..... Maker of magneto.....

What class are you riding in?.....

I hereby agree to conform to and comply with the rules governing this Run in connection with the competition rules of the Federation of American Motorcyclists, and I further agree to hold blameless the Federation of American Motorcyclists and the management for any loss or injury to myself or property and to assume responsibility for any loss or injury in which I may become involved by reason of participation in this endurance run.

.....

NOTE.—These rules are supplementary to the competition rules of the F. A. M. Fill out entry blank correctly and completely and mail it at once with entry fee to I. F. Jacobs, 208 North Main St., Dayton, Ohio.

as one of the livest clubs, has placed its clubrooms at the disposal of the contestants. It is the intention to have the riders clean up in Newark and enter New York in a body. The club has arranged with the local newspapers to do the checking. Club members will be along the course to guide the riders into Newark. On leaving the riders will go out in file and will be piloted by the official N. J. M. C. car to the New York Motorcycle Show, Madison Square Garden.

Co-operation of the M. M. A. is assured. The following letter has been received from Manager A. B. Coffman:

Toledo, Ohio, September 9, 1915.

E. A. Robertson,
Penna. State Commissioner.

Dear Robertson:

Your letter of the 5th with itinerary of proposed run to New York received. Will certainly furnish every individual finishing this run with a complimentary ticket good for the week at the Show, so go to it.

Yours truly,
(Signed) A. B. Coffman, Pres.

In view of a demand for a lightweight class, the promoters have arranged for this and a large number of entries are expected. The schedule is 15 miles per hour, and no consistent riding will be required of contestants in this class.

Among the riders who are preparing to participate are Erwin G. Baker, of transcontinental and Three-Flag fame; Elliot B. Holton, F. A. M. director, of Newark, N. J., who will probably have the longest journey to Dayton for the start; Ed Hawkins and his battle-scarred Thor, from Cleveland; Happy Scherer, Michigan State F. A. M. Commissioner, is expected to be on hand; Nels Hodgins, of Indianapolis, a member of the famous 1910 Hope Club.

Among the teams expected to enter are the Harley-Davidson, Excelsior, Henderson, Indian, Thor, Dayton and Merkel. Club teams are as follows: New Jersey Motorcycle Club, Reading Motorcycle Club, Keystone Motorcycle Club, Wheeling Motorcycle Club, Zanesville Motorcycle Club and the Dayton Motorcycle Club.

In the lightweight class entries are expected from the Davis Sewing Machine Co., Schickel Motor Co., Cleveland Motorcycle Co., Emblem Mfg. Co., Tiger lightweight, Miami Cycle and Mfg. Co., Excelsior lightweight, Westfield Mfg. Co., and Indian featherweight.

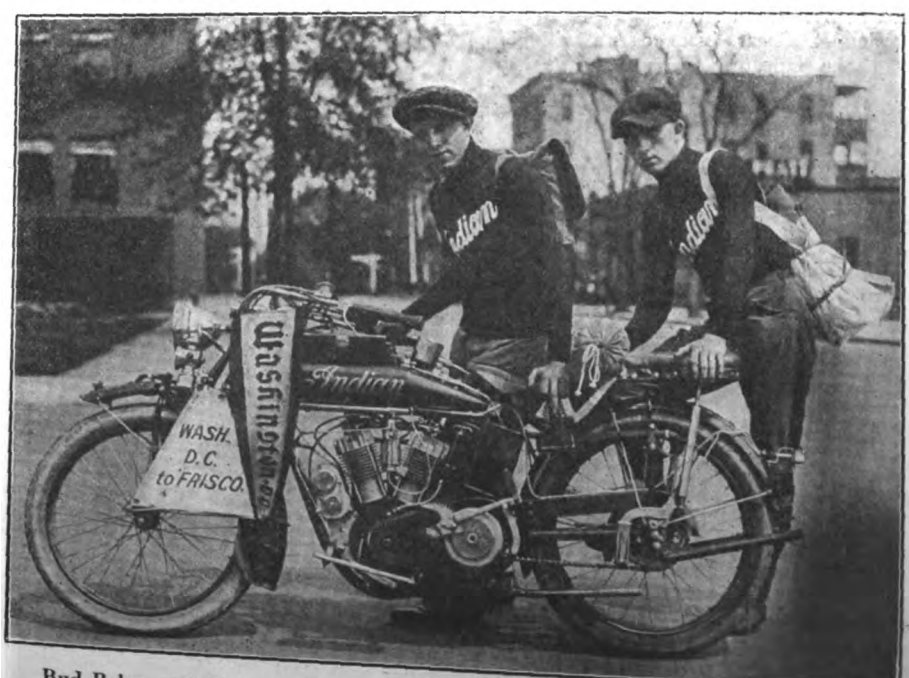
This lightweight classification has been especially arranged for, at the request of lightweight manufacturers to allow them to place their product in the limelight at the New York Show.

## BAKER AND O'BRIEN RETURN FROM PACIFIC COAST

Washington, D. C.—Bud Baker, of this city, who started across the continent on May 3 with Richard O'Brien on the tandem seat of his Indian twin, returned a few days ago. Over 10,000 miles of riding had been done by the pair, and they were both in fine condition. Nearly 400 miles of railroad tracks had to be ridden between this city and San Francisco, according to Baker.

Notwithstanding the popularity of motorcycling in the Pacific Coast sections, the pair stated that many more motorcycles were met with east of Ohio than on the West Coast. In one day, O'Brien counted 116 Indians, mostly sidecar combinations, between Albany and Buffalo. Their own Indian scaled 809 pounds with the riders up when ready for the cross-country journey.

Baker and O'Brien took in two big race meets, the F. A. M. national championships in Sacramento, and the 300-mile Chicago race on the way out. The Goodyear front tire on their machine lasted the whole trip, and had original air in the tube all the way to the Pacific Coast and as far back again as Fremont, O.




Bud Baker and Richard O'Brien with Their Fully-Equipped Mount at Washington

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## State Federation is Formed in New Jersey

NEWARK, N. J., September 27.—With representatives from five motorcycle clubs, totaling a membership of three hundred, a state federation of New Jersey motorcyclists was formed in the New Jersey Motorcycle Club's rooms on Saturday night, September 25.

Walter I. Kerr, of the N. J. M. C., was elected president; C. B. Hay, of Hackensack M. C., was chosen secretary, and J. B. Weiner, of the Passaic M. C., financial secretary.

The aim of the new association is identical with the F. A. M., but it will admit non-affiliated riders and clubs to membership. The next meeting of the federation will be held on October 30 in the New Jersey M. C. rooms. All clubs are invited to send representatives.

### LATE NEWARK NEWS

Newark, N. J., September 25.—"Hal" H. Noyes and E. A. Robertson, of the Hendee traveling force, are in town as guests of Walter Goerke. E. A. Robertson will make the final arrangements for the big four-day endurance run of the "Pa-O" F. A. M.

Walter Goerke has a '16 Indian machine that has been coveted by many riders. It is kept busy demonstrating.

J. M. Wilson, largely responsible for the Splitdorf Way generator, got the first delivery of a 1916 machine and immediately loaded up a side car and "beat it" for the Chicago show.

Since the death of Frank C. Cornish "Bert" Cornell, a veteran bicycle and motorcycle rider, has managed the Yale agency for Mrs. Cornish. Hugo Fuchs, who was outside man for many years passed away two weeks ago. Heart failure was the cause of his death.

Harry C. Schnell, who handles the Merkel motorcycle and Pierce bicycle will soon move into his new store and garage directly opposite his present location at 345 Broad street.

Wm. R. Spear, Thor agent, will close his Lake Hopatcong camp, where many riders have enjoyed a week-end, on October 1.

### MADDENS GIVE SUCCESSFUL PICNIC

South Manchester, Connecticut.—Madden Brothers, local Wigwam representatives, are receiving congratulations on the success of their recent picnic at Cedar Swamp, near Bolton, Conn. The affair was a general one, all riders in and around South Manchester being invited. Forty-six solo and tandem machines and 11 sidecars, carrying 73 persons in all were present, all leading makes of motorcycle being represented.

Cedar Swamp is some six miles from this city, and is a most picturesque spot. The dinner served to the Madden guests consisted of turtle soup, the "stock" being caught on the premises, chicken, corn and other good things. In spite of threatening weather in the early part of the morning, the picnic was a success, and later on the sun came out brightly. On the return home, a procession was formed, at the head of which was an Indian sidecar combination of 1916 model carrying Maurice Madden and John McDowell, of the Hendee travelling staff.

### 150-MILE RELAY FOR MADISON

Madison, Wis., September 27.—The Madison Motorcycle Racing Association will promote on Oct. 3, a one hundred and fifty mile relay on the local track. The event will be open to non-port stock machines. The first prize will be $125; second, $75; third, $35, and fourth, $15. Two riders and two machines will constitute a team. The price of admission will be twenty-five cents.

### SOUTHERN BRANCH HOLDS SHOW

Atlanta, Ga.—The local branch of the Harley-Davidson Motor Company, at 224 Peachtree street, is holding a motorcycle show, to which all dealers in the Southern territory have been invited. The show opened on September 27 and will close on October 3. Gus Castle, manager of the branch, is in charge, assisted by E. C. McDonald, Tex Richards, Guy Storey, J. Hayes, G. M. Hart and G. Peters.

### MARSHAL FALL STYLE PARADE

Altoona, Pa., September 27.—The Annual Fall Style parade held here this week, was marshalled by three local motorcyclists, Earl Fasick, "Dud" Rogers and "Augie" Butz. The parade which was about two miles long, traveled through the principal streets of the city, and the good work performed by the motorcyclists in keeping the parade on the move received much favorable comment in the local newspapers.

### RISDEN'S NEW MANAGER

Los Angeles, Cal., September 25.—Word has been received from C. Will Risden, the Southern California Indian distributor, that while at the Hendee factory in Springfield, Mass., he appointed Thomas C. Butler, Jr., connected with the Atlanta Indian branch, as business manager of the Risden tepee. Butler will start on his new duties about October 15.

Thomas C. Butler, Jr.

## N. Y. State Championship Races October 16th

YONKERS, N. Y., September 27.—According to State F. A. M. Commissioner George A. Ellis, it is probable that state championship races will be held on the Empire City Race Track, Yonkers, on October 16. Both amateur and professional races will be staged at distances between five and one hundred miles. Suitable medals will be awarded to the simon pures and the cash chasers will be given ample "bacon."

A state basket ball league is one of the latest plans which Commissioner Ellis is suggesting to the clubs affiliated with the F. A. M. He believes that club interest and spirit can be kept alive during the late fall and winter by inter-club basket ball contests.

Harry H. Williams, of Yonkers, has been appointed F. A. M. commissioner of Westchester county.

The first meeting of the fall was held by the Yonkers Motorcycle Touring Club last week with Commissioner Ellis in the chair. It was decided to form a basket ball team and to visit the New York show in a body.

### RACES FOR DANBURY FAIR

Danbury, Conn.—Motorcycle races are scheduled for the opening day of the annual Danbury fair in this city from October 4-9. The races will be in charge of Stanley Kellog, of Bridgeport, and will consist of six events, five being for professionals. The events are: Five-mile novice, amateur; five-mile, pro., 30½ cubic inches; five-mile open, pro., 61 cubic inches; ten-mile, pro., 30½ cubic inches; ten-mile, pro., 61 cubic inches; five-mile, pro., consolation. Substantial cash prizes are offered in each event. Blanks can be had by addressing G. M. Rundle, secretary of the Fair Committee, at Danbury.

### 16,800 MACHINES IN PENNSYLVANIA

Harrisburg, Pa., Sept. 27.—Motorcycle owners in Pennsylvania have paid the state treasury $50,000 since the first of the year. The number of such vehicles granted licenses by the state highway department is 16,800. Last year approximately 14,000 were granted state licenses. It is believed the number will be materially increased by the end of the year.

### DEALER AND WIFE ON LONG TRIP

Altoona, Pa., September 27.—Mr. Joseph Wolf, local agent for the Harley-Davidson, who is perhaps Altoona's most enthusiastic motorcyclist and sidecar booster, has just returned from his vacation, which he spent astride his three-speed Harley and sidecar outfit.

Joe's tour covered 1,000 miles through the States of Pennsylvania and New York, having visited Harrisburg, Reading, Lancaster and other points in Pennsylvania while en route to New York. Leaving Altoona with an empty sidecar, "Joe" experienced some difficulty in traveling and keeping the car on the ground, however, the difficulty was overcome on the homeward trip, "Joe" having met his wife in New York, who accompanied him back to Altoona.

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## Washington Will Welcome the Lightweights

WASHINGTON, D. C., September 27.—From present indications the new lightweight models promise to be very favorably received in this city. Men prominently connected with the local motorcycle trade have freely predicted a big sale for a machine that is something more than a bicycle and something less than a big motorcycle. The thousands of Government employes, according to the dealers, who daily ride on the street cars to and from their offices will welcome a light machine.

The manner in which the Miami motorbicycle and the Smith motor wheel have been received indicates the coming popularity of the lightweight models. A large number of the Miami machines have been sold, while so many of the Smith wheels are in use that they are no longer a novel sight.

Local motorcycle dealers do not believe that the lightweights will affect the sale of standard models. They argue that no rider intending to purchase a standard model will be satisfied with a lightweight, while many of the younger purchasers of the light models will graduate naturally into the heavier class.

It is believed by several Washington motorcyclists, who are not connected with the trade, but who are observant of conditions in trade circles, that when some enterprising dealer with a reliable and low-priced lightweight machine makes a thorough canvass of the Government departments, he will reap a reward in sales that will open the eyes of the old-fashioned dealers who can see no merit in "new-fangled ideas."

### BUENOS AIRES CLUB RACES

Buenos Aires, August 30.—Indian and Flying Merkel entrants carried off the honors in two out of three races held by the Moto Club Argentino over the 1,100 metre (.683 mile) course in this city yesterday. In the first event, Carlos Santiago, on a 30½ cubic inch Indian covered ten laps or 6.83 miles in 8:28, with J. Schmidt, Singer, second. In the second event, unlimited class, for the same distance Raoul Riganti, on a Flying Merkel 7 horsepower twin, won in 7:55, with A. Massey Crosse, Henderson, second, and A. Bernasconi, Flying Merkel, third.

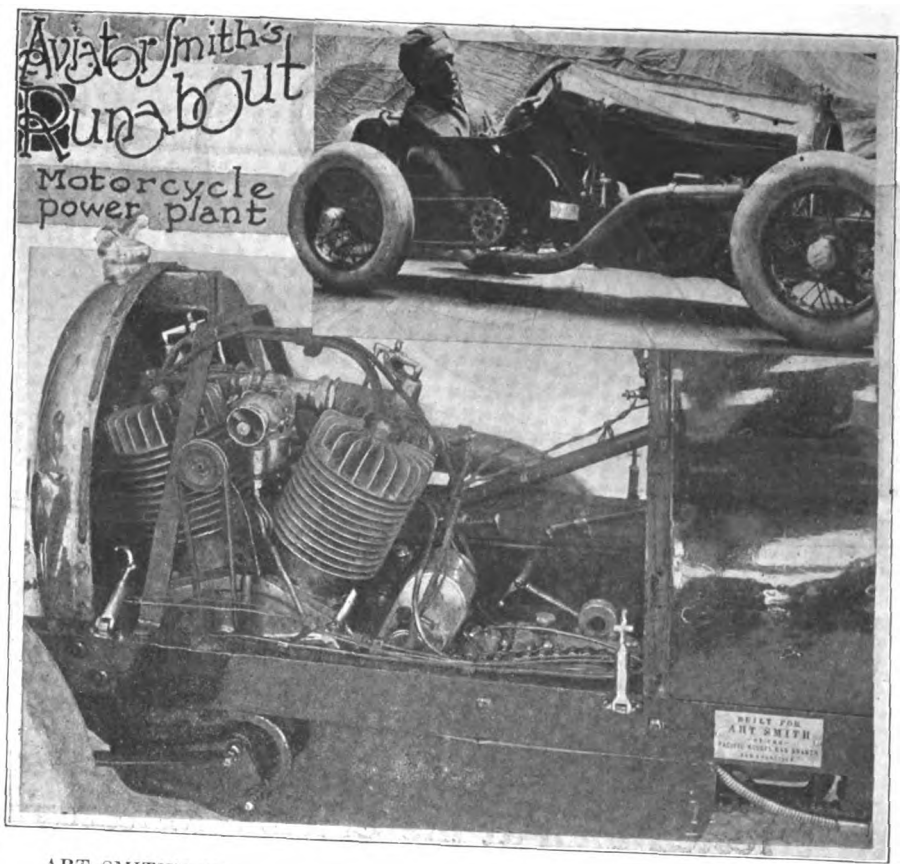
In the third event, also an unlimited class race, but for five laps (5,500 metres), V. Sobreville, Bat twin, was first in 4:55, with A. Dasso, Henderson, second and D. Campanella, Indian, third.

### GETTING BUSY FOR WINTER

Altoona, Pa., September 27.—The Blair County Motorcycle Club, of Altoona, is now renovating their clubhouse and making it cheerful for the coming cold weather. The club have planned many social events for this winter, and will hold euchres and dances at intervals.

### TO HOLD 100-MILE RACE

Peoria, Ill.—The National Implement Association has offered $300 in prizes for a one hundred mile race to be held during its show week in this city. The date set for the race is October 6.




### ART SMITH'S UNIQUE OUTFIT

San Francisco, September 21.—Next to floating around flirting with the clouds, Aviator Art Smith, who entertained thousands of exposition visitors with his sensational flying stunts during the past few months, likes nothing better than taking a spin in his baby automobile racer, which was constructed especially for him by the San Francisco Branch of the Kissel Kar Company.

The machine, which is illustrated herewith, is equipped with a Harley-Davidson special racing motor and transmission which develops 20 horsepower and is capable of making 70 miles an hour. The miniature car is fitted with Goodyear 20x4 aeroplane tires and special wheels, and resembles very much in its lines a Mercer racing car. The motor was furnished by Maggini & Perkins, local agents for the Harley-Davidson.

### ANTI-NOISE LAW PASSES

Danville, Ky., September 27.—The noisy, mufflerless motorcycle and automobile, which have been disturbing the peace and quietude of Danville, and about which a great many complaints have been raised, are now things of the past, the board of council having passed an ordinance prohibiting muffler cutouts.

### TO CONTRIBUTORS

**If our friends who favor us with contributions, either text or photographs, wish to have the material returned postage must be enclosed for that purpose. So many contributions are received weekly that we cannot guarantee their return unless the above rule is adhered to.**

**When photographs are to be returned a line to that effect and the full name and address of the sender should always be written on the back of the picture. If these rules are observed we shall strive earnestly to guard our contributors against disappointment.**

### RAIN STOPS ELWOOD RACES

Elwood, Ind., September 27.—Rain interfered with the racemeet which was staged by the Elwood Racing Association on the local track on Sunday, September 26, but two events were pulled off before the showers broke.

William Vors, of Logansport, mounted on an Excelsior, carried off the five-mile open, and was closely followed over the tape by Donald Marks, of Ohio, who rode a Thor, while third position went to Charles Sudduth, of Bluffton, also astride a Thor machine. The last event, a ten-mile open, was accounted for by Sudduth in 10:04, with Marks second, and Clup, Excelsior, third.

### NEW BUILDING FOR VACUUM OIL

Rochester, N. Y.—The Vacuum Oil Company, of this city will shortly add to its plant. The new structure will be a filter building and will cost $17,000. This will bring the company's expenditure for 1915 improvements up to $210,000.

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# WHERE THE INDIAN STOOD

**Indian leadership was never more solidly manifested than at the Chicago Motorcycle Show.**

**It was conceded that the new 1916 Powerplus Motor is one of the few genuine sensations of the season at hand.**

**Total show opinion gave to the new Indian Featherweight the honor of being far and away the most advanced and complete machine in the lightweight division.**

**These, together with the new line of Indian bicycles, were unanimously supported by the dealers who readily recognized Indian progressiveness in bringing out the strongest and most extensive group of machines that 1916 has to offer.**

**Hendee Manufacturing Company**
***(Largest Motorcycle Manufacturers in the World)***
**Springfield, Mass.**



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# 1916

# AT THE CHICAGO SHOW

During the show Indian received more newspaper publicity than all other makes put together *because what Indian does is news.*

Indian success at Chicago was but further demonstration as to why Indian was given the Grand Prize at the Panama-Pacific Exposition.

***What happened at Chicago will be repeated at the New York Show the week of October 11th. We want to see every Eastern dealer there. Adjustment of territories now going on—a number of big openings for men that are right.***

dian

**Hendee Manufacturing Company**
***(Largest Motorcycle Manufacturers in the World)***
**Springfield, Mass.**




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# SENTIMENT STRONG FOR LATER SHOW DATES

## Most Chicago Exhibitors Believe Winter Shows Would Give Greater Returns

THIS year's National Motorcycle and Bicycle Show at Chicago, produced, as in former years, a wide diversity of opinions among show exhibitors. It is safe to say, however, that among all but a comparatively few of those exhibiting, it was the belief that this show was held rather too early. To be more specific, an analysis of the views on this subject, as held by the different types of exhibitors, discloses the following:

The exhibitors of motorcycles, with very few exceptions, expressed themselves as well satisfied with the early show.

The exhibitors of parts and accessories, with a few exceptions, were of the opinion that mid-September was too early, and expressed their preference for a later date, anywhere from the middle of October to the middle of February.

The jobbers, practically all of them, are opposed to holding a show in September. Their sentiments were demonstrated in a practical way through the fact that the number of jobbers exhibiting was comparatively small.

Dealers, the attendance of whom was satisfactorily large, almost all seemed to feel that a later show would be better.

### Fine Show Throughout

As an exhibition, the show was easily the finest and most impressive ever conducted under the auspices of the Motorcycle Manufacturers' Association. No more appropriate place than the Coliseum could have been chosen, the immense size of the building affording Manager Coffman an opportunity to provide wide aisles and liberal exhibition spaces. In consequence, many who had visited previous crowded shows were of the opinion that the attendance this year was small when, as a matter of fact, it was the largest at any of the separate motorcycle shows. With the big floor space and wide aisles, a crowd of three or four thousand people seemed small in the Coliseum. On the other hand, these favorable conditions made it possible for the exhibitors to show and demonstrate their goods to the best advantage.

This year's show again demonstrated the necessity of separate cycle trades exhibitions annually and, although opinions were expressed to the effect that one show would be enough, the consensus of sentiment seems to be that the present arrangement, calling for one show each year at New York and Chicago respectively, should be continued. Of course, this sentiment will be affected one way or the other by the results of the forthcoming show in the East. But the fact remains that a lot of pressure will undoubtedly be brought to bear upon the motorcycle manufacturers next year, to hold both shows at a later date. This is certain in view of the fact that nearly all the parts and accessory manufacturers, and nine out of ten of the dealers and jobbers, strongly favor a later show.

### Arguments for a Later Date

For example, one well-known parts man called the writer's attention to the fact that the very best year in the motorcycle industry was 1913, the year in which the first separate motorcycle show was held in Chicago, on that occasion in February. This parts man claimed that if the shows are to be regarded as creators of enthusiasm over the new models, among dealers and riders, they should be held at a time just preceding the opening of the active riding season, so that the enthusiasm thus aroused can be converted into actual business. He held that with a long time intervening between the show dates and the opening of the season, a lot of enthusiasm produced by the shows cools off and has no practical results of value to the trade.

All of the above does not mean that the show held in Chicago last week was not a successful one. On the contrary, the Coliseum exhibition was one of the best attended as well as one of the largest business producers in the history of the trade. The motorcycle manufacturers, displaying the most varied and interesting lines a show has ever witnessed, without a single exception, expressed themselves as particularly well satisfied with the results. This applies also to the manufacturers of sidecars and tandem attachments. With reference to the makers of smaller accessories, while some of them broke all previous records, others did just fairly well; while very few indeed reported that the business they did was below their expectations.

# CYCLE JOBBERS PLAN TO BOOM MEMBERSHIP

A MEETING of the Directors of the Cycle Jobbers' Association of America, presided over by Keyser Fry, was held previous to the opening of the Chicago Show, at the Congress Hotel, Monday morning. In addition to Mr. Fry, there were present Secretary John W. Henry, J. W. Grady, Fred I. Willis and Fred Grubb.

Several applications for membership were received. These will be reported on at the next meeting, which will be held at New York during the Automobile Show, in January.

A uniform credit blank was adopted, and a quantity of these are being mailed to every member of the Association.

In the near future, it was announced, a special campaign will be launched for securing new members. The annual dues are only ten dollars, with no initiation fee charged.

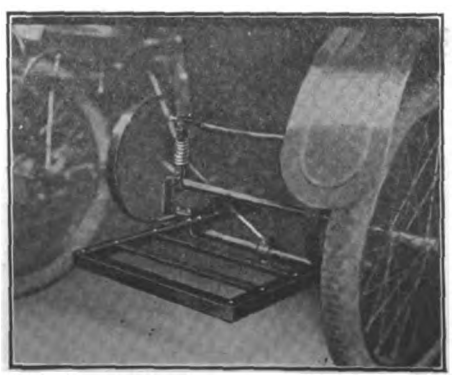
It was the consensus of opinion that an effort should be made by the Association to further co-operate with the cycle dealers, to the end of perfecting, in the latter, a still higher quality of sales efficiency. The plan of campaign, in all likelihood, will be decided upon at the New York meeting.

### B. R. T. LUGGAGE CARRIER

At the booth of the Motor Car Supply Co., of Chicago, was shown a new sidecar luggage carrier, manufactured by Stevens & Co., of 275 Broadway, New York. This carrier, which has a capacity of 150 pounds, and which is illustrated herewith, is called the "B. R. T." According to Mr. McGuckin, of Stevens & Co., this name was selected because, according to the users of the B. R. T., or the Brooklyn Rapid Transit, that company's motto is "Always room for one more."

The B. R. T. Luggage Carrier is made throughout from angular steel, fastened to the sidecar frame by means of four strong spring clips. The carrier is mounted so that the additional weight counterbalances the weight of the car itself and no additional strain is thrown on the frame of the sidecar or the motorcycle. It is finished in black japan, and made up in three sizes, for the Indian, Harley-Davidson and Rogers sidecars.

Stevens safety shock absorbers were shown fitted to numerous sidecars.



B. R. T. Luggage Carrier

### R-S TWIN MAKES BIG HIT

Favorable comment was heard on all sides on the new R-S twin, the handsome lines and other characteristics of which made a big hit with all who viewed the new model. This applied equally well to the R-S delivery van which, though staunchly built on automobile lines, retails at a price thought simply impossible of attainment but a few months ago.

In mentioning the R-S line, one must not overlook the fact that the position occupied by the Reading-Standard Company today is largely due to the ability of Assistant Treasurer and Manager E. W. Theurer, whose thorough-going methods and indomitable energy have contributed so much toward bringing the Reading-Standard product to the fore during the past year or so. Confronted by conditions which would have overwhelmed an ordinary man, Mr. Theurer has entirely reorganized the company's facilities, with the result that an excellent product, prompt deliveries, and the right kind of service at all times are now assured to R-S dealers.

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# WHAT THE MANUFACTURERS THOUGHT OF THE CHICAGO SHOW

CHICAGO, Ill., September 25.—The comments made by the various exhibitors at the Chicago show indicated, in the main, that the concerns displaying their wares were well pleased with the impressive appearance of the trade classic and with the amount of business netted as a result of the show.

"The show has given us very good results," said President Walter Davidson, of the Harley-Davidson Motor Company, "and I noted with great satisfaction the enthusiasm which the dealers evidenced. My personal opinion is that this is the proper time of the year in which to hold a show. The policy of my company will be to make prompt deliveries and thus help the dealers to get all the business possible."

Mr. I. Schwinn, of the Excelsior Motor Manufacturing & Supply, expressed himself as not being at all in favor of holding a show so early. "It calls in the salesmen," he said, "at a time of the year when they ought to be out on the road, and the dealers also are busy exhibiting at the country fairs. During the winter months they have more time and can come to a show without being inconvenienced."

Speaking of the lightweight, Mr. J. W. Ash, of the Miami Cycle and Manufacturing Company, said that it would be a "sure comer" and that his company had closed contracts with dealers representing all sections of the United States and Canada.

A. B. Coffman, manager of the M. M. A. and president of the F. A. M., was of the opinion that the jobbers bought more freely at this Chicago show than at any previous exhibition. "The show," he said, "attracted many jobbers and gave them an opportunity to select their 1916 wares early. It was essentially a manufacturers' proposition and as such made good. Manufacturers will now be given a chance to make early deliveries and add at least two months more to the selling season. There was a larger attendance of jobbers and as many dealers as last year."

Al Bartsch, of the Bosch Magneto Company, was enthusiastic over the manner in which the dealers received the new combination ignition-lighting system. The manufacturers' demand, Mr. Bartsch said, would first have to be supplied and then the general trade would be taken care of.

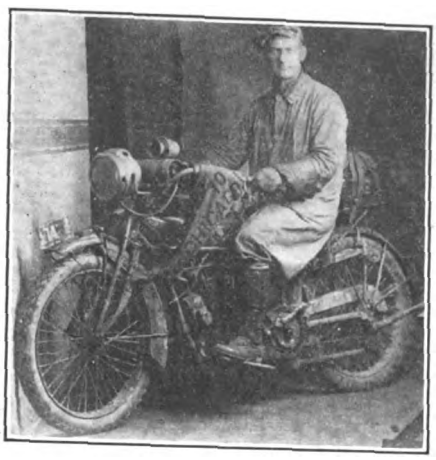
"One million new bicycles for 1916 will be our slogan," exclaimed M. J. Horton, of the New Departure Company. "We will continue our policy of helping the dealer by distributing booklets, moving picture slides, price tags, war bulletins, etc. These have been of great assistance to over ten thousand dealers during the past season. Our line of coaster brakes, bells and other accessories is complete and we are looking forward to a banner year."

"Though we are satisfied with the results of this show," commented Mr. Starr, of the Westfield Manufacturing Company, "I am of the opinion that we could have reached more of our dealers in this territory had the show been held in January or December. We had an exceptionally good business in our bicycle lines."

Mr. Horace M. Hoffman, of the Davis Sewing Machine Company, thought that the show was one of the best in which he had ever participated. The Dayton bicycles and motorcycles aroused much interest, he averred, and the new front drive lightweight model came in for a lot of attention at the hands of the visitors.

The sales manager of the Aurora Automatic Machinery Company, Mr. H. N. Kirk, smiled happily when asked what he thought of the show's business value. He started to spin off rapidly a long list of new dealers who had been signed up.

## FROM NEW ORLEANS TO SHOW



T. Beckett, Who Rode His Indian from Louisiana Metropolis to Coliseum

## EMBLEM LIGHT TWIN WAS BIGGEST SHOW SURPRISE

Undoubtedly the biggest surprise of the show was the $150 seven h. p. lightweight twin exhibited by the Emblem Mfg. Co., of Angola, N. Y., and described elsewhere in this issue. As we stated in a previous issue of **Motor Cycle Illustrated,** Mr. Schack, of the Emblem company, is generally regarded as one of the most conservative men in the trade, and his bringing out of the first twin at that price—and a dandy machine at that—created nothing short of a sensation, both in and out of the trade. We venture to predict that Mr. Schack will dispose of as many machines of this type as he can manufacture.

Mr. Schack is among those who believe that September is too early for the show. He stated he would prefer February. He always has been opposed to extremely early shows, and believes that other manufacturers who have thought differently are now prepared to take his view of the matter.

## CLEVELAND CONTINGENT DECIDEDLY ENTHUSIASTIC

We doubt whether the Show could boast of a more enthusiastic lot of demonstrators than those who made their headquarters at the booth of the Cleveland Motorcycle Manufacturing Company, manufacturers of the Cleveland light-weight. Treasurer H. G. Alexander, Secretary W. S. Quinlan, Eugene Neracher, George J. Squier and Eastern Distributor Herbert F. L. Funke, constituted a combination which had no superior in the Coliseum. With a powerful organization back of it, with excellent facilities and skillful management, the Cleveland concern has quickly made a good place for itself in the industry. It's product is in every way an admirable one and it is safe to predict that the Cleveland will make good in every sense of the word.

## DAYTON MOTOR BICYCLE DRAWS HUGE CROWDS

Surprising even to the manufacturers themselves was the interest displayed in, and the number of orders placed for, the light-weight front-drive $95 Dayton model, manufactured by the Davis Sewing Machine Company, of Dayton, Ohio. Sometimes curiosity is mistaken for interest, but that condition certainly did not apply to the crowds which were constantly to be found surrounding the new Dayton light-weight. A quartet of hustlers, comprising Cycle Department Manager Horace M. Huffman, Assistant Manager W. H. Webb, Advertising Manager S. Ankeney and C. W. Waughop, were almost carried off their feet by the enthusiasm created by their new model.

## PRESIDENT HENDEE WAS PLEASED

President George M. Hendee, of the Hendee Mfg. Company, who reached Chicago on Thursday, was particularly pleased with the reception given to the Indian Featherweight and the Indian bicycle line. Dealers felt that these two lines would very nicely and profitably supplement sales of the regular Indian models.

Mr. Hendee, as well as other manufacturers, took very kindly to the show arrangements for private offices, where a manufacturer could consult with his dealers and others without being constantly interrupted. Mr. Hendee called attention to the fact that the private office plan had been in use in connection with the Olympia shows in London for several years, and that these separate offices are considered indispensable on the other side.

## STOLL TANDEM IMPROVEMENTS

Announcement was made at the Show by the Stoll Manufacturing Company, of Denver, Colo., that the new price on the Stoll Dream tandem No. 1, complete and ready to attach, was now $20. Incidentally several important improvements have been made in the combination tandem No. 2, which retails at $10. For those desiring to carry a heavy passenger the springs may now be adjusted to the weight, by means of a new device built into all the 1916 models of this style. The adjusting requires only a moment's work. Also, a locking device has been added, by means of which the springing system can be locked when the tandem is being used without a passenger. The spring lock fits in the plunger rod, holding it rigid. This arrangement does away with rattle and unnecessary wear.

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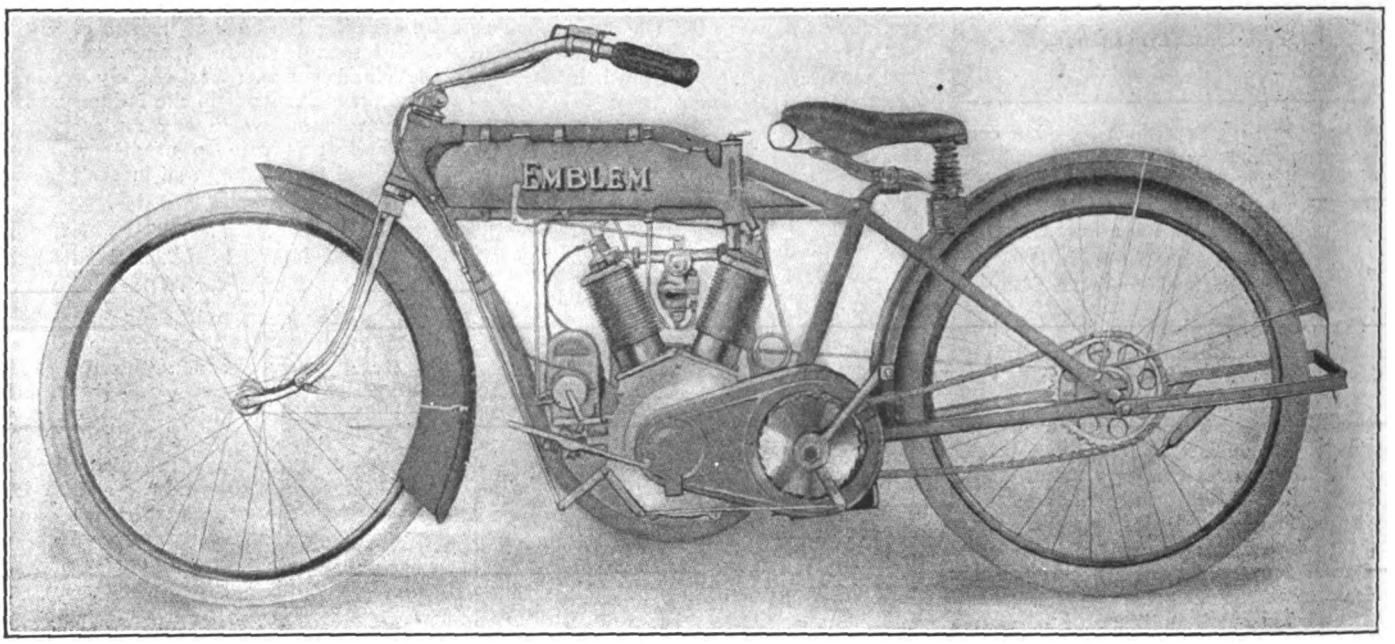
# EMBLEM PRESENTS NEW LIGHT TWIN

## Novel Leaf Spring Fork and Footrests Are Fitted




**Transmission Side of Light Twin Showing Clean Lines, Efficient Mudguarding, Kick Starter and Footboards—Note Low Saddle Position**

FROM the Emblem factory at Angola, N. Y., has been introduced to the Show-going and motorcycling public a light twin bearing the Emblem brand and incorporating a number of novel features. The first of these is a double leaf-spring fork of novel design. A second is a twin motor of 2⅝ inch bore and 3-inch stroke, giving a displacement of 32½ cubic inches. The motor is rated at 7 horsepower.

The Emblem twin, known as Model 106, weighs 150 pounds, being therefore in the light class. It sells for $150, single-geared, or for $175 fitted with an Eclipse two-speed hub. It embodies the regular Emblem features of inlet over exhaust valves, unit cam construction, double chain transmission with Eclipse countershaft clutch and grip control, Emblem kick starter, and folding footboards.

Lubrication on the light Emblem twin is by hand pump, located near the rear of the oil compartment of the combined gasoline and oil tank. Splash oiling takes care of the moving parts within the motor. Ignition is by high-tension Berling magneto, with the sparking point controlled by a small lever at the left of the tank. The clutch is controlled by the left grip and the throttle by the right grip. The carbureter is a Breeze of special design.

The front fork has the sides made up of flat springs, the longer members reaching to the axle and carrying it in a substantial pair of ends. The members are curved to have the fork act as its own spring. The design is very simple and eliminates any side-play.

The frame is of the loop type, of 1⅛ inch 14 gauge tubing. There are ample reinforcements at the points most needed. The tank is seamless, with the oil compartment at the rear. The top tube is dropped toward the rear to give a low saddle position. Deep and wide mudguards are fitted, the front guard having side-wings. The gearing is 5½:1. Wheelbase is 52 inches. The price is $150.

# BREEZY BITS OF TRADE NEWS PICKED UP AT THE SHOW

F. J. Barr, who handles the Harley-Davidson in Davenport, Rock Island and Moline, renewed his contract for 1916 while at the show. He has increased his floor space to 4,800 square feet, and will have the exclusive sale for those cities of the Miami, and Pierce bicycles, next year.

Johnnie Hurck, the Indian dealer of St. Louis, reported a good season's business during 1915, with an excellent outlook for next year. Commercial sales during 1915 were exceptionally good. Johnnie will have an exhibit of motorcycles at the St. Louis fair races to be held shortly.

Charles Weatherhead, Harley-Davidson dealer of Elkhart, Ind., while at the show, reported numerous sales to R. F. D. carriers in his territory. The new ruling regarding the use of motorcycles in the Government's R. F. D. service will mean the sale of many sidecars during the coming season.

The Drouhard Motor Company, Danville, Kan., during the show, took on the agency for six counties for the Harley-Davidson. Within the last year the company sold 194 of the big gray machines and 25 of that number were to mail carriers. The concern has adopted a system of "rider boosters" for keeping in touch with the riders in each county for which they have the agency.

C. H. Lang, the popular Chicago agent of the Harley-Davidson, reported the sale of 25 machines to the local gas company, 16 to the electric light service, and 15 to the public service company.

Herb Kipp, of Toronto, Canada, while at the show, reported that 40 of his customers have been called to war, and as the Canadian Government supplied all of its riders with machines, Herb volunteered to dispose of all the machines which were left behind by the riders. The 40 were sold without difficulty, as conditions around Toronto are greatly improved and money is becoming as free as ever. Herb believes that the new American lightweights are superior to the English machines. American bicycles, he says, are numerous in Canada. In selling American-made cycles in his town it is advisable to have them shipped to the Dominion as parts and then assembled, as in this way a big duty is avoided. Thirty-five per cent. of all motorcycles used in the Dominion are equipped with sidecars.

George J. Wagner, of the Wagner-Dolph Company, Rochester, N. Y., is a stickler for commercial business and has made good during the last year in that trade with both motorcycles and bicycles. The reduced prices of nearly all models, he says, will help immensely in his territory. Mr. Wagner has added the following new agents: May & Verdow, Williamson, N. Y.; J. W. Hill, Hemlock, N. Y. His party to the Chicago show included W. L. Dolph, J. J. Scharar and E. H. Clague. They stopped off at Detroit to see the races.

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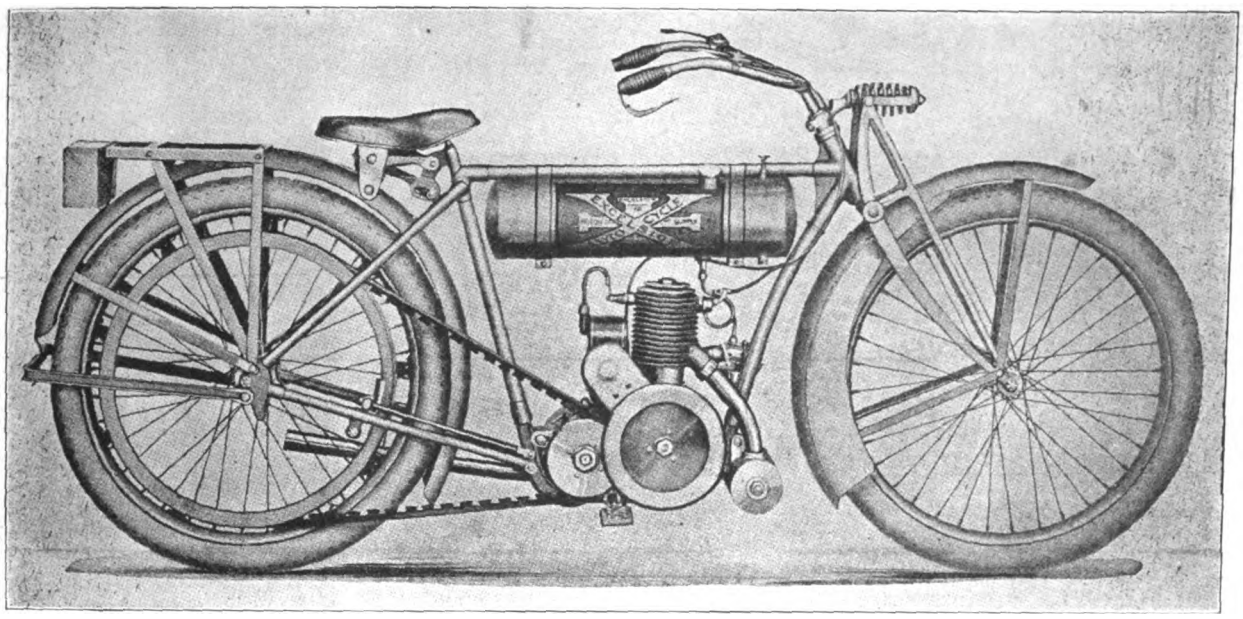
# NOVEL LINES ON EXCELSIOR LIGHTWEIGHT

## Modified Loop Frame and Two-Stroke Motor Features of New Product



**Flywheel Side of Lightweight, Showing Novel Spring Fork, Handlebar Controls, V-Belt Final Drive and Shoe Brake**

WITH a two-stroke motor of the three-port type, combination drive, outside flywheel and rocking cantilever spring fork as a few of its novel features, the Excelsior Lightweight made its debut at the Coliseum in Chicago on September 20. It is distinctly foreign in appearance, but thoroughly Americanized as regards standardization and interchangeability of parts. It weighs about 112 pounds ready for the road. It is priced at $135.

The frame of the machine is of the modified loop type, carrying both the motor and the two-speed gearset in the lower member. The front fork is pivoted at the crown, with nickel steel drop-forged members of cantilever type. The front axle is carried at the union of the straight and curved members, while at the top a U-piece attaches to the end of a coil spring. The latter is fitted to a stout piece projecting from the steering head.

### Three-Port, Two-Stroke Motor

The motor is of the three-port type of two-stroke, with one-piece cylinder. The transfer passage is cast integral with the cylinder, as is also a by-pass from the compression release valve to the muffler connection. The crankcase is in vertical halves. The crankshaft carries the flywheel on the extension outside of the crankcase. The inlet port is at the left of the front and the exhaust port at the right of the front of the cylinder. The transfer passage is at the rear.

The carbureter is a special Schebler, controlled by wire mechanism from a hand lever on the right grip. Ignition is by high tension magneto. Lubrication is by injection, the oil being sent into the crankcase in connection with the gasoline through the carbureter. The compression is relieved by the movement of a poppet valve in the front upper portion of the cylinder casting, this valve being controlled by a wire mechanism to a hand lever on the end of the right grip. The gases passing through the compression release chamber make their way through the integral by-pass, mentioned above, to the muffler connection, and pass out through the muffler with the exhaust.

Motor bearings are of the ball type on the left side and bronze on the flywheel side. Both main shaft bearings are packed to prevent leakage of gas compressed in the crankcase. The packing used is a special compound which will eliminate friction between the bearings and their shafts. The crankshaft is a one-piece drop forging. It carries the counterweights. A marine type of connecting rod is used, Non-Gran bushings being fitted to it.

### Sliding Type Gearset

The two-speed gearset, driven by chain from the motor, is of the conventional sliding type. The main shaft runs on large annular ball bearings and the lay shaft on a steel pin with Non-Gran bushings. The gearset is very compact, but the parts are designed to have ample strength for any emergency. Gears are all of nickel steel drop forgings, accurately cut and oil tempered. Cross-drive is used, the pulley for the V-belt being on the right side, while the primary sprocket is on the left side. This is the same arrangement as in the larger Excelsior models.

### Rear Wheel Details

The belt rim on the rear wheel is of rolled steel in one piece. It is fastened by lugs integral with it to the wheel rim. The shoe brake operates on the inner side of the rim. The rear hub is simply a cylindrical ball-bearing fitted shell minus sprockets or other attachments. The fuel tank is cylindrical in form, being suspended from the top tube of the frame by strong steel bands. It has two compartments for fuel and oil, respectively. The oil compartment is provided with a draw-off cock and measure, the latter being used to get the correct quantity of oil for mixing with the gasoline.

The saddle is a combination of saddle and spring seat designed to be light, strong and comfortable. The machine is fitted with footrests, no pedals being supplied or needed. Starting is by pushing off, either from the saddle or by walking alongside. The finish is Excelsior gray with red trimmings and the characteristic Excelsior trademark. The weight is about 112 pounds, and the price $135.

## NEW LIGHTING SYSTEM

One of the newest accessories shown at Chicago, was the lighting and ignition system fitted to the electrically equipped Excelsior, manufactured by the Motor Ignition and Devices Company, of Detroit. This concern was represented by Dr. Lawton and designer Milton. A complete description of this system will be published in the next issue of Motorcycle Illustrated.

## CARLOAD ORDER OF SIDECARS

R. F. Rogers, manufacturer of the Rogers' sidecar, is the first, to the best of our knowledge, to have received an order, in fact two of them, for the shipment of a carload of sidecars. For a number of years, motorcycles have been shipped in carload lots many times by all of the leading manufacturers, but the orders secured by Mr. Rogers are the very first, we believe, of such a shipment of the third wheel attachment. Mr. Rogers stated that his business during the past year in the East far exceeded deliveries in other sections of the country. This is no doubt due to the fact of the East offering better roads, a condition which has contributed vastly to increasing the popularity of sidecars in the New England and Atlantic States.

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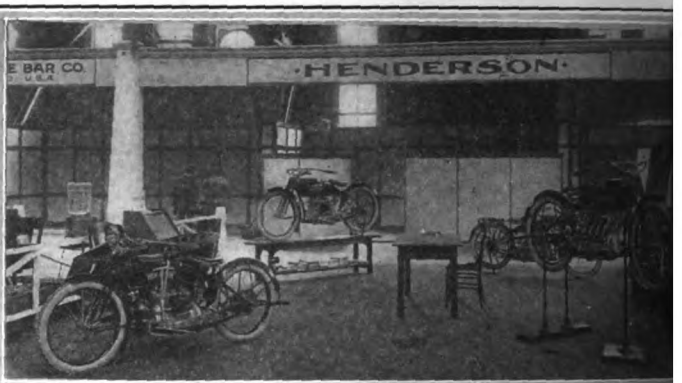
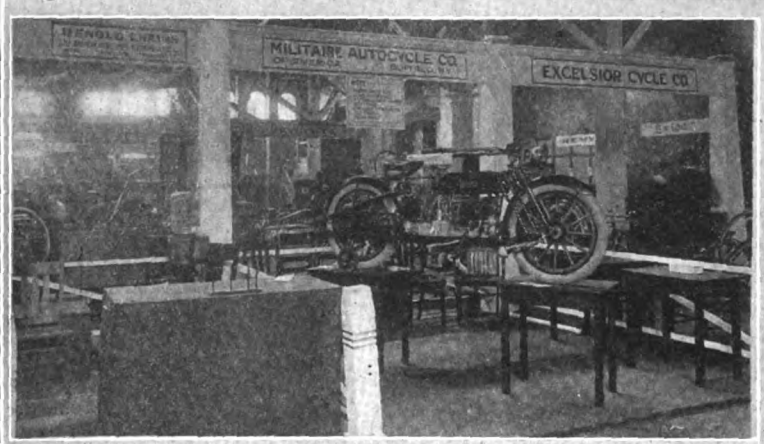
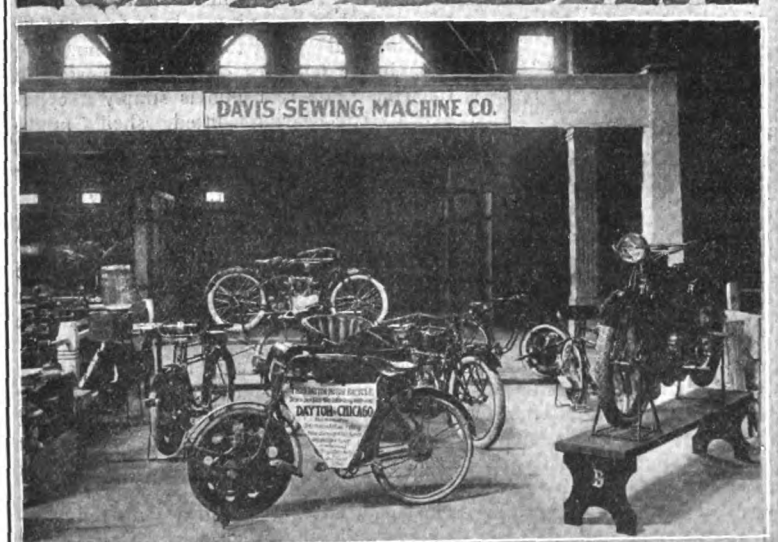
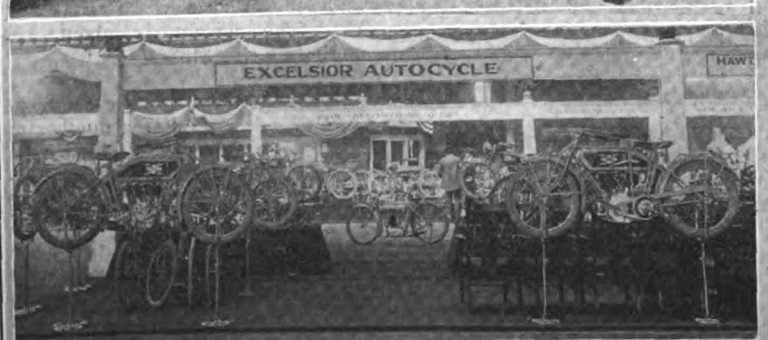
# THE CHICAGO SHOW







Motorcycle Manufacturers, Left Row, Beginning at Top, Harley-Davidson Motor Co., Militaire Autocycle Co., Davis Sewing Machine Co., E
Motor Mfg. & Supply Co.; Right Row, Henderson Motorcycle Co., Autobike Co., Rogers Mfg. Co. (Sidecars), Reading Standard Co.

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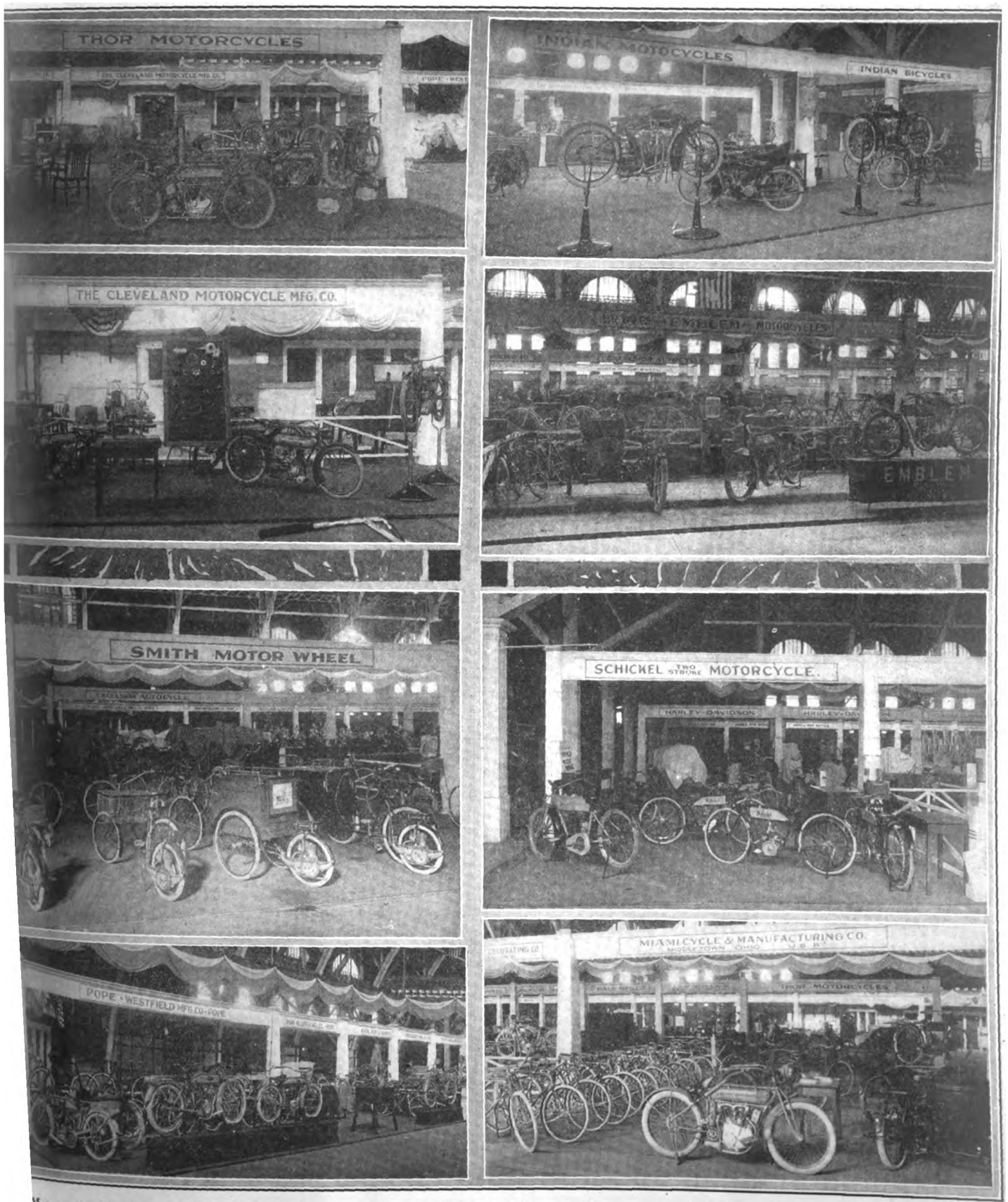
# STORY IN PICTURES




Motorcycle Makers, Left Column, Top to Bottom, Aurora Automatic Machinery Co., Cleveland Motorcycle Mfg. Co., A. O. Smith Co., Westfield Mfg. Co.; Right Column, Hendee Mfg. Co., Emblem Mfg. Co., Schickel Motor Co., Miami Cycle & Mfg. Co.

1916

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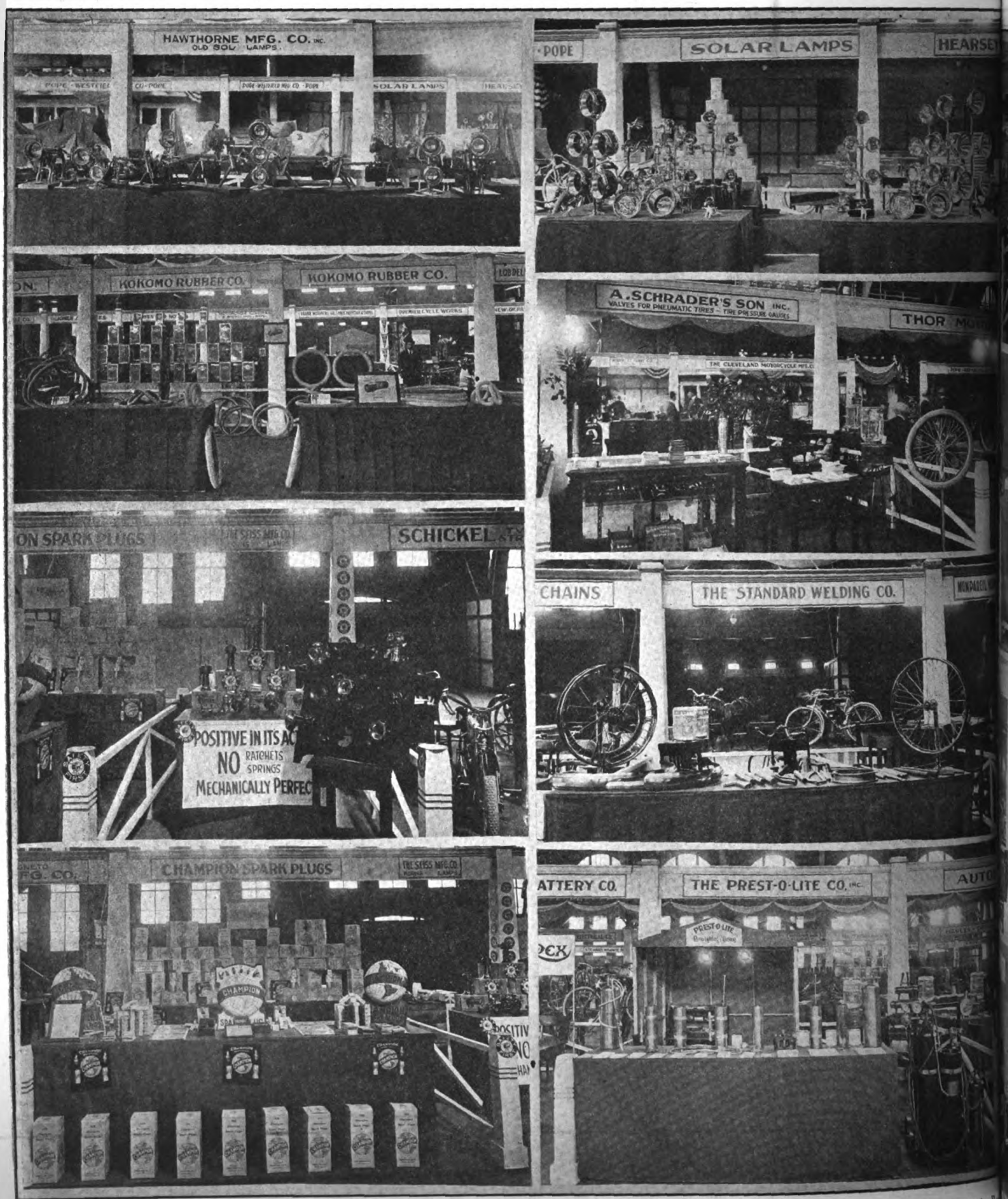
# THE CHICAGO SHOW




In the Row at the Left, Beginning at the Top, Hawthorne Mfg. Co., Kokomo Rubber Co., Seiss Mfg. Co. and Champion Spark Plug Co.; In Right Row Top to Bottom, Badger Brass Co., A. Schrader's Son, Inc., Standard Welding Co., Prest-O-Lite Co.

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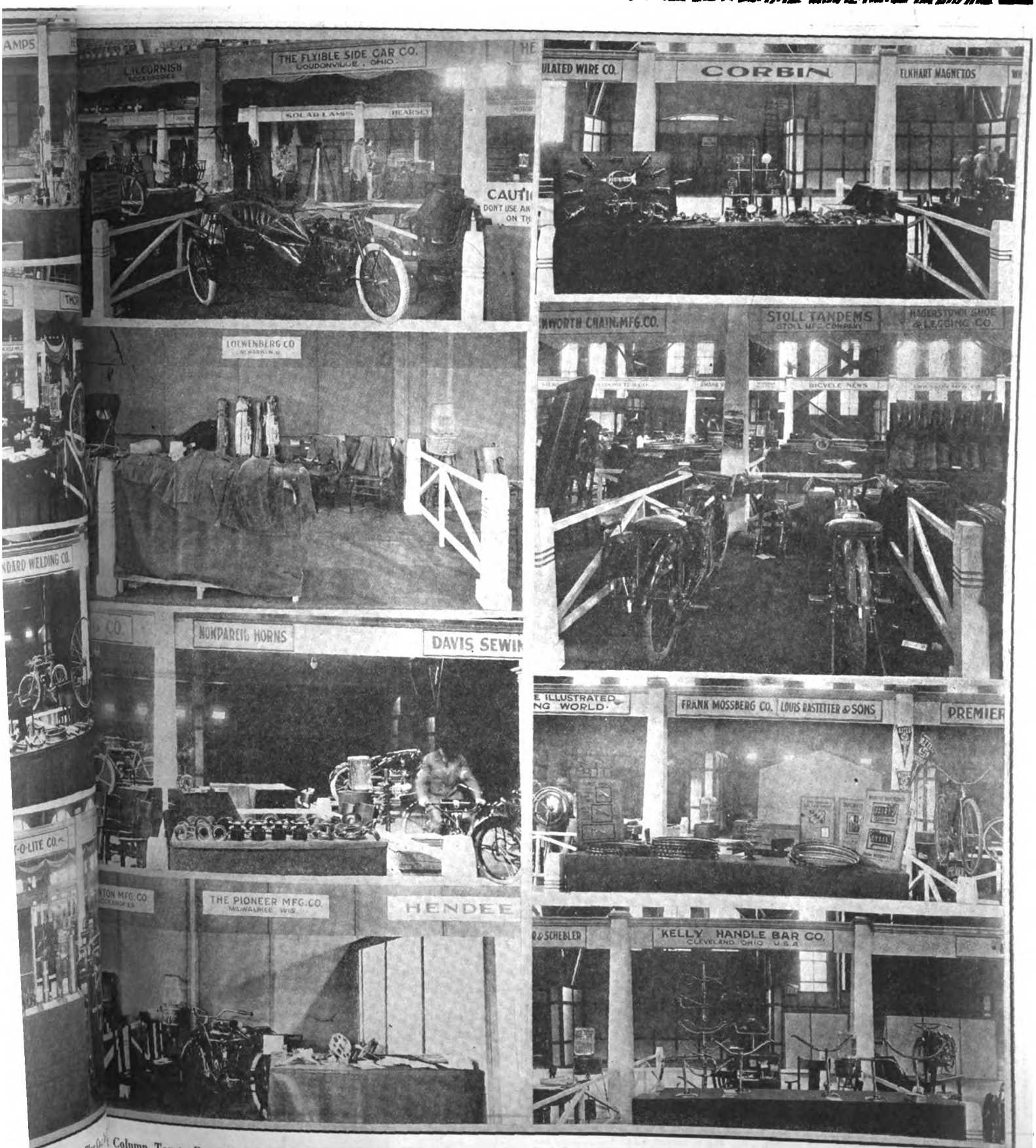
# SHOW STORY IN PICTURES




Champion Spark Plug Co. Prest-O-Lite Co. Column, Top to Bottom, Flxible Side Car Co., Loewenberg Co., Nonpareil Mfg. Co., Pioneer Mfg. Co.; Right Row, Top to Bottom, Corbin Screw Corporation, Stoll Mfg. Co., Frank Mossberg and Louis Rastetter & Sons, Kelly Handle Bar Co.

1916

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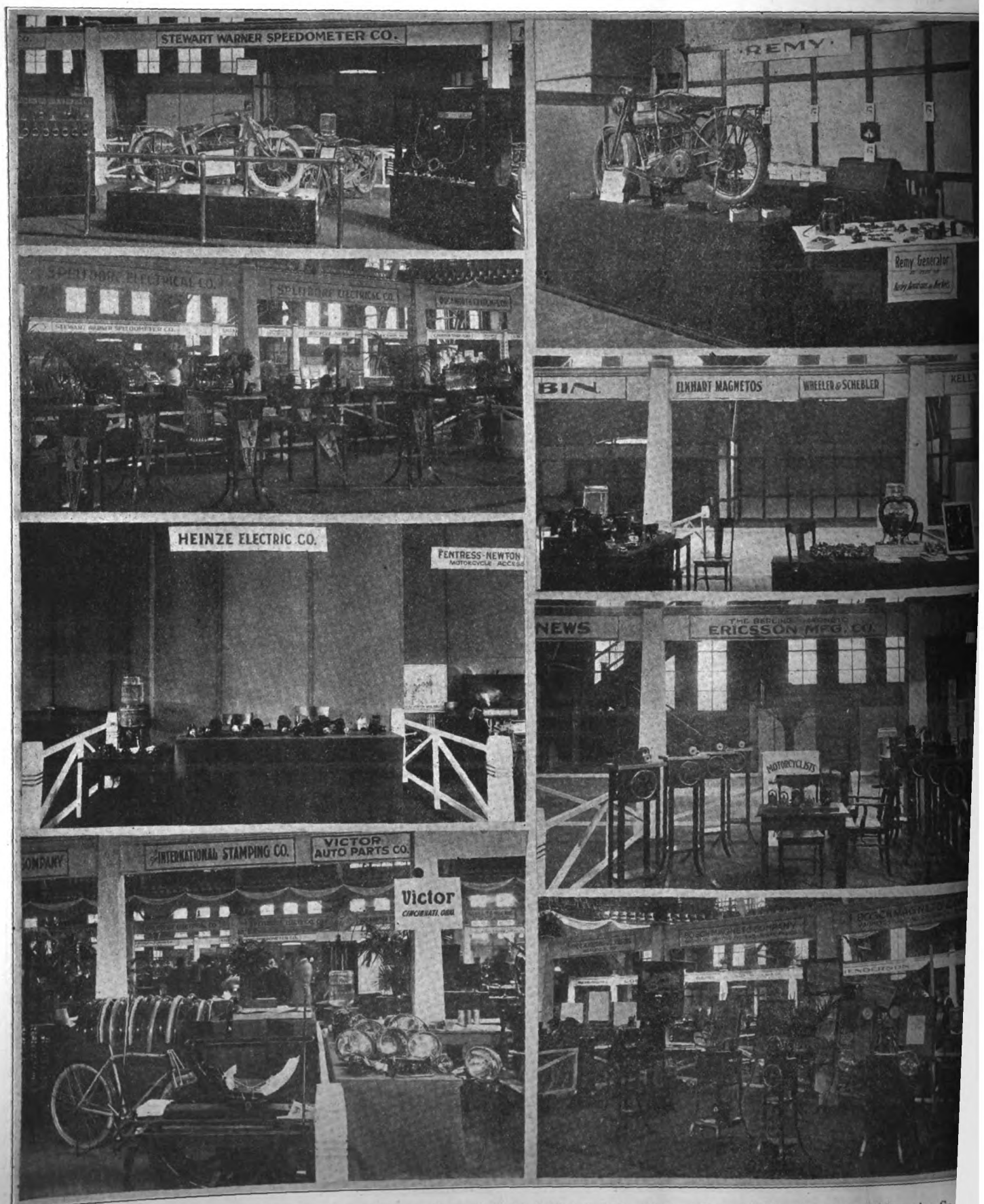
# THE CHICAGO SHOW




At Left, from Top to Bottom, Stewart-Warner Speedometer Corp., Splitdorf Electrical Co., Heinze Electrical Co., International Stamping Co. Auto Parts Co.; At Right, Remy Electric Co., Elkhart Mfg. Co., and Wheeler & Schebler, Ericsson Mfg. Co., Bosch Magneto Co.

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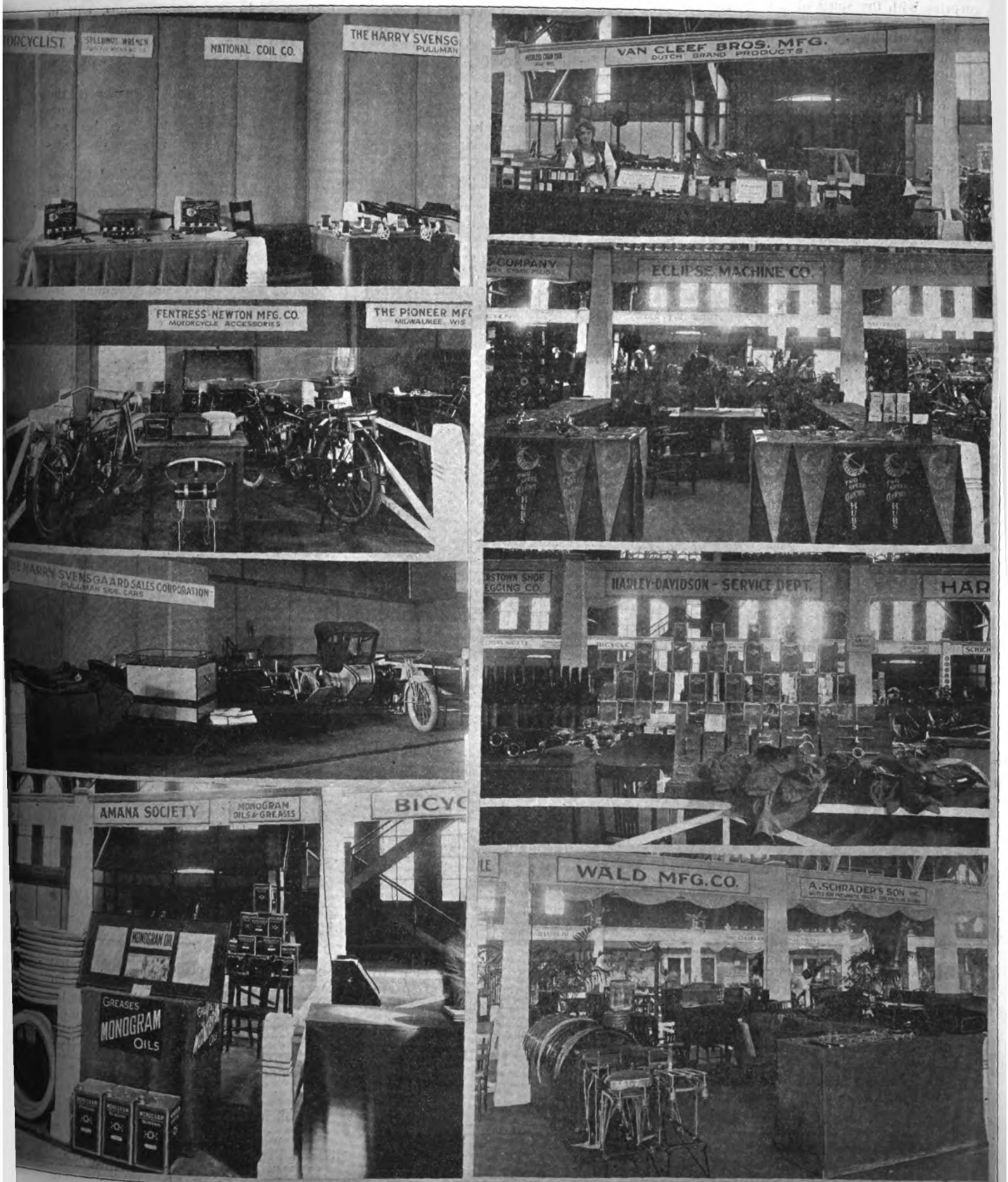
# STORY IN PICTURES




Row, Beginning at Top, National Coil Co., Fentress-Newton Mfg. Co., Harry Svensgaard Sales Corporation, Amana Society; Right Row, Top to Bottom, Van Cleef Brothers Mfg. Co., Eclipse Machine Co., Harley-Davidson Service Department, Wald Mfg. Co.

1916

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### FREED'S LITTLE SURPRISE

A. Freed, of the Pacific Motor Supply Co., of San Francisco, knows how to handle a surprise with the spirit of a true sportsman. If there was ever any doubt about his facility in this direction, it has been dissipated by the nonchalance with which he smiled his way out of an unusual situation as he was about to start from the Coast for the Chicago Show. Freed had planned an innocent little "bachelor party" for the eastward trip and was in high good humor as Mrs. Freed and their nine-year-old daughter went aboard the train at San Francisco, ostensibly to say good-bye. So far so good.

As the train started to pull out Freed went through the motions of hustling Mrs. Freed and daughter out of the car.

They refused to hust.

"But, sufferin' cats!" expostulated Freed, "you haven't any ticket."

"Oh, yes, I have," returned Mrs. Freed calmly, and she displayed the precious pasteboard. There was a moment's silence.

"Well, I'll be jiggered!" stuttered Freed, "I—I, you know—"

"Pacify yourself," soothed Mrs. Freed, "I'm going with you. Won't that be nice?"

"Why, of course," rallied Freed, "but daughter has no ticket. She'll have to—"

"Here's my ticket, papa!" chirped daughter—and she really had one.

Under the circumstances there was nothing for a good fellow to do but smile, and Freed did it. At Chicago he told the story on himself and set up the cigars.

### INDIAN STAFF CHANGES

A number of interesting announcements were made during the Chicago Show by the Hendee Manufacturing Company. It was given out, toward the end of the Show, that P. B. Whitney, formerly manager of the Chicago branch, had returned to his first love, having resigned as sales manager of the H. & F. Mesinger Manufacturing Company, of New York. Mr. Whitney will be connected with the sales division of the Chicago office of the Hendee Company.

Arch Strong, until now Indian traveller in Iowa, Nebraska and Missouri, will in the future concentrate his efforts upon the latter two states, Iowa having been assigned to Ray Seymour, who will also cover Wisconsin.

D. A. Magill, assistant manager of the Chicago branch of the Hendee Company, has resigned and will hereafter be connected with the Chicago office of the Splitdorf Electrical Company.

J. L. Seidell, who has travelled Kansas for the Indian, has been transferred to the headquarters at Springfield, and will travel New England.

Arthur Stevens, who has been making his headquarters at Denver, will be stationed at Kansas City and travel Kansas, Colorado, New Mexico and Wyoming. Indian interests in Illinois, Michigan and Indiana will hereafter be taken care of by F. B. McFadden.

## "A MILLION BICYCLES IN 1916" IS NEW DEPARTURE COMPANY'S SLOGAN

DOMINATED by the slogan "A Million Bicycles in 1916," the Chicago Show exhibit of the New Departure Manufacturing Company, illustrated herewith, attracted a lot of favorable attention by manufacturers, jobbers, dealers and others. The New Departure set-up was one of the most attractive at the Show, and cleverly designed to be as effective as it was handsome.

The display was featured by a showing of a fine line of New Departure posters, window cards, booklets, folders, moving picture slides and, finally, several handsomely gotten up scrapbooks of beautiful photographs showing the bicycle in hundreds of uses, in nearly every country of the world. In other words, the exhibit was an effectively educational one, and must have convinced every dealer who visited the Show that the New Departure Sales Helps are an absolute necessity to every man trying to sell bicycles.

As a matter of fact, nearly 9,500 dealers are now on the New Departure Sales Help list, and it is safe to say that thousands will be added during the 1916 season.

### OBERWEGNER SIGNS UP AGAIN

A. R. Oberwegner, of the Oberwegner Motor Co., Toledo, O., breezed into Chicago about the time the Show opened Tuesday morning "just to look over the new models," as he put it, and incidentally to greet his friends from "all parts." However, before he boarded the fast Lake Shore train for Toledo that night, it was generally known that he had signed up for the Harley-Davidson for 1916. During the current year Oberwegner has handled the Excelsior and Henderson. He retains the Henderson agency in addition to the Harley-Davidson for 1916.

### MRS. MOTER KNOWS THE GAME

One of the most interested, as well as interesting visitors, at the Show, was Mrs. C. M. Moter, of Jackson, Miss. No dealer, rider or trade man, was more thorough in his examination of the new models than was Mrs. Moter. And well might she have been, for she takes an active part in the management of the C. M. Moter Company, Harley-Davidson agents.

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# With the Manufacturers

## SPLITDORF GIVES MILLION FOR BASIC DIXIE PATENTS

Newark, N. J., September 27.—A million dollars for basic patents of the Dixie magneto was paid last week by the Splitdorf Electrical Company, of this city, to the Sumter Electrical Company, of Sumter, S. C. The latter company controlled the patents through the invention of its president, Charles T. Mason.

It is rare that such a sum of money has been paid for a transfer of patents, but the Splitdorf Electrical Company considers itself fortunate in the acquisition of the valuable rights to the Dixie features, which are playing such a big part in the ignition field of two continents today. The Splitdorf factory is turning out as many as 1,500 Dixie magnetos daily, not only in the one and two cylinder types, but in the four, six, eight and twelve cylinder models, the latter for automobile and aeroplane motors.

The Splitdorf firm announces that it will continue to manufacture the line of Sumter magnetos for stationary engine, marine and tractor service formerly controlled by the Sumter Company at Sumter, S. C., and will manufacture and sell automobile, motorcycle and aeroplane machines of the Dixie types exclusively from the plant in this city.

## DONLEY'S NEW CONNECTION

The many friends of D. W. Donley, for some time connected with the Persons Manufacturing Company, of Worcester, Mass., will be interested to learn that he is now sales manager for the Shickel Motor Co., of Stamford. Mr. Donley's new connection is universally regarded as a particularly advantageous one, both to himself and Mr. Schickel, the pioneer two-cycle manufacturer in this country. The appointment of Mr. Donley as manager of sales provides the Schickel Company with a man of high caliber and national popularity in the cycle trade.

Among the features of the Schickel exhibit at the Show was a lightweight of low gear, fitted with sidecar commercial delivery van. The sidecar body is constructed of galvanized wire mesh and mounted on four helical springs. The machine has a capacity of one hundred and fifty pounds, is remarkably low in price and extremely economical of operation. It looks like a winner.

## THE HARLEY-DAVIDSON DEALER

Descriptions of big race-meets, transcontinental tours by dealers and private owners as well as more than the usual allowance of photographs are to be found in the September issue of the *Harley-Davidson Dealer*. An important announcement to agents by Sales Manager Arthur Davidson and a number of useful ideas are incorporated in the issue, as is the pictorial representation of the picnic held by the office force of the company. New Mackinaw garments for Harley-Davidson riders are also described.

## CARBURETOR CO. INCORPORATES

Paterson, N. J., September 27.—A certificate of incorporation has been filed with County Clerk John J. Slater by the Griffin Carburetor Company, with offices in the First National Bank Building, Paterson. The purpose of the corporation is to manufacture carburetors under a patent recently issued to George Griffen, of Paterson. The new concern has an authorized capital of $25,000, and the life of the company is limited to fifty years.

The incorporators are Frederick W. Cooke, one share; Frederick W. Cooke, Jr., thirty-nine shares; Elmer Z. Halsteadt, ten shares; John W. Stewart, four shares, and George Griffen, thirty-four shares. All of the incorporators reside in Paterson.

## RECENT BLUE STREAK RECORDS

Goodyear Blue Streak performances of recent date number Carl Goudy's winning at Narragansett Speedway, Providence, R. I., on September 18, and Marty Graves' new 100-mile mark at Detroit. Goudy, in a telegram to the Goodyear Tire & Rubber Company, stated that he rode at Providence on the same tires that carried him through the 300-mile Chicago Speedway grind, his speed at the Rhode Island track being 71¾ miles per hour. There was no tire change in either event, he said.

Graves, the winner at Detroit, and Ray Creviston, who came second, both went through the Detroit event without dismounting. Graves set a figure of 80:44 for the 100 miles, and another fresh mark for the ten miles, of 8:18½, not having any reason to touch his tires in either event. Creviston established a new track record of 4:08⅗ in the five mile race on the same date, and he also went through on his Blue Streaks without trouble.

## DRAPER PASSES ON

C. F. Draper, who represented the Champion Spark Plug Co., of Toledo, O., in the metropolitan district for the past year, died at his home in Brooklyn recently. His death followed an operation for illness performed in Dallas, Texas, a short time ago.

## FIRESTONE HOLDS ITS ANNUAL HOMESTEAD OUTING

Foremen, superintendents and officials of the Firestone Tire & Rubber Company to the number of 200, rode by motor car from the factory in Akron, O., to the old Firestone Homestead at Columbiana, on September 18. The occasion was the third annual homestead outing of the company. President H. S. Firestone was the host to the party.

The cortege consisted of 50 motor cars, decorated with flags and pennants, all in the Firestone colors. Just before noon, the machines and their occupants reached their destination, and soon after dinner was partaken of in an immense tent. In the afternoon, the guests of President Firestone played baseball, pitched quoits and ran races to their hearts' content. Numerous photographs and cinema records were taken of the sports. The return to Akron was made in the evening.

At last, George Squier, Traveller; Next, Secretary W. S. Quinlan and Chief Engineer C. A. Neracher; Messrs. Quinlan, Alexander, H. F. L. Funke and Neracher; Funke, Eastern Distributor, Trying Her Out; Treasurer H. G. Alexander in the Saddle.

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# BREAKER STRIP FUNCTION DESCRIBED

IN a recent bulletin issued by the Motorcycle Tire Department of the Goodyear Tire & Rubber Company, of Akron, O., the function of the breaker strip in the motorcycle and automobile models of Goodyear tires is clearly explained. The breaker strip is put into the tire, says the bulletin, to take the shocks before they reach the organic part. It is not designed to add to the strength or efficiency of the casing, but is simply an armour-belt running around the casing to protect it.

The carcase of the tire is made of close-woven fabric, placed at an angle of 45 degrees. The tread rubber is made thick and tough and exerts a drag on the fabric, tending to pull it loose. By placing the breaker strip with the threads running circumferentially, this drag on the tread is resisted.

When sharp stones and other substances cut the rubber of the tread, in many cases the abrasion is stopped at the breaker strip, and dirt and water are thus prevented from working down to the main fabric. The strip thus helps to prevent water-soaking and sand-blistering. As the breaker strip is the nearest fabric to the road, receiving all cuts, water, dirt and sand, it is made to resist the damage caused by them. The Goodyear construction embodies a fabric of closely twisted yarn, tight-woven to make it waterproof, with rubber rivets extending through it at intervals. Such a fabric is more closely united to the rubber than the ordinary loose fabric and has better waterproof qualities after the tread is cut.

When the rider or driver has breaker strip trouble it is safe to say that undoubtedly the strip has saved the tire much serious injury at a more vital point in its construction, continues the bulletin. To obtain the best results the Goodyear tires contain a cushion of rubber between this strip and the main fabric of the tire. The importance of this feature to combat tread separation and at the same time to protect the main fabric from injury, can hardly be overestimated. It has played an important part in the successful advance of Goodyear tires and has been one of the features instrumental in causing Goodyears to stand out so prominently in the field.

## WALKER COMPLETES HIS LONG TRIP

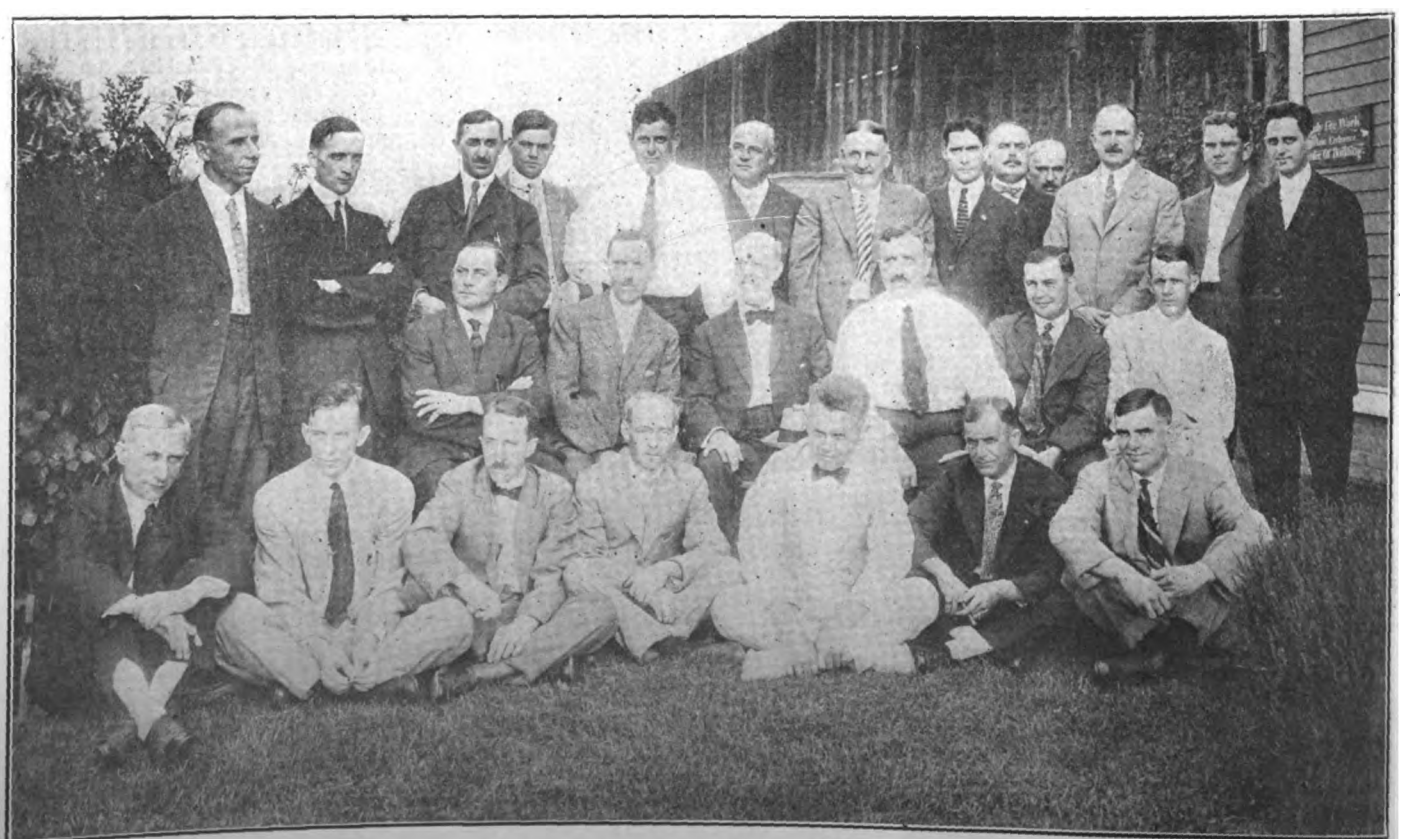
"Jimmy," otherwise Walter Walker, the Weed Tire Chain traveller, completed his five months' trip through fourteen States on September 24. He stopped his motor for the last time of the trip at 11:30 a. m. on that date in front of **Motor Cycle Illustrated** headquarters at 13 Park Row, New York.

Walker left New York on April 26 last and rode to Albany for the first leg of the long tour. He covered New York, Ohio, Indiana, Missouri and Kansas, and would have gone further west but for extraordinary floods in western Kansas, Nebraska and Iowa. He returned to Illinois, therefore and continued across that State and through Wisconsin and Michigan and Minnesota. He traversed Kentucky and West Virginia, then crossed Pennsylvania and New Jersey, arriving in the metropolis with a total mileage of 12,418, just five months lacking two days out.

He used the same Indian sidecar combination as in 1914, and fitted five new tires for his trip. Mud, rocks, flooded roadways and some railroad tracks were the rule, rather than the exception in the Middle West, and the presence of sharp rocks, nails, and other tire destroyers did much to keep Walker busy in repairing punctures. In fact, he had seven in one afternoon while crossing Illinois. All tire changes and replacements were made at the rear tire of the motorcycle. The tire on the sidecar wheel, a Diamond non-skid, came through the entire trip without change or puncture.

## LONG JOINS HENDEE CO.

Washington, September 27.—Frank S. Long, of this city, has joined the forces of traveling representatives of the Hendee Mfg. Co. and has been assigned the States of Tennessee, Georgia and Florida, with headquarters at the Atlanta office of the company. Mr. Long left Washington last week for Atlanta to assume his new duties, and from that city will proceed at once to cover the territory assigned to him. He has been actively identified with motorcycling in Washington for a number of years, his most notable achievement being the conduct of a campaign that resulted in the repeal of local regulations prohibiting tandem riding. He also took an active part in the recent transcontinental relay, receiving the President's message from Secretary Breckinridge and carrying it over the first relay. Mr. Long has been identified with the Excelsior, Handerson and Indian trade interests in this city, and is thoroughly familiar with the machine that he will represent in the Southern territory. He has been a member of the National Capital Motorcycle Club since its reorganization in 1911, and has taken a part in every movement for the betterment of motorcycle conditions in and about Washington.



Executives and Salesmen of Westfield Mfg. Co., at Conference in Westfield, Mass., on September 15

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### LEWIN HAD FINE 1915 SEASON

Felix Lewin, manager of the New York branch of the Henderson Motorcycle Company, at 227 West 107th street, in reviewing the 1915 season, says he is by no means dissatisfied with the result. In his territory he sold 104 machines of 1915 model, all Hendersons, and 43 second-hand machines of various makes.

"Of course, the big majority of these sold from the old place at 2304 Broadway," said Lewin in a recent interview with a **Motor Cycle Illustrated** representative, "but in our new quarters on 107th street, we have started out nicely. There are orders for at least 24 of the 1916 Hendersons on the books, most of them being for two-speed models.

The New York branch, now occupied about one month, has a frontage of 26 feet and a depth of 69 feet. There is a double door in the center of the front of more than ample width to admit a sidecar combination of 56½ inch tread. The shop department is in the rear and besides a substantial workbench with two swivel vises, includes a motor stand which allows for working on the power plant in any position, a brazing outfit and a drilling machine. Manager Lewin prides himself on the completeness of his small tool sets, and as a result, his repair department is a model one. Spare parts are kept in a substantial cabinet close at hand.

The branch has ample locker accommodation for Henderson patrons. There is storage room for 35 machines, including sidecars. Manager Lewin will shortly have the services of Harry Hunter, one of the Henderson factory experts, as his repairman.

### WASHINGTON SEES "POWERPLUS"

Washington, D. C., September 27.—The first of the 1916 models to arrive in this city was the Indian, the new "powerplus" motors having been received by the local agents early last week. Much favorable comment was heard among old riders at the husky appearance of the new style motor, and both Howard A. French & Co. and Osborn & Leishear state that immediate deliveries will be made of as many machines as can be secured.

### BEARDSLEY IS DOING WELL

Houston, Texas.—C. W. Beardsley, local Excelsior representative, reports the sale of five three-speed twins to the City of Houston, and three single-geared twins to the Houston Light & Power Company among recent sales. To these are added a three-speed twin to Joe Runkle, a local contractor, and a delivery outfit to the Alvin Drug Company, of Alvin.

Beardsley has a big trade in bicycles in addition to his motorcycle business. His line is the Excelsior.

### BECKETT'S LONG JOURNEY

George M. Beckett, Indian dealer at New Orleans, undoubtedly earned the distinction of having ridden the longest distance to the Chicago Show. Beckett travelled to the Western metropolis by way of Pittsburgh, his old home, taking in Baton Rouge, Jackson, Memphis, Nashville, Frankfort, Cincinnati, Columbus, Wheeling, Pittsburgh, Cleveland and Toledo, a distance over all of 2,324 miles. What is more, Beckett intends to ride back to New Orleans.

### NOBLES COMPLETE LONG TOUR

Uniontown, Pa.—W. E. and Mrs. Noble, of this city, have just completed a sidecar tour of 1,400 miles on their three-speed Indian sidecar combination. They went from Uniontown to Erie, Pa., then on to Buffalo, Niagara Falls, Syracuse, Albany and Springfield, Mass. At the latter city, they paid a visit to the Hendee Mfg. Company's big plant, remaining in Springfield for several days.

Leaving the "Indian Town," the Nobles rode to Hartford, Conn., and then on to Atlantic City, N. J., via New York. The return from the New Jersey coast resort was made without having had a stop for trouble during the entire trip. W. E. Noble is a member of the firm of Noble Brothers, Indian agents in this city.

### DELIVERY SYSTEM SUCCESSFUL

Elgin, Ill., September 27.—The success of the parcel delivery service maintained by the Freiber Motor Co., Excelsior agent in this city, has been responsible for a large number of commercial sales during the year. Under the plans of this delivery system the Freiber Company's messengers make the rounds of the stores in Elgin twice daily, charging ten cents per delivery on the first mile and five cents for each additional mile. Private parties who are not regular customers pay a small additional charge. One of the commercial sales was made to a local furniture house which delivers its smaller pieces on a platform mounted on the sidecar chassis.

### FRANK BAKER TO DISTRIBUTE INDIAN IN KINGS COUNTY

Brooklyn, N. Y., September 27.—Frank Baker, for many years associated with the firmt of F. A. Baker & Company and its successor, the New York Sporting Goods Company, of 15 Warren street, New York, has taken the Indian distributing agency for Kings County, N. Y., for the 1916 season. He will shortly open a store on Bedford avenue near Bergen street.

On taking the distribution for this territory, Mr. Baker resigned from his position with the New York Sporting Goods Company, metropolitan Indian distributors. He will have as his associate Frank Goetz, a well-known figure in New York business circles. Mr. Baker is one of the veteran Indian riders in the metropolitan district and has a large following throughout Greater New York. The Kings County distributing agency for the Indian was for a number of years held by A. H. Patterson, of 1081 Bedford avenue, near Lexington avenue.

### SAUFLEY "CHAPERONS" DEALERS

Kansas City, Mo.—The Excelsior dealers and customers of the Saufley Supply Company gathered at the Saufley Supply Company at Kansas City, on Sunday, September 19, and were accompanied, or rather chaperoned, to Chicago by Mr. E. Saufley. Most of the dealers live way out in the country towns, and for some of them it is the first trip to a big motorcycle show.

### TELEPHONE CO. BUYS INDIANS

Lincoln, Neb.—The sidecar business has been unusually good for the Girard Cycle Co., local Indian dealers, ten attachments having been sold so far this season. Three Indians were delivered to the telephone company. The proprietors of this establishment state that rainy weather had greatly interfered with their 1915 output. The National bicycles are featured.

### READY TO SHOW NEW MODELS

Columbus, Ohio, September 27.—With stocks all cleaned up and stores placed in shape, motorcycle dealers in Columbus are awaiting the arrival of the 1916 models. Most of the Columbus agents were fortunate in cleaning up their stocks of old models, and they have had a prosperous season on the whole. Although sales were not as numerous as in some previous seasons, the year has been atisfactory.

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# On the Pacific Coast

### COAST BUSINESS IS LIVELY

San Francisco, September 21.—While the war may have hurt other lines of business on the Pacific Coast, it does not seem to have affected the bicycle and motorcycle lines, according to F. L. Ryan, in charge of the Bicycle and Motorcycle Tire Departments of the B. F. Goodrich Company, in San Francisco.

Mr. Ryan has recently been in touch with some of the biggest jobbers on the Pacific Coast, and states that they are the most optimistic bunch of fellows with whom he has ever come in contact.

"Upon my asking one of the larger dealers how he accounted for all this enthusiasm," said Mr. Ryan, "his reply was, 'Not only business conditions, but actual business transacted warrant my optimism.'" Mr. Ryan further states that the entire Pacific Coast trade is looking forward to a big increase in the sales of bicycles and motorcycles and tires for the coming season.

### FRASER VISITS THE DEALERS

San Francisco, September 21.—J. D. Fraser, manager of the San Francisco branch of the Appeal Manufacturing Company, California distributors of Harley-Davidson motorcycles, has just returned from a visit to a number of the company's agents in Northern California. He reports prospects bright for good business in motorcycles and bicycles during the fall and coming season. Bicycle business in the country districts is particularly good just now, Mr. Fraser declares, with a tendency toward the better grades of machines.

### BLOOD ON WAY TO ORIENT

San Francisco, September 21.—W. D. Blood, export manager for the Hendee Manufacturing Company, Springfield, Mass., is in the city, en route to the Orient on business. He is accompanied by his wife and is viewing the exposition for a few days while awaiting the sailing of his steamer.

### MAGGINI & PERKINS TO MOVE

San Francisco, September 21.—Maggini & Perkins, local agents for the Harley-Davidson line of motorcycles, are to move to larger quarters at 116 Van Ness avenue. The growth of their business during the past season has necessitated the securing of more room for both their salesroom and workshop. They expect to be settled in the new quarters by Oct. 1.

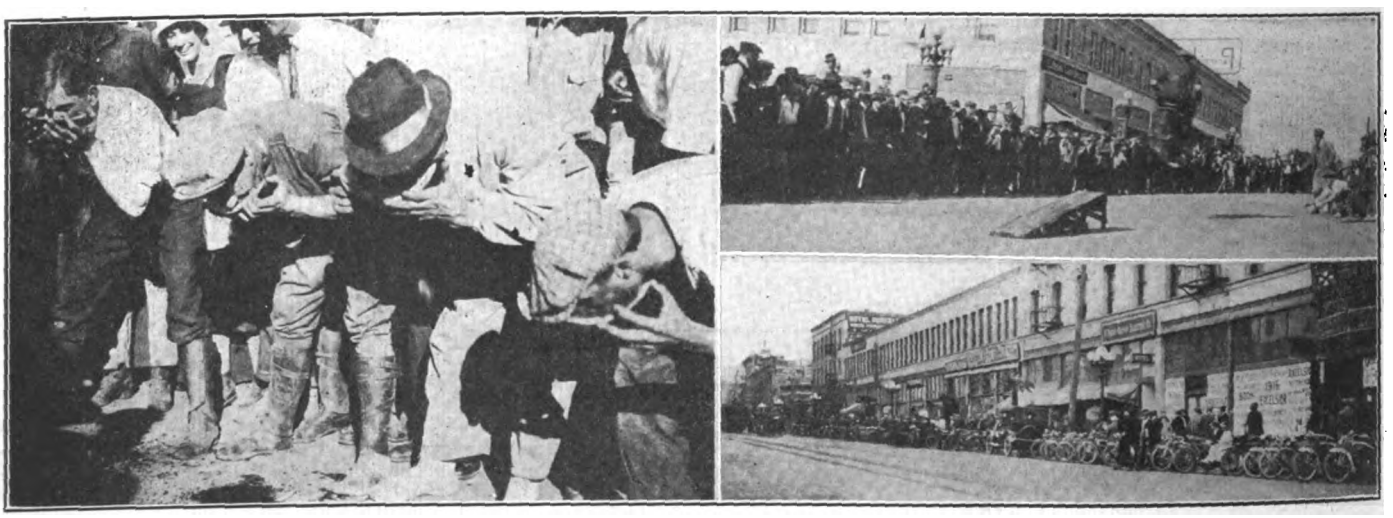
### SPEEDWAY FOR LOS ANGELES

Los Angeles, Cal., September 25.—The Los Angeles Speedway Association has been organized for the purpose of promoting and building a modern speedway. Subscriptions are being solicited actively, and are being received by most of the prominent automobile and accessory dealers. Lew Shank, who built the Chicago speedway, is in the city ready to bid on the construction, as soon as financing is assured. It is expected that motorcycle races will occasionally be staged at the speedway.

### RIDERS PAY VISIT TO CARLSON

San Francisco, September 21.—A good-sized squad of riders from the San Francisco Motorcycle Club journeyed to San Jose last Sunday, Sept. 19, for a visit to D. A. Carlson, familiarly known as "Doc," the popular cashier of the Hendee Mfg. Sales Co., who met with a serious accident at San Jose recently and who has since been confined in the Garden City Sanitarium in that city. Carlson suffered a fracture of the knee-cap and sustained other injuries. It will be several weeks before he can be removed to his home in this city.

## DEALERS' PICNIC STARTS NEW LOS ANGELES CLUB



**At Left, Watermelon Eating Contest; At Top Right, Harry Sexton Making Jump of 41½ Feet; Bottom, Line-Up of Participants**

LOS ANGELES, Cal., September 25.—Nearly two hundred riders joined the new motorcycle club organized at the recent Los Angeles dealers' picnic, which was held at San Fernando. Work is now rapidly advancing to make it, as the dealers hope, the largest and most active motorcycle club in the country. There were nearly one thousand machines, many carrying tandemites, at the picnic.

The ease with which most of the motorcycles made the long winding Newhall grades was a splendid showing, and the drop on the other side of the grade took the riders into the canyon, where the watermelon fest was staged. The dealers provided all the watermelons and lemonade and saw to it that there was more than enough of both. T. E. Barry, manager of the day, wore down the blade of his jackknife cutting the melons, but stuck to his job until the last rider was served. Then Manager Barry was kept very busy in putting through a big program of stunts.

The winners of the various events, for which two hundred dollars in prizes was hung up, were as follows: Pedaling race, "Shorty" Warner, first; "Longy" Penfield, second. Slow race, "Banker" James, first; "Attorney" Brown, second. "Hollering Contest." Roy De Granute, first; Newton Moore, second. Tug o' War, Fat Men won from the Muscular Heroes. Melon eating, "Old Larrupin" Joaquin Vissus, first; Tommy Shannon, second. Broad jump, Al Hart, first; Roy Du Granute, second. Trouble race, Al Rhoades, first; Al Hart, second. Motorcycle broad jump, the sensational event of the day, Harry Sexton, first, with his remarkable jump of forty-one feet and six inches; Al Rhoades, second, and J. A. Fletcher, third. Sparkplug race, Al Rhoades, first; Al Hart, second. Twenty-five yard crawling contest, "on all fours," backwards, Al Hart, first; P. E. Cahoon, second.

The dealers have agreed to guarantee sufficient funds to start a properly housed and equipped club, and riders are taking hold with a will. The next picnic will be managed by Tom Girton and Fred Hoffer.

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The BICYCLING WORLD
FOUNDED 1877
"ALL THE BICYCLE NEWS EVERY WEEK"

*His Royal Highness, the Duke of Connaught, Governor-General of Canada (at Left of Inspecting Officer in Center), Reviewing the Cyclist Corps of the Vancouver Volunteer (B. C.) Reserve, During a Recent Visit to the Western Concentration Camps.*

*Supplement to*

## MOTOR CYCLE ILLUSTRATED

*September 30, 1915*

*Winter Velodrome Will Be Constructed in Atlanta, Ga.*

*Two Interesting Week-End Bicycle Tours on Long Island*

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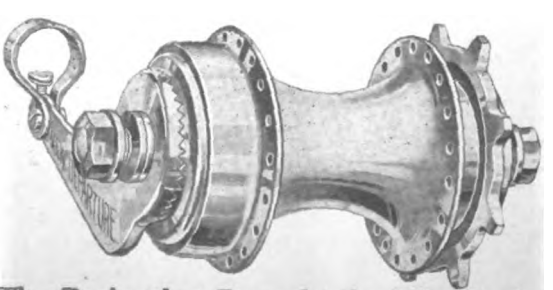
# Here's for a Million Bicycles in 1916

**That's the sum-total, we believe, of the bicycles that can be sold during the season just opened at the Chicago show. There's no question about the million if every dealer will do his part.**

**The more Bicycles *You* sell the more *New Departure Coaster Brakes* —*already the choice of nearly 5,000,000 riders* —will be demanded and the bigger *Your* profits will be.**

**Realizing all this—we have redoubled our efforts of last year—sharing our profits with *You* in *Sales Helps* bound to bring customers your way and give *You* a big slice of the bicycle business of 1916.**

*As a starter, send for the "Red Book" —We'll do the rest.*



The Brake that Brought the Bike Back.

**The New Departure Mfg. Co.**
**Bristol, Conn., U. S. A.**

The advertiser wants to know—therefore mention MOTOR CYCLE ILLUSTRATED.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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# C. R. A. WILL BUILD VELODROME IN ATLANTA

NEWARK, N. J., September 28.—John M. Chapman, manager of the Cycle Racing Association, left here on Sunday night for Atlanta, Ga., where the racing association proposes to build a winter track. This is only one of the new additions to the racing circuit that the Newark body contemplates making. Frank Mihlon and Inglis M. Uppercu, the principal stockholders in the Cycle Racing Association, together with Chapman, the manager, held a conference here last week, when plans were laid for a big expansion of cycle racing.

**Tracks for Providence and Phillie**

Besides the track that is to be built in Atlanta, Ga., saucers will be erected at Providence, R. I., and Philadelphia, Pa. Brighton Beach or Sheepshead Bay may also be the site of a new track, but this is not certain as yet. The track at Atlanta will be for winter racing only. In Philadelphia races will probably be held on Tuesday and Friday nights, while no days for the running of meets has been selected for Providence.

A winter track has always been the aim of Manager Chapman, as well as the desire of Mihlon and Uppercu. Six days' races have been run to make the game a year-round sport; some have been profitable, but others have been a gamble for the magnates, as well as the riders. Chapman, while in Atlanta, will settle on a site which he says will be but a few minutes away from the business district. The track will be eight laps to the mile and there will be a seating capacity of 6,000. On account of the cold nights in Atlanta, the building will be of substantial construction and will cost more money than any of the other tracks.

**Good Prospects in Atlanta**

Manager Chapman believes that bicycle racing will be successful in Atlanta, which is his home town. It thrived, he says in the Georgia capital for years, and is appreciated by the fans there just as much as it is in Newark. Atlanta is also the home of Bobby Walthour, one of the greatest bike riders the game has ever known. Before leaving Newark, Chapman said he expects to break ground for the new structure early in October and have the track ready for racing by Christmas week. Motor-paced races will be run indoors along with professional and amateur sprint affairs.

Providence was a good city for motor-paced racing back in 1910, and the Cycle Racing Association has no doubt but that it can make a big thing out of it again. Motor-paced racing will, therefore, be featured, and Nat Butler, who owns a half interest in the Boston track, will have fifty per cent. of the stock in the new Providence venture.

**C. R. A. Will Manage Tracks**

In the future the local management will take care of all the tracks on its circuit and personally see to the management of

John Chapman

the same. There is not much chance now of their affiliating with other promoters as they have done in the past. The present track at Philadelphia is owned by H. M. Stetzer, but the Cycle Racing Association holds the franchise. The association proposes to exercise its franchise rights and the track erected will be under the sole ownership of the Newark people. The local association built the old track and owned a half interest. Stetzer secured the property at a receiver's sale, when the entire Point Breeze Park, where the track is located, was sold at auction. Mihlon, as well as the late Floyd MacFarland, were in Europe at the time and did not know a thing about the sale.

**New York and Chicago Tracks**

Sheepshead Bay and Chicago were big failures to the local management this year. Manager Chapman returned from Chicago on Saturday and said that he was unable to collect the $2,600 due the riders. This amount of money Chapman expects to pay to the cyclists who competed in the Windy City.

Messrs. Mihlon and Uppercu were both enthusiastic in discussing the new ventures. Uppercu said: "We have suffered some losses this season, but that is something we expected, owing to general business conditions. We are eminently satisfied with the way Manager Chapman has handled our affairs and, with the return of business prosperity, cycling will thrive as it never has before. Mr. Mihlon coincides with my views. I'll take this opportunity to deny the allegation that the Cycle Racing Association is a trust, for trusts invariably make money. We have never done anything but dig down in our pockets and contribute to the cause. In fact, we are not even professional promoters, for they either make money or throw up the sponge. We are sticking it out."

**Mihlon Against 6-Day Races**

Mr. Mihlon was much elated over having a winter track, and in discussing it with the **Motor Cycle Illustrated** staff man, said: "I have always wanted to build a winter track in a city where there would be as much response to the sport as there is in Newark. Personally I do not like six-day races and I would be pleased if there was never another one run. They are injurious to the riders and there is little money to be made by either the riders or the promoters.

"The future of many young and promising sprinters has been killed by participation in six-day races. As long as six-day races are run there is little chance of developing an American rider to succeed Frank Kramer. As soon as a youngster shows a flash of speed his first thought is to ride a six-day race. One or two grinds kill whatever chance they might have of becoming great sprinters. With a winter track we will pass up the six-day races and endeavor to have the younger riders compete there.

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## NEW YORK BICYCLE CLUBS WILL HOLD CHAMPIONSHIP RACES

Sunday, October 3, promises to be the best racing day on the calendar of the New York City bicycle clubs. Various club and inter-club championship races will be held on the Pelham Parkway course in the Bronx. A big crowd is expected to be on hand and the races, from present indications, will be more hotly contested than ever before. Among the clubs that will be on hand are the New England Wheelmen, the Acme Wheelmen, the Unione Sportiva Italiana and the Century Road Club Association.

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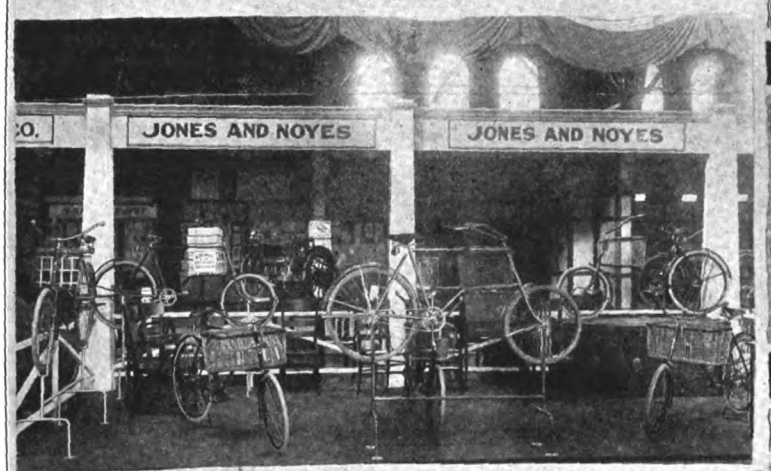
# THE CHICAGO SHOW




Both the Pleasure and Business Use
in the Exhibits in the Coliseum, the Form
Types of Construction and the Latter
Carrying Devices. Stands Were Decide
Constructed Tires and Mudguards We

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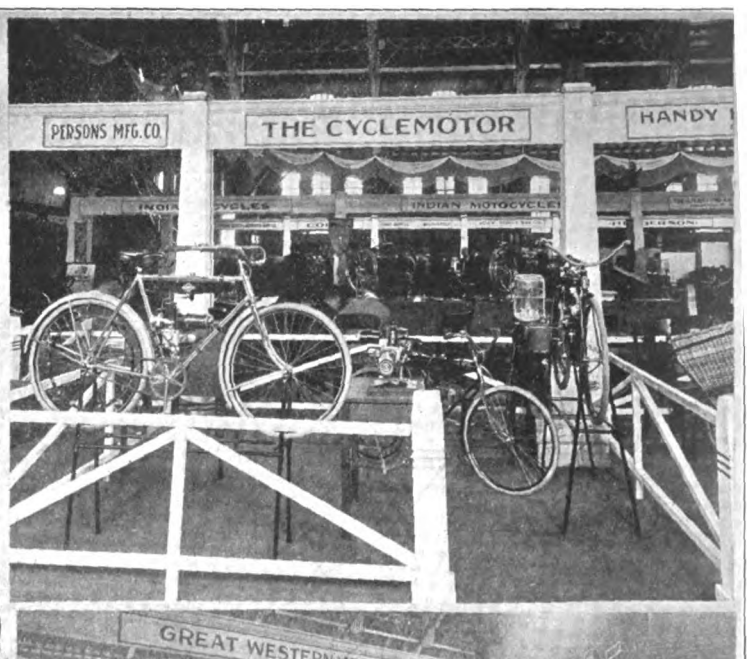
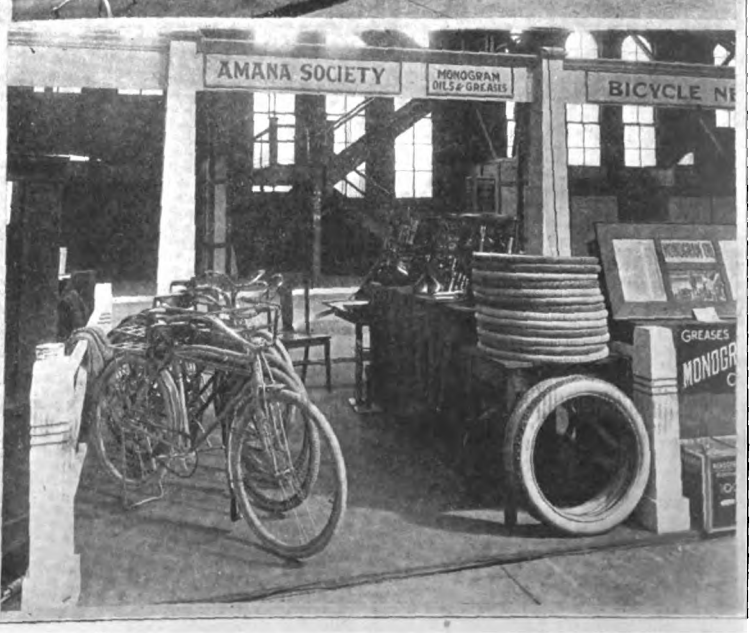
# STORY IN PICTURES




f the Bicycle Were Effectively Catered to with Two-and Three-Speed Gears and Many Sturdy Mounts with Suitable Package- in Evidence on Many Models and Specially Displayed in Numbers.

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# A BIT OF OLD HOLLAND ON LONG ISLAND

## And an Interesting Week-end Trip Along the Sand Dunes

By ROBERT BRUCE

NOW that cool, bracing weather has invaded New York and its vicinity, and the mercury has quit its exasperating flirtations with boiling point, cyclists in Gotham, like those in many other sections of the country, will feel a keen desire to take longer trips awheel than the heat of summer months permitted them. For that reason two interesting week-end trips on Long Island are presented in this article.

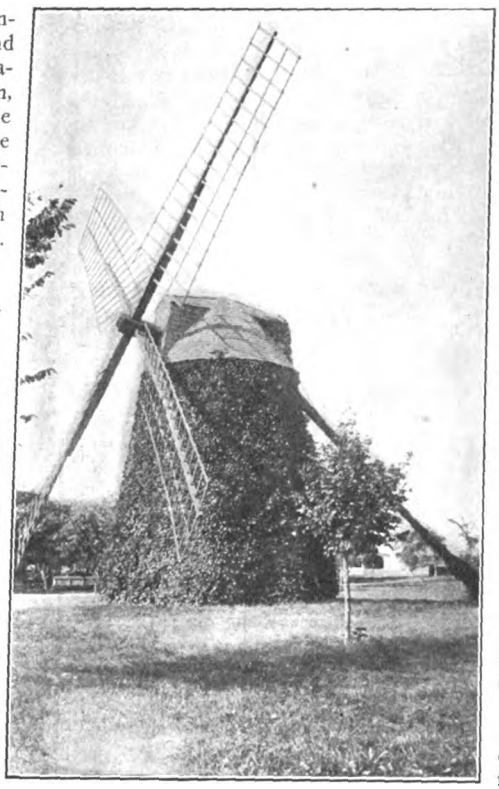
### Old Holland on Long Island

There are two localities along the northern Atlantic seaboard where large, old-fashioned windmills can be seen in fair numbers by the tourist—eastern Long Island and Cape Cod. Naturally, those on Long Island are more familiar to cyclists residing in the Metropolitan District; and perhaps twenty of them will be seen from the road in making a trip along the South Shore from New York to Sag Harbor, or vice versa. In most cases they are a part of the landscape of the finer private estates, though now and then you see a less expensive one.

On the direct road between Southampton and Bridgehampton, there is a little village called "Water Mill," the only one in the country so far as the writer has been able to discover; this name is due to the number of water mills, and gives the scattered little village a unique interest. It is about 2½ miles east of Southampton, and immediately beyond the bridge over Mill Creek, which connects Mecox Bay with a pond on the north side of the road which, while it has no name on the U. S. government survey map, is nearly a mile across at its widest part.

### Picturesque Mill

The one shown in the picture is in a little public park on the right-hand side as you go east, and nearly opposite the post office. It is said to be the only one on Long Island that was turned by a lever instead of by a small windmill at the top. If farther interested, one may see, from the road just before crossing the bridge, an old water mill, situated at the outlet of the millpond; the two make a very interesting contrast.



In the Little Village of Water Mill, L. I.

On account of lack of roads around it, not much is seen of Mecox Bay on a through trip, though it is exceedingly picturesque and during the summer many pleasure craft are seen upon it. Only a very narrow stretch of sand separates the bay from the ocean, and it is said that frequently the natives cut a rough channel through the soft ground and exchange fresh water for salt water.

One regrets to learn that some of the old windmills are going to pieces, especially those owned by the natives, who fail to understand their interest to visitors. On the other hand, those which belong to the fine modern estates are usually kept up as a matter of pride and individuality.

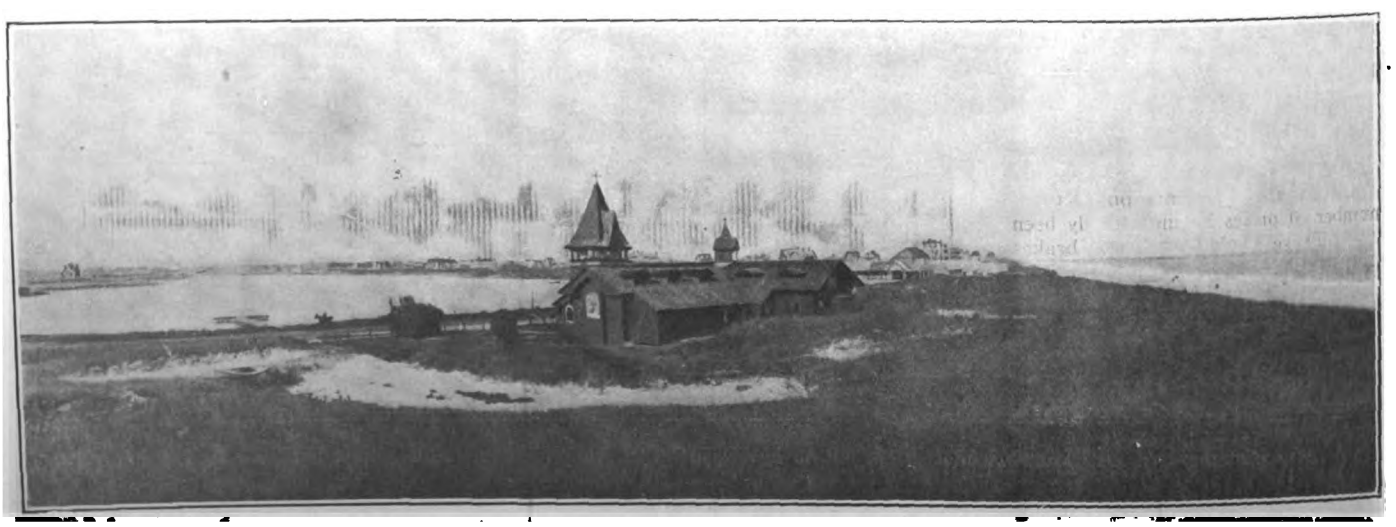
### Along the Sand Dunes

The large illustration above shows a bit of unusual sea-and-shore life less than a hundred miles from New York City. It is not actually on one of the main-traveled highways, but only about a mile aside; and the little additional distance required to visit the locality is well worth while. Look at any map of Long Island, and it will be seen how the South Shore narrows down between Shinnecock Bay and Great South Bay, so that you might almost throw a stone from the side of one into the other, and the choice of several roads on the right and left is lost in the one picturesque highway.

### Approaching Southampton

Immediately east of this narrow neck both bays recede, and the land widens out very quickly as the tourist approaches the quaint old town of Southampton, from which several good roads run nearly direct to the ocean. Eastbound, it is best to turn right (south) at the Irving House corner on "First Neck Lane," which is about a third of a mile from the west side of Agawam Lake, and straight nearly to the end. Arriving at the Meadow Club gate, turn left on the road shown in the picture, passing the sand dunes (along which you can see, even yet, some remains of abandoned whaling boats), and also the one-story rustic red church seen in the foreground.

This was formerly a life-saving station, and began to be used as a church only after a new life-saving station had been built farther east. After rounding the lower east side of the lake, the tourist usually takes the next left turn back toward Southampton, this road becoming Main street in the village. At the conspicuous white church, on the corner of Job's Lane and Main street, you intersect the road that you would have used by going direct through without a detour to the beach, thence straight on through the village as per the usual route. Of course, on west-



View from the Sand Dunes, Below Southampton, L. I., the Ocean on the Right Hand Side and Lake Agawam on the Left

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bound trips these directions would simply be reversed.

**Just Separated by Dunes**

The distance between the south end of the lake and the ocean at the point shown in the view is less than a quarter of a mile—yet Agawam is a deep, fresh-water lake, with no apparent outlet, and is separated from the salt water of the ocean only by these sand dunes. The latter extend all the way to "Fort Pond Bay," beyond which the "shore" is mostly high, bold bluffs, a distance of about 6 miles to Montauk Point, the tip end of the Island. The road from Fort Pond Bay to the Point is inland but very picturesque; it is dirt, but hard and very good. If one can stand a few mosquitoes and his machine the soft, sandy road beyond Amagansett, he will never regret his trip to the Point.

There are two fine and interesting detours on the way back from Montauk Point (or Easthampton)—one to Sag Harbor, and then over the fine, new road direct to Southampton; or, further on, leave the main road at the "Art Village," at the eastern end of the Shinnecock Hills, taking the Golf Club road to the right. In this case pass the Golf Club, and continue west on a fine new road with beautiful views of Peconic Bay, joining the main road again at the bridge at Canoe Place.

## Sherman Takes Fourth Race in Crescent Series

Baltimore, Md., September 27.—Welby Sherman, this season's star speed merchant of the Crescent Bicycle Club, annexed his fourth consecutive victory in the Crescents' championship race series when he won the hill climbing contest held last Sunday, pulling away from Langdon M. Sanborn by a burst of speed near the top of the steep Bellona avenue hill, Fred M. Sanborn finishing third, William T. Wright fourth and Walter Doersch fifth. L. M. Sanborn and F. M. Sanborn rode neck and neck to a point midway up the grade, where L. M. Sanborn drew away, closely followed by Sherman, who sprinted into the lead at the last break, finishing first by a safe margin over his nearest competitor. Sherman now has a safe lead in the championship series, having scored 24 points in the five races held thus far in the series of ten to be run. Capain L. M. Sanborn is second with 18, Fred M. Sanborn with 16 being third, and William H. McAvoy, William T. Wright and Walter Doersch have 6, 4 and 1 points respectively.

Interest continues to grow in the ten and a half mile open handicap road race to be held by the Crescents on October 10, a number of prizes having already been received. These include coaster brakes donated by the New Departure Mfg. Co., and the Corbin Screw Division of the American Hardware Corporation, a Persons racer saddle from the Persons Mfg. Co., and a pair of pedals from the Standard Co. The local dealers have also promised to assist with some worth-while prizes, and every indication points to the fact that this race will be one of the most successful ever promoted by the local club. It is expected that other prizes will be added before the race.

## De Lackso Arrives at San Francisco Exposition

SAN FRANCISCO, Cal., September 25.—Francis De Lackso, the young Frenchman who left New York last Spring to ride to the Panama-Pacific Exposition handcuffed to his bicycle, arrived at his destination this week. His journey was delayed for more than five weeks, when as a result of a serious accident he was laid up at the Spokane, Wash., Hospital. De Lackso was struck by an automobile while entering Spokane and sustained a broken collar bone, his bicycle being totally wrecked.

**Francis De Lackso**

After leaving the hospital he managed to secure another bicycle and, again having himself handcuffed to the machine, he continued his cross country trip. That he had thoroughly recovered from his mishap when seen by his friends at the Exposition was evidenced by his statement that he had gained twenty-eight pounds since leaving New York.

The French cyclist is being entertained by the New Century Wheelmen. De Lackso announced that he will ride back to New York on his machine.

### SAD WORDS TO CYCLISTS

Chicago, September 27.—Of all sad words of tongue and pen, the saddest are these, "It rained at Riverview Velodrome again." Another meet was put into the discard yesterday afternoon by a near-torrential rain. This marked the twenty-sixth meet at the local track that was postponed by bad weather during the season. The meet of yesterday will be staged next Sunday afternoon.

### PAPESCA WINS U. S. I. RACE

From a field of twelve riders, "Jimmy" Papesca made the fastest time in the unpaced championship race at three miles held for the members of the Unione Sportiva Italiana over the boulevard at Grant City, Staten Island, N. Y., on Sunday, Sept. 26. Papesca's victory is remarkable in view of the fact that he had done no bicycle riding in two months, and had intended to give up the racing game. Considering that the return journey over the course was against a stiff headwind, the victor's time of 8:32⅕ was good. Three other races were to have been held on Sunday, but the police interfered and the remaining events will be run off next Sunday. The results of the three-mile unpaced race are as follows:

| Place | Name | Time |
|---|---|---|
| 1 | James Papesca..... | 8:32⅕ |
| 2 | Louis Rabbino..... | 8:37⅖ |
| 3 | Tony Pace..... | 8:47⅖ |
| 4 | James Alfonso..... | 8:48 |
| 5 | C. Zoccola..... | 8:48⅗ |
| 6 | Thos. La Rossa..... | 8:52 |
| 7 | S. Maccario..... | 9:14⅘ |
| 8 | Chas. Rabbino..... | 9:31⅘ |
| 9 | A. Ramezzano..... | 10.07 |

### WOODMAN GETS BIKE AGENCY

Joliet, Ill.—John Woodman has bought the bicycle business of Charles A. De Coo, formerly located at 412 Jefferson street. Woodman has moved the stock and fixtures to his new store at 218 Jefferson street, and will feature the Chicago Supply and Pope lines of two-wheelers.

### A "BICYCLE SPEED TESTER" IN CALIFORNIA

**Demonstration Rollers Before the Store of the Anakin Bicycle Supply Co., San Diego, Cal.**

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WELL ARRANGED BICYCLE SHOP IN POMONA, CAL.

Interior View of the Establishment Owned by W. D. Tubbs

## Carroll Wins Mile Race at C. A. C. C.

SAN FRANCISCO, Cal., September 25.—Ed. Carroll, of the Olympic Club, accounted for the one mile bicycle race held last Sunday, Sept. 19, at Shelmound Park, under the auspices of the California Associated Cycling Clubs. E. Wiseman, of the Acme Club, was in second place, and Vic Spence, of the New Century Wheelmen, finished third. The time was 2:31.

The contestants found the park track a very difficult one to ride, for it is a ten-lap affair and the turns were not banked.

The C. A. C. C. will hold three races at the Stadium on Oct. 3—a one-half mile, a one mile open and a three mile handicap.

Last Saturday night, Sept. 18, the New Century Wheelmen gave a social dance which was keenly enjoyed by the members and their friends.

### ACME WHEELMEN IN RACES

Although rain put the Eastern Boulevard in poor condition for bicycle racing, the Acme Wheelmen, of New York City, held two championship races over the course on Sunday, September 26. Fred Miller won the three-mile championship and covered the distance in 9:33 2-5. Fred Fesselmeyer was second and Frank Small finished third. Paul Renicke was the winner of the five-mile unpaced race in 11:54 4-5, while George Schart was second, Frank Small third, George Grundig fourth, and Frank Messner fifth. The other club championship races will be held next Sunday over the same course.

### NEW COLORS FOR N. J. MARKERS

Paterson, N. J.—White lettering on an English brown background has been chosen by William L. Dill, commissioner of motor vehicles for New Jersey, as the colors of the 1916 markers. New Jersey college colors were first used, but the list has since run out. The new markers will be distinctive from the colors of any of the adjoining States.

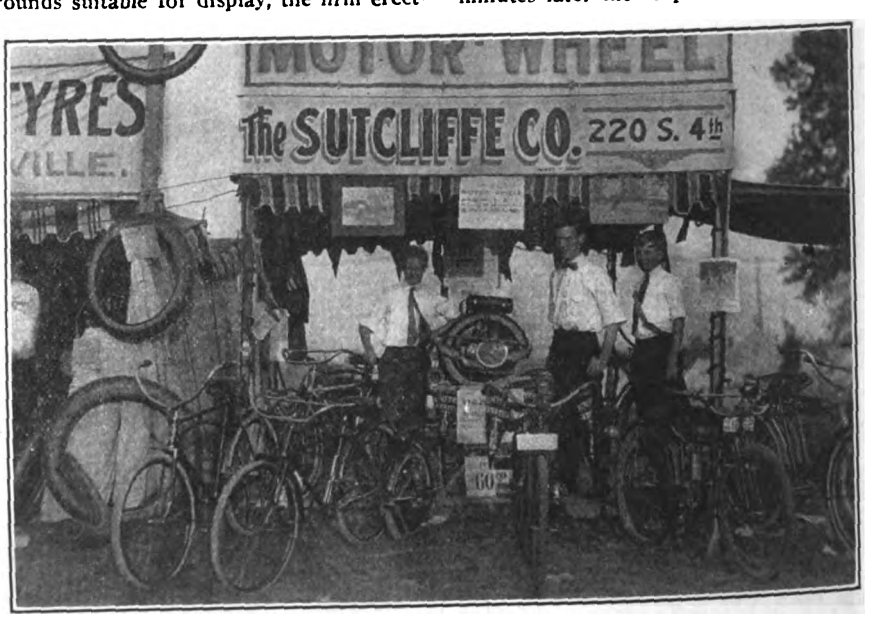
### SETS UP AMATEUR RECORD

Buffalo, N. Y., September 20.—At the Buffalo Velodrome yesterday afternoon, Louis A. Peterson, the West Side Rowing Club bicycle rider, broke the world's amateur time record (7.07⅘) for a five-mile motor-paced race. He made the five miles in 7.02.

### EXHIBIT MOTOR WHEELS IN TENT AT KENTUCKY STATE FAIR

Louisville, Ky.—One of the main attractions at the Kentucky State Fair, which was held in this city from September 13 to 18, was the tent exhibit of the Sutcliffe Company, Smith Motor Wheel agents, in Louisville. There being no building on the grounds suitable for display, the firm erected a large tent, building a circular board "saucer" behind it. On this saucer, which measured 36 feet in diameter, a number of young riders demonstrated the little bicycle booster every afternoon and evening.

Large crowds were present during each day of the Fair and access to the Sutcliffe "show" was usually difficult owing to the presence of many people in and around both the stand and the saucer. In addition to the riding on the little track, demonstrations were given on the regular mile dirt track each day at the finish of the horse races. The Sutcliffe firm consider the exhibit a great success, for, as a preliminary, four Motor Wheels were sold during the week and other orders have been since booked. The photograph shows the tent exhibit as it appeared at the Fair.




The Sutcliffe Exhibit at the Kentucky State Fair

### WRIGHT LEADS CRESCENTS

Baltimore, Md., September 27.—William T. Wright still leads the Century Mileage Contest of the Crescent Bicycle Club, as reported by Capt. L. M. Sanborn up to the end of August. John G. Stricker continues to hold second place, with Fred M. Sanborn third and Welby Sherman and L. M. Sanborn fourth and fifth, respectively. The standing of the first ten men follows: First, William T. Wright; second, John G. Stricker; third, Fred M. Sanborn; fourth, Welby Sherman; fifth, Langdon M. Sanborn; sixth, William H. McAvoy; seventh, Walter Doersch; eighth, Raymond Curry; ninth, Rudolph G. Leimbach; tenth, August Leimbach. The total mileage for August is 4,299.

### RHEINWALD VICTOR IN ANNUAL BERNE-GENEVA RACE

Geneva, Switzerland, August 26.—Covering the 160 kilometres (99.4 miles), which constitute the course Berne-Geneva, in 5:12:50, Henri Rheinwald won the seventh annual holding of this classic contest on August 24. The brothers A. and J. Grandjean were, respectively, second and third, A. Grandjean coming in one-fifth second in point of time later than the victor. The three first men all rode Condor bicycles.

Thirty-six contestants came before the starter at Berne at 5:30 a. m., and eight minutes later the 13 pro. riders were started off, trailing an official car. Morat, the first scoring point, 28 kilometres (17.4 miles) out, was reached at 6:30 by the pro. contingent. The 23 "simon pures" had meanwhile been started off in squads, just 30 minutes after the pros.

Coming close to Lausanne, the route led over the Chalet-a-Gobet incline, and this, after some 47 miles of riding, told heavily on the competitors. The first rider to enter Lausanne was Perriere, who swung in behind a fast-traveling motor car near Payerne (29 miles out of Berne), and took pace from it for some 15 miles. His time of arrival was 8:43. Five minutes later, A. and J. Grandjean and Rheinwald passed the Lausanne control and sped off toward Geneva. They caught Perriere up near

(Continued on page 46.)

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# HOOSIER CITY PLANS A CYCLE SHOW

Indianapolis, Ind., Sept. 28.—Plans are being formulated for the holding of the Indiana Cycle Show in this city during the last week of February, 1916. This will be the second annual exhibit of motorcycles, bicycles and accessories for the dealers of the State. In addition to cycle exhibits sporting goods will also be shown.

This show promises to be larger than the one of last year, and assurances have already been given that there will be a more representative exhibition of machines and accessories. Throughout the six days when the show will be in swing, entertainment will be provided for the spectators.

Last year the show was a big success as far as the number of visitors was concerned. It was estimated that more than seven thousand people entered the garden in which the exhibition was held for three nights. Since the 1916 show will be open both day and night for nearly a week, it can readily be seen that the attendance will probably climb above the twenty thousand mark.

New directors have been added to the board, several of the directors being F. I. Willis, J. H. Kinney, G. H. Westing, W. B. Harding, H. L. Dipple. The officers of the Indiana Cycle Show Association are W. F. Sturm, president; F. C. Baldridge, treasurer, and Jack Carr, secretary. President Coffman will again supervise the details of the show.

### NEW HARWACO BICYCLE TIRES

Five different styles of Rollfast bicycle tires, an entirely new line of goods, are manufactured by the Harwaco Rubber Works Company, of 48 Warren street, New York. They range in price from $5 to $8.50 per pair. There are also three sizes for juvenile machines, these listing at from $3.75 to $4.25 per pair.

The $5 tires are made with Disc tread, four layers of Egyptian heavy fabric and a thick gray tube. The Extra Heavy Rollfast, listing at $6 per pair, has a specially-compounded tread and an extra heavy tube. It has four layers of heavy fabric.

The Harwaco Heavy Tread tire comes at $7 per pair. The tread is extra heavy, red in color, backed by a layer of motorcycle fabric, a heavy gray rubber layer and a second layer of motorcycle fabric next the tube. At $8.50 per pair are listed Non-Skid Chain Cup tires, these having a white tread, motorcycle fabric next layer, white rubber layer following, and a motorcycle fabric layer next to the pure gum inner tube. The Moto-Fabric tires have a red tread, with the fabric in layers of Sea Island motorcycle fabric and heavy gray rubber. They list at $7.50 per pair.

### SUPPLY CO. IN LARGER QUARTERS

Louisville, Ky., September 27.—The National Supply Co. has moved from its old location at 207 West Main street into larger and better quarters at 104 West Market street, where it will carry an extensive line of bicycles as well as a complete stock of bicycle and motorcycle supplies. In addition to being better located, the new store is equipped with spacious show windows in which goods may be displayed to the best advantage.

### RACECYCLES FOR POLICE

Dallas, Tex., September 27.—Julius J. Meyers, the live dealer of Galveston, Tex., has placed two racecycles with the police department of that city.

### WILL IMPROVE TRI-CITY ROUTE

Columbus, Ohio, September 27.—The plan is on foot for the immediate improvement of a main market road, connecting, by the shortest route, Cleveland, Columbus, and Cincinnati.

The direct route, which is several score miles shorter than the road now principally traveled by automobilists who go across the State from Cleveland to Cincinnati, is not now generally used, because of stretches of unimproved road. The route is by all odds the most beautiful in the State, and when finished will open up a line of trade and travel of big possibilities.

### ALSO SOLD TO POLICE

Joliet, Ill.—Bicycles will be stocked for the new season in the establishment of F. E. Beck & Co., local agents for the Harley-Davidson. During the year two three-speed machines were delivered to the local police and one single, two-speed to the Public Service Co. Installment business is not encouraged by Beck.

### INGENIOUS POPE BICYCLE LOCK

In the bicycle section at the exhibit of the Westfield Manufacturing Company was a most ingenious bicycle lock, operating in connection with a Corbin coaster brake. The lock, in fact, incorporates the arm of the coaster, replacing the regular Corbin anchor-arm. It prevents the rear wheel from turning when in action.

The lock mechanism is of the pin tumbler type, all the mechanism being housed in a small cylinder. It operates automatically to lock. The bolt engages with a slotted collar slipped on over the hub shell and attaching firmly to the base of the spokes close to the flange. It cannot be removed without tearing the spokes out of the flange. A special key is needed to open it. The complete lock can be fitted in 30 minutes' time. It retails for $1.25. While shown adaptable to the Corbin coaster brake, it will in a short time be made adaptable to other forms of coaster brakes.

### AFTER MAIL ORDER BUSINESS

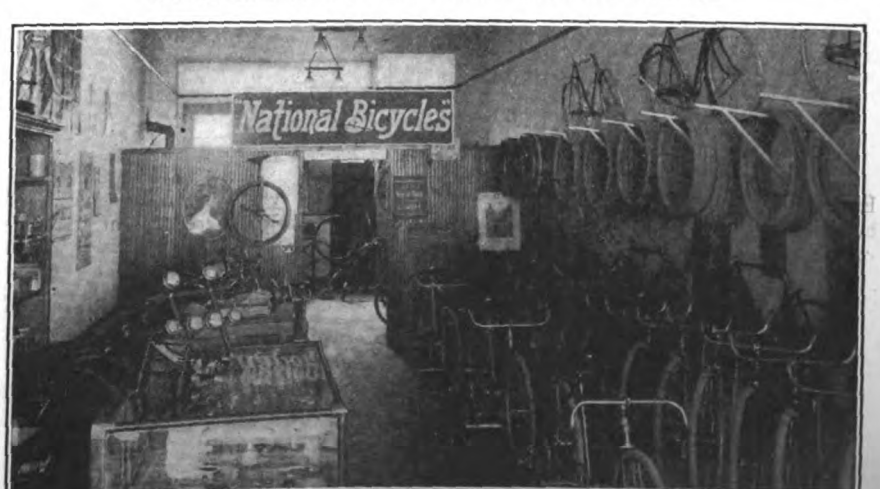
Dallas, Texas, September 27.—A special campaign for the mail order business of the consumers and small dealers in bicycle parts and sundries has been started by the Cortines Supply Company, of this city, the first step in which was the mailing of 5,000 catalogues to the small towns not made by the road men. Results already coming in are considered a sure indication of a healthy condition of the cycle trade over the state.

# STANDARDIZATION COMMITTEE MAKING PROGRESS

ATTENDED by Keyser Fry, President of the Cycle Jobbers' Association; Chairman L. M. Wainwright, of the Diamond Chain & Manufacturing Co., Indianapolis; J. W. Grady, of Worcester; J. W. Ash, of the Miami Cycle & Mfg. Company, of Middletown; W. G. Schack, of the Emblem Manufacturing Company, of Angola, N. Y.; Fred I. Willis, of the Hearsey-Willis Company, of Indianapolis, and M. E. Stokes, of the United States Tire Company, of New York, a meeting of the Cycle Parts Standardization Committee was held at the Congress Hotel in Chicago last Tuesday morning.

Mr. Fry, as President of the Reading Cycle Manufacturing Company, of Reading, Pa., announced his intention of asking the sixteen other bicycle manufacturers in the United States to meet with this committee and aid in the adoption of new standards. Mr. Fry stated that practically all the interested parts manufacturers had submitted answers to the questions propounded by the committee on standardization. These answers are now in the process of compilation, and a definite and detailed report of what is desired by the cycle trades will be made at a meeting to be held at New York.

### RIVERSIDE (CAL.) "NATIONAL" BICYCLE AGENCY




Salesroom of the Yeakle Cyclery, with Repair Department in the Rear

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### RHEINWALD VICTOR IN RACE

(Continued from page 44.)

Bursinel and all went at it hammer-and-tongs. Finally, Rheinwald by a sprint took the lead and held it over the tape at the finish. His winning was a close one, for the Grandjeans flashed across the line at only a fraction of a second intervals after him.

In the amateur class, Ch. Martinet was first in Geneva, in 5:40:12, with E. Ammann, second, in 5:40:12 1-5. M. Suter came third, just one-fifth of a second behind Ammann. Martinet crossed the line ahead by a sprint of about 65 metres, winning over Ammann by a close margin. In all, eleven finished in the amateur class. Following are the summaries:

**Professionals**

Henri Rheinwald, first, 5:12:50; A. Grandjean, second, 5:12:20⅕; J. Grandjean, third, 5:12:50⅘; Perriere, fourth; Demichelis, fifth; Zorloni, sixth; Bani, seventh; Lequatre, eighth; Guyot, ninth; Dreier, tenth; E. Grandjean, eleventh; S. Klein, twelfth. Wiedmayer broke both pedals and retired.

**Amateurs**

Ch. Martinet, first, 5:40:12; E. Ammann, second, 5:40:12⅕; M. Suter, third, 5:40:12⅖; Bernet fourth; Strasser, fifth; Dalberto, sixth; Kung, seventh; Luthy, eighth; Scribanti, ninth; Lomazzi, tenth; Peier, eleventh. Cerutti and Decrevel finished after the time prescribed. The following "simon pures" abandoned the run: Cornaz, Righetti, Collet, Pifferini, Bonini, Michel, Tissot, Marguet, Clavel and Moliterni.

### KOKOMO RUBBER ADDITIONS

Kokomo, Ind.—The Kokomo Rubber Company, of this city, is adding two buildings to its plant. The new additions will be one-third the size of the present factory group and will be used exclusively for the manufacture of bicycle tires. The buildings will be finished and occupied by Dec. 1, according to present estimates.

### CORTINES AT CHICAGO

Dallas, Tex., September 27.—E. J. Cortines, of the Cortines Supply Company, inventor of the Safety First reversible bicycle handle bar, is in Chicago negotiating for the manufacture of his patent.

# McNAMARA BREAKS A WORLD'S RECORD

NEWARK, N. J., September 25.—Reggie McNamara won a twenty-five-mile bicycle race at the Velodrome on Wednesday night, September 22, and broke the world's record for that distance. McNamara clipped 34⅕ seconds off the old mark and rode the distance in 53 minutes 38⅖ seconds. The former figures were 54 minutes 13 seconds, made by Frank Kramer at New Haven on July 14, 1910. McNamara was an easy winner, leading Alfred Goullet over the tape by about six wheel lengths. Just as McNamara finished, his chain slipped off, but Reggie had the race won. Jackie Clark was third, Bob Spears fourth, and Harry Kaiser fifth.

**"Goullie" Also Lowers One**

The new mark put up by McNamara was not the only record broken, as Alf Goullet gets credit for setting a world's record for twenty miles. "Goullie" rode twenty miles in 42 minutes 56⅕ seconds. The old figures were 43 minutes 39 seconds, made by Walter DeMara at the local track on August 24, 1910.

Kramer did not have a chance to protect his world's record, as he was put out of the race with a puncture after riding sixteen miles and two laps. Alf Grenda, who was also expected to be up with the leaders, punctured at eleven miles and three laps. When Kramer punctured he quit the race, but Grenda got a new wheel and continued in the grind, grabbing off lap prizes. Oscar Egg was not feeling well and did not start in the race.

**Continual Sprints—Fast Time**

There was a dollar up for the leader of every lap and the first man at each mile collected five bills. The riders were also allowed to drop from the race and come back again to compete for the lap prizes. These continual sprints kept the pace fast all the time. At five miles the time was 10 minutes 39⅘ seconds, with McDougall leading. The riders covered ten miles in 21 minutes and 22 seconds. Menus Bedell was the leader. The time for fifteen miles was 32 minutes 12⅕ seconds.

Two laps from home Freddy Hill shot out, followed by Cavanagh, McNamara and Spears. Goullet was in a bad position. McNamara jumped on the backstretch and was leading at the bell. He shot into the last lap, trailed by Thomas, Cavanagh, Kaiser, Clark and Spears. McNamara seemed to gain with every kick and had a comfortable lead on the backstretch and around to the tape. Goullet came out in the middle of the backstretch, and by a mad sprint to the tape managed to get second place, just beating out Jackie Clark, while Spears and Kaiser followed close behind.

**Goullet Somewhat Peeved**

Goullet won a three-cornered match against Iver Lawson and Jackie Clark, Goullet won in straight heats, while Lawson followed him over the line both times. In the first heat Lawson battled with Goullet from the first turn on the last lap to the last turn, but Goullet easily outsprinted Iver in the homestretch and won by a wheel's length. The last eighth was ridden in 12⅕ seconds. The second heat saw Clark go into the last lap leading. On the backstretch both Goullet and Lawson rode around Jackie, and "Goullie" led home again by a wheel's length. Goullet seemed rather peeved after winning and handled his bonquet like a head of cabbage. After dismounting he threw the flowers to one side.

A match between Hans Ohrt, of San Francisco, and Arthur Spencer, of Toronto, went to three heats with Ohrt the winner. Spencer took the first one by showing a brilliant bit of head work, but Ohrt came back and took the next two.

Eddie Madden, with 100 yards, won a two-mile invitation handicap race for professionals. Ernest Jokus, who had 90 yards, was second, and Willie Hanley, riding from scratch, finished third. Madden took the lead on the backstretch of the last lap and held it to the finish. Summaries:

One-third Mile Handicap (Amateur)—Won by Frank Scaduto, Newark (70 yards); second, Charles K. Browns, Newark (65 yards); third, William Murray, Harrison (75 yards); fourth, Joseph Marti, Newark (70 yards). Time, 36s.

Two-Mile Invitation Handicap (Professional)—Won by Edward Madden, Newark (100 yards); second, Ernest Jokus, Newark (90 yards); third, William Hanley, San Francisco (scratch); fourth, Menus Bedell, Lynnbrook, Long Island (45 yards); fifth, Peter Drobach, Boston (20 yards). Time, 3m. 51⅘s.

Three-Cornered Match Race at One Mile (Professional)—Won by Alfred Goullet; second, Iver Lawson; third, Jackie Clark. First heat won by Goullet; second, Lawson; third, Clark. Time, 1m. 42⅖s. Last eighth mile, 12⅕s. Second heat won by Goullet; second, Lawson; third, Clark. Time, 1m. 45⅖s. Last eighth mile, 12⅕s.

Two-thirds Mile Match Race (Amateur)—Hans Ohrt, San Francisco, vs. Arthur Spencer, Toronto. Won by Ohrt. First heat won by Spencer. Time, 1m. 35⅕s; last eighth mile, 12⅓s. Second heat won by Ohrt. Time, 1m. 46⅗s; last eighth mile 12⅖s. Third heat won by Ohrt. Time, 1m. 51s.; last eighth mile, 12⅖s.

Two-mile Open (Amateur)—Won by Fred Taylor, Newark; second, Thomas Grimm, Irvington; third, Edward Byron, Australia; fourth, Frank J. Whitney, Newark. Time, 4m. 22⅘s.

Twenty-five-Mile Open (Professional)—Won by Reginald McNamara, Australia; second, Alfred Goullet, Austalia; third, A. J. Clark, Newark; fourth, Robert E. Spears, Australia; fifth, Harry Kaiser, Bronx. Time, 53m. 38⅘s.; a new world's record.

**Suteliffe Demonstrating Motor Wheel at Kentucky Fair—Item Page 44.**

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# AT THE CHICAGO SHOW

Commercial Body

**INVESTIGATE FOR YOURSELF—
SEE THESE NEW BIG SELLERS—**

**THEN get in line for new sales, bigger business, more profits.**

**HUNDREDS of new dealers will fatten their bank accounts during the next two months with the**

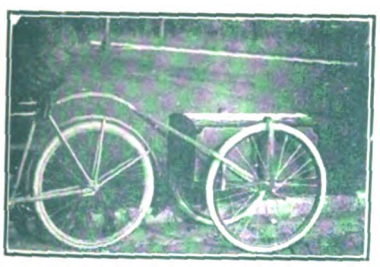
with
Smith Motor Wheel

## HOUGHTON "BI-CAR"

The cleverest, cheapest and best device of the kind. Fits any bike. Built for service. Different bodies interchangeable.

## HOUGHTON "NAIL-PROOF" TIRES

Entirely new and exclusive. Special construction. Double GUARANTEE against punctures. The ONLY tires of this kind. Sell quicker than any others.



New Bike Trailer

## HOUGHTON BIKE TRAILER

A wonderfully big demand is awaiting it. Simple, sturdy, substantial, light and easy-running. Pulls enormous loads with least effort. Various styles and bodies.

DEALERS: BE QUICK—

Write for Prices and Discounts

**HOUGHTON, MARION, OHIO**

Runabout Body

# ATHERTON

Coaster Brake 500% Safe

***A Dealer says:***

Your latest brake is a peach. we have no trouble with them and order them on all new wheels.

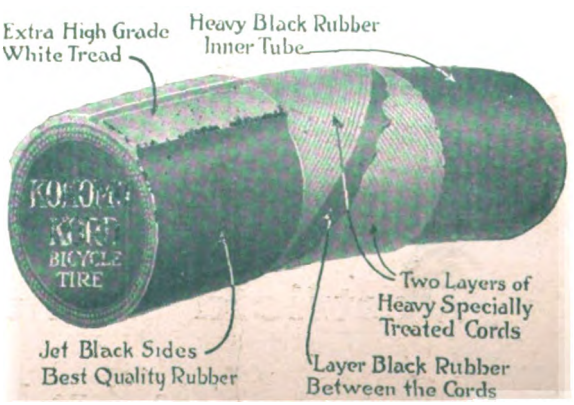
*Send for Literature*

**Buffalo Metal Goods Company**
**Buffalo, New York**
**Licensed Coaster Brake Manufacturers**

## The Very Latest in
# BICYCLE TIRES
## Not an Experiment

Thoroughly tested and tried out, and found to be an entirely practical tire.

Notice the cut; it tells the story—Most resilient and easy riding tire made. Be up-to-date and let us send you a section of the latest




**KOKOMO RUBBER COMPANY**
**Kokomo, Indiana**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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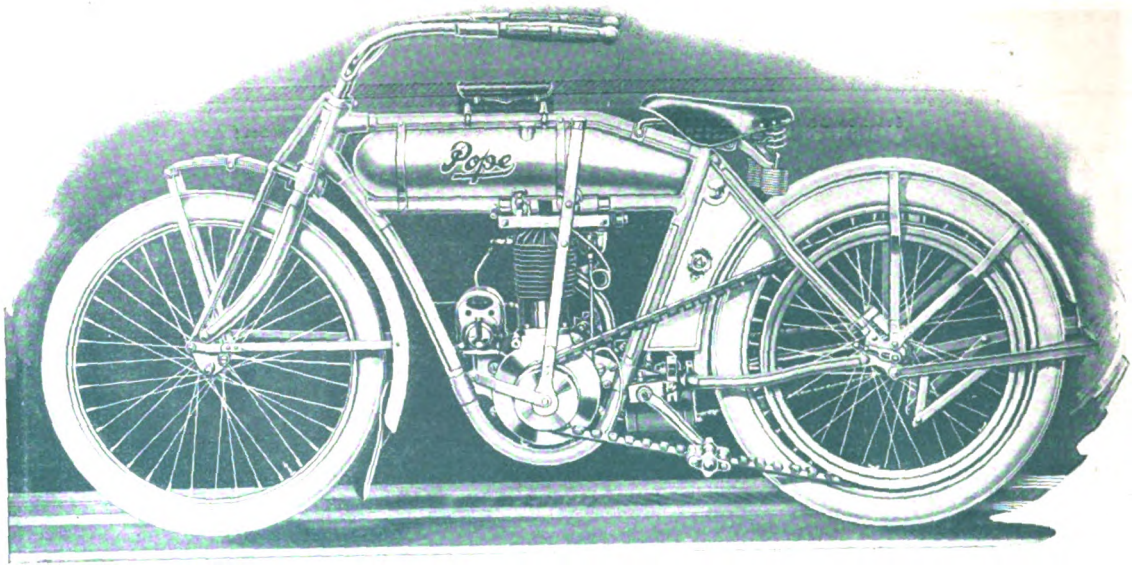


# The Original American Light Weight Motorcycle

Pope leadership is strikingly evidenced by this handsome lightweight model, which was placed on the market six years ago—YEARS IN ADVANCE of all other American lightweight types.

Added to this leadership in design, is the unapproached Pope reputation for quality—a reputation that carries back to the pioneer bicycle days.

Pope

## MODEL H-16 MOTORCYCLES

The Model H-16 Engine is of the side-pocket type. Has automatic intake and mechanical exhaust valves. All operating parts so perfectly balanced that they remarkably retain their initial efficiency. Ample heat radiating flanges.

To DEALERS, are you familiar with our attractive profit-sharing proposition? Write us today.

**Westfield Manufacturing Company**

**Successors to**

**The Pope Manufacturing Company**

**Westfield, Mass., U. S. A.**




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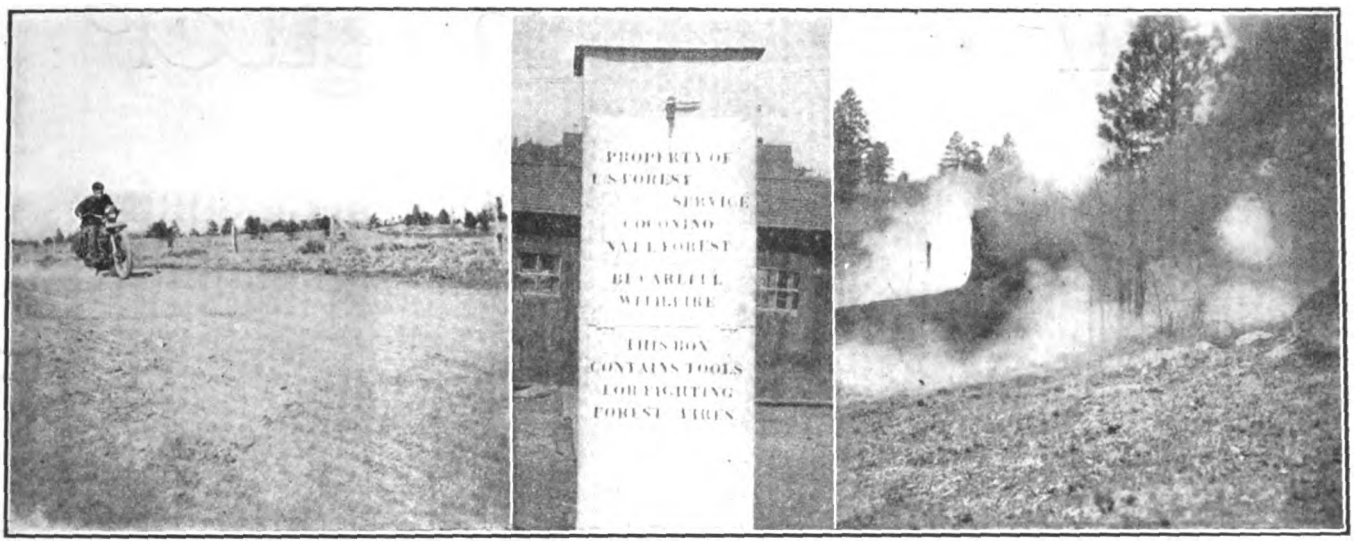
# HELPING TO FIGHT FOREST FIRES IN ARIZONA

## Government Experiments With Motorcycles For Patrol Work in National Reservation

By W. F. KERR




**Left—Coconine Forest Patrolman Rushing to Fire. Middle—Type of Fire Tool Box. Right—Forest Blaze**

FLAGSTAFF, Ariz., September 21.—About four months ago two motorcycles were installed by the United States Forest Service for use by fire patrolmen in the Coconine National Forest. In that short period they have proved so efficient in helping to reduce the number of fires and checking blazes before much damage had been done, that Supervisor John D. Guthrie, of Coconine Forest, has put himself on record as endorsing the powered two-wheeler as a very necessary adjunct to forest service equipment.

### What the Supervisor Said

"This is the first year," he said to a correspondent of **Motor Cycle Illustrated,** "that motorcycles have been used in the Coconine forest, and so satisfactory has been the work rendered by them that the future will undoubtedly see many motorcycles in service in the National forests throughout the States. You can be absolutely certain that we will continue our motorcycle patrolmen."

The installing of motorcycles in the Coconine National Forest was largely in the nature of an experiment which suggested itself to the officials of the Forest Service of the United States Department of Agriculture. Good roads had been constructed along this wooded reserve, which accounts for its being made the scene of the experiment. The Ocean to Ocean Highway and the National Old Trails Highway both pass through the reservation and are extensively used by coast to coast tourists.

Two motorcycle patrolmen are employed by the government to go over specified routes twice a day. These men are Allen T. Bedell, who rides a Harley-Davidson, and Noble H. Glenn, who uses an Indian. Bedell and Glenn each cover a route of approximately sixty miles a day, riding over the same ground twice daily.

Since it is necessary for the men to keep a constant lookout for forest fires starting along their patrol routes, they are limited to a speed of not more than ten miles an hour, except when they are actually going to a fire, in which case they are permitted to "open her wide" and "get all that's in her."

On the luggage carriers of his machine, each of the patrolmen carries a pair of leather cantinas, or saddle bags, where he tucks away a "take down" automobile shovel, an army emergency ration and a map of the National Forest, showing his route and the location of telephones, fire tool boxes (one is shown in the above illustration), ranches and such other information as might prove of possible advantage in his work.

Before beginning the day's journey, the motorcycle patrolmen report to the supervisor and several times during the ride over their respective routes they report by telephone. In case of fire at any point in the reservation, these frequent reports enable the supervisor to get the men quickly to the blazing forest.

**Ready to Start Out on Daily Patrol**

### Regulation Now Observed

The forest roads are used frequently by ranchers, freighters and tourists, so that the possibility of conflagrations starting by lighted matches, cigars and cigarette butts, or fires left burning by campers, is always imminent. But since the acquisition of the motorcycles, the observance of posted regulations has become more pronounced and the number of fires has decreased materially, while in such cases where fires have started they were nipped in the bud.

The real value of the motorcycle in the forest service lies in the ability of the motor patrolman to cover a larger area in a shorter space of time and in a very comfortable fashion, thus enabling him to give almost his entire attention to a thorough inspection of the timberlands on either side of the road. Should he see from a good vantage point anything that "looks suspicious," he can put on full speed and soon find out whether his suspicions are well grounded. His route not being long, the patrolman is never very far from the scene of a fire and can be called up at all times by the supervisor, located at headquarters, and ordered to ride to any point in a jiffy.

In closing it may be of interest to motorcyclists to know that the forest patrolmen are appointed as "forest guards" by the secretary of agriculture, competitive examinations being held for these positions several times in the year.

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# Our Canadian Letter

## CANADIAN DEALERS DEPLORE LACK OF ACCESSORIES

TORONTO, Ont., Sept. 28.—The Canadian motorcycle and bicycle trade moguls have returned from the Chicago show simply bubbling over with enthusiasm and new ideas—although several had a serious complaint to make regarding a lacking feature of this year's display. Following the making of new arrangements with manufacturers at the big shine, several Canadian trade boosters also had occasion to burst into the limelight with interesting agency announcements.

Walter Andrews, 369 Yonge street, for several years the Flying Merkel distributor in Ontario, hurried home to announce that he had acquired the selling privileges for the Harley-Davidson for a good slice of Central Ontario territory. This, of course, for 1916. Andrews has issued an official statement to the effect that he is bound to dispose of over 150 machines. Further, he has annexed Wilfrid Morrison, the ex-Excelsior traveller in Eastern Canada, to help him shove Harley-Davidsons around the map. Andrews is the former bicycle champion of Canada, and so he was interested to see many racing bicycles on display at the Chicago exhibition. He was also "eye-opened" by the many lightweight motorcycles ready for the 1916 spring drive. He paid a visit to the Harley-Davidson factory at Milwaukee and saw how the company handled the service question. He now promises real service for his customers in future, and Andrews' promises are always kept.

A. E. Humphrey, president of the Humphrey Bicycle & Motor Company, Limited, Toronto, bicycle and accessory jobbers, registered an objection because he failed to find the accessory exhibits in large number at the show. He went to the Windy City, he says, to see samples of new and prevailing accessories and to place orders for the same but was disapopinted. He did renew his contract for the Canadian market with the Great Western Mfg. Co., of LaPorte, Indiana, makers of bicycles. He declares he was ready to place orders for both motorcycle and bicycle accessories but couldn't do business for lack of accessory displays. He was particularly anxious to examine saddles and leather goods to replace hard-to-get British goods. "I do not wish to knock the show but I cannot help but criticize the accessory makers for not taking part," Humphrey told your correspondent. "I am going to look for them again at the New York show, and I trust that I will not be again disappointed."

J. W. Gibson, general manager of the Canada Cycle & Motor Company, Ltd., West Toronto, was also disappointed because of the absence of many accessory exhibits which he had hoped to visit with an idea of placing orders for 1916.

H. M. Kipp, the local Indian agent; H. W. Kipp of the Canadian end of the Hendee interests; Percy A. McBride, the Excelsior and Henderson hustler; Jack Crabtree, the Winnipeg and Regina motorcycle merchant; Mr. Anderson, the Harley-Davidson man of Ottawa and, of course, the Canadian officials of the Cyclemotor Corporation of Rochester, who had a novel exhibit, were among the other Canadians noticed.

### LONDON M. C. ON RUN

London, Ont., Sept. 27.—About forty-five members and friends of the London Motorcycle Club engaged in a pleasant fall run to Glencoe and return last Sunday under the direction of Charles Keene, road captain of the club, and George A. Wenige of the Bicycle & Motor Sales Company, the hustling local motorcycle firm. All and everything passed along nicely until the devotees were riding cityward when the automobile owned by ex-Ald. John Richter, with his daughter driving in the same direction, started to clear the road. R. McIntosh and his wife, on a motorcycle and sidecar, were ditched but were not injured. Members of the club who were witnesses are now issuing challenges to the former civic officer to meet them in fair combat.

### SIDECAR TOUR OF 1,273 MILES

Winnipeg, Man.—Two prominent local motorcyclists, Bob Irvine, president of the Winnipeg Motorcycle Club, and Bill Abercrombie, recently participated in a pleasant tour of 1,273 miles to Minneapolis and back, using an Excelsior two-speed motorcycle and sidecar.

### THANKSGIVING DAY RACES

Uxbridge, Ont., Sept. 27.—Monday, October 11, being Thanksgiving Day in Canada, the motorcyclists will disport themselves on the local half-mile speedway on that date in an effort to thrill the attending population. Toronto speedsters will tour the 47 miles between here and there for the purpose of enlivening the proceedings.

### JUDGE'S COMMENT AROUSES IRE

Toronto, Ont.—Although he declared that "sidecars are dangerous and should not be allowed by law," Judge Morson, of the Division Court gave judgment to Bert Clark, a local rider, for $25, the full amount of his claim against James Emerson, an autoist, for damages to his motorcycle and sidecar when the defendant's automobile struck him on Gerrard street East. Clark's wife and child were in the sidecar at the time, but, fortunately, were uninjured, even though they were thrown out of the car.

Judge Morson's unnecessary comment has created great interest among the hundreds of sidecar owners in Toronto.

### BRAVES DEATH FOR SPECTATORS

Cornwall, Ont., Sept. 27.—During the recent Cornwall Fair, an accident occurred in the motorcycle feature on the half-mile track which showed the pluck of James Poapst, a member of the St. Lawrence canal guard, who was a competitor. During the action of the race, the prize for which was a large silver cup, Poapst threw himself and machine into the fence rather than collide with persons who were foolishly crossing the track. He suffered a broken foot and a sprained arm. The race was won by W. O. Relyea on an Indian, following Poapst's accident.

### CYCLIST GETS DAMAGES

Montreal, Que.—The jurors for the court action brought by George Bergeron againts the Montreal Tramways Company for $3,000 damages for alleged negligence, which resulted in the plaintiff being struck by a street car while he was riding a bicycle, have awarded Bergeron the sum of $1,000. At the same time, however, because it was shown that the cyclist had broken a traffic by-law just previous to the accident, the jury in the case deducted the sum of $600 from the award so that the rider will have to be satisfied with $400 in settlement of his claim.

### C. M. A. OFFICIAL ENLISTS

Niagara-on-the-Lake, Ont., Sept. 27.—One of the latest to enlist with Canada's Expeditionary Force is W. G. Self, for two years vice-president of the Canada Motorcyclists' Association, and one of the best known figures in motor-chugging circles in the Dominion. Self's specialty has always been his motor-jaunts down through New York State for the Saratoga Rallies, F. A. M. State conventions and other features. Self enlisted with the Canadian Army Service Corps and cannot take his much-used Indian with him—just yet.

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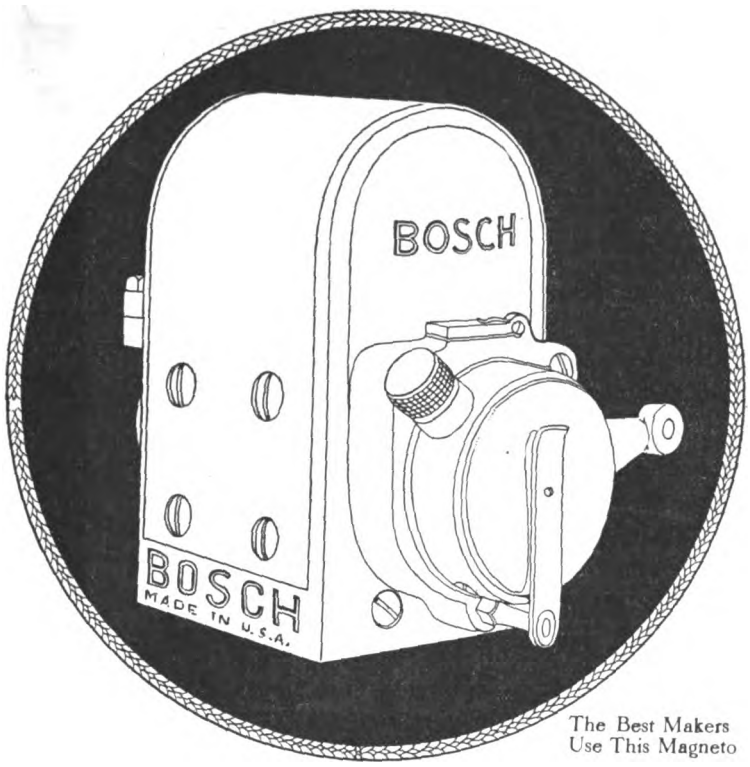


The Best Makers
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# AGAIN BOSCH MAGNETOS PREDOMINATE—OF COURSE

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**28 were fitted with the..... Bosch Magneto**
**13 with the ..... ——— Magneto**
**13 with the ..... ——— Magneto**
**7 with the ..... ——— Magneto**
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**1 with the ..... ——— Magneto**
**2 with the .....Light and Ignite System**
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**2 with the .....Light and Ignite System**

There you have it all in a nutshell—the majority of makers know that there is only one way to give dependable, efficient ignition—it's with the Bosch Magneto. Bosch is used by most makers on most motorcycles sold to most people. You see here which way the wind is still blowing: the Bosch way, of course.

Don't argue—insist that the motorcycle you buy or sell is fitted with none other than the Bosch Magneto—anyone can have a Bosch Equipt Motorcycle if he insists.

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# TWITCHELL AIR GAUGE

## Guessing May Cost You Your Life

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

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THE HARRY SVENSGAARD SALES CORP. DETROIT.

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Published Weekly by the
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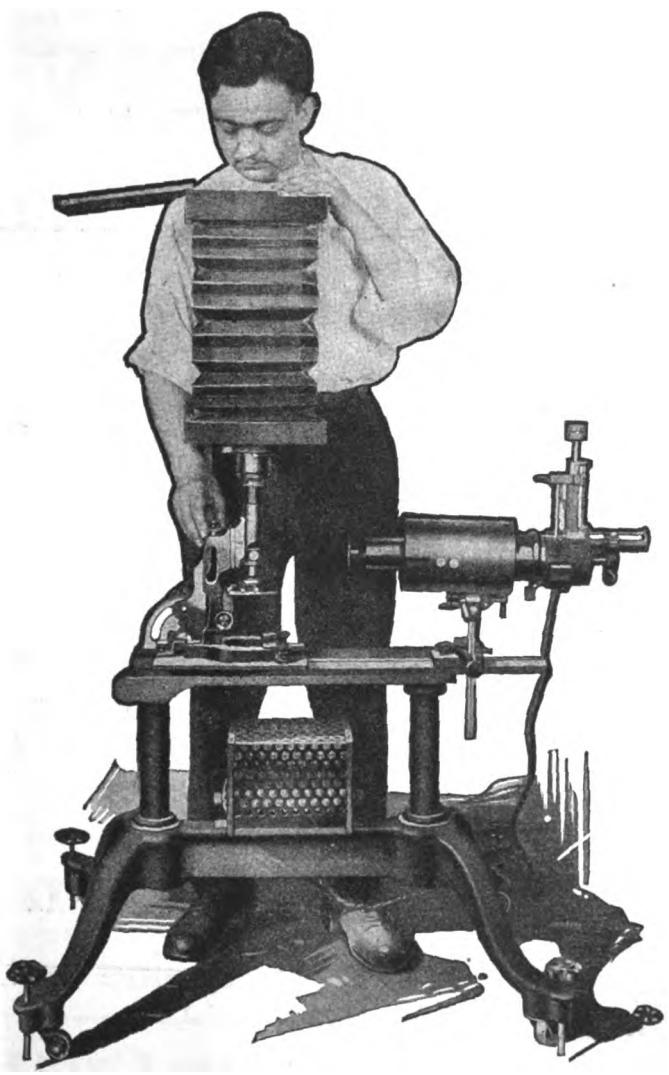
# STANWELD PRODUCTS



## *Under the Glass*

things look different. Tiny imperfections the naked eye would never see become quite noticeable—and are eliminated. These tests are the literal definition of *Safety First.*

Manufacturers seldom are compelled to render this unseen service, yet it is the best insurance of satisfaction, safety and service of the product.

All raw material used in the manufacture of *Stanweld Frame Parts* is subjected to rigid analysis. The task is a stupendous one, but it guarantees those qualities which the careful manufacturer and rider demand—and we therefore continue it.

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# The National Motorcycle, Bicycle and Accessory Show

## New York Madison Square Garden

## October 11th to 16th

Is a repetition of the successful show just closed at Chicago, where more jobbers, dealers and riders were present than ever before, and they were there for business. DON'T FORGET THAT.

A similar crowd will greet you at the Garden.

Get in personal touch with the Eastern Trade. Meet them face to face. CONSIDER THIS CAREFULLY.

## All 1916 Models Will Be Shown

Come help boost the Cycling Industry and at the same time help yourself.

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**For Space Apply to**

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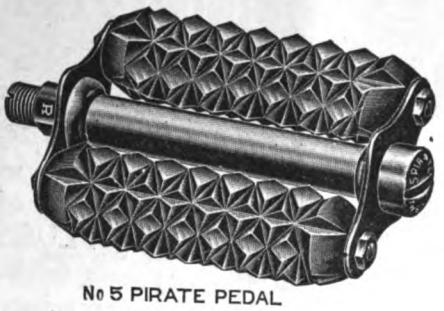

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# Two Pedals That Are Immensely Popular

Their design and construction assure strength and comfort. Especially is this true of the No. 5 PIRATE, whose deep corrugated rubber cushions are not only soft to the feet, but absorb shocks and keep the feet from slipping.

The No. 4 STANDARD is a new addition to our large and comprehensive line of Rat Trap Pedals. It is strongly made, well designed and gives a splendid foot hold.

## The Standard Co. *Torrington Connecticut*

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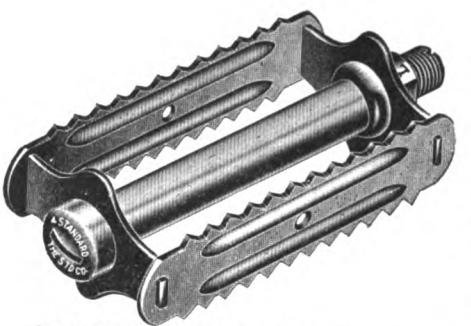

No. 4 STANDARD RAT TRAP PEDAL

# SAMPSON Feather-Edge Innertube REPAIR PLUG

The minute-and-a-half puncture repair that takes the trouble out of tire trouble and puts pure, unalloyed pleasure in its place. 20 seconds to find the puncture, another 15 to cut a round hole with the tool, 15 seconds to insert the plug, 15 more to screw down the plug and break off the wire. Result—a permanent puncture repair —*guaranteed*—every time—or back goes your money. Price of complete kit, $1.50. At your dealer's.

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(The Great Comfort Necessity)

The folding feature makes mounting and dismounting wonderfully easy. The steel spring-sides absorb surplus jars and shocks.

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## MOTORCYCLE OIL LAMP

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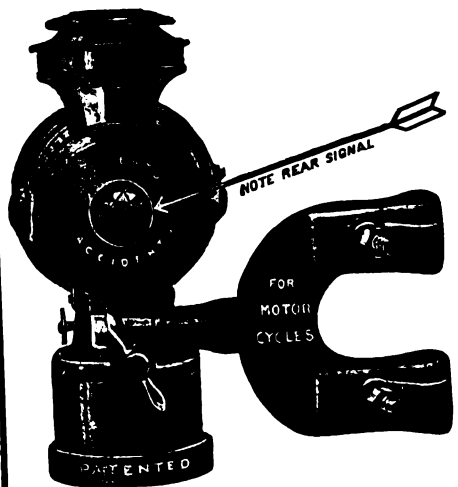


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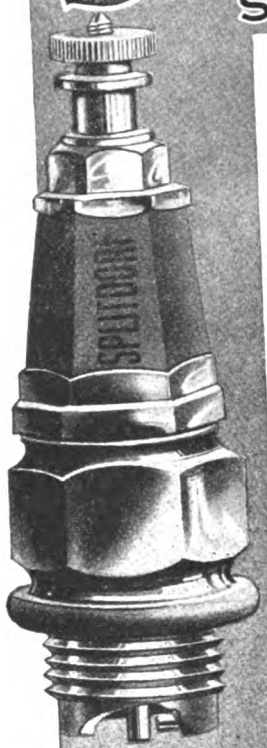


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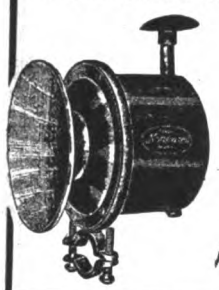

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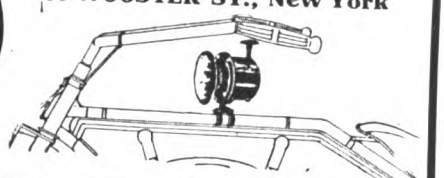

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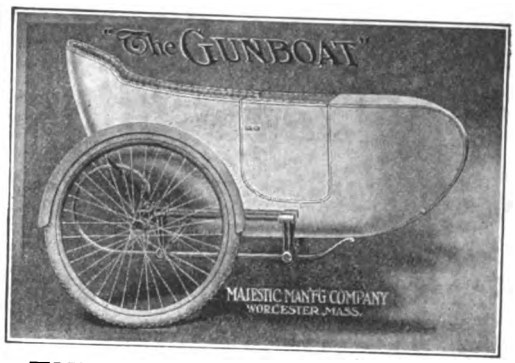


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Every part is accurate, the wearing parts are heat treated carefully and scientifically, the rollers DO NOT BREAK.

Use No. 149 on your motorcycle and get the satisfactory service thousands of other riders are enjoying.

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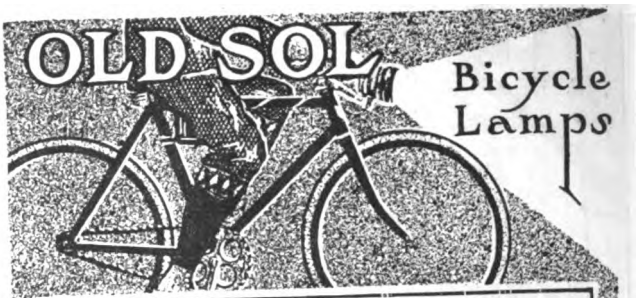


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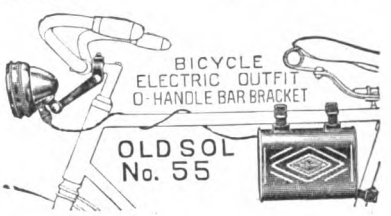


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a reliable, efficient pump but *in* the pump there is room for a complete tire repair kit. Patches, cement and extra valve parts can be carried inside of the pump. And what's more, the handle can be used as a tire tool. You get the whole business, pump, tire repair kit and tire tool at the price of the ordinary tire pump.

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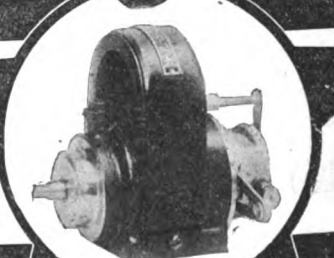

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

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# AB HORNS

Motor Cycle Electric Vibrator

$2.50 With Cord and Push Button

Standard Equipment on "Harley-Davidson"

Low Amperage Easy on Your Batteries

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**Adams-Bagnall Electric Co.**

CLEVELAND

New York Pittsburgh Detroit Chicago St. Louis

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**CORBIN-BROWN SPEEDOMETER**

*"The Speedometer of Absolute Accuracy"*

It is expensive to run on a blind guess. It is expensive not to know the mileage in your tires, the amount of gas consumed and oil used. It is expensive not to know the speed of your engine for it not infrequently leads to fines.

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Branches:

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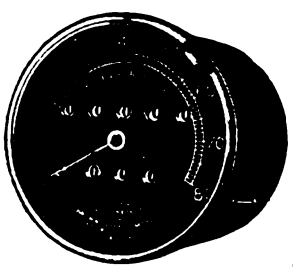
Makers of Corbin Brakes and Automatic Screw Machine Parts



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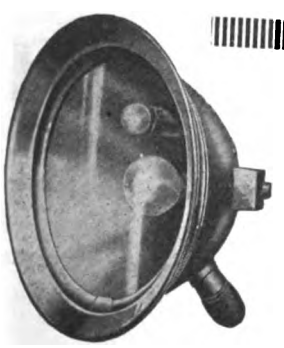
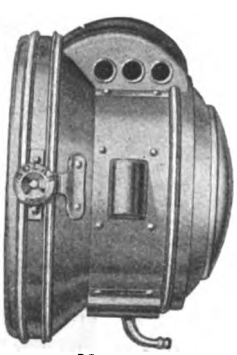


Model E. M. 2



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**SOLAR** Motorcycle Bicycle **LAMPS**

Unapproached for brilliancy and efficiency. Unequaled in points of design, material, finish and durability.

Model E M 2 Electric $5.50 The Harley-Davidson and Excelsior 1916 equipment

Model 156 Gas $6.00 A splendidly sturdy lamp A good seller

*New York Show Space 100*

New Model S Bicycle

New Model S and 3 D-S are in great demand by bicycle riders who wish a reliable lamp of strong brilliancy

**The Badger Brass Mfg. Company**

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# DIMMER GOGGLE

RETAIL AT 75c. EACH

Constructed entirely of Parisian Ivory. Durable, unbreakable, washable, sanitary. Bound in solid rubber, which gives that cool touch to the face. Self-adjusting head band.

Mr. Dealer:

Ask your Jobber to include in your next order a dozen Chicago Dimmer Goggles, No. 1 style, they are Non-Breakable, made in clear, amber, or orange color, with green, or orange Dimmers.

Manufactured by

**CHICAGO EYE SHIELD CO.**

128 So. Clinton Street CHICAGO, ILL.




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DETROIT, CLEVELAND, BUFFALO, NIAGARA FALLS. | TOLEDO, PT. HURON, ALPENA, ST. IGNACE.

A LAKE TRIP FOR REST AND RECREATION

Have a real vacation on the Great Lakes, the most enjoyable and economical outing in America. The cool lake breezes, the ever-changing scenes along the shore, and the luxurious steamers of the D. & C. Line are positive guarantees that you will enjoy every minute of your trip, and return home refreshed and glad you went. Daily service between Detroit and Cleveland and Detroit and Buffalo. Four trips weekly from Toledo and Detroit to Mackinac Island and way ports. Two trips weekly, special steamer, Cleveland to Mackinac Island, no stops enroute except Detroit and Alpena. Special day trips between Detroit and Cleveland during July and August. Daily service between Toledo and Put-in-Bay. RAILROAD TICKETS AVAILABLE FOR TRANSPORTATION on D. & C. Steamers between Detroit and Buffalo or Detroit and Cleveland either direction. Send two-cent stamp for illustrated pamphlet and Great Lakes map. Address L. G. Lewis, G.P.A., Detroit, Mich.

Detroit & Cleveland Navigation Company

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FACTS!

Do you want to know all there *is* to know about the care and repair of your chains? Do you want to get more service, more mileage—and better mileage—out of your chain transmission? Then get the booklet furnished by the makers of

"The Coventry" Chain

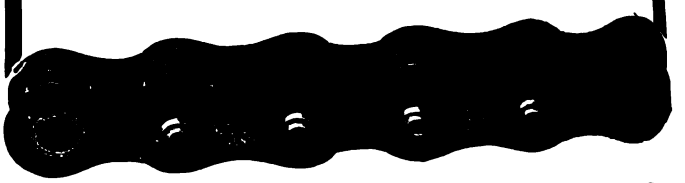
*"The Motor's True Mate"*

Instructive, interesting, amusing and valuable. Compiled by the makers of the world's strongest motorcycle chain, with a breaking strength over 800 lbs. in excess of the next strongest. It is the chain for YOU to use—because it costs least per mile and gives most service.

Write for this little booklet. You'll never regret it.

HERBERT F. L. FUNKE CO., Inc.

112 BROAD ST., N. Y.



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This Electric Lighting-Ignition Equipment for Motorcycles is a **proved** success. It has been tested by thousands and thousands of motorists, all of whom give it the highest praise. See it on a Harley-Davidson 1915 Model.

REMY ELECTRIC CO.

ANDERSON, IND.

RAJAH MOTORCYCLE PLUG

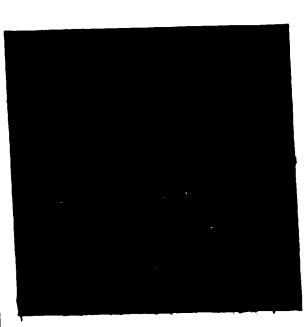
Thousands of motorcyclists depend on Rajah! Every careful motorcyclist should!

The short, substantial, electrodes are made from specially imported wire, and are guaranteed not to burn off.

"Ignition Absolutely Sure"

Price with thumb-nut terminal $1.25 Postpaid.

RAJAH AUTO SUPPLY CO., Bloomfield, N. J.



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Electric Motorcycle Horns

Nos. 7 and 7A

Reduction in Price
Same Quality

Special proposition to jobbers and dealers.

Write for descriptive circular and new prices.

SCHWARZE ELECTRIC COMPANY

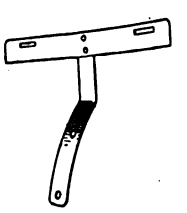
Adrian, Mich., U. S. A.

A LEADER

by its efficiency sales record is our new

20th Century TAIL LAMP

It is Compact and Light and throws white light on license and projects a rear tail light.



OUR MOTORCYCLE LICENSE BRACKET Price 25c. Suitable for all Tail Lamps. Holds license Plate Securely. Neat in appearance. Attaches to mudguard in proper position for reflection from Tail Lamp to illuminate license pad.

20th Century Mfg. Co., 41-43 Warren St.

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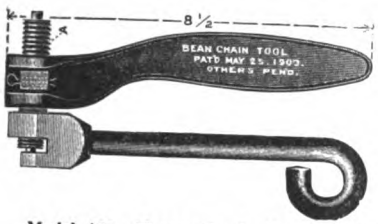
JOERNS MOTOR MFG. CO. ST. PAUL, MINN.

*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*
*Cyclone Deliveries Being Made Daily*

**JOERNS MOTOR MFG. CO.**
2235 Hampden Avenue Saint Paul, Minn., U. S. A.




**Bean Chain Repair Tools**
for Store and Repair Shop

Model A33. Heavy Head. Handle offset, 8½ inches long.
Model B2. For all bicycle chains, either block or roller.
FOR RIDER'S TOOL KIT
Model A22. Heavy. With handle 6 inches long.
Model A44. Large roller chain. Handle 6 inches long.
Model A1. Handle 4 inches long.
Model B1. Bicycle Roller Chain.

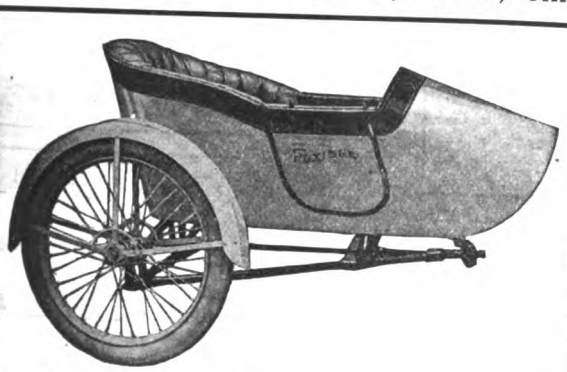
*Write for Particulars and Prices*

**THE BEAN COMPANY, BEREA, OHIO**

***WATCH YOUR STOCK***
and be ready to meet the demand for
**F-N ACCESSORIES**
Our F-N Tandems and Back Rests are popular favorites and offer a ready sale. There's a good substantial profit in selling them.
Order through your jobber or direct.

**FENTRESS-NEWTON MFG. CO.**
Detroit, Mich.

**THE NEW FLXICAR**



The car you will eventually buy. Write for descriptive folders
**THE FLXIBLE SIDE CAR CO.,** 338 N. Spring Street Loudonville, Ohio
E. J. Brennan (New York City and Brooklyn Distributor)
301 Schenck Avenue, Brooklyn, N. Y.

**PROMPT SERVICE MASCO BEST QUALITY**
MOST COMPLETE LINE OF MOTORCYCLE SUPPLIES ON EARTH
**MOTORCYCLE REPAIRS**
The Best Equipped Repair Shop in the Country. Motor Overhauling, Frame and Fork Straightening, Re-enameling, Rebuilding and Cylinder Boring. Estimates Given on any Repair Work. Work Absolutely Guaranteed. Catalog Sent on Request.
**Motorcycle Accessories Company**
ST. PAUL, MINN.

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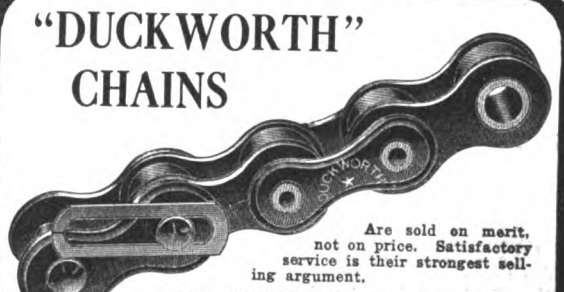
A FEW OF THE PROMINENT DISTRIBUTORS OF PIERCE BICYCLES:
New York Sporting Goods Co., New York City
Hub Cycle Company, Boston, Mass.
Elmira Arms Company, Elmira, New York
Buckeye Motor & Cycle Company, Akron, Ohio
Cortines Supply Co., Dallas, Texas
Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah
Spokane Cycle & Supply Co., Spokane, Wash.
John T. Bill & Company, Los Angeles, Calif.
Henry Keidel & Company, Baltimore, Md.
Sportsman's Supply Co., Pittsburgh, Pa.
THE PIERCE CYCLE COMPANY
BUFFALO NEW YORK

**"DUCKWORTH" CHAINS**




Are sold on merit, not on price. Satisfactory service is their strongest selling argument.
**DUCKWORTH CHAIN & MFG. CO., Springfield, Mass.**

**MAKE MONEY OUT OF YOUR INVENTION**
New Ideas—patented—make fortunes. Novelty catches the popular fancy. Better ways of doing the same old thing mean money. If you have a new and useful invention, patent it and reap the profits. You may write me fully and freely. All communications confidential. Submit sketches or model and save time. Booklet on request.
Trade marks registered and designs protected.
**LESTER L. SARGENT,** N. W. Cor. 9th and G Streets, Washington, D. C.
Just across the street from Patent Office.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# National Dealers' Directory

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**Audubon Motorcycle Garage**
H. RAOUL
**Indian Agency**
Gaulois Tyres—All Indian Parts in Stock.
4186 Broadway, near 179th St. F. A. M. Shop.

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
993 Washington Ave. Near 164th St.
VICTOR PELIZARRE, Mgr.

**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3986 Chelsea.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2059 JEROME AVE., Corner Burnside Ave.

**YORKVILLE**
MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
1729 1st Ave., near 90th St. Tel. 2163 Lenox

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**HARLEY-DAVIDSON SALES CO.**
Of New York, 583 W. 110th St. (near B'way), New York, and 15 S. Lexington Ave., White Plains, N. Y. Distributors for Harley-Davidson Motorcycles and Sidecars, and Accessories. Complete stock of Motorcycles and Parts.

**EXPERT REPAIRING**
Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
Broadway Auto Repair & Supply Co.
246 West 106th Street C. Lurie, Prop.

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail, Get Our Catalogue Before Buying Your Supplies. Dealers, Attention.
Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
583 W. 110th St., Near Broadway, New York.

**Metropolitan Motorcycle Repair Co.**
Garage and repair shop for all makes, two and three-speed. Specialist in frame building. Stock of N.S.U., Indian and Harley parts. Pope service. A. L. Cocchi, 227 W. 83rd St., Tel., Schuyler 7903.

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 450

**HARLEY-DAVIDSON**
Bronx Co. Headquarters
H. SCHEEREN
3119 Third Avenue, near 159th Street

**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Agent for Excelsior and Smith Motor Wheels. F. A. M. Repair Shop.
1491 Fifth Avenue, between 119th and 120th Streets. Telephone, Harlem 2337.

**T. J. SIXSMITH**
203 W. 106th Street.
Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

AMOS SHIRLEY, 935 Eighth Ave.
INDIAN, EXCELSIOR and HENDERSON motorcycles. Columbia, Hartford and Fay Juvenile bicycles.
WE CARRY IN STOCK
parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 2¾ Firestone Non-Skid..... 5.65
These tires are fresh stock practically perfect, but slightly discolored in spots
E. J. Willis Co., 85 Chambers St., N. Y. City

**EXCELSIOR**
M. WORKSMAN, Agent
Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
14 VESEY STREET.

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**HARLEY-DAVIDSON**
Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**1915 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
HOWARD C. HENDRICK,
155 Howard Ave. Phone: Bush 3089.

SPECIAL REDUCTIONS ON OUR ENTIRE STOCK OF NEW AND SECOND HAND MACHINES.
Your opportunity to get a motorcycle at a bargain price. We must clear our floor space for an added line.
A. H. PATTERSON,
Brooklyn's Pioneer Motorcycle Distributor,
1060-1062 Bedford Ave. Brooklyn, N. Y.

**Thor Motorcycles**
Easy payments. All makes taken in trade.
Full stock of parts. Expert repairs.
B. RUDERMAN
1031 Bedford Ave. Phone Bed. 769

**Bedford Motorcycle Repair Shop**
Motorcycle repairing of all descriptions. All work guaranteed.
Full line of accessories—Used machines.
LOUIS VOROB,
832 Bedford Ave., Brooklyn, N. Y.

WINGES BROTHERS, 1815 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

**CYCLONE**
GEO. A. ASHLEY Distributor for Greater N. Y.
1213 Bedford Ave., Brooklyn

## LONG ISLAND

**Plaza Motorcycle Exchange**
EXCELSIOR DISTRIBUTORS
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
INDIAN MOTOCYCLES
Machines Sold on Easy Terms. Phone: 2045 Astoria.
Expert Repairing—Storing—Gasoline.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

**HARLEY-DAVIDSON**
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

**INDIAN AND HARLEY-DAVIDSON**
S. HURVIN
Indian, H-D and Excelsior Parts, Accessories; First-Class Repairing.
447 Fulton St. Jamaica.

**INDIAN MOTORCYCLES**
NICHOLAS ROSE
All makes of bicycles—expert repairing.
30 MAIN ST. FLUSHING, N. Y.
Phone 496J Flush.

## NEWARK, N. J.

1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $25 and up.
WALTER GOERKE
321 Washington St. Newark, N. J.



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**PATERSON, N. J.**

**W. EDW. MACDOUGALL CO.**
Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
182 Van Houten St., Paterson, N. J.

**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
91 Broadway, Paterson
Real Values in used machines

**BRIDGEPORT, CONN.**

**JAMES G. BURROUGHS**
Fairfield County Distributor for the
**EXCELSIOR**
Complete Line of Parts and Accessories
866 STATE ST. BRIDGEPORT, CONN.

**NEW YORK STATE**

**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and
MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

**EDWARD RYAN,**
233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
**EXCELSIORS**
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

**RHODE ISLAND**

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. SWENSON, 542 Broad St., Providence, R. I.

**CHICAGO**

**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

**DENVER**

**W. W. WHITING**
Harley-Davidson Distributor for Colorado. Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!


# Special Service Department


**FIELD OR EXECUTIVE PROPOSITION INVITED**
by
**SALESMAN**

16 Years Cycle Trade Service—Shop, City, Road New York-Philadelphia Inclusive to Chicago. Manufacturing and Publicity Experience.

——OR——

Factory Representation
Eastern Penna.—South New Jersey
Delaware
Have Complete Office with Show Window, Philadelphia Wholesale District.
Own Motor Transportation—Use Optional.
Excellent References.

**W. R. STROUD**
2213 Winton Street, Philadelphia, Pa.

**Pacific Motor Supply Co., Inc.**
A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*

Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.

**1438-42 Market St., San Francisco.**
**924 South Main St., Los Angeles.**
*Finest Stores on the Coast*

**Parts for all Motorcycles**
Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
**WESTERN SUPPLIES COMPANY**
1448-52 Larimer St. Denver, Colo.
Largest Cycle and Motor House in the West.

**Kimball-Upson Company**
*Distributors N. California and Nevada*
**POPE MOTORCYCLES and BICYCLES**
**SMITH MOTOR WHEELS**
General Jobbers Motorcycle, Bicycle and Auto Supplies, Sporting Goods
Our big catalog free for the asking
**609-11 K Street, 608-15 Oak Ave.**
**SACRAMENTO, CALIF.**

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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FOR SALE 1915 Indian motorcycle three speed Big Twin; fully equipped, including Splitdorf magneto-generator; electric lights; clock; Corbin-Brown speedometer; F. N. tandem with sideseat attachments; extra tube and luggage carrier; new Penn. vacuum cup casing on rear. Machine has had excellent care and only run 3,000 miles; cost with equipment $360.00. Will sell for $250.00. Will ship on $25.00 deposit, balance C. O. D. Address Motorcycle, Box 697, McComb, Miss.

100 MOTORCYCLES; new and second-hand; all makes; $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

BARGAINS!—1914 H. D. twin, $125; 1914 Indian twin, fully equipped, $145; 1913 Excelsior twin, $100; 1913 Indian twin, $110; 1913 Indian single, $75. Write for details. J. E. Sayre & Co., Terre Haute, Ind.

FOR SALE 1912 Big Twin Indian; 7 H. P.; good lamp and horn included; recently overhauled; looks like new; in good running order. A bargain for $115.00. Robert Johnson, New Albany, Miss.

A MOST UNUSUAL OPPORTUNITY—Owing to ill health, am obliged to dispose of bicycle business in one of the largest cities in Dakota. Have live motorcycle agency and good trade in oils, bicycles and accessories. Big repair business. Will welcome thorough investigation. Can show substantial profit on past few years' business. Address P. N., care of MOTOR CYCLE ILLUSTRATED.

INDIAN RACER FOR SALE—7 h. p. ported machine; speed, one mile in 50 seconds; price $110. H. M. Seibold, Fifth and Gay streets, Columbus, O.

FOR SALE 1915 Twin Indian, with tandem, $175.00. Run only 600 miles. Henry A. Hirsch, 1605 Atlantic avenue, Atlantic City, N. J.

20 SECOND-HAND MOTORCYCLES. Must be turned into cash. Your opportunity to get a good bargain. Write at once for descriptive list. C. V. Pendleton, Jr., Norwich, Conn.

$150 takes a 1914 two-speed Excelsior; electrically equipped; Corbin speedometer. Geo. H. Smith, 1035 N. Grand avenue, St. Louis, Mo.

BEST OFFERS TAKE 1915 two-speed Henderson, fully equipped, run 600 to 700 miles; 1915 two-speed Dayton, electrically equipped, run 500 miles. J. Mast, 1525 Race street, Cincinnati, O.

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# FEDERAL MOTORCYCLE TIRES

"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

Motorcycle Mica

75c Can't Break

Special Oil Resisting Construction

Champion Spark Plug Co. 2309 UPTON AVE. TOLEDO, OHIO

FREE

You can't be up-to-date without it.

*Write today to*

MECO

Hammondsport, New York

3664 S. Main LOS ANGELES, CAL.

The Oldest Supply House in America

## Motocycle and Bicycle Supplies

Catalogs now Ready

No. 60 Motorcycle Supplies
No. 61 Bicycle Sundries

The most complete books of their kind ever issued.

**FREE TO DEALERS**

who write us on their letter heads or enclose their business cards. Ask for our Bargain Books, too.

"INDIAN" Motocycles

"PIERCE" Bicycles

**New York Sporting Goods Co.**

15 and 17 Warren St., near Broadway, New York

The choice of the experienced rider is

## PREST-O-LITE

The Only Practical Light for Motorcycles

The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

The Prest-O-Lite Co., Inc. 246 SPEEDWAY INDIANAPOLIS, IND.

The World's Largest Makers of Dissolved Acetylene

*Prest-O-Lite Exchange Agencies Everywhere*

## NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .106. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

The National Screw and Tack Co. Cleveland, Ohio

## "Here's the Chain I like to sell"

Because it's a chain with a "rep." It's a chain they all know about and admire. And—most important of all—it's a chain I can recommend and know there won't be any comeback.

RENOLD

"The Chain of Proven Reliability"

That's what nine out of ten dealers will tell you, friend rider. Go and ask 'em.

Peter A. Frasse & Co., Inc. New York

Canal and Sullivan Streets,

[redacted]

## THE MOST BICYCLE FOR THE LEAST MONEY

Bicycles Exclusively

IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US

Capacity 500 Bicycles Daily

GREAT WESTERN MANUFACTURING COMPANY, La Porte, Indiana




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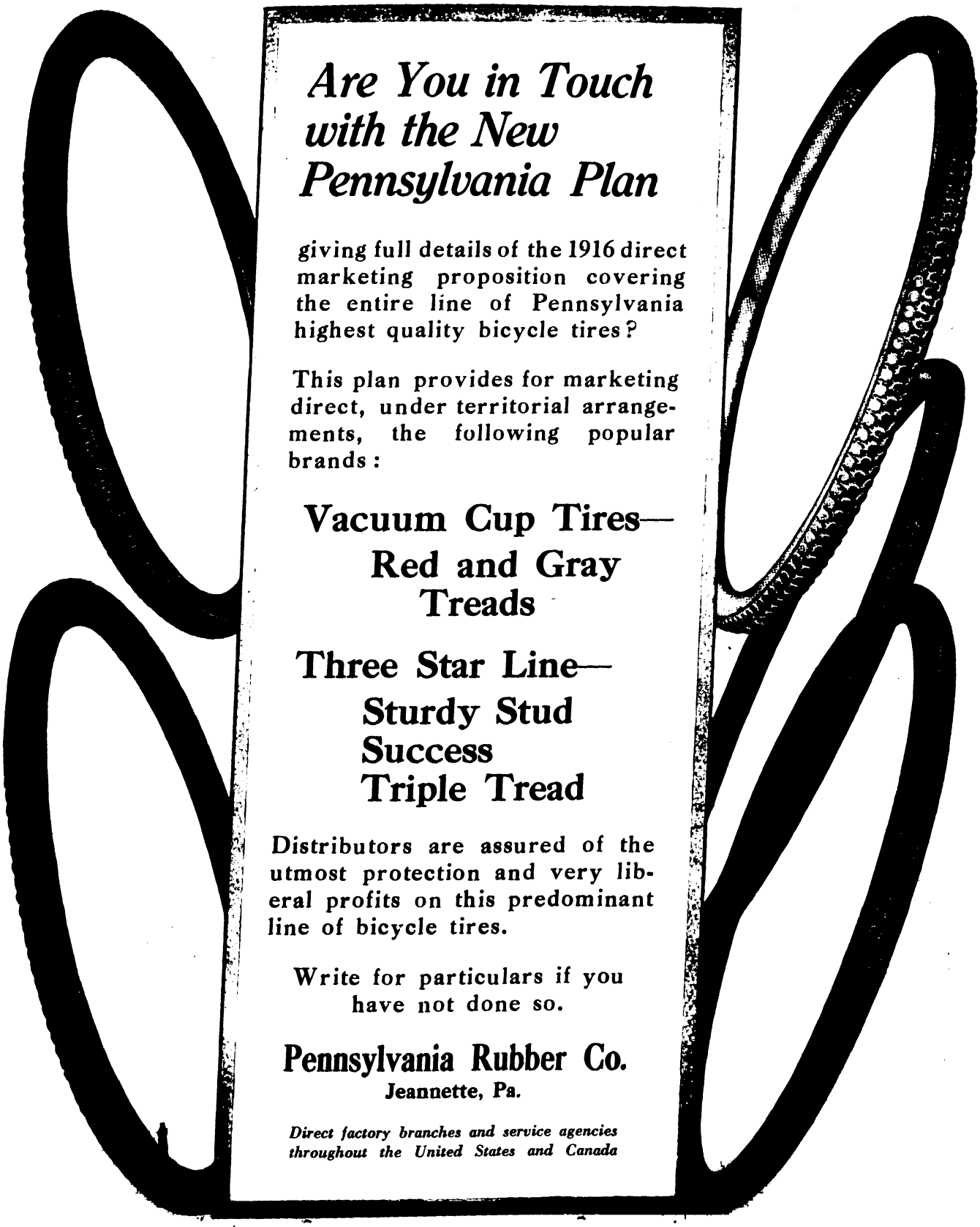
VACUUM CUP Oilproof BICYCLE TIRES

THREE STAR ★ Line of BICYCLE TIRES ★★



*Are You in Touch with the New Pennsylvania Plan*

giving full details of the 1916 direct marketing proposition covering the entire line of Pennsylvania highest quality bicycle tires?

This plan provides for marketing direct, under territorial arrangements, the following popular brands:

**Vacuum Cup Tires—**
**Red and Gray Treads**

**Three Star Line—**
**Sturdy Stud**
**Success**
**Triple Tread**

Distributors are assured of the utmost protection and very liberal profits on this predominant line of bicycle tires.

Write for particulars if you have not done so.

**Pennsylvania Rubber Co.**
**Jeannette, Pa.**

*Direct factory branches and service agencies throughout the United States and Canada*

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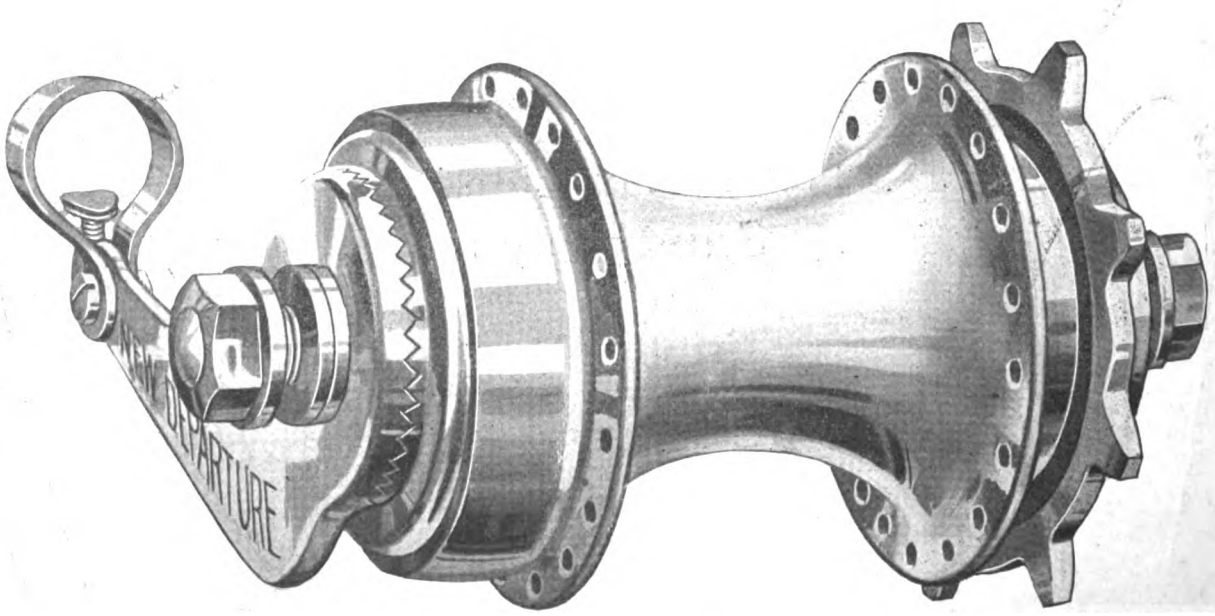
# The New Slogan at the




***The Brake That Brought the Bike Back***

***Indorsed by Nearly 5,000,000 Riders, and Every One a New Departure Booster***



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# Departure Chicago Show-

## "A million bicycles in 1916"

**Every Bicycle Dealer who visited the New Departure exhibit at the Chicago Show believed we were not stretching it, when we put the number so high—We showed them how it could be done—Told them we wanted to help them do it.**

**There's no good reason why sales of bicycles in every town should be less than the sales of automobiles—None whatever.**

**This has not proved true, however, in the last two years.**

**It will pay you to go to the New York Show, visit our booth and see how we can help you to so change this condition in your town that you can sell more bicycles and help reach the million mark in 1916.**

***Don't fail to come. You will find a right royal welcome from the New Departure Boosters at Space 99, Main Aisle.***

**THE NEW DEPARTURE MANUFACTURING CO., BRISTOL, CONN., U.S.A.**




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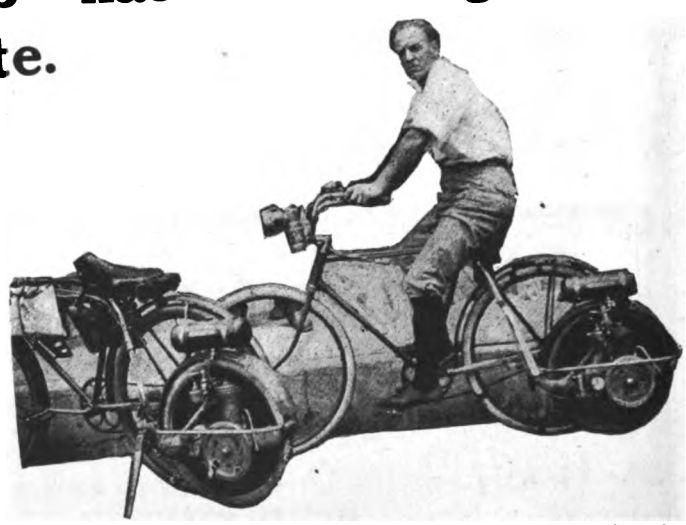
If—

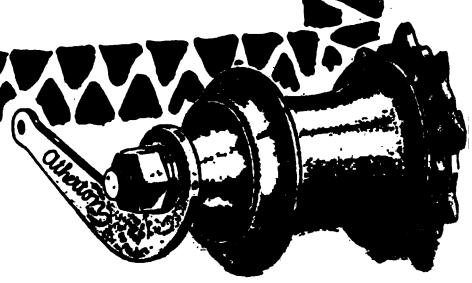
If you visit the New York Show—ask for "Bob" Lawson—who tested an

ATHERTON COASTER BRAKE

in a ride of over 18,000 miles. "Bob" has interesting stories to relate.



"Bob" Demonstrating the Efficiency of the Atherton Coaster Brake



Buffalo Metal Goods Co.

Winchester Avenue Buffalo, N. Y.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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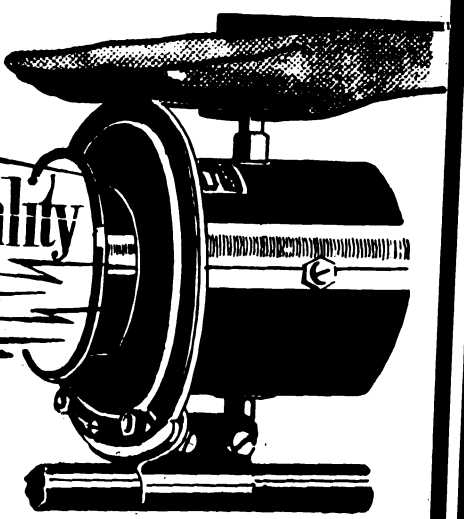
# $3.25 First and Last Cost



## You Cannot Better HANDPHONE Quality No Matter What Price You Pay.

## *Simplicity—Long Range—Durability*

You may **pay** more for a hand-driven motorcycle horn, but you can **never get** more solid, provable value,—more service than that afforded by the HANDPHONE. Because HANDPHONE construction is horn quality raised to the highest degree. Its perfect performance is guaranteed by the largest horn-making concern in the United States.

**Handphone**

The dealer who has had his eyes open to the horn demand knows that the HANDPHONE motorcycle horn will be the most popular this season. By comparing, you can eliminate every other horn and select the HANDPHONE, because of its evident superiority. The HANDPHONE sells at the right price and **stays** sold. Write for trade prices—without fail—TODAY.

## Automobile Supply Mfg. Company

**220 Taafe Place** **Brooklyn, N. Y.**

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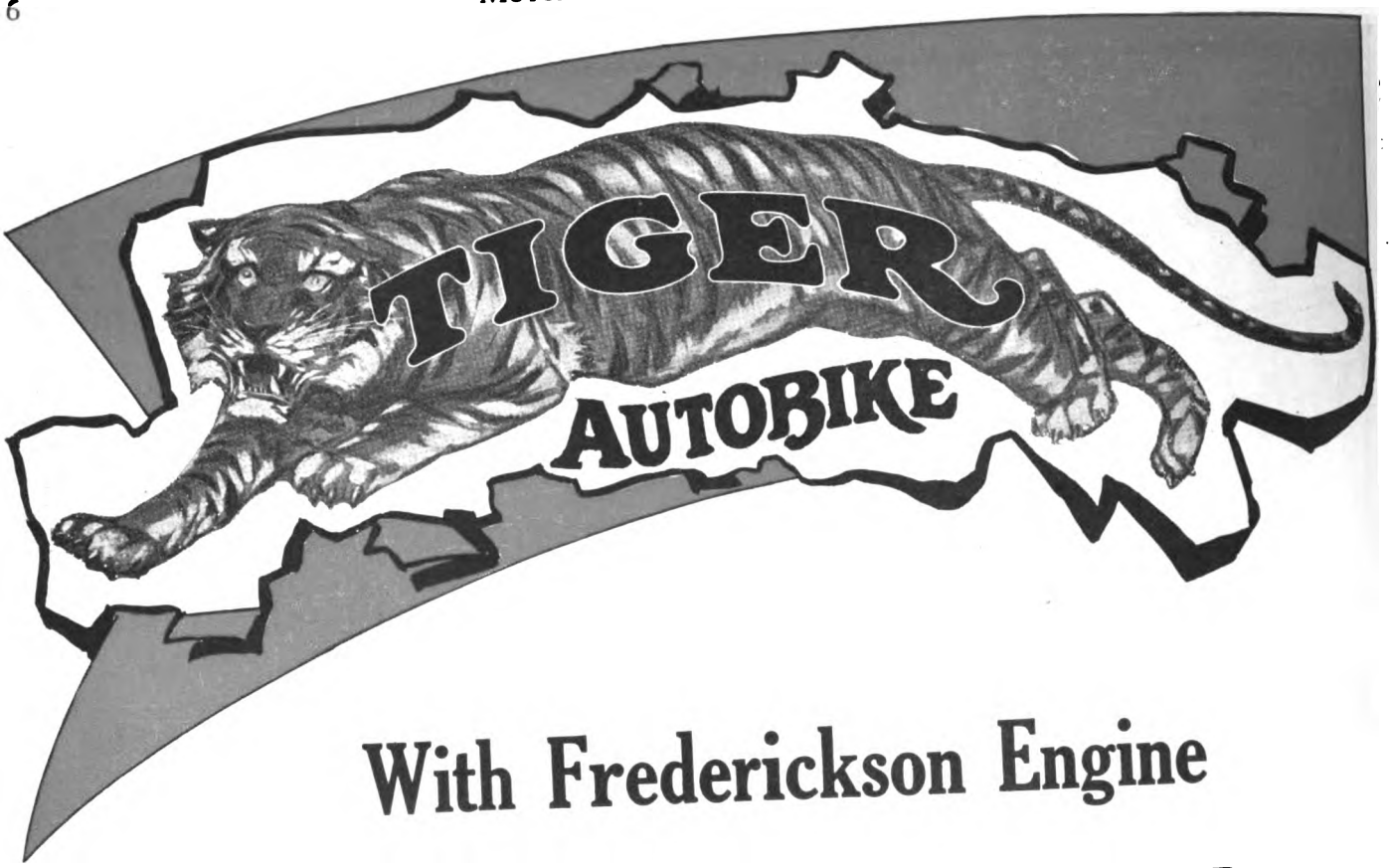



## With Frederickson Engine

# Weight 112½ Pounds

## ——Runs 140 Miles on One Gallon of Gasoline

**No Gear-Shifting, No clutch,**
**No intricate system of gears!**
**Three to fifty miles per hour on one control.**
**That's what your public wants!**

***Dealers—Wire at Once for Territory***

## The Autobike Company

**2233 Prairie Avenue, Chicago, U. S. A.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

Digitized by Google

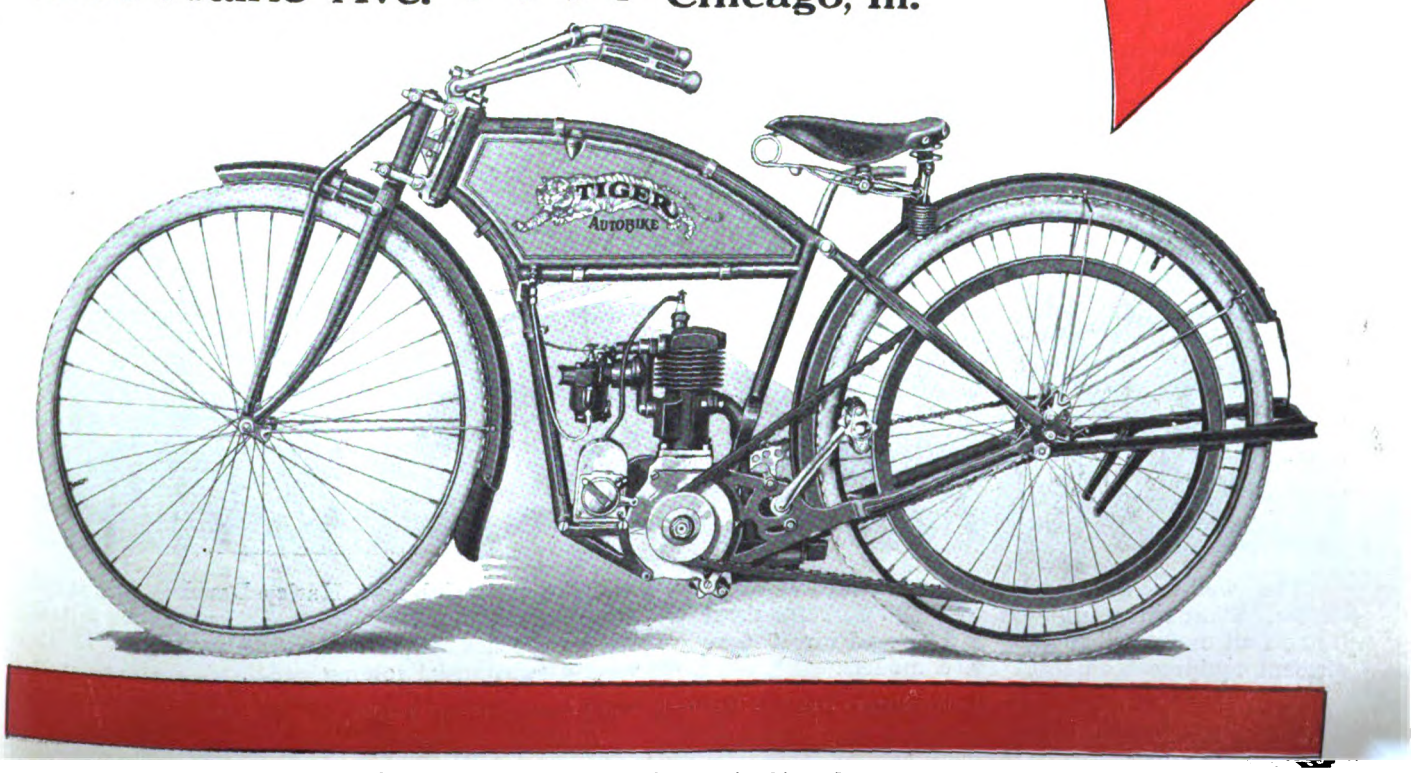
# The "FORD" of Motorcycles

**Price $112.50 Complete**

# SEE IT AT THE SHOW

**Madison Square Garden**
**New York - - Oct. 11-16**

Dealers Should Address
**The Autobike Company**
2233 Prairie Ave. - - - - Chicago, Ill.




The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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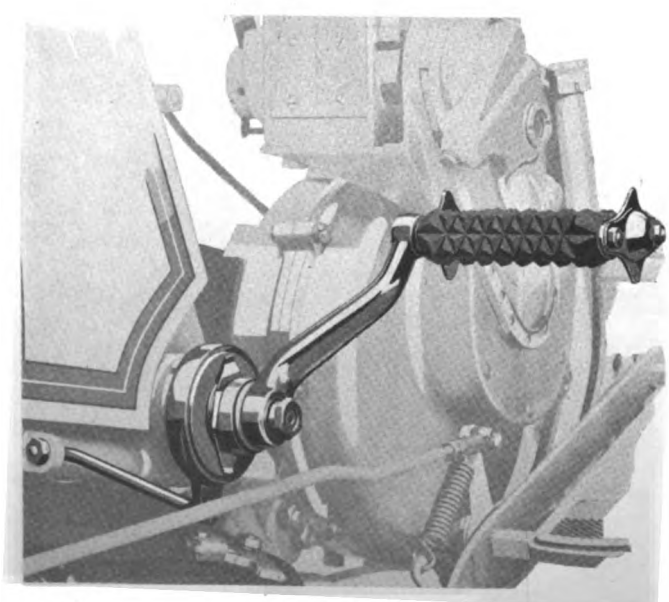
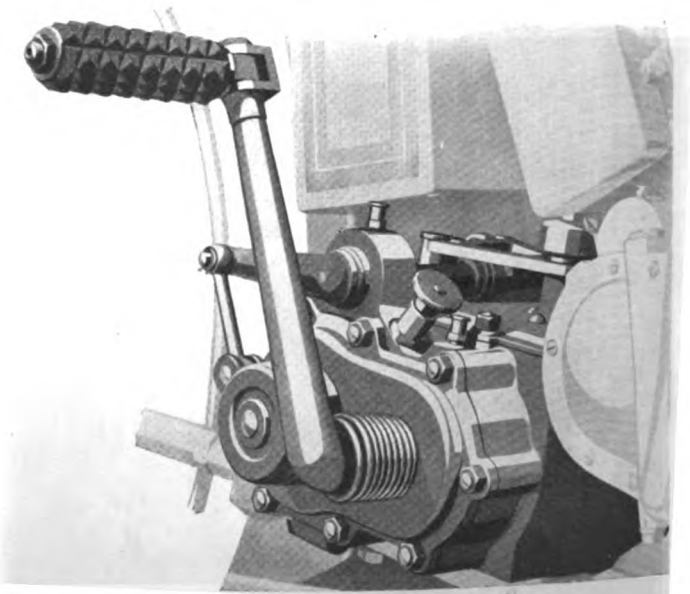
# Your Choice

## Harley-Davidson dealers can now speed models their choice of the starter or the well known Harley-

## The Harley-Davidson Motor Co. has always been wide awake to its riders' and dealers' desires, and this option is given because our dealers tell us that many Harley-Davidson owners, in placing their orders



The well-known Harley-Davidson pedal Step-Starter. Standard equipment for 1916 for the third year on all one-speed models, and offered for 1916 as optional equipment on three-speed models.



The powerful new Harley-Davidson rear stroke Step-Starter. This single stroke starter has a husky crank 7 inches long, with spring return, and is fitted with a substantial folding pedal.



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# of Starters

## offer buyers of the 1916 three- lew Harley-Davidson rear stroke )avidson pedal step-starter.

for 1916 models, have evidenced a desire to get the pedal step-starter on their new models because of the extreme satisfaction they have had with it on their old Harley-Davidson mounts.

### *It Is Merely a Matter of Riders' Preference*

Both Harley-Davidson starters offer ample leverage for starting the motor—both have all working parts entirely enclosed, out of the way of mud, sand, water or sleet, which might affect the operation of a starter with exposed working parts. Likewise, the positive Harley-Davidson "back kick" release is a feature of both, and all starter gears are genuine chrome nickel steel.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**



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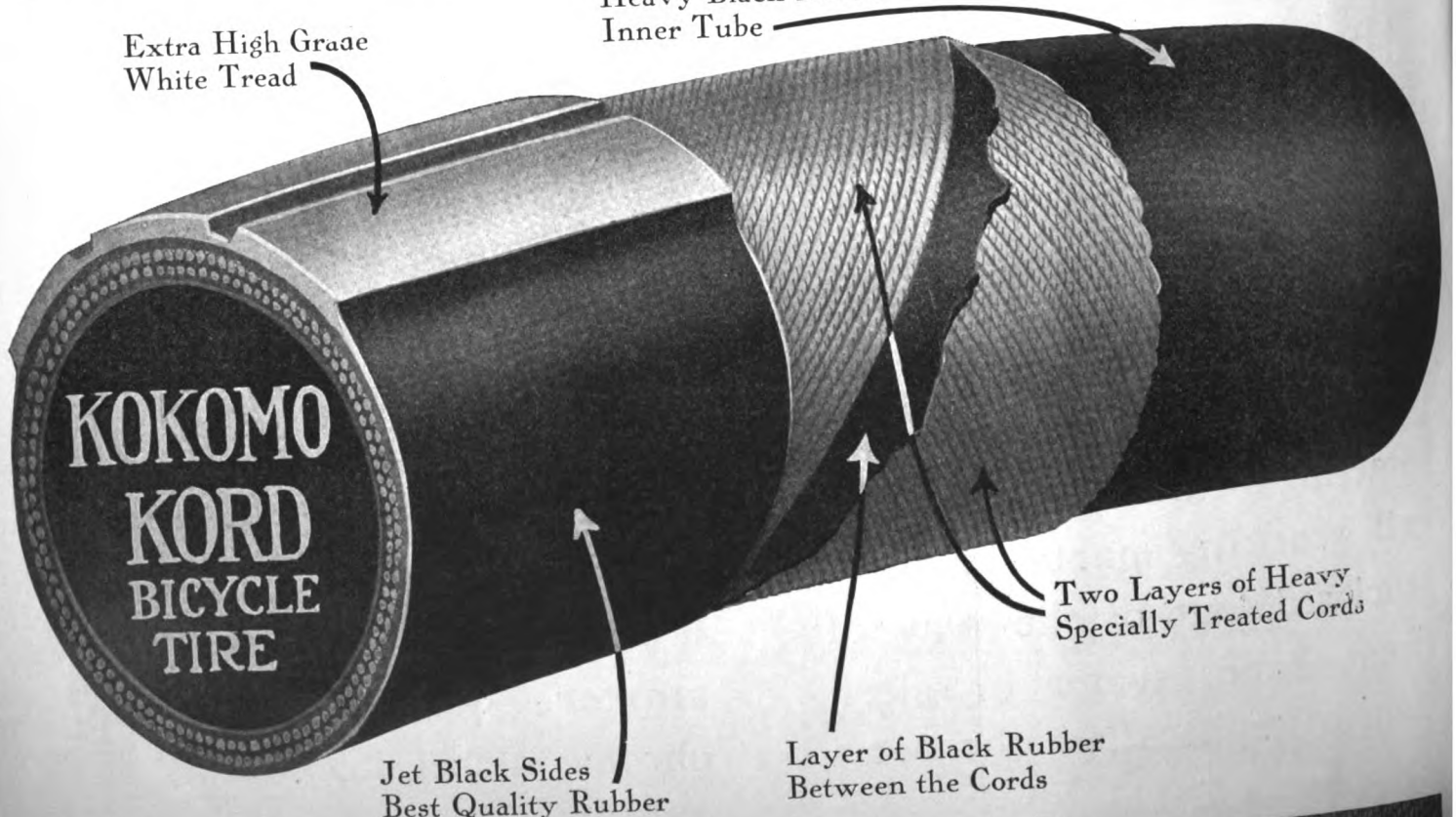
# KOKOMO KORD—Lasts Better

**KOKOMO KORD has a beautiful white face, black sides, and is made with two plys of really large cords lying diagonally and transversely—the rubber is of the highest quality obtainable.**



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## *We Lead, Others Follow*

A few years ago we conceived the idea of making a bicycle tire with motorcycle fabric—it was then we brought out the Everlaster tire. At that time we little dreamed that there was such a field—such a demand—for so fine and high grade a tire. Facts proved, though, that the motorcycle fabric tire has quite revolutionized the bicycle tire industry. Who now can get along without a motorcycle fabric tire?

## *Tire Makers for 20 Years*

Small wonder that we have been able to produce a tire with such a record—a tire of such excellence. For twenty years we have made tires—always working and planning to produce absolutely the best tires, at the same time making and marketing them at the lowest possible prices.

## *To our Friends and Patrons*

Grateful are we to our many friends and patrons, who when we first marketed the Everlaster, displayed their faith in our new product. We knew the wonderful qualities of the new tire—and you took us at our word. We made good then—offered a new product that took hold from the start—and now we are prepared to make good again.

## *New Papoose in Chief Kokomo Family*

Ever looking to the best interests of the trade, we ask you to again show your confidence in us. This introduces our very latest—the new Papoose in the Chief Kokomo Family. Kokomo Kord has a beautiful white face, black sides, and is made with two plys of really large cords lying diagonally and transversely—the rubber is of the very highest quality. Most assuredly Kokomo Kord will repeat the success of the Everlaster.

## *Our Claim for Kokomo Kord*

While it would be quite impossible to produce a tire that would outlast the Everlaster, this new tire will last as long. It is an unusually strong and durable tire—and is the easiest and smoothest running tire it has ever been our pleasure to test and observe. A hard running wheel fitted with Kokomo Kords glides along as if it were equipped with an extra set of ball bearings.

## *A Real CORD Tire*

The Kokomo Kord tire differs most radically from the old time Thread Fabric—there is just as much difference as between the old time bicycle fabric and the motorcycle fabric. The threads in the Kokomo Kord are in reality cords, running diagonally and transversely, as previously stated. This construction makes the tire quite immune from the evil effects of stone bruises. The tire is also harder to puncture, due to the thickness and toughness of the cords. The Kokomo Kord is, therefore, wonderfully effective and decidedly durable, besides running so easily and smoothly. Incidentally Kokomo Kord is an easy tire to repair in case it should be punctured.

## *Thoroughly Tested*

While the Kokomo Kord is a new tire, new to the trade, it is a thoroughly tested tire—tried and true is Kokomo Kord. We would not have any of our good friends think for a moment that we are experimenting—we stand back of Kokomo Kord and you know by experience that you can rely on our word.

# Kokomo Rubber Co.

## Kokomo, Ind.

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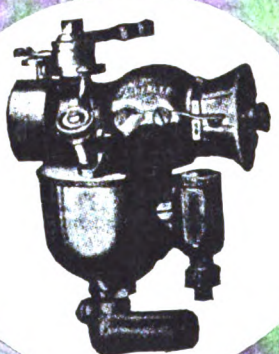
# Schebler



Thor, Indian, Spacke, Emblem, Excelsior, Pope, Harley-Davidson, Eagle, Dayton,

De Luxe, Cyclone, Henderson, Reading-Standard, Iver-Johnson, Yale.

## Reflected!

You'll find reflected in the advertisements, in the announcements, in the daily talk of these leading manufacturers, the supreme confidence they feel in their product—which confidence is backed by the unerring service of the SCHEBLER. Since the sport of motorcycling began, the all-important question of carburetion was effectually answered by the SCHEBLER. Did you ever stop to think of what the motorcycle was BEFORE the SCHEBLER entered the field?

When you say SCHEBLER—you mean STANDARD—and all that the word implies.

## Wheeler & Schebler
## Indianapolis



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# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

## You Need The Best

Your motorcycle engine is only as good as the spark plugs you use.

No matter how expensive—how perfect in design or construction, it can't possibly run ahead of those life-giving sparks.

To get the best your engine can do, you need the **unfailing reliability and endurance** you find only in Champion Motorcycle Plugs.

These plugs were built specially for motorcycle use. We developed them by repeated tests in motorcycle engines. Over and over again we put them through the stiffest mills known to riders.

Today we know they are **right in every respect.** And we back them by the most sweeping guarantee it is possible to give.

### THE CHAMPION GUARANTEE

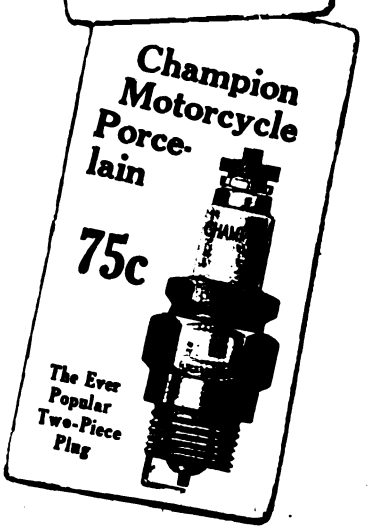
Complete satisfaction to the user—free repair, replacement or money back.

Look for the name Champion on your spark plug porcelains.

Do not accept a substitute.

**Champion Spark Plug Company**

**2313 Upton Avenue Toledo, Ohio**



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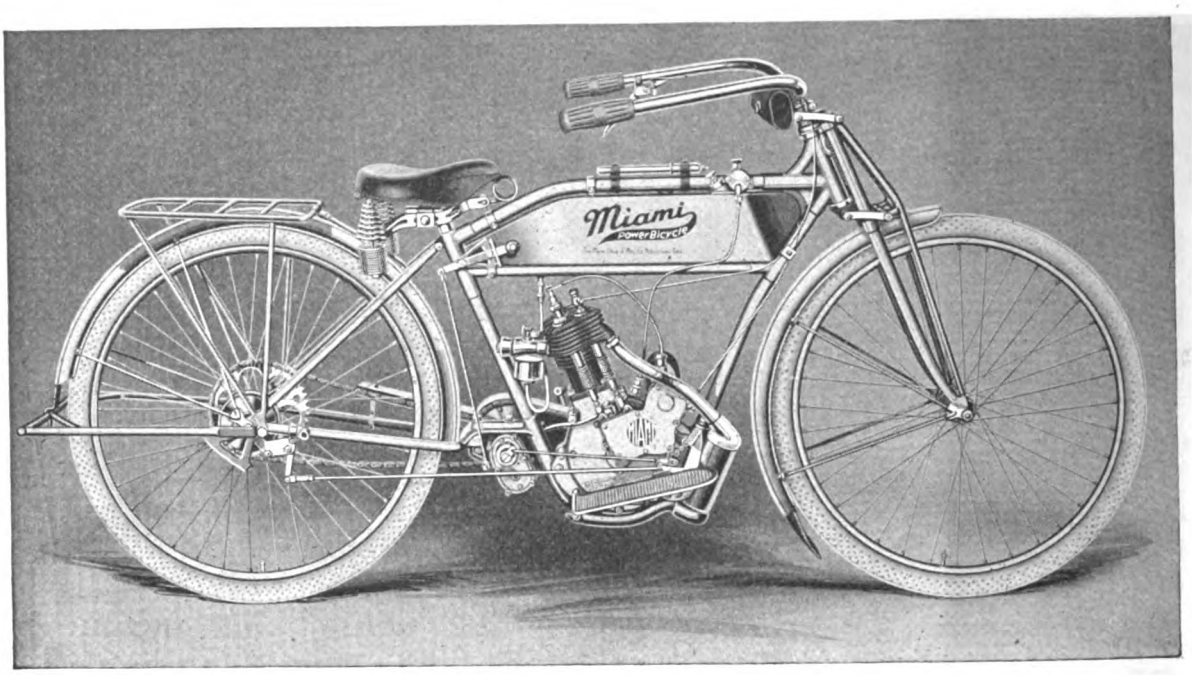
# A Year Ahead of the Others




## Miami PowerBicycle

**"100 MILES for 10 cents"**

**THREE MODELS $100—$125—$140**

**DEALER'S:—Build your trade upon a commodity that is not an experiment. The MIAMI has stood the test of a year's use.**

**AMERICA'S PREMIER LIGHTWEIGHT**

## The Miami Cycle & Manufacturing Co.

**MIDDLETOWN, OHIO, U. S. A.**

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# Cleveland 2--Stroke--2 $150

## The Outstanding Feature Of the Chicago Show

Here is the **one big important point** impressed upon everyone at the Chicago Show.

The new Cleveland has a powerful appeal for classes never before interested in a motorcycle. This was conclusively proved by Cleveland sales made during the week.

It was a revelation to the hundreds who rode the demonstrator. Dealers, jobbers, engineers and riders expressed unbounded approval.

The reason lies in **light weight—low price—advanced design.**

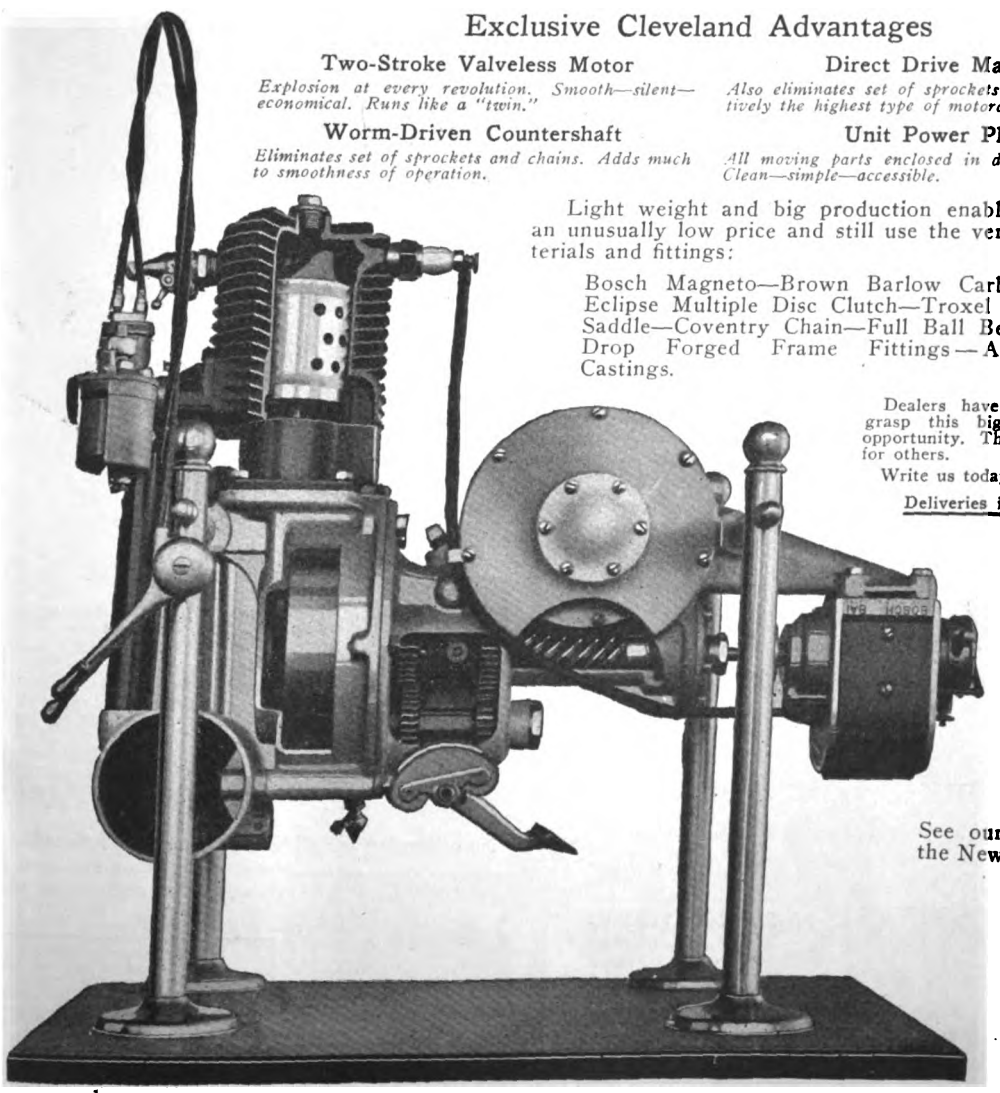
### Exclusive Cleveland Advantages

**Two-Stroke Valveless Motor**
*Explosion at every revolution. Smooth—silent—economical. Runs like a "twin."*

**Direct Drive Magneto**
*Also eliminates set of sprockets and chains. Positively the highest type of motorcycle ignition.*

**Worm-Driven Countershaft**
*Eliminates set of sprockets and chains. Adds much to smoothness of operation.*

**Unit Power Plant**
*All moving parts enclosed in dust proof casings. Clean—simple—accessible.*



Light weight and big production enable us to make an unusually low price and still use the very best of materials and fittings:

Bosch Magneto—Brown Barlow Carburetor—Eclipse Multiple Disc Clutch—Troxel Truform Saddle—Coventry Chain—Full Ball Bearings—Drop Forged Frame Fittings—Aluminum Castings.

Dealers have been quick to grasp this big money-making opportunity. There is still room for others.

Write us today.

Deliveries in October.

See our Exhibit at the New York Show

**The Cleveland Motorcycle Mfg. Co., 7204 Platt Ave., Cleveland, O.**

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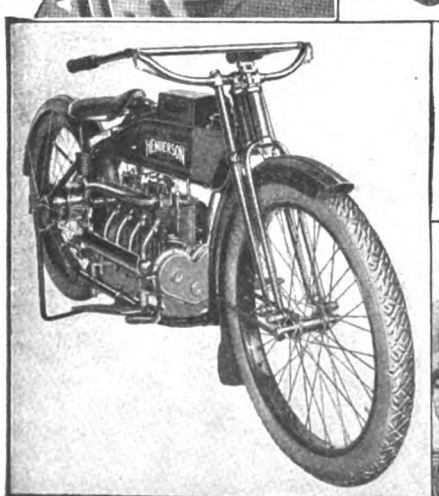
# Firestone

## Motorcycle Tires

YALE



HENDERSON

HARLEY-DAVIDSON

Merkel

READING STANDARD

### 3-in. Non-Skid

**Fig. 1.** 4 plies of fabric in Firestone. Auto tire quality. Some give only 3 plies.

**Fig. 2.** Extra layer of pure gum between plies of fabric in Firestone. Not in others.

**Fig. 3.** Breaker strip, specially woven fabric filled with pure, live rubber on foundation of finest cushion stock. Auto Tire Construction. Some use no breaker strip or cushion stock.

**Fig. 4.** Extra thick, extra wide, tough, resilient tread. More rubber used in Firestone than others. 30 per cent more angles against skid.

**Fig. 5.** Extra thick side wall of strongest rubber in Firestones.

**Fig. 6.** Beads extra strong, yet most flexible and easy to apply. Fit rim snugly, firmly, practically waterproof.

**No other tire has all these features. Combined in Firestone construction they give you the finest riding quality and most service.**

| Firestone Net Prices to Motorcycle Owners | | | | |
|---|---|---|---|---|
| | Corr. Case | N. S. Case | Grey Tube | Red Tube |
| 28x2½" to fit BB rim | $6.50 | $7.00 | $1.70 | $1.90 |
| 29x2¾" to fit BB rim | 7.50 | 8.00 | 1.75 | 2.00 |
| 28x2¾" to fit CC rim | 7.50 | 8.00 | 1.75 | 2.00 |
| 28x3" to fit CC rim | 9.25 | 9.75 | 2.00 | 2.25 |



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DAYTON

# Firestone

## Now Regular Equipment on Ten Famous Motorcycles

Famous motorcycles require famous tires. Their builders cannot risk reputation by experimenting with equipment of unproved merit. The mere fact that ten leading manufacturers use Firestone tires is conclusive proof of Firestone's worthiness.

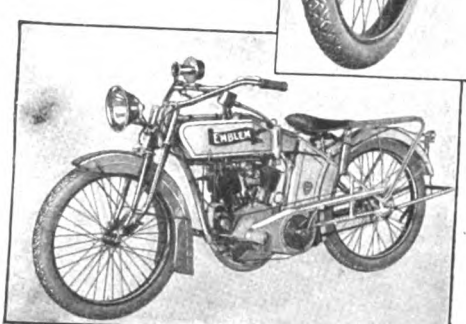
EXCELSIOR

THOR

# Firestone

## Motorcycle Tires

"passed the exams" with perfect scores. There was no sentiment in their selection. They had the goods and they landed. The moral is plain to every motorcyclist—to every manufacturer of motorcycles. Firestone wins on merit every time.



EMBLEM

**Firestone Tire and Rubber Company**

*"America's Largest Exclusive Tire and Rim Makers"*

Akron, Ohio — Branches and Dealers Everywhere

**Cyclone**



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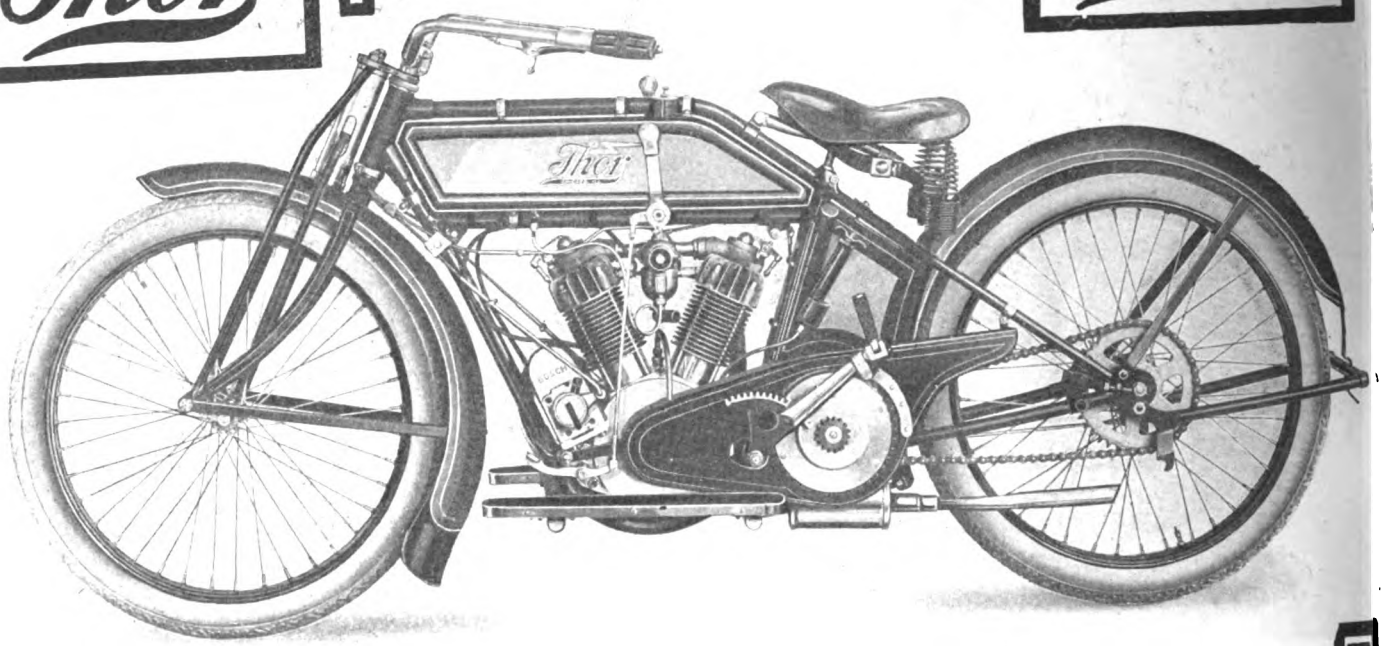
Thor

THE QUALITY MOTORCYCLE

Thor



Model V—6 H. P. Twin

# Contracts Are Rolling In

## Thor dealers have already reported many sales of these

### New Thor Models

### Model V—6 H.P. Twin . . $225.00

**The Gentleman's Mount. In an Exclusive Class**

Light enough to be safely and easily handled—yet embodying sufficient power and speed for all practical requirements

### Model U—12 H.P. Twin . $265.00

**The Giant Twin for Heavy Duty**

A high-powered motorcycle that will meet every demand of heavy service. Especially adapted to side car work and the requirements of cross country tours.

**There's going to be a big harvest for dealers who line up with these sales winners—backed by Thor reliability and the liberal Thor dealer policy. Don't overlook the possibilities for big Thor business. Get your application in now for Thor agency and reap the benefits of early sales.**

*See us at the New York Show. Space 40-41-42-43*

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago

RELIABILITY CONSISTENCY

SPEED POWER



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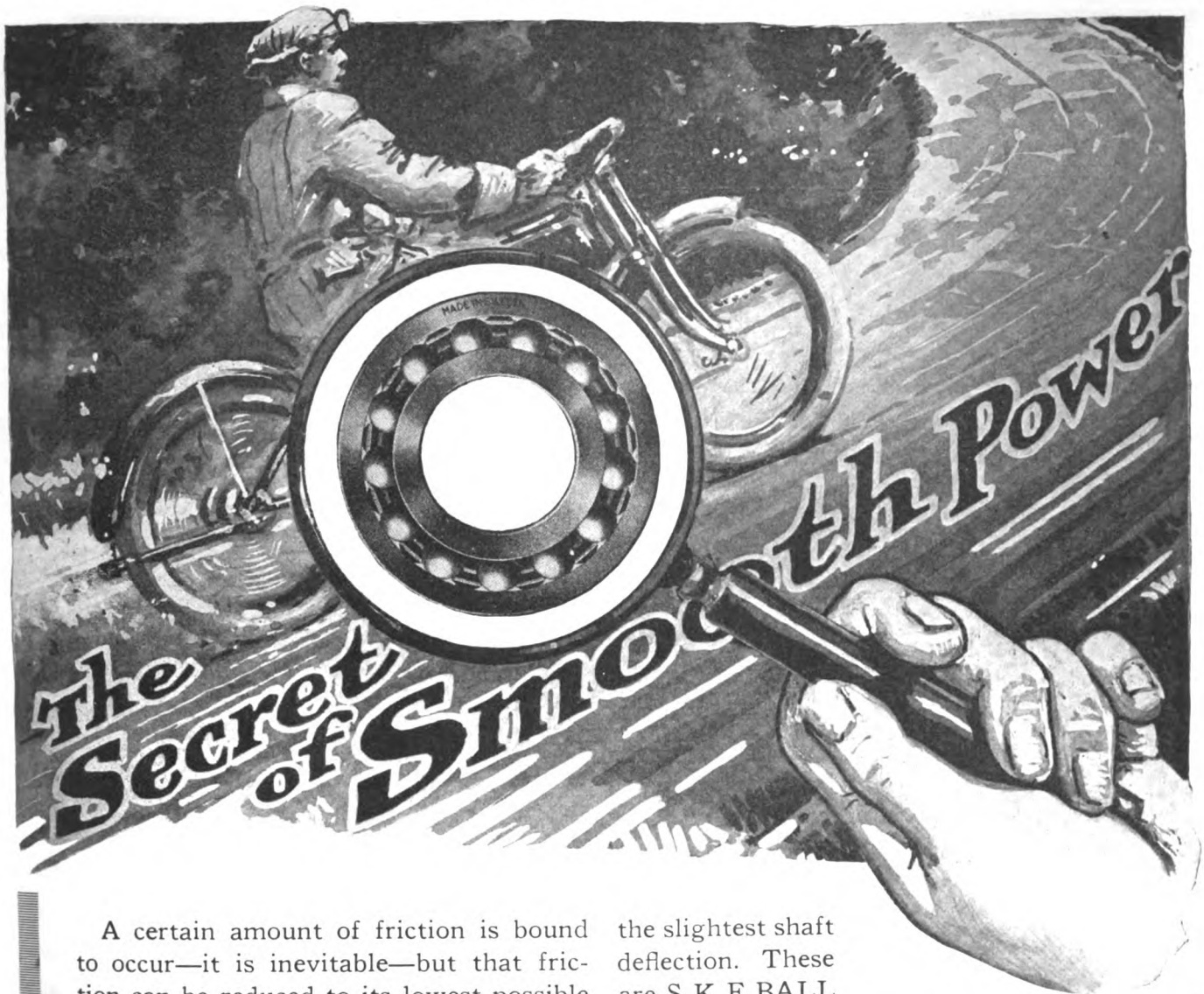


A certain amount of friction is bound to occur—it is inevitable—but that friction can be reduced to its lowest possible point by the application of proper bearings.

Have you ever stopped to listen to the smooth, purring bass note of the Harley-Davidson the almost inaudible "click-click" of the cams—the silent, ***smooth power*** of the entire motor?

If you had an X-Ray eye, you could see mounted on the engine shaft a double row of balls of Swedish Crucible Steel, that adjust themselves automatically to the slightest shaft deflection. These are S K F BALL BEARINGS, the same as are used on the leading cars in America and abroad.

**SKF**
**BALL BEARINGS**

True appreciation on the part of Harley-Davidson engineers of the value of proper bearings led them to choose S K F Self-Aligning Ball Bearings as being best fitted for their needs. The question of cost came last, quality considerations dominated—hence S K F.

**A copy of our SKF booklet will interest you. Shall we send one?**

**SKF BALL BEARING CO.**
**50 CHURCH STREET**
**NEW YORK CITY**



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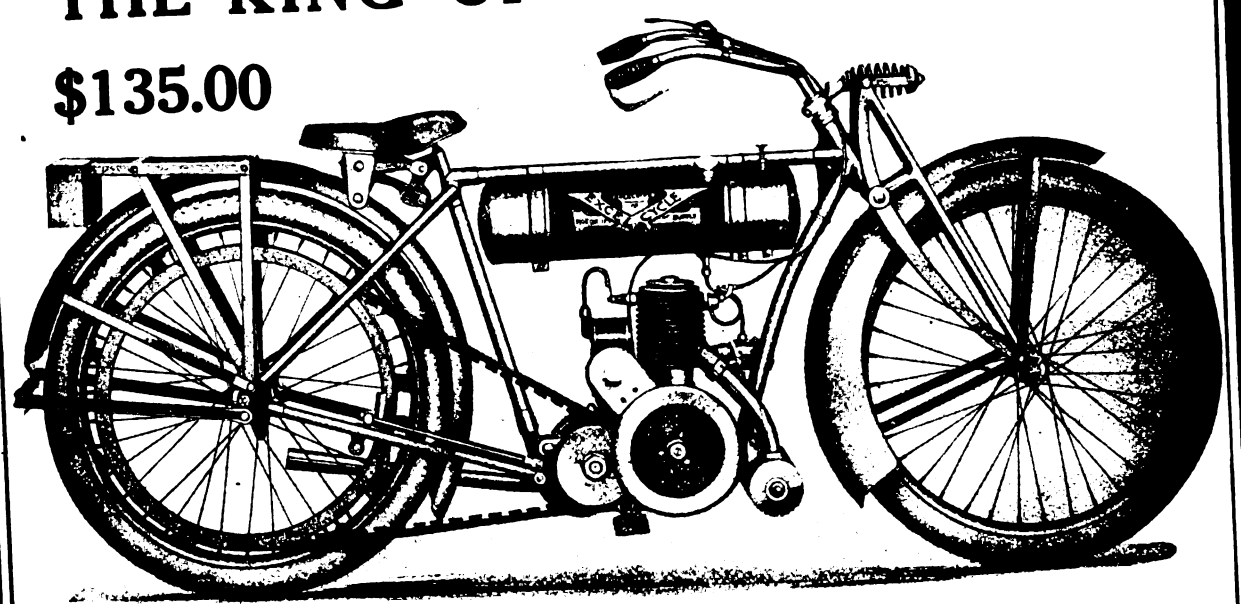
ALWAYS MAKES GOOD

# The Real Hit

# EXCELSIOR

## THE KING OF LIGHT WEIGHTS

**$135.00**



A strictly new model but one in which every detail has been thoroughly tried and proved RIGHT in thousands of miles of hard road service.

Ample Power; All the Speed you can use in a light weight machine with a degree of Comfort and Safety unattainable in a more powerful and heavier machine.

Cost of operation and maintenance cut to rock bottom.

NOTE THESE DETAILS

Two Stroke Valveless Motor, High Tension Magneto
Two Speed Sliding Clutch Transmission
Combination Chain and Belt Drive
Folding Foot Rests, Cushion Seat
Handle Bar Control

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory, 3703 Cortland Street, Chicago**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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# AN OLD FASHIONED "X" CLEAN UP

## F. A. M. ONE HOUR CHAMPIONSHIP

**and every event on the Program**

**At Hawthorne track, Chicago, Oct. 3rd**
**Bob Perry on EXCELSIOR 16-S. C.**
**Won One Hour F. A. M. Championship**
**Distance in the hour 64¾ miles.**
**Graves second, Stokes, X, third, Johns fourth**

**Won 10 Mile Professional open**
**Time, 8:43 2/5, Track Record**
**Stokes, X, second, Graves third, Johns fourth**

**Glen Stokes on EXCELSIOR 16-S. C.**
**Won 5 mile Professional open**
**Time 4:23 4/5, Track Record**
**Perry, X, second, Johns third, Graves fourth**

**J. Hollock on EXCELSIOR Stock**
**Won 5 mile Amateur**
**Time 5:14 3/5**
**Drier, X, second, Ford, X, third**

**The Model 16 Short Coupled, the fastest motorcycle ever built, will be shown with the full 16 series of**

**"The GOOD OLD X"**

**at space 62, New York Motorcycle Show.**

**See them there or write for catalog.**

**Excelsior Motor Mfg. & Supply Company**
**Office and Factory: 3703 Cortland Street, Chicago**




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# CHAIN

## Assure You Safe

UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

## Made by the Largest Rub

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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# TREADS
## ty and Security

US
UNITED STATES RUBBER COMPANY
RUBBER SYSTEM
AND ASSOCIAT'D COMPANIES

## ber Company in the World

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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# HOW THE SMITH MOTOR WHEEL HAS STOOD THE TEST

## 7 Reasons for the Remarkable Success of the Smith Motor Wheel

**1. Durability**—*It is built by the largest manufacturers of automobile parts in the world—evidence of the high quality of materials used and skillful construction.*

**2. Detachability**—*It is the only bicycle motor on the market that is detachable as well as attachable and, because it is a complete power plant in itself and by the method of attachment it absorbs shocks from ruts and bumps and strengthens rather than weakens the bicycle.*

**3. Utility**—*Less than five minutes is required to attach the Motor Wheel to or detach it from any bicycle, hence, it can be used on a delivery van or on a lady's or gentleman's bicycle or tandem alternately.*

**4. Economy**—*It will push bicycle and rider from 100 to 125 miles on one gallon of gasoline, depending upon road traveled and weight of rider.*

**5. Simplicity**—*No "after the sale" trouble for the dealer. The Motor Wheel is well tired, has a high tension Magneto and float feed Carburetor—a child can operate it.*

**6. Vibrationless and Cleanly**—*It attaches to a bicycle in such a manner that no vibration from the motor reaches the rider and it sets back far enough so that the rider's clothing cannot become soiled.*

**7. Cash Transaction**—*About 75% of Smith Motor Wheel sales are made on a cash basis—no "trade-ins" to consider.*

**You can see the Smith Motor Wheel demonstrated at the New York Show, Madison Square Garden, October 11-16; Space Numbers 73-74-79-80; 576 square feet.**

A year ago cycle dealers generally were interested in the Smith Motor Wheel—but they would ask questions, such as:

Is it practical—Will it climb hills—Will it negotiate country roads—Is it simple enough for the average rider to handle—Will it sell and will it stand up?

These are some of the things dealers wanted to know about the

**Smith Motor Wheel**

**(Detachable)**

*"The Bicycle Booster"*

The answer to every question was, and is: "It will"—and today the Motor Wheel forms the biggest part of the business of some of the largest cycle dealers in the country.

About the only questions heard now are: "Is my territory closed?" and "Can I have more territory?"

Being in a class by itself, the Motor Wheel has no competitor and with nearly half a million dollars' worth of Motor Wheels in use still the market has only been scratched.

**LIST PRICE $60.00 F. O. B. Milwaukee**

Responsible, well established dealers in open territory are invited to write for our proposition.

**Fully Protected by U. S. and Foreign Patents**

**MOTOR WHEEL DIVISION "140"**

## A. O. SMITH COMPANY

**MILWAUKEE, WISCONSIN**

**Largest Manufacturers of Automobile Parts in the World**



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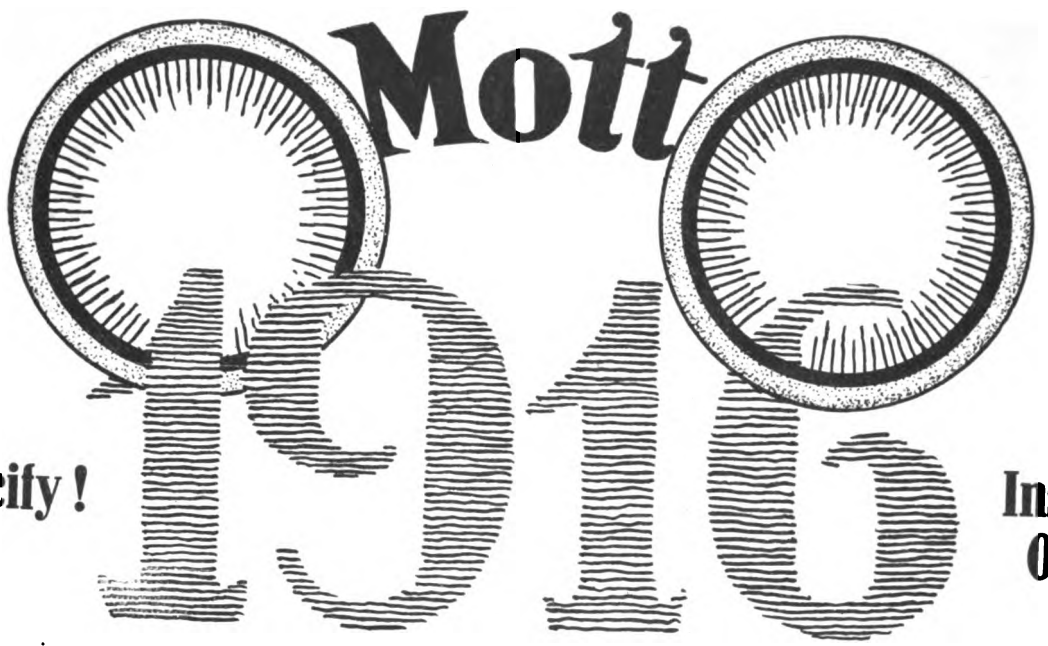
# Your 1916 Season's Success Depends Upon Your Choice of Equipment




Specify! Insist On

# Mott Steel Rims for Bicycles

The choice of equipment will largely decide your next season's success.

In MOTT STEEL RIMS there is a powerful and continual selling force. Strength, imperviousness to all weather conditions, lightness and beauty. Wheels that will not warp. Rims that are many times stronger than necessary.

Efficient mechanics, highest quality of materials, and every period of construction watched carefully—combine to make MOTT STEEL RIMS of the very highest satisfaction and efficiency.

MOTT RIMS can be enamelled to match the usual bicycle colors.

Do not be satisfied with any but the best rim for your bicycles—equip with the strongest, safest and most satisfactory of them all—Insist on MOTT STEEL RIMS.

Full information gladly furnished.

## MOTT WHEEL WORKS : UTICA, N. Y.

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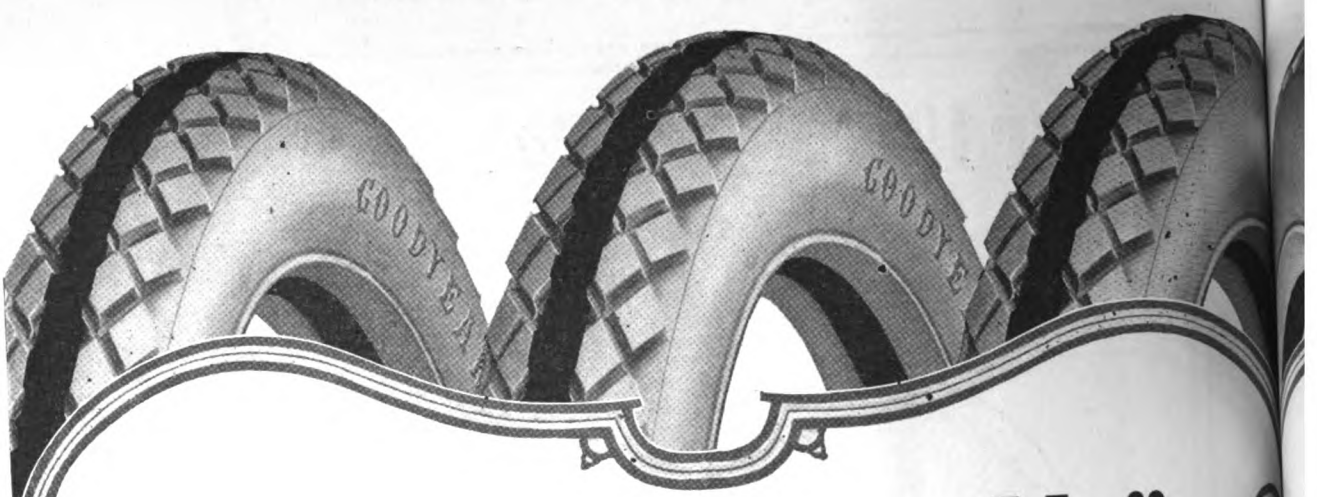


# Riders! "Dress Up"

## Your Motorcycles With Blue Streak Tires

Motorcyclists are "dressing up" with Goodyear Blue Streak Motorcycle Tires more and more every day. You know how it is with automobiles.

Beauty in tires was not thought of at first.

Then owners began to "dress up." Cars had to look right, as well as run right.

The same thing has happened to motorcycles.

## Motorcycle "Class"

Motorcyclists now want a "classy" appearance.

And most of them are getting it by using Blue Streak—the creamy white tire with the deep-cut blocks, and the racy blue circle 'round the center. This is almost an automobile tire, built of four plies of extra strong fabric, a special breaker strip and the famous All-Weather tread—tough and double-thick.

As made last year, Goodyear Motorcycle Tires excelled all rivals for speed and endurance.

As made this year—$50,000 better—these motorcycle tires far out-distance many automobile tires.

Yet our prices are 15 per cent lower than a year ago—due to the growing demand for Blue Streaks that gives us a quantity production.

## Some New Blue Streak Victories

HUTCHINSON, KAN.—Three-mile open. Warner, first; Cooper, second; Johnston, third. Time, 3:43.
Five-mile stock. Cooper, first; Johnston, second; Filmore, third. Time, 5:13.
Sidecar race. Mile heats, 2 in 3. Warner, first; Stephens, second.
Ten-mile open. Cooper, first; Johnston, second; Stephens, third. Time, 11:24.
Three-mile amateur race. Metcalf, first; Gabbart, second; Woods, third.
Ten-mile limit pursuit race. Warner, first; Johnston, second; Cooper, third.
Ten-mile handicap. Warner, first; Cooper, second; Filmore, third.
All above winners used Blue Streak Motorcycle Tires.

DETROIT, MICH.—Marty Graves made 100 miles, F. A. M. Champion meet, in 84:41⅗. World's record for dirt track. Creviston, second. Fourteen entries, all Goodyear Tire equipment. Graves and Creviston completed 100 miles without dismounting. Graves also won ten-mile event in 8:18½, and lowered track record for a mile in 48⅗.

MILWAUKEE, WIS.—Ten-mile stripped stock race. Don Johns, first; Parkhurst, second; Brier, third. Time, 8:34. 100-mile stripped stock race. Parkhurst, first; Wolters, second; Frederick, third. Time, 90:54. All events were won on Goodyear Blue Streak Tires.

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EAST PALETINE, O.—Shorty Matthews won all firsts here on Blue Streak Tires.

**The Goodyear Tire & Rubber Co.**
**Dept. 301, Akron, Ohio**
**Makers of Goodyear Fortified Automobile Tires and Goodyear-Akron Bicycle Tires**

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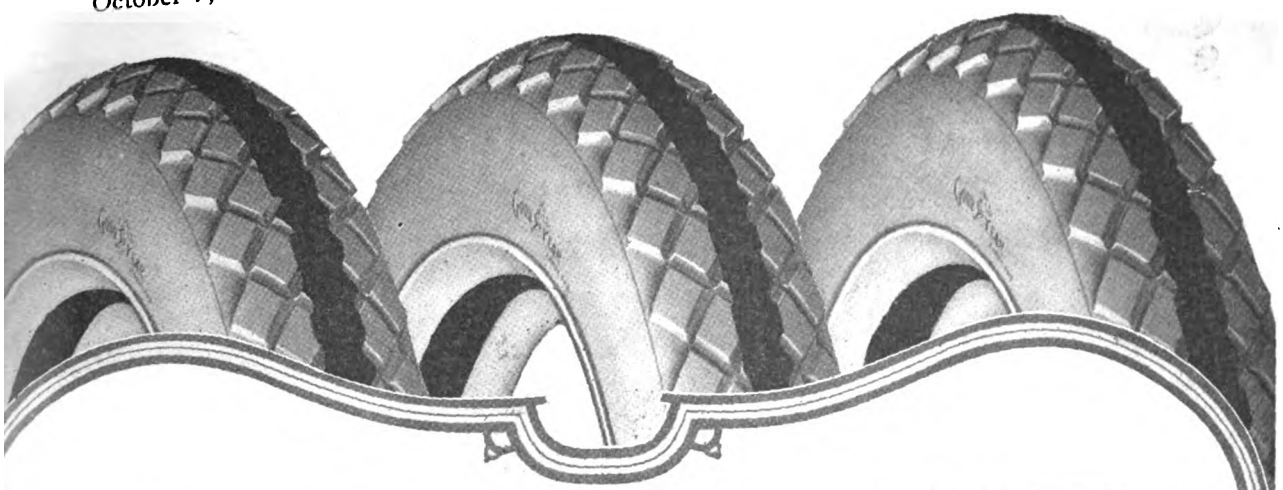

# Dealers! "Speed Up"

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## Appearance Plus

is one good reason why Goodyear Blue Streak Motorcycle Tires sell the easiest.

Other reasons are:

**Their Mileage**—Barring mishap or abuse, they outlast all others. In seven recent tests the front tire averaged 9,515.57 miles; the back tire 7,329.14 miles.

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The nation-wide advertising campaign, which has spread the fame of this through every town.

**And the Goodyear Dealer's Selling Plan Dealers! Send For This Plan**

It shows you how we make your place a Goodyear Service Station, how we guarantee sales, and help build trade in every line. Send the attached coupon today. Don't miss this chance to increase business without risk.

**THE GOODYEAR TIRE & RUBBER CO.**
Dept. 301, Akron, Ohio
Makers of Goodyear Fortified Automobile Tires and Goodyear-Akron Bicycle Tires

EAR
N, OHIO
reak
Tires

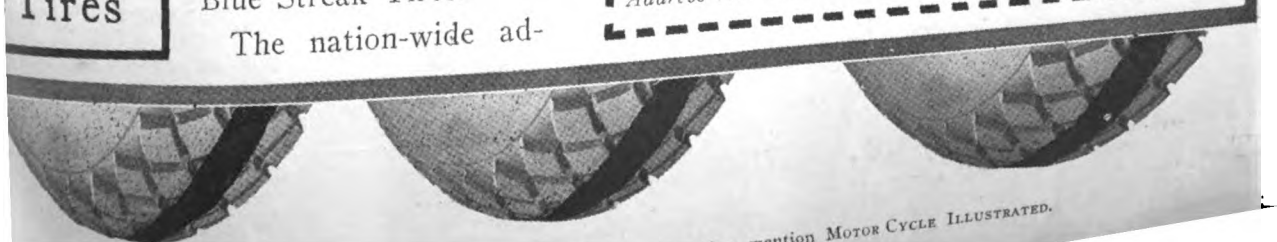
**DEALERS! MAIL THIS TO MAKE MORE MONEY** (2684)

**The Goodyear Tire & Rubber Co.**
**Dept. 301, Akron, Ohio**

Send me full details of your Service Station offer and Guaranteed Sales Plan.

*Dealer's Name* .....

*Address* .....





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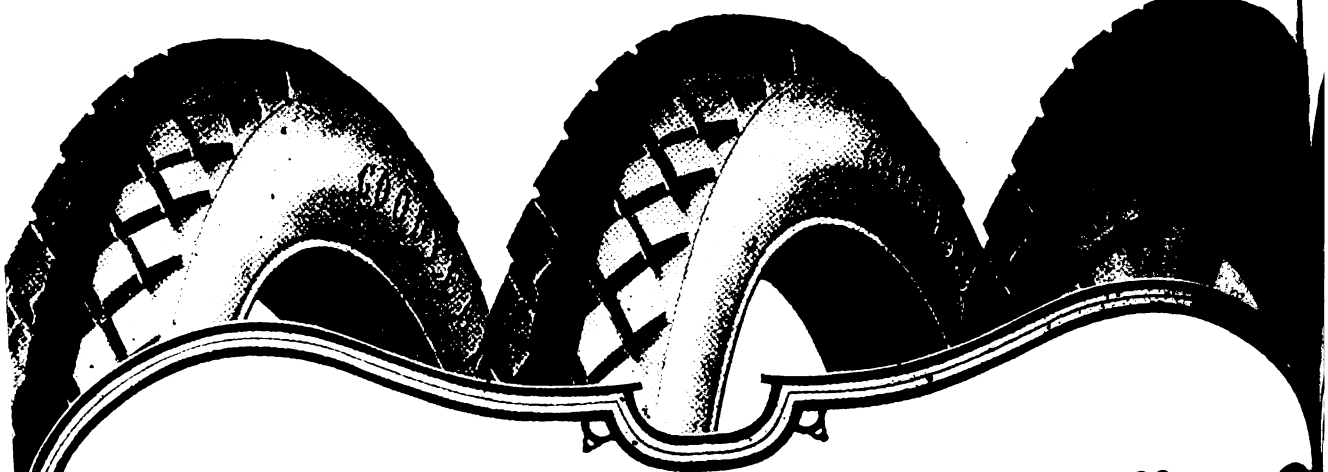

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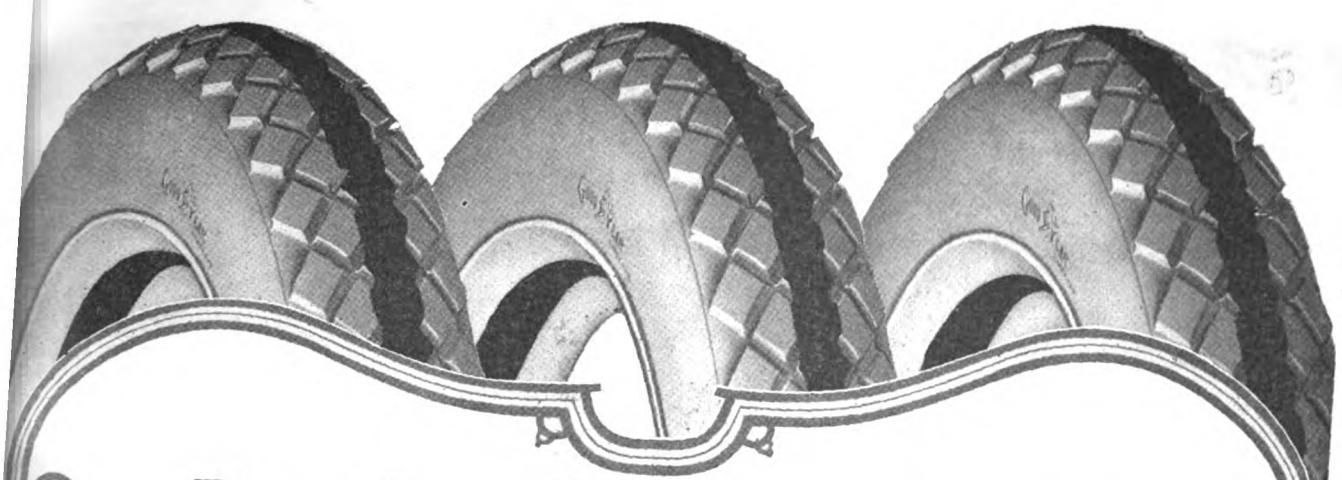

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*Address* .....

YEAR
RON, OHIO
Streak
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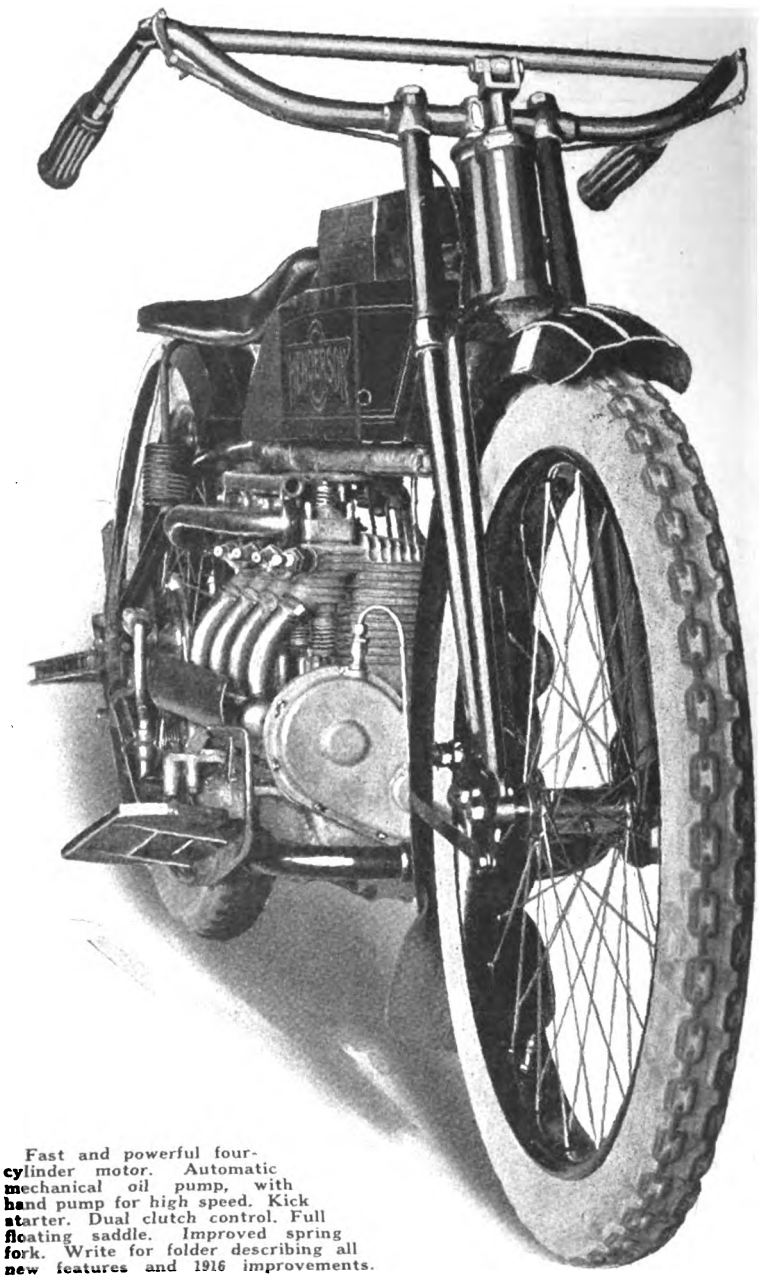
# 1916

HENDERSON

**Single-Speed** **$265**

**Two-Speed** **$295**



Fast and powerful four-cylinder motor. Automatic mechanical oil pump, with hand pump for high speed. Kick starter. Dual clutch control. Full floating saddle. Improved spring fork. Write for folder describing all new features and 1916 improvements.

**WITH the new Henderson price so little above that of the common sort of motorcycles, Henderson dealers are making sales rapidly and easily. For riders can now *afford* the four-cylinder machine that they *want*.**

Are you one of the fortunate Henderson dealers who are profiting by these big sales? If not, mail your application without delay, for territory is going fast.

**Fill out this application blank and mail to Henderson factory immediately.**

Henderson Motor Co., Detroit, Mich.

Please send me literature describing the 1916 Henderson, and information regarding your proposition for dealers.

Name.....

Street address.....

City and State.....

Territory desired.....

**Henderson Motorcycle Co.**
**DETROIT - - - - MICH.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

# PUTTING 12,418 MILES BEHIND SIDECAR OUTFIT

## What it Means to Travel the Roads of Fourteen States in All Kinds of Weather

By WALTER F. WALKER
Missionary for the Weed Chain Tire Grip Co.

The Author

OVER 12,000 miles with a sidecar outfit in five months of business traveling in fourteen states—climbing mountains in all kinds of weather, sloshing through lowlands with the mucilaginous roadbed clinging to the bottom of my sidecar by the gummy, gooey pound; U-boating through flooded areas with my footboards awash and plugging hub-deep in gumbo where farmers had taken their horses out of the shafts and abandoned their wagons—is quite a little record for an unassuming chap like myself, and I profited by every bit of it.

It is pretty generally known that a lot of hard roadwork has fallen to my lot (this was my third annual journey of the kind), but it is safe to say that the tour I have just completed was the most severe in many ways of my riding career. There were times when I thought I would have to get off and wade, but as a general thing I managed to sit tight and get through. Many a time I had difficulty in convincing the natives that I had just ridden over a certain stretch of road which they had regarded as impassable, and on all sides wonder was expressed over the stamina of my outfit.

So much for the trip in the abstract; now let's get down to some of the details. It was on April 28 last, at 12:30 in the afternoon, that I got under way, my start being made from the *Motor Cycle Illustrated & Bicycling World* office in Park Row, New York City. As in previous years, there was quite a demonstration by the hundreds of curious people who lined the sidewalks and streets, and it finally became necessary for traffic officers to clear a path for my getaway. The last good-bye having been said, I gave the motor a churn and headed out of the city for my five months on the road.

Of course, no rider ever knows what is ahead of him on a long journey, and I expected my share of trouble. Still I looked forward with pleasure to making the long jumps, for in every town I would greet old friends, and perhaps make new ones. I have often been asked why I do not carry a sidecar passenger on my trips, and at times I have thought the plan a good one. But when I am ready to start, my sidecar is always so heavily loaded that a passenger would have to hang on behind. My experience has taught me to take along only what I actually need, but it is my aim to be able to meet any ordinary difficulty, and I have so arranged my equipment that I can go any old place without lacking personal comfort or quick repairs for my motorcycle.

As usual, my ride was begun with every confidence, and as I weaved my way through the traffic on Broadway, I found time to think of the many miles I would put behind me before I could give the White Way the "once over" again. Passing out of the city and going northward I enjoyed the Hudson River scenery to the utmost; it is not new to me, but I always find something of interest in it. After leaving Yonkers, however, there were other things to claim my attention, for a traveling missionary must work, and although I am a great lover of the outdoors I am also anxious to combine business and pleasure. It pleased me to meet friends all along the line, and in many instances I carried greetings from the dealer in one town to the agent in my next stopping place. A number of times I also carried orders for parts from a dealer to his distributor in a nearby city.

As a result of my policy to help the dealers in every way possible, I collect a vast store of information, and at the end of my trips I have usually gathered many opinions concerning the motorcycle and accessory markets. Sometimes I have to listen to their tales of woe, but oftener they tell me of their plans for better business in the coming year. I found that most of the cycle dealers had enjoyed a pretty good season, in spite of bad weather, their progress being due chiefly to the fact that they are waking up to the necessity for more energetic sales methods. There is still room, however, for many more neat repair shops; they seem to be scarce.

Remarkable Evidence of What Walker's Outfit Went Through

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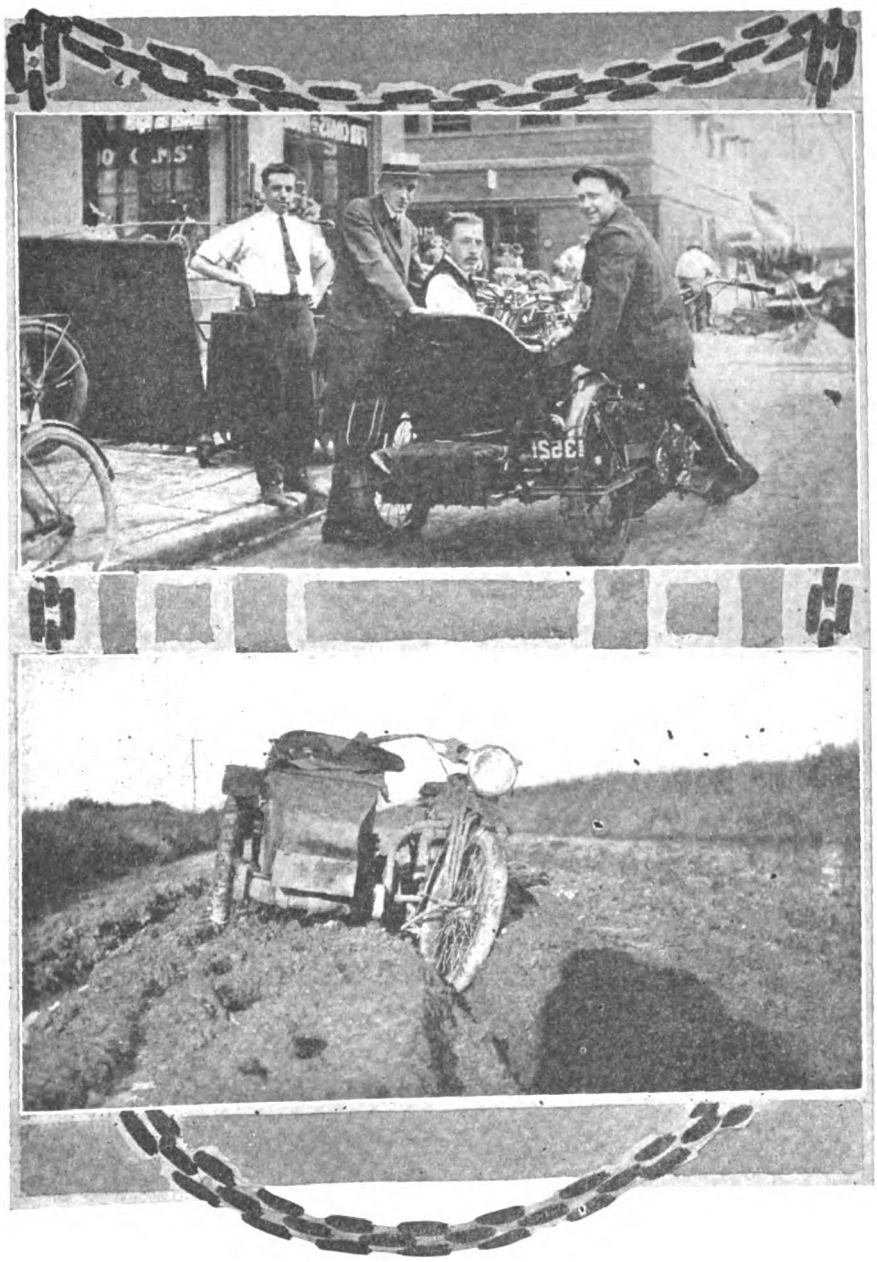
**WALKER WITH JAMES FENMORE IN SIDECAR AT SYRACUSE, N. Y., ON HIS WAY WEST AND SAMPLE OF STATE HIGHWAY LEADING TO DODGE CITY, KANS.**



Although I made my start on a clear day, I found myself plugging through rain on the next day, and, if my count is correct, I enjoyed only seventeen days in the months of May, June and July on which it did not rain some time during the twenty-four hours. This naturally set my stage for a series of individual endurance runs; and, believe me, there is a big difference between doing endurance riding alone and doing it in competition with a crowd of other fellows. If you don't think so, just try it.

At Poughkeepsie, my first night stop, I began to realize that even I must repair punctures, and this one was only the forerunner of the scores that followed on my long journey. From Poughkeepsie my route lay through some beautiful country to Albany. On the way I had to make several detours, one of which carried me back into the hills, and I had my first taste of bad roads on this trip. The road was muddy, there were many big rocks and the sharp turns and steep ascents were numerous.

It was while going through a very small town on one of these detours that I had my first good laugh on the trip. I had stopped for gasoline at a country store when one of the natives who had gathered around my outfit began to ask questions. These I answered to his satisfaction, and then he told me how he and Dr. Dunn had been standing in the doorway when I appeared. It went something like this:

"Doctor Dunn, he says to me, he says: 'Ike, I'm a-goin' to git me one o' them 'ere Fords,' and jist then I looks up and a seed you a-comin', and I says to Doc, says I: 'Doc, there comes a feller a-scootin' fer all git-out and by gum it ain't a Ford!'"

Of course, it would be hard for me to give an exact imitation of the native, for he was of the genuine backwoods type with a full-fledged rube accent, but I surely enjoyed his comment. Some of the people I passed later in the day must have thought I was crazy, for every once in awhile I would straighten up in the saddle and laugh.

From Albany I started in a downpour of rain for Binghamton. On this day I struck twenty miles of road which was under construction, and traveling over the rough trap rock which had been laid in the roadbed was an awful job. It plays havoc with tires, and to cover a mile of these stones without ruining a tire is rare.

After leaving Binghamton the next stop was Elmira, and Phay Rutan, the Indian dealer, with his friends, did the honors there for several days. Sunday was spent in the mountains, and in going up I had ample opportunity to test the climbing powers of my outfit. After a visit to the local club I finally set out for Rochester with a friend, by name Dannie Sullivan, and we rode together 25 miles before we parted at a cross-roads.

### Rochow and His Invitation

Not long after leaving Sullivan I came across Arthur Rochow, the Excelsior traveler, and he proposed to buy a drink for me. We accordingly rode to the next town; but, alas! it was a dry one, and I am wondering now if Arthur did not know this all the time. We finally went our separate ways without that drink. I got to Rochester in due season, stayed there a short while, and then turned the front wheel toward Buffalo and Niagara Falls.

From the Falls I tried to cross into the Dominion of Canada, but farther than the park on the Canadian side I could not go. The sidecar was thoroughly examined before I could get that far, by the military, and I was requested to avail myself of other means of transportation while in Canada. I visited our Canadian factory, and, on returning, once more mounted my combination and set out for Buffalo. I got a bunch of photographs on both sides of the International Boundary that I had never been able to get before.

### Muddy Going to Erie

From Buffalo I went down to Angola, N. Y., where the Emblem is built, and saw W. G. Schack. The shore road along Lake Erie, usually very good, was in frightful shape, the almost steady rain for three weeks having converted it into a sea of mud. A number of detours, almost as bad in some cases as the main highway, had to be taken to get through, but with a three-speed machine and Weed chains, there are few places that a motorcycle or sidecar rig cannot get through. So, outside of a goodly covering of mud, I experienced no real difficulty in making Erie, Pa., on schedule time.

From Erie I headed for Cleveland, O., and struck a series of tire troubles; a continuous series, in fact. I think that I could have repaired tires in my sleep, for I had lots of practice while I was awake. It seems that this day was generally a bad one for me, for I came near ditching the rig to keep from running down a brood of little ducks. I have often run into chickens feeding on the road, but I did not have the heart to run into the little ducks, who looked to be only a few days' old. I set my brakes and stopped just in time, but had to dismount and shoo them aside. In spite of all my troubles I got into Cleveland and fell into the hands of Louis J. Mueller and H. Tracy, of the local tepee, which meant being treated like a prince.

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October 7, 1915.

After a few days, I bade good-bye to Mueller and Tracy and a few others, and was off to Indianapolis to see the 500-mile races on the Speedway there. There is a choice of several routes to Indianapolis from Cleveland, and I picked the one going via Fort Wayne. I struck roads deep in mud, with occasional small lakes, but kept on, determined to get to the Indiana capital in spite of vile surfaces. At Huntington, Ind., I was elected guide and tourmaster for a party of ten motorists bound for the races, as I was the only one who knew the roads. This position was very amusing to me, for while not trying to speed, I frequently had to wait at turns and crossroads for the party to catch up. My sidecar combination got over the roads much better than the automobiles did. However, all hands came through in fine style and I felt proud to register as one who had come over a thousand miles to see the big automobile events.

The streets of Indianapolis were crowded with automobiles, and every available space had its park of cars. There were thousands of motorcyclists in the city from all parts of the country. As Indianapolis is my old home, I had a busy time meeting old friends and was glad to know that I had a few days' rest coming to me before starting into the flooded districts of Missouri, Kansas, Nebraska and Iowa.

### Into the Flooded Sections

Newspapers were sending out warnings to those in the Mississippi Valley about the floods. I was advised not to go over my proposed route, but while I will admit I had a hunch that I would find all the mud roads I was looking for, it was a case of go as far as possible, for there was plenty of time on my hands. Later, I found out that it took all the time I could spare.

My first night stop out of Indianapolis was Terre Haute, Ind. So far all was well, and apart from some rough sections, the going was good. But on riding toward St. Louis, I struck a road which took me through several miles of swamps. Expecting this stretch to be in bad shape, I was making all possible time to get over it before dark, when my front wheel took a very deep rut. In trying to pull out, the front axle broke and off the road I went into a ditch about three feet deep in mud and water.

### Repaired for Fifty Cents

This unlooked-for accident twisted my forks badly, and I had to take them out and straighten them. I walked some distance with the forks to a village blacksmith's shop, where the smith did a very good job on them and I only lost three hours' time. When I was ready to pay, the smith said, "Well, sonny, do you think fifty cents will be too much?" It was a big surprise, that figure.

After getting going again, I began to watch out for holes and deep ruts. There were plenty of both all along. In one place to cross a bridge that had the approach almost washed out, I was obliged to take three rails from a neighboring fence to build a runway.

### At the Filling Station

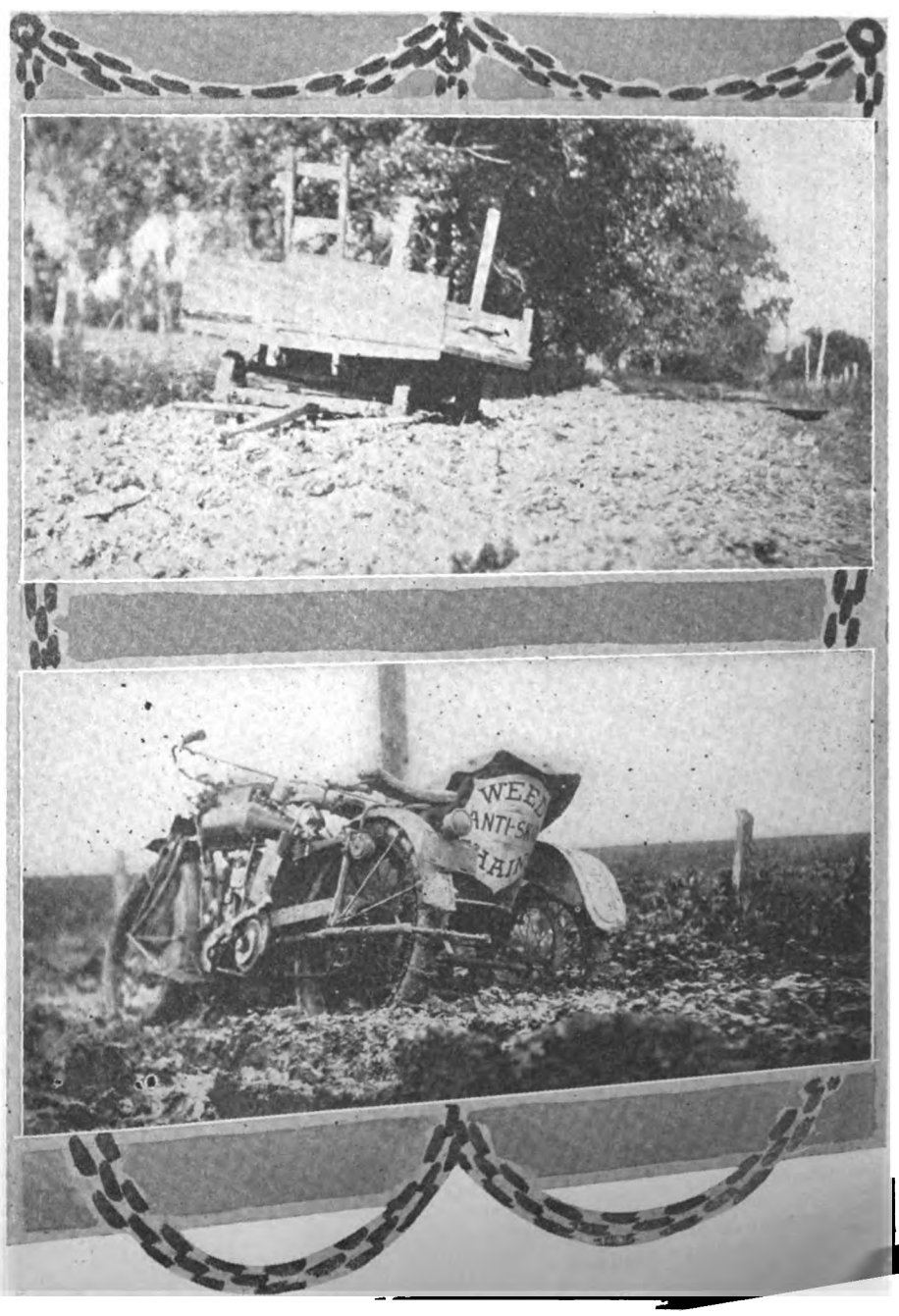
In one small town, after I had safely crossed the bottoms, as they are called, I drew up to a filling station and asked for gasoline. The garage man looked at me, covered with mud, and as it was quite dark then, he came closer and noticed that I was a stranger. He then inquired where I had come from, and on my telling him from Terre Haute, he was unconvinced, saying that not even a horse and wagon had come through there for nearly a week.

To be sure there was some consolation in this, but I certainly was very much used up. The rest of the road into St. Louis was in pretty fair condition, and, with the assistance of my two powerful headlights, I was able to continue the journey, and reached the Missouri metropolis about 9:30 at night. While in St. Louis members of the local club entertained me royally—they were a jolly bunch those St. Louis lads. After a brief stay with John Hurck, the St. Louis Indian dealer, I reluctantly turned to the hard job of plowing through a miserable stretch of road leading into Kansas City, Mo.

This part of my trip proved to be a series of hold-ups—not by robber, but by an almost endless succession of mud holes. For the first few miles out of St. Louis I had good going, but upon leaving St. Charles, alas! verily my troubles began. The mud was about as deep as they make it, concealing great big boulders and sharp rocks, which would surely have wrecked my motor but for the boiler plate protector on the base. Not being able to do much to my motor, the rocks sort of took it into their heads to get back at me by cutting the tires. And then I had to get out of the saddle, wade in a foot of mud and water to repair the punctures. Nice job!

**(To be continued.)**

**ON THE LINCOLN HIGHWAY IN NEBRASKA WHERE ABANDONED WAGONS WERE FREQUENTLY MET WITH; BELOW, SAMPLE OF MISSOURI MAIN ROAD —THERE WERE MANY MILES OF THIS**



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# WHAT THE ANNUAL SHOW MEANS TO THE RIDER

## Careful Study and Comparisons of the New Models Should Enable Him to Select a Mount Perfectly Suited to His Requirements

By WILBUR K. TOMPKINS

FOR the thoughtful rider a show week is a period of comparisons. It is the one occasion during the year that affords the motorcycle buyer and user an opportunity to consider the various models of each make, to ascertain which type is best suited to his special requirements and to ask questions to his heart's content. Choosing a motorcycle is not the simplest task in the world for the rider who is keenly desirous of obtaining the best possible returns for his expenditure. I have heard one seasoned roadster praise a certain model to the skies, while another could work up no enthusiasm for it. There was no fault with the motorcycle; the riders simply differed in their opinions as to what they needed, and therefore they should not have selected the same make and model. Rider No. 2 could have been suited as perfectly as No. 1 if he had been equally careful to obtain a mount in keeping with his needs.

### How to Get Information

Admitting that it is a wise procedure to study all the makes and models before arriving at a decision, the opportunity offered the rider at the annual show is not one to be passed over lightly. I fear riders do not make the most of it. There is no reason why every visitor to the show should not post himself fully, remove the last vestige of doubt as to which motorcycle he should ride and go home with his mind at ease. Attendants who are acquainted with all makes of motorcycles, and who know their particular make from A to izzard, are lined up at the stands from end to end of the show—just itching to have a question raised. The busier they are the better they feel, and the knottier the question the more pride they take in answering it.

### Making a Friend Help

If the visitor is one who has not previously ridden a motorcycle he will find his path made somewhat easier by having with him a friend who already rides. Many little details can be threshed out between them as they make the rounds of the show, and the rider, with a season or two of experience behind him, and with his knowledge of the special conditions under which the beginner will use his machine, can give excellent advice. If a riding friend does not happen to be available, the non-riding visitor's best move is to tell the booth attendant frankly that he knows little or nothing of motorcycles and then explain the precise conditions, geographical and otherwise, under which he plans to use his mount. The buyer with extensive touring ambitions naturally could not be satisfied with a machine intended for runabout service; the machine that is intended to "double" (as our actor friends say) in pleasure and commercial service often needs qualities that would be superfluous in the strictly touring type, and it would be obviously unwise to expect sidecar work from a model that the manufacturer had designed to meet the less exacting requirements of purely solo riding. The deeper the situation is probed the more evident it becomes that a good part of the satisfaction derived from a motorcycle depends upon the degree to which it is adapted to the intimate needs of the individual.

### Big Range of Models

The annual show is the place to air those needs and have them attended to. With the 1916 motorcycle ranging all the way from the featherweight type, through the lightweight and middleweight divisions, to the heavy service models, it is superfluous to say that no prospective buyer can fail of satisfaction if he approaches the matter of selection in a businesslike way. No manufacturer likes the idea of having a rider mounted on an unsuitable machine, especially after making costly and tedious factory preparations in order to provide a range of models to guard against just such contingencies. Manufacturers know that a rider unsuitably mounted is not only a breeder of prejudice but often a menace on the road; that the sale of a motorcycle under such conditions is not worth while. In striking proof of this, witness the variety which marks all the leading makes. There is no excuse for a 115-pound solo rider straddling a big twin, with enough horsepower under him to propel a freight car. The manufacturers have provided lighter types for him. Nor is it necessary for the tandem or sidecar enthusiast to worry about his case; the powerful twins are equal to his every whim, especially with the improved two and three-speed gears which feature the 1916 products. The middle-aged roadster of conservative bent is well catered to; the buyer who has commercial service in view can easily find the type of motorcycle calculated to give him rock-bottom economy with maximum results, under the specialized conditions to which he will subject it. And so it goes.

### Don't Overlook Anything

Get to the bottom of your motorcycle plans next week at the show. See all the exhibits, question all the booth attendants, take the Mrs. to inspect the sidecars if possible—if not, don't fail to see them yourself, anyway—and thus have the satisfaction of knowing that the exhibition was worth something to you. Go to the show with perfect as-

*(Continued on page 43)*

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# OPPORTUNITIES OF THE DEALER AT THE SHOW

## In Addition to Closing His Contract He Can Lay in a New Supply of Sales Ammunition and Broaden His Outlook

By TRADESMAN

THE dealer who shucks his shop togs long enough to visit either of the annual cycle shows is entitled to the fullest possible return from his inspection of the new models. His time is valuable, and in addition to closing his contract for the next season—which is the yearly custom of many wideawake dealers—he should strengthen his sales campaign. Many opportunities to do this present themselves at the show.

### Value of Inside Information

It has long been claimed that dealers in general are not as fully acquainted with the innards of the motorcycle they handle as they should be, and that sales arguments sometimes suffer because the agent is unable to speak authoritatively of the machine's vital mechanical features. Be that as it may, the writer is of the opinion that the average dealer of today understands the wisdom of knowing his line from the ground up, and that his chief trouble comes, not through lack of personal knowledge of the motor's principles, but through inability to deliver his points strikingly in a discussion with a prospective buyer. In some cases he may not appreciate the full significance of a motor change upon which the factory designers have spent much time and money. Under the circumstances, a feature that should help to make a sale is practically overlooked. It does not properly impress the patron. It does not "get across" the punch that was counted upon by the manufacturer.

It is a matter of record that factory travelers have brought balky prospects into line with one demonstration, after a local dealer had followed them up for weeks. This is accounted for by the fact that the traveling representative was acquainted not only with every mechanical feature of the motorcycle, but with the underlying reason for every change. He was backed up by all the observations of the factory engineers, all the reports of testers, all the widely diversified data which supported the manufacturer in his claim that his product was better than ever before. The traveler was loaded for bear. He knew the intimate, inside story of the thought, labor and money expended to produce an improved motorcycle for the new season, and when he talked his arguments struck home.

### Loading "For Bear"

There is no reason why the dealer should not also be loaded for bear, and the annual show offers him the best possible opportunity to lay in his ammunition. He should not be satisfied with a cursory examination of the new models, after he has closed his contract, but should extract from the booth attendants every fact that can have any bearing on the making of a sale. When a factory representative starts to discuss his make of motorcycle he usually has a machine gun beaten forty ways for speed of delivery, and the dealer who is seeking inside information can lay in a supply in half an hour that will bolster up his selling campaign for months to come.

### Working Up Enthusiasm

This heart-to-heart chat idea between the dealer and the show representatives of the motorcycle he handles is too often overlooked, but experience has convinced the writer that it ranks next in importance to the actual signing up of a contract for a reliable make. In spite of all that has been written concerning the wonderful mechanical value offered in the motorcycle of today, it is doubtful if many prospective purchasers are made to realize fully the striking combination of speed, economy and reliability afforded in the motorcycle power plant. The manufacturer and his engineers know all about this; the factory travelers assimilate the big idea with every breath they draw while at the plant, but the dealer—being somewhat apart—must work up his enthusiasm, as a rule, from the catalogs and circular letters sent out to him. That is, unless he visits the annual show and "grabs off" some of the factory ammunition.

### Discussing Local Problems

Then there is the opportunity offered the cycle dealer at the show to discuss with the factory men any local sales problems that he may have encountered. Towns differ. Methods that boom business in one district may fail of definite results in another. But the factory traveler, covering as he does a considerable territory, comes in touch with all the various angles of the business and is often in a position to make valuable suggestions. What's more, he is willing and anxious to do so. That's part of his business. In brief, there are a lot of inside pointers to be picked up by the conscientious dealer from the factory representatives, and the show—with its ideal combination of business and social aspects—opens the way. The building up of sales arguments and general publicity campaign is naturally an all-year occupation with the cycle dealer who is determined to get ahead; he always has a keen eye open for a new channel by which to approach the potential motorcycle users of his district. But as a starting point for the new season there could hardly be a better occasion than the national show.

The show cannot fail to exert a broad-

*(Continued on page 43)*

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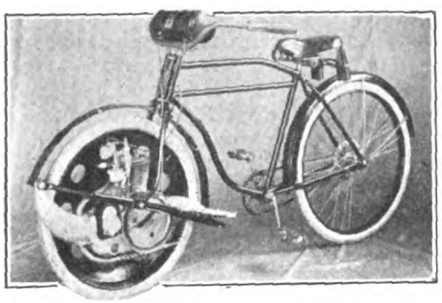
# A Review of the 1916 Models

## DAYTON

Six models: D-1, Dayton motored single-geared, $240; D-3, Dayton motored two-speed, $265; D-4, Dayton motored, two-speed with electrical equipment, $305;

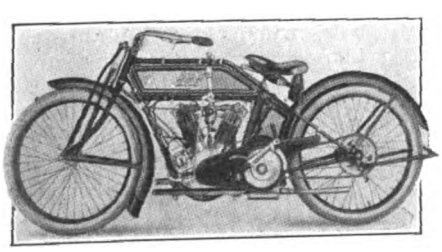


*Dayton Motor Bicycle*

D-5, De Luxe motored single-geared, $240; D-7, De Luxe motored, two-speed, $265; D-8, De Luxe motored, two-speed, with electrical equipment, $290. All models have twin motors. Splitdorf Mag-Dynamo system on D-4 and D-8.

## THOR

Two models: Model U, 12 horsepower three-speed twin with dual clutch control and new foot starter; Model V, 6 horse-

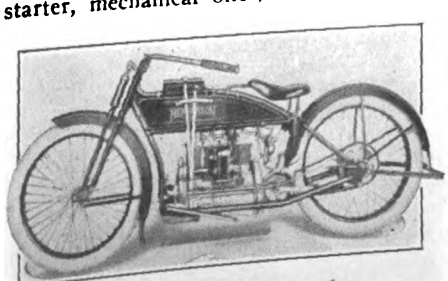


*Thor Model V*

power three-speed twin with similar equipment and new type of front fork. Three-speed gearset is countershaft-mounted and band brake is fitted. Double chain drive on both models.

## HENDERSON

Two models, both with four cylinder motors: Two-speed model, with kick starter, mechanical oiler, dual clutch con-

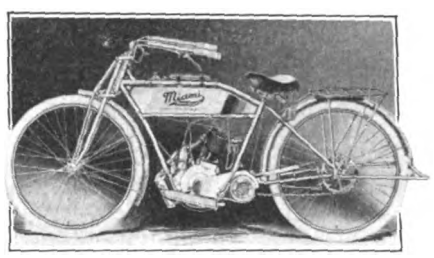


*Henderson Two-Speed*

trol, spark plugs in side of valve pockets, $295; single-speed model, with same construction except hub gearset, $265. Electrical equipment of Rex-Henderson two-unit type, $45 extra on either model.

## FLYING MERKEL

Nine models: Three in Miami line and six in Flying Merkel series: Model 14, battery-ignited Miami Motor Bicycle, belt drive, single-geared, $100; Model 15, magneto-ignited Miami Motor Bicycle, belt drive, single-geared, $125; Model 16, magneto-ignited, two-speed Miami Motor Bicycle, chain drive, $140; Model 675, Flying Merkel, two-speed twin with foot starter, $260; 673, twin two-speed without starter, $250; 671, twin, single-geared, $225;

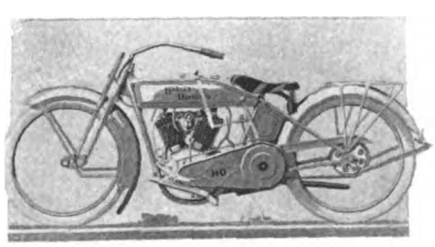


*Miami Model 16*

overhead valve twin, $250; 643, single cylinder, two-speed, $225; 641, single cylinder, single-geared, $200.

## HARLEY-DAVIDSON

Eight models: Model 16F, three-speed twin, $265; 16-J, three-speed twin with electrical equipment, $295; 16-E, single-gearel twin, $240; 16-C, three-speed single cylinder, $230; 16-B, single-geared single

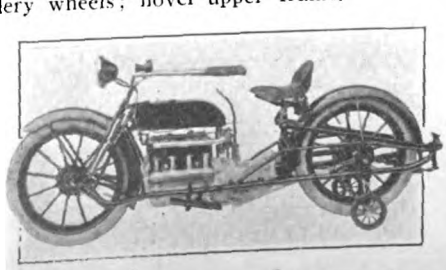


*Harley-Davidson 16-F*

cylinder, $200; 16-R, twin cylinder speed roadster, $250; 16-S, four horsepower single cylinder stripped stock, $210; 16-T, twin cylinder stripped stock, $250. Harley-Davidson electric system on 16-J. Side-Car Model 16-L, $75; Sidevan, $65.

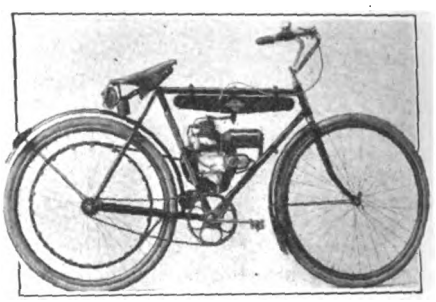
## MILITAIRE

One model: Four cylinder motor, three-speed gearset, dry plate clutch, shaft drive; all in unit; pressed steel frame, artillery wheels; novel upper frame.



## CYCLEMOTOR

One model, fitting in bicycle frame: Single cylinder, two-stroke, 5½ cubic inches displacement, magneto ignition,

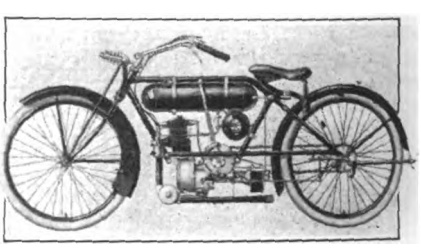


*Cyclemotor Outfit*

round Spartan belt drive, one lever control, $55 complete with tank, muffler, belt rim and necessary attaching devices.

## CLEVELAND LIGHTWEIGHT

Two models: 1-B, two-stroke, two-speed model with unit powerplant, including motor, two-speed set, countershaft and magneto, $150. Model 1-A, single-geared machine with unit powerplant, including

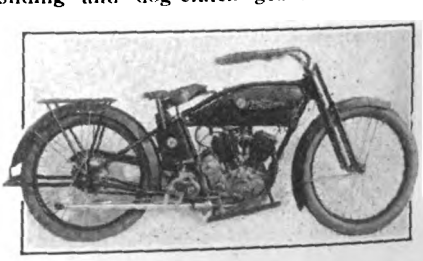


*Cleveland Model 1-B*

motor, countershaft and magneto, $140. Mainshaft runs continuously from interior of crankcase to Hooke's Joint driving magneto and carries countershaft worm gear.

## READING-STANDARD

One model: Three-speed 12 horsepower side-by-side valve twin, with countershaft sliding and dog-clutch gear; dual clutch



*The 1916 R-S*

control, kick starter, new front fork and spring seat post, $265. New dropped top tube and large capacity tank; mechanical oiling system; Eclipse brake.

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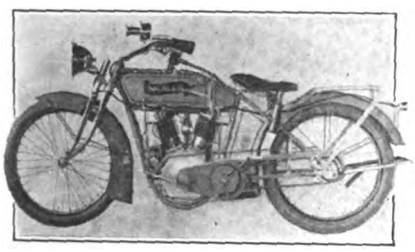
# ...ith Representative Types Illustrated

### EMBLEM

Four models: Model 110, 76 cubic inch twin, $250; 108, 67 cubic inch twin, $225; 105, single cylinder, $200; 106, twin of 32½

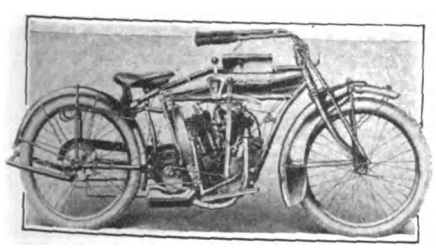


*Emblem Model 108*

cubic inches, $150; two-speed on any model $25 extra. Battery-ignited model 105 lists at $175. All models fitted with Emblem starter. Sidecar "Beautiful," $70; sidecar "Serviceable," $60.

### INDIAN

Five models: Model F, three-speed twin with Powerplus motor and spring frame, $275; Model G, three-speed Powerplus twin with regular frame, $250; Model H-1, eight-valve racer, $350; Model H-2, four-

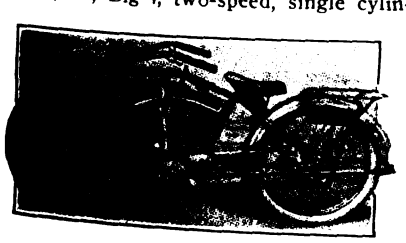


*Indian Twin Three-Speed*

valve racer, $300; Model K, Featherweight two-stroke, three-speed, $150. Indian Mail sidecar, $75; Parcel Car, $75.

### IVER-JOHNSON

Five models: 16-7TS, two-speed twin with kick starter and spring seat, $250; 16-7, single-geared twin with same equipment, $225; Big-4, two-speed, single cylin-

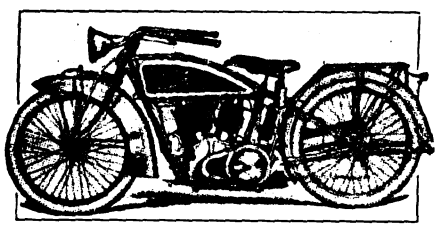


*Iver-Johnson Two-Speed*

der with starter and spring seat post, $200; Big-4 single speed, with same equipment as Big-4 two-speed, $175; V-belt single, pedal-equipped and spring seat post, $150. All models but V-Belt Single have planetary clutch; latter has double cone clutch.

### EXCELSIOR

Seven models: Model 16-3, three-speed twin, $250; 16-1, single-geared twin, $225; 16-S. C., short-coupled stock twin, $250; 7-T. S., two-speed twin, $200; 7-C, single-geared twin, $200; Police Model, with three-speeds and 16-S. C. motor, price not given; Lightweight, two-storke, combi-

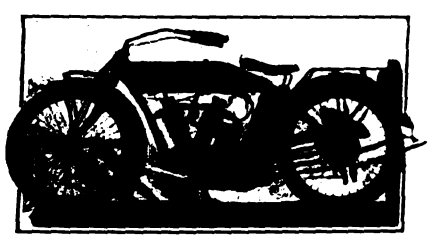


*Excelsior 16-3 Twin*

nation drive, $135; electric equipment on 16-3 and 16-1, $30 extra; acetylene lighting equipment on 7-C and 7-T. S., $25 extra. MIDCO electric system used.

### POPE

Five models: R-16, three-speed twin with foot-starter and double clutch control; TM-16, three-speed single cylinder with same equipment as model R-16; L-16, single-geared twin with pedal starter; M-16, single-geared, single cylinder; H-16, single-geared, single cylinder V-belt trans-



*Pope Three-Speed Twin*

mission. Single cylinder motors except H-16 are of 5 horsepower; H-16 has 4 horsepower motor. Prices not yet quoted.

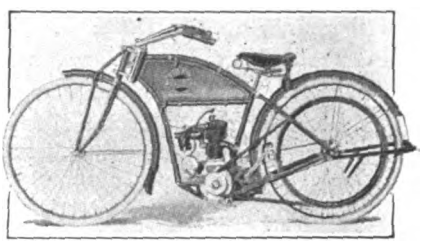
### SCHICKEL LIGHTWEIGHT

One model: Two-stroke single cylinder motor with detachable head, pedalless, V-belt transmission and novel rear wheel suspension, $100. Spring fork, $10 extra; spring seat post, $5 extra. Control on this machine by means of levers on right grip.

*Schickel Lightweight*

### TIGER AUTOBIKE

One model: Two-stroke single cylinder motor with special valve arrangement, pedal gear and V-belt transmission, $112.50.

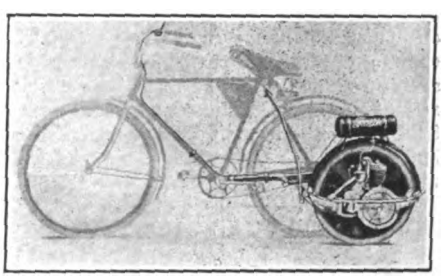


*Tiger Autobike*

Coaster brake furnished as stock equipment, novel front fork and camel-back frame; wide range of saddle positions.

### SMITH MOTOR WHEEL

One model: Single cylinder four-stroke air-cooled motor, 2¼-inch bore, 2¼-inch stroke, outside flywheel, developing one horsepower. Magneto ignition, splash lubrication with automatic control of oil level in crankcase, automatic float-feed

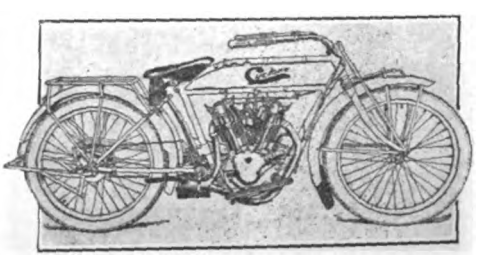


*Smith Motor Wheel*

carbureter. Mounted to drive pressed-steel disc wheel through gearing from crankshaft; wheel fitted with 20 x 1⅝-inch tire. Control by single lever. Price $60.

### CYCLONE

Two models: Touring model with inclined leaf spring rear frame, countershaft chain drive, scroll-end leaf spring front



*Cyclone Touring Model*

fork, footboards, disc clutch and band brake; speed model, with dropped bars, pedal gear and hand brake. Twin motors.

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## FINAL ARRANGEMENTS FOR THE SHOW

**MANAGER A. B. COFFMAN announces that his headquarters during the week of the New York Show will be at the office of the Motorcycle Manufacturers' Association, 1482 Broadway—Room 704.**

**Madison Square Garden will be open for exhibitors to begin arranging displays, etc., on Sunday, October 10, at 9 a. m., and will remain open till 6 p. m. On Monday the Garden will again be open to exhibitors at 9 a. m., and all exhibits must be in readiness at 5 p. m. At that hour the work of cleaning the place will be started preparatory to the formal opening of the show.**

**Exhibitors who find it impossible to have their displays in readiness before 5 p. m. on Monday will be given an opportunity to arrange their booths before 9:30 on Tuesday morning. The show will be thrown open to the public at 7:30 Monday evening, October 11.**

### NOVEL ALARM CLOCK FOR BIG CHIEF

Suffield, Conn.—President George M. Hendee, of the Hendee Manufacturing Company, of Springfield, Mass., has the largest and most expensive alarm clock yet used to awaken guests at his villa in this city. It is a big German organ, costing $50,000, and is controlled by a push-button alongside Mr. Hendee's bed. His guests can be awakened gently by the strains of Il Trovatore or some other classical selection at the will of the motorcycle magnate, either by pushing the button at his bedside or by pushing other buttons in various parts of the house. The organ is only one of the many luxurious appointments of the Hendee villa, which the Big Chief and his family will occupy very soon.

### BOOKLET ON THE CYCLEMOTOR

An attractive booklet which points out the capabilities of the Cyclemotor and calls attention to the wide range of service to which it can be applied, has just been issued by the Cyclemotor Corporation, of Rochester, N. Y. Under the tempting slogan, "Wheeling Without Work," the manufacturers of the tidy little Cyclemotor explain how efficiency and a remarkable degree of compactness have been combined in the newly-marketed product, and include a full set of specifications so that the prospective purchaser may acquaint himself with the outstanding features of the power plant.

Several photographs, showing the Cyclemotor on the road, add to the interest of the booklet, and a sectional view of the motor itself places emphasis on the simplicity of the designing. The booklet will be sent on request.

### GOUDY PRAISES BOSCH MAGNETO

In a recent telegram to the Bosch Magneto Company, of 225 West Forty-sixth street, New York, Carl Goudy, the winner of the Chicago 300-mile race, gives full credit to the Bosch magneto for its aid in his victory. Goudy stated that he calculated that his Bosch machine turned over 2,170 times per minute, which for 3½ hours approximated 1,000,000 sparks, all of which were hot and fat. "It is my firm conviction," said Goudy, "that my Bosch would have kept up this consistent work for 3,000 miles as easily as the 300, without a murmur."

### EVERYBODY'S PLEASED

*Diana (from her perch on Madison Square Tower): Well, well, it certainly does seem homelike to have the cycle displays back in the good old place after the fashion of years ago!*

### STRATTON AND MEYER WIN 150-MILE RELAY IN 147 MINUTES

Madison, Wis., October 4.—Alva Stratton and George Meyer, mounting Indian machines, won the 150-mile relay race held here on Sunday. Meyer had a bad spill in the 31st mile which retired him, and Stratton was obliged to cover the rest of the distance without a partner. The time was 147 minutes for the century and a half.

Fred Lochner and Frank Montgomery, the Excelsior team, finished second, and Walter Ferch was in third place, alone. Ferch used two borrowed Excelsiors throughout the race.

### POWER BICYCLE CATALOG

Miami Power Bicycles in their various models are attractively pictured in the latest catalog issued by the Miami Cycle & Mfg. Company, of Middletown, Ohio. The catalog is entitled "100 Miles for 10 Cents," and is gotten up in blue and white to correspond with the colors on the machines themselves. All illustrations of complete models are colored, and the various parts are carefully described and illustrated in detail.

### FIRESTONE MEN COME HOME

Akron, Ohio, October 4.—Fully 500 salesmen, branch managers, department heads and officials of the company attended the "home coming" of the Firestone Tire & Rubber Company, held at Akron, Ohio, last week. Special cars were run from many parts of the country, bringing in the tire men to attend the meeting.

On September 29, the men were received in the executive offices of the Firestone plant and later a session was held in the assembly room where a number of addresses on tire making and selling were made. At noon a luncheon was served in the restaurant of the company which was followed by an inspection of the plant. An all day session of the branch managers and department heads was held September 28. One of the features of the meeting was an address on "Carriage, Motorcycle and Bicycle Tires."

### GOODYEAR CONFERENCE CLOSES

Akron, O., October 2.—The annual conference of the Goodyear Tire & Rubber Company salesmen closed here last Wednesday. There was a huge crowd of the live-wire travelers present and after the conference they went to their respective territories enthusiastic over the 1916 outlook and happy because of the fine report of motorcycle and bicycle sales increases during the season which has just closed.

### RACES AT QUINCY, ILL.

Quincy, Ill., October 4.—The Baldwin Park dirt track was the scene of several motorcycle races on Sunday, October 3, which were run off under the management of the Harley-Davidson Club of this city. The three-mile event for singles was won by Fruhe, Beck taking second place. The time was 4:15. Schwartz took first in the five-mile race for twins in 6:10, and second in the three-mile race, which was captured by Abbott in 3:59.

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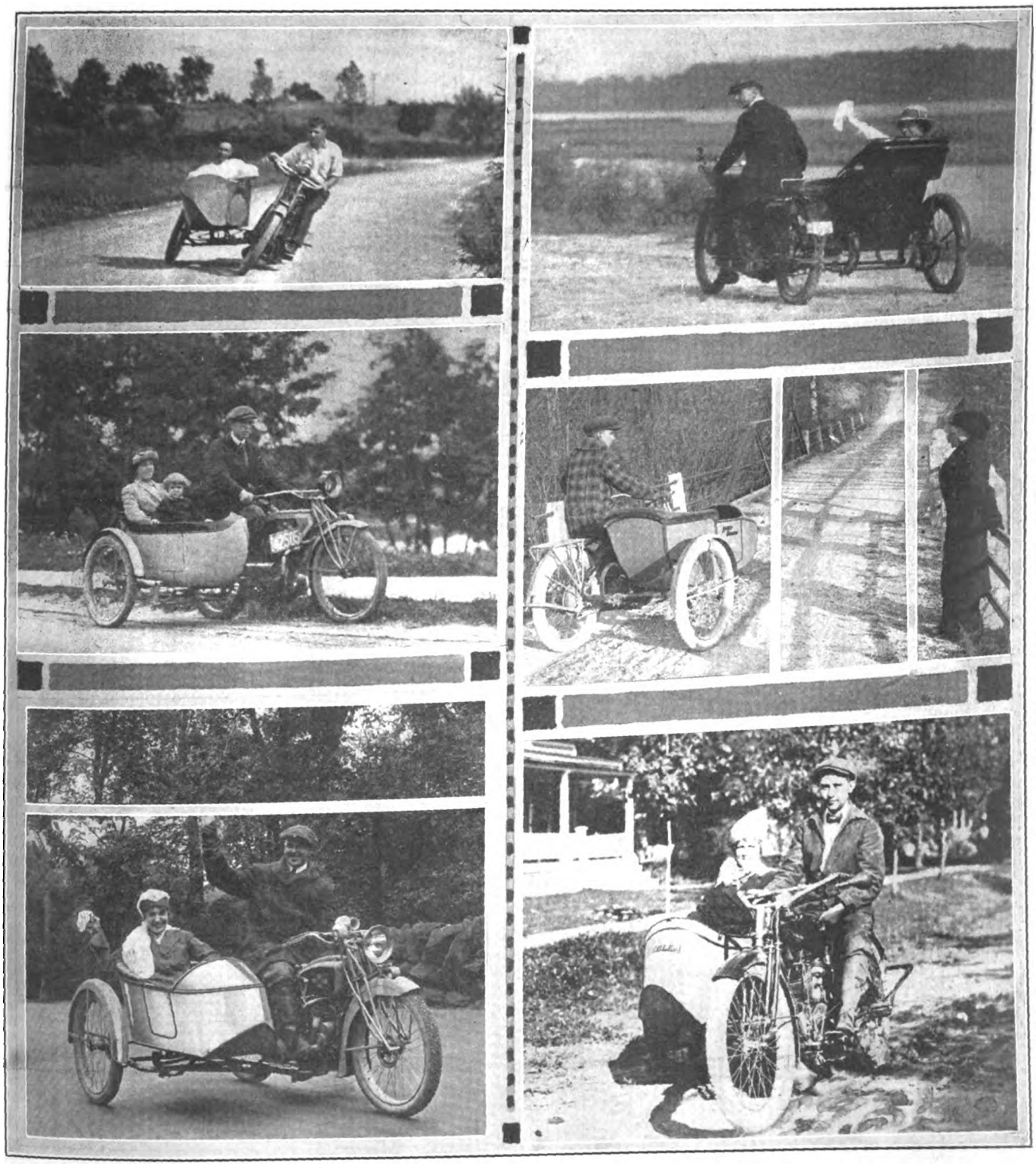
# SOME SIDECAR TYPES THAT WILL BOOM 1916 INTEREST



SIDECARING has increased to a marked extent in popularity during 1915 and will become even a more widespread pastime during the coming season, if past performances are any indication. The sidecar has literally no seasons; it can be used no matter what the weather, and very few indeed are the owners of combinations who retire their rigs this season for zero weather or snow. Above are shown a number of views of combinations, including different makes of sidecars which will be seen at the Madison Square Garden Show, in New York, next week. Several photographs showing other models of the third-wheel passenger attachment were received too late for reproduction and accordingly are held over until next issue.

In the upper left hand view is a Flxible sidecar rig, with the driver inclining to take a corner on one of Ohio's good roads. The next picture below is a family party in a Majestic sidecar combination near Roxbury, Mass., and shows the ease with which a child can be carried, in this case on a small auxiliary seat. At the bottom is a Rogers sidecar as fitted to an Excelsior twin, the happy party having the characteristic pleased expressions of sidecarists in general. At the top of the righthand column is a Henderson sidecar outfit fitted with Cape top and traversing a pleasant river road.

In the next picture below is a Harley-Davidson sidecar combination halted for a moment near Green Bay, Wis. The last view shows an Emblem sidecar party in Western New York. The machine is also of Emblem make.

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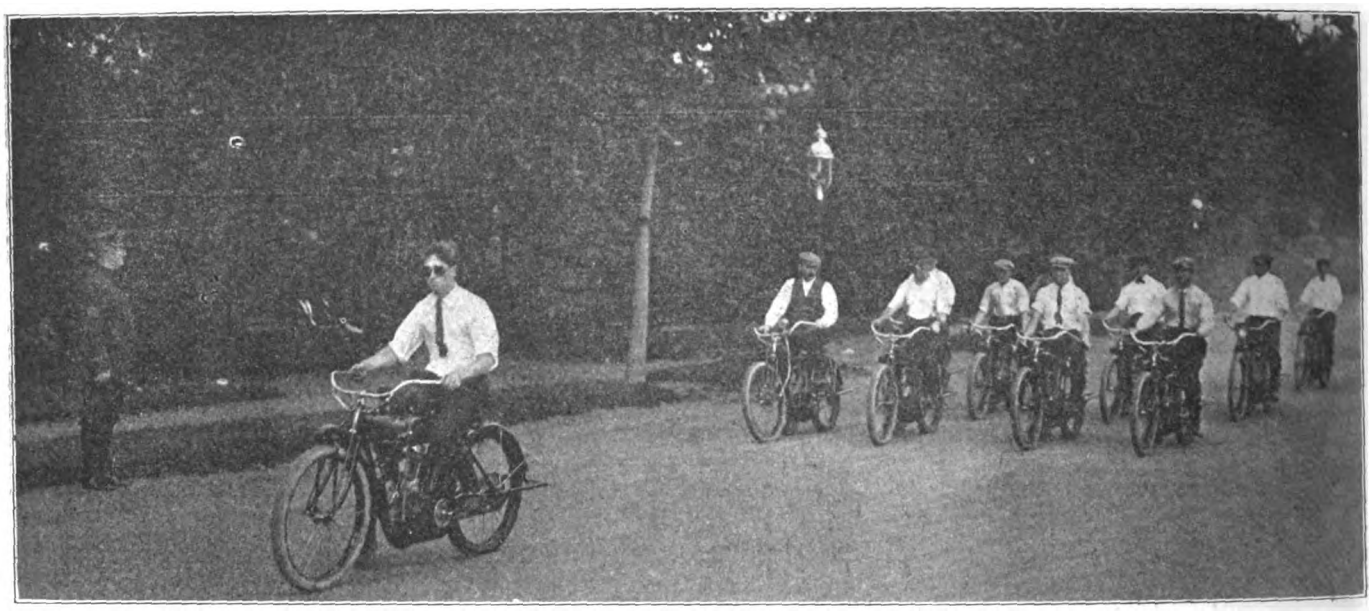
# Training School for New York Police



NEW YORK CITY'S methods of training her motorcycle policemen are fully shown for the first time in the accompanying photographs. At the top of this page appears a squad of recruits under the chaperonage of Sergeant Walter Shea, who is in charge of the school. This phase of the training takes the officers to one of the parks, where they acquaint themselves thoroughly with their motorcycles before going out on regular traffic duty. At the left of this page is a snapshot of Sergeant Shea, taken while instructing the class in mechanical details. Shea is a seasoned traffic rider, and, incidentally, an expert motorcycle mechanic. At the right are shown a number of the motor-cops learning the art of making quick tire repairs.

At the top of the opposite page a squad of prospective traffic regulators

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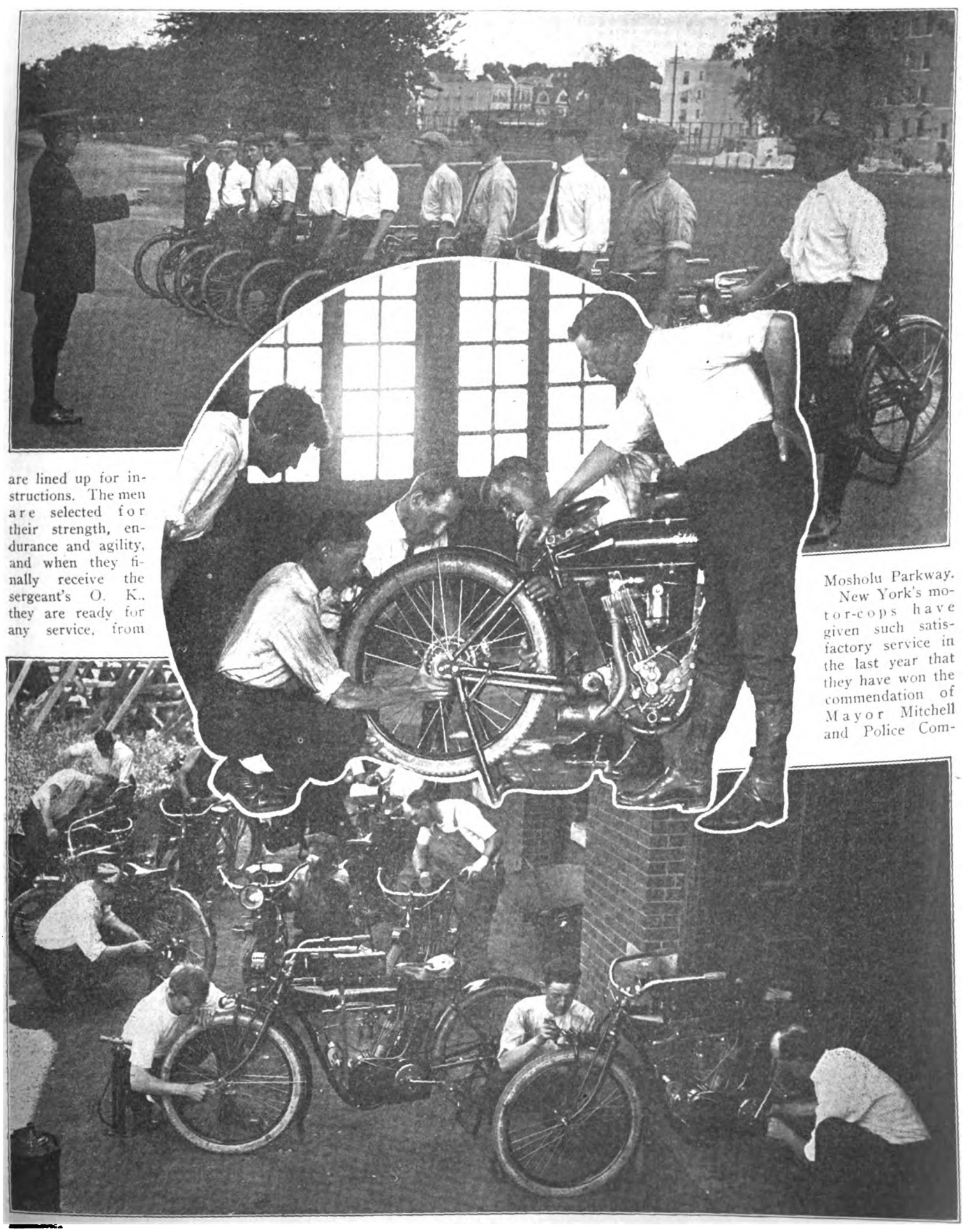

are lined up for instructions. The men are selected for their strength, endurance and agility, and when they finally receive the sergeant's O. K., they are ready for any service, from

Mosholu Parkway. New York's motor-cops have given such satisfactory service in the last year that they have won the commendation of Mayor Mitchell and Police Commissioner Woods, both of these officials having recently gone on record as favoring rapid and generous extension of the police department's motor squad. The riders soon acquire such skill in negotiating congested streets that their exhibitions are a source of wonder to spectators

capturing a runaway horse or overhauling an automobile speeder to riot duty and escort work. The center picture above shows Sergeant Shea explaining the proper method of putting on and aligning a rear wheel. Nothing is left to guesswork, and when the motor-cop receives his "diploma" he is capable of making any ordinary repair or adjustment on his mount, in spite of the fact that the city provides for garage repairs as a rule. The bottom photograph presents a busy scene at the school; the riders are seen tuning up their motorcycles preparatory to a practise spin on

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# PERRY HAS BIG LEAD IN HOUR CHAMPIONSHIP

HAWTHORNE, Ill., October 3.—Seven thousand speed fans saw Bob Perry win the one-hour National Championship race on the Hawthorne track this afternoon. The race was the feature event of the program held by the North Shore Motorcycle Club. Morty Graves, Indian, was in second place. Perry's distance for the hour was 64¾ miles, while Graves was 4½ miles behind. Glen Stokes, Excelsior, was third.

Perry rode a clean-cut race and managed to shake the jinx that has been trailing him pretty consistently all over the country. Carl Goudy, Perry's team mate, came in for trouble, however, when his machine caught fire in his 22nd lap. He was forced to retire. There was some disappointment over the absence of the Harley-Davidson crew. Only one rider of that make was entered and he was a private owner.

Bob Perry fared well in the standing start for the hour championship, and led the field of five entrants for the first lap. At the southwest turn Perry had a bit of trouble and Don Johns on his Indian passed him like a flash. Johns kept the lead only one lap and was then headed again by Perry. From that time on Bob showed the way home.

Johns was the first rider to stop at the pits with mechanical trouble. This left Perry and Goudy with quite a lead. When Goudy's tank started to leak and his mount caught fire in the 22nd lap Perry was left well up in front, and Morty Graves and his Indian were in second position. In the meantime Don Johns was having trouble at the far turn with a broken chain and damaged pedal. This cost him twelve miles.

### A Batch of Minor Troubles

Glen Stokes, Excelsior, came in for his share of trouble in the 11th mile when he was forced to make a saddle adjustment which cost him a mile. Graves pulled up at the pits with a fouled spark plug, and Don Johns had a little difficulty which halted him at about the same time. Bob Perry stopped for oil in the 36th mile, and a little later Graves made another stop to juggle spark plugs.

At the 40th mile Perry had a lead of 1½ miles; he had lost two laps when he stopped for oil. Graves, his nearest competitor, was striving to cut down the lead but with small success. Stokes was five miles behind at the 40th mile, but after passing the 45th mile he set a hair-raising pace and managed to cut down some of Perry's lead. When the 45th mile had been ridden there was little or no chance of a change in the positions of the leaders, barring an accident which would retire one of them. Perry romped home an easy winner, with Graves trailing him more than four miles in the rear, and Stokes coming in for third money.

### The 10-Mile Professional

Perry gave additional evidence that he was back in form by winning the 10-mile professional event. Incidentally, he lowered the track record for the distance by five seconds, he having hung up the old mark last year. His time today for the 10 miles was 8:47⅗. Glen Stokes held the lead in this race till the fifth mile, when Perry passed him and continued to gain until he had a lead of half a mile at the finish. Don Johns was forced to retire in the eighth mile with burned out spark plugs.

Top, Start of Ten-Mile Open Race; Below at Left, Bob Perry, the Hour Winner; Next, Morty Graves, Who Came Second; Right, Glen Stokes, Third Man

Another record for the track was dented in the 5-mile open professional race. Glen Stokes captured this event and went the distance in 4:23⅗. The old record for the track was 4:33. Bob Perry finished second. Graves damaged his front wheel and was forced to retire in the third mile.

Joe Hallock, Excelsior, grabbed off the 5-mile amateur dash, his time being 5:14⅗. Drier, Excelsior, was in second place at the finish, 1½ miles behind the winner. Harry Ford checked out third, being something like five miles in the rear of the first-line trenches. The summaries:

One-hour professional—Bob Perry, Excelsior, first, 64¾ miles; Morty Graves, Indian, second, 60¼ miles; Glen Stokes, Excelsior, third, 57¾ miles; Don Johns, Indian, fourth, 40¼ miles.

Ten-mile open professional—Bob Perry, first; Glen Stokes, second; Morty Graves, third; time, 8:47⅗.

Five-miles open professional—Stokes, first; Perry, second; Johns, third; time, 4:23⅗.

Five-mile for private owners—Joe Hallock, Excelsior, first; Drier, Excelsior, second; Harry Ford, Excelsior, third; time, 5:14⅘.

## WEISHAAR COPS TWO RACES AT DANBURY

DANBURY, Conn., October 5.—Nearly five thousand spectators saw I. Weishaar, Harley-Davidson, romp home with two out of the four professional races which were staged here on Monday, October 4, under the auspices of Stanley T. Kellogg, the Bridgeport, Conn., Excelsior distributor, in connection with the Danbury fair.

There were two ten-mile and an equal number of five-mile events. Two Indian riders shared the honors with the Harley-Davidson star, Nixon, Indian, winning the first five-mile event, and Burdick, Indian, accounting for the first ten-mile race. The track was fast and the weather all that could be desired.

Two hundred and ten dollars in prizes were divided among the first three place takers in each race. There were eleven entrees for the professional event, while the race for "simon pures" had to be called off, due to lack of entries. The summaries:

Five-mile professional—Won by F. B. Nixon, Indian; H. F. Burdick, Indian, second; N. R. Ceves, Indian, third. Time, 6:27.

Ten-mile professional—Won by H. F. Burdick, Indian; N. R. Ceves, Indian, second; J. R. Pillazzo, Excelsior, third. Time, 13:16½.

Five-mile professional—Won by I. Weishaar, Harley-Davidson; H. F. Burdick, Indian, second; J. R. Pillazzo, Excelsior, third. Time, 6:18¾.

Ten-mile professional—Won by I. Weishaar, Harley-Davidson; H. F. Burdick, Indian, second; F. B. Nixon, Indian, third. Time, 12:29½.

Consolation race—Won by F. R. Craddock, Indian; Stubner, Excelsior, second.

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# NO PERFECT SCORE IN HACKENSACK CLUB RUN

HACKENSACK, N. J., October 3.—The first annual durability run of the Hackensack M. C. was held here today over a 206-mile course. Roads, ankle deep with mud and water, gave the contest all the earmarks of a real blown-in-the-bottle, 14k endurance run. So much so that not a perfect score was made by any contestant and but two silver and four bronze medals will be awarded by the club. The field consisted of 45, being composed of 34 solo riders, 1 tandem and 10 sidecar outfits.

As was expected, the sidecars made the best showing on the heavy roads, and three drivers of the three wheeler turned in the highest scores. Orrie Steele, 994 points, Indian, won the professional sidecar cup; J. W. Terhune, 992 points, Harley-Davidson, was second, and John Steele, father of the winner, drove a 1916 "Powerplus" outfit to the score of 990 points. Keen competition for the six cups offered by the club brought forth the best riders of the Haledon, Hackensack, Arrow and Passaic clubs.

The Haledon M. C., to which Orrie Steele belongs, took home the straight three-man professional cup, the single geared machine cup when Simon Stone, Indian, turned in high score of 925 points, and also accounted for the club cup when four riders turned in a total score of 3,795 points.

The "First President's Cup," limited to teams of three Hackensack M. C. riders, was won by the Harley-Davidson team, which was made up of Frank Edwards, P. B. Garrison and Eric Matthews. The three-man amateur cup went to the Passaic M. C. team, on which rode J. B. Werner, Frank Evan and Wm. Connolly. The Indian M. C., of New Brunswick, comprising E. J. Mills, Oscar Harkins and F. B. Leach, was second.

The first riders left Hackensack at 6:30 a. m., and the field followed at one minute intervals. The course lead them through Rutherford, across the meadows deep in mud and water, giving the riders an idea of what they would encounter later in the mountains. Report from the first secret check showed that riders who had equipped with chains both front and rear, would have the best chances. The route led on through Montclair, over Cushnall Hill to West Caldwell, then doubled back to Pompton and straightened out for Greenwood Lake, the second regular check.

From that point a fifteen-mile mud road led round the lake and over part of the Invincible Club course, through Sterling Forest. This stretch proved the undoing of many riders. Leo Herzig, Indian, skidded and went into the lake but was fished out and dosed up with "smoke oil." This smoothed out the road for him and he sped on.

The afternoon loop was started by thirty-one riders; this time the course led them out over the Palisades, along the Hudson, and up Bear Mountain. And then they all had an introduction to the Invincible Club's pet hill—Crow's Nest. All riders agree that the surface was good; there was no mud to skid on—it was just bare bed rock and a trifle more rough than it was last May. Getting over the famous hill the riders were checked at Canterbury and soon were booming along over the Suffern-Newburgh road to their final checking place, twenty-six contestants checking in on time.

As forty-five started and twenty-six finished, we had better tell what happened to some of those missing riders. Herzig, Indian, of course, lost his ambition to rival Baker when he did that "Annette Kellermann" into Greenwood Lake. McInnis, Eagle, with a single speed mount, just naturally lost ground all the time. Otto Schell, Indian, punctured in Midvale and decided, when he got the skid chain off and had the job repaired, that he was too far behind, and quit. Kalshoven and Knell, Harley-Davidson, started late, never caught up to the field, and thought they'd make a pleasure jaunt of it instead. Heller, Indian, preferred good hardroads to mud—that accounts for him.

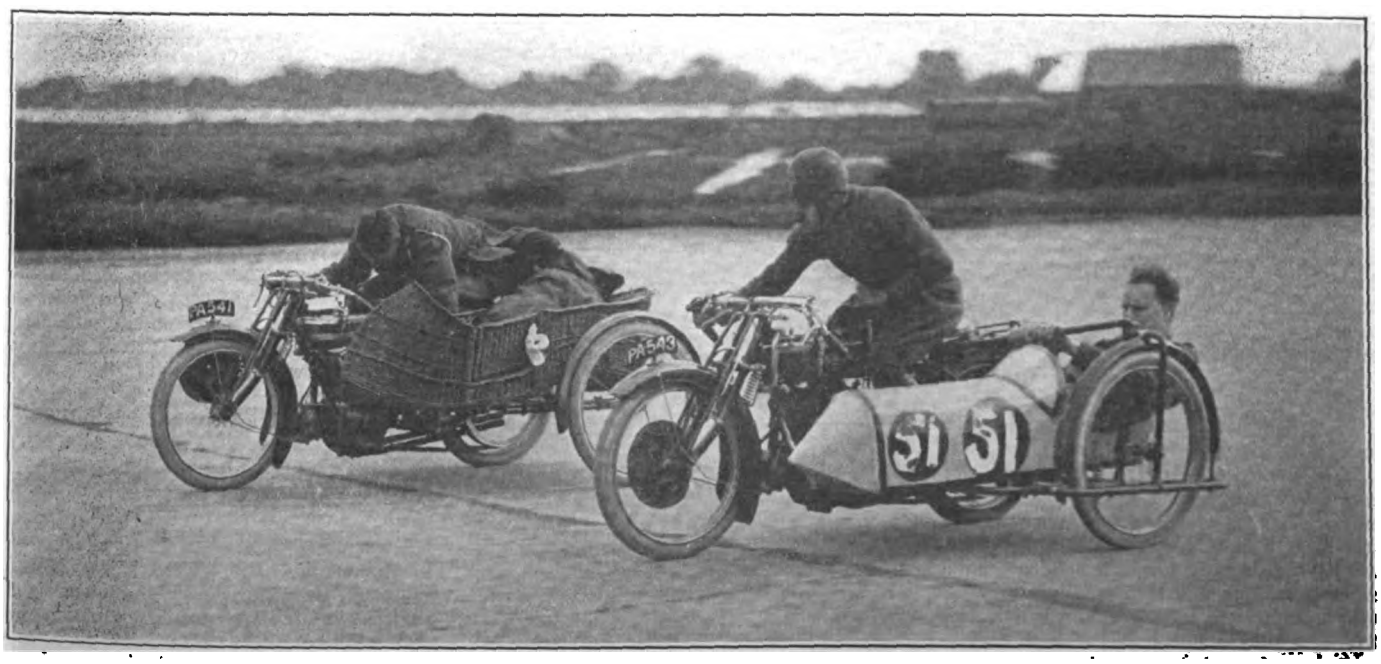
Seigert, Harley-Davidson, broke a thrust rod in around or near his clutch, and went into the dry dock for repairs; this being made, he beat it, missed three checks, and wisely came in to see the finish. Aug. Charton, Harley-Davidson, mixed it up with an automobile—not a Ford—in Nyack, wrecked his front wheel and got first aid service from Mort Lentz, Jersey City agent, completing the course late.

Chas. Ward, Harley-Davidson sidecar, lost part of his Schebler, had two punctures and a chain break, then he remarked something "about knowing when he had enough," and became a spectator. Ralph Donaldson, Harley-Davidson, who won the Yonkers run with Charton, missed a secret check, went looking for it, and arrived late. In the afternoon he and Bergfels, his partner, went "cork-pulling" and finished, satisfied that a good day's work was done. Bakelaar, Kaune, Versele, Mettricker, Walker, and Witzeman just faded from view, and that winds the hard luck section up.

The scores were as follows:

| Contestant. | Machine. | Score. |
|---|---|---|
| Orrie Steele, | 1915 sidecar, Indian, 3-speed.. | 994 |
| J. W. Terhune, | 1916 sidecar, H.-D., 3-speed. | 992 |
| John Steele, | 1916 sidecar, Indian, 3-speed.... | 990 |
| J. W. Collins, | 1915 sidecar, Indian, 3-speed.. | 986 |
| Geo. Baar, | solo, Indian, 3-speed..... | 979 |
| E. J. Mills, | solo, Indian, 3-speed..... | 976 |
| Oscar Harkins, | solo, Indian, 3-speed..... | 973 |
| E. Vernaecken, | solo, Indian, 3-speed..... | 969 |
| T. K. Lee, | sidecar, H.-D., 3-speed..... | 969 |
| Elmer Havenstrite, | 1916 sidecar, H.-D., 3-speed | 968 |
| Frank Edwards, | solo, H.-D., 3-speed..... | 957 |
| P. B. Garrison, | solo, H.-D., 3-speed..... | 956 |
| J. B. Werner, | sidecar, H.-D., 3-speed..... | 954 |
| Wm. Connolly, | sidecar, H.-D., 3-speed..... | 946 |
| Frank Gross, | sidecar, H.-D., 3-speed..... | 934 |
| Simon Stone, | solo, Indian, 1-speed..... | 925 |
| Arthur Rhodes, | solo, Jefferson, 1-speed..... | 843 |
| F. B. Leach, | solo, Indian, 2-speed..... | 840 |

## CLOSE FINISH IN THE PASSENGER HALF-MILE SPRINT AT BROOKLANDS




**An Incident in the Recent Motorcycle Races for Army and Navy Men Only at the Big English Track**

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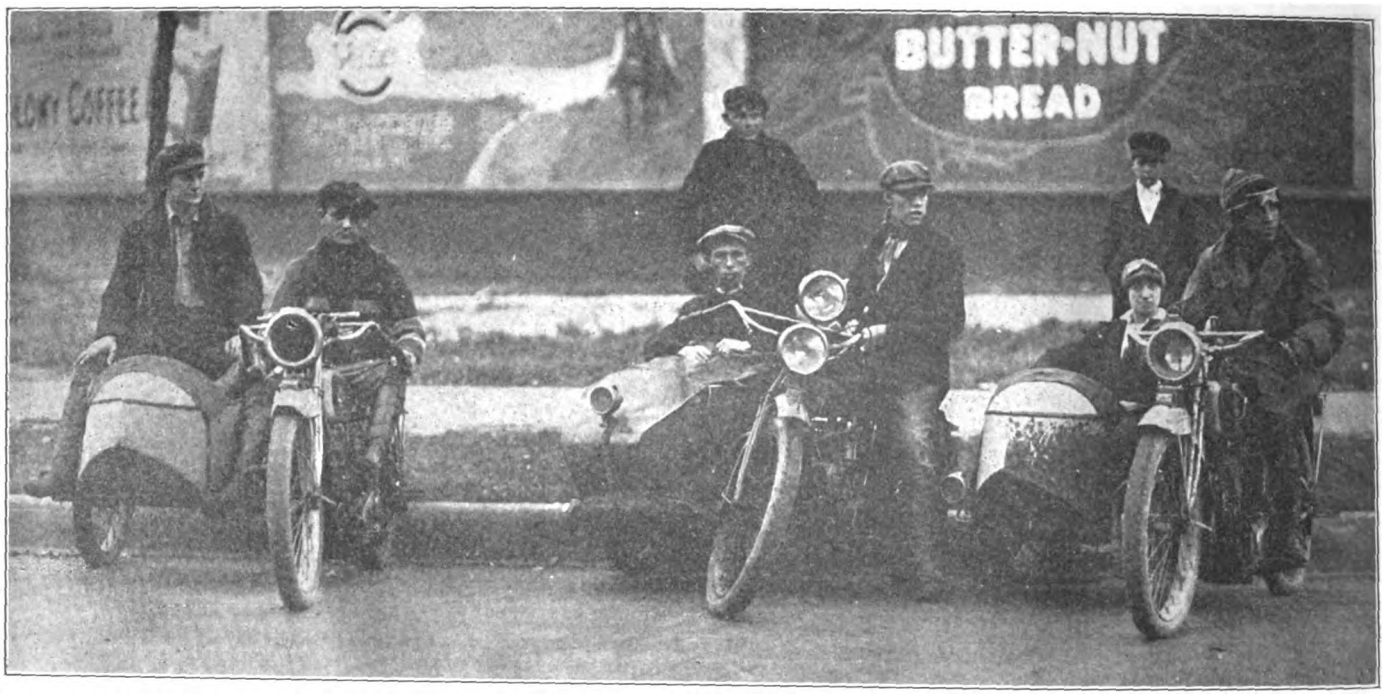
# TWENTY-EIGHT RIDERS IN CHICAGO ENDURANCE RUN




**Sidecarists Who Successfully Came Through the Chicago Excelsior Club's Run to South Bend, Ind., and Return**

CHICAGO, Ill., October 4.—Eight perfect scores were made in the first open endurance run of the Chicago Excelsior Club, which was held on Sunday, October 3, having South Bend, Ind., for its objective. Twenty-eight riders started; the distance of the run was two hundred and forty-one miles.

Frank R. Smook, manager of the R. C. Crist branch store on West Jackson Boulevard, started the contestants at 6:01 in the morning at intervals of one minute, until the twenty-eight husky motorcyclists were all headed for Hammond, Ind., the first control.

All checked in on time at Hammond and then hit the high places for Valparaiso, not one of them knowing that a secret control was hidden behind a clump of trees near Valpa. Joe De Salvo and Jess Wilburn, the two boys manning the control, played a good little game of hide and seek, that defied detection, as they determined on a hilly spot a mile and a half out of Valpa. Only one man was caught at the secret checking station and he was seventeen minutes ahead of the schedule.

South Bend was the noon control and a hot chicken dinner awaited the contestants. There was a rip and a snort when the lunch hour was over, for most of the riders were busy making repairs and were not ready to continue the grind. After a delay of a few minutes the homeward grind was begun.

John Bowman, the road captain of the promoting club, got into trouble just outside of La Port, Ind., and rode a flat tire into Michigan City, a distance of twelve miles. At that place he was twenty minutes late. But Bowman cut loose after repairing his tire and forgetting all about the country sheriffs, managed to enter Chicago with a perfect score. E. Jennings, who was driving a sidecar outfit, had a perfect score until he reached Jackson Park, Chicago, when his chances were crimped by a bad puncture.

The perfect scorers are as follows: John Bowman, Excelsior; W. Kolb, Indian; H. Hausu, Indian; J. Meyers, Indian; G. Martin, Indian; A. Gassman, Indian; E. Jenkins, Thor; J. B. Dohl, Thor; Bill Powell, Harley-Davidson.

Those who participated in the run are: John Bowman, C. Capico, Tony De Tobro, Wm. Kolb, H. E. Osmann, H. E. Hausu, H. L. Lawrence, C. L. Nelson, Peter Giese, Beil Powell, A. Gassman, E. L. Guth, G. Martin, Steve Komon.

A. Busch, Morris Tannenbaum, Frank Barnes, J. Jeffery, J. B. Dohl, J. W. Claskey, Jn. Meyers, Harvey Goss, J. F. Stewart, Chas. De Salvo, Jno. Morris, Chas. Zimmerman, Geo. Roberts, Sidney Barrett, E. Jennings, Leo Munger, Wm. C. Miller.

## JONES LEADS THE WAY AT TOLEDO TRACK

TOLEDO, O., October 3.—The race meet of the Interstate Racing Association at the fair grounds half-mile track this afternoon drew an immense crowd, which was rewarded by an exhibition of fast and skillful speed work.

Maldwyn Jones and his Merkel racing machine were the big winners of the day, taking the chief events and making the fastest time. Jones had no cinch in doing it, for the competition was of the classiest variety, including among the riders Ray Creviston, Shorty Matthews and L. S. Taylor.

Jones won the first qualifying heat of five miles in 5:41, with Shorty Matthews second and Louis Stohan, Indian, third. Creviston's only appearance on the track was in the second heat, which he won in 5:44, with Taylor, Indian, second and Amos, Merkel, third.

"Krazy Horse" Verrill borrowed Creviston's four-valve for the consolation race, five miles, and won in 5:55, with Meyers second and Amos third.

Taylor cut loose in a hurry in the final heat, ten miles, and took the lead in the first lap, with Verrill second and Jones in third place. But Jones wouldn't be denied, and stormed past to first place in the next round, after which he steadily drew away and won by half a lap in 11:09, the fastest time for the distance on the track this year.

Additional features of the afternoon were aeroplane flights and a novelty race.

**George R. Bray, Salesman, U. S. Tire Co., Columbus Branch. George Is a Great Motorcycle Enthusiast and Booster for Nobby Tread Tires. "Get That Smile."**

### MERZ TAKES BIGGER FIELD

Indianapolis, Ind.—The Merz Motor Company, Excelsior dealer, has taken eight counties in Indiana for its territory in 1916. Sidecar sales have been good, according to John Merz, head of the firm, no less than 22 of Dunham make having been disposed of so far this season.

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## WHAT THE ANNUAL SHOW MEANS TO THE RIDER

*(Continued from page 32.)*

surance that there are motorcycles there to suit you, no matter how finicky you may be, and then make the rounds with eyes and ears open until the auspicious moment arrives when you know beyond doubt that you have found your mechanical affinity.

As for the rider with seasons of experience behind him, he usually goes to the show with a pretty fair idea of the selection he is going to make for the new year, and it is hardly necessary to counsel him about asking question. He has the habit. It is a fact, nevertheless, that no rider does himself full justice unless he makes an unbiased inspection of *all* the exhibits. That's what they are there for. The visiting rider, however experienced he may be, can hardly fail to profit by careful study of the new models. He may have his heart and mind set on another "good old Jack-Rabbit" (you've heard him say it) like the one he is riding, but he owes it to himself and to the tireless designers and manufacturers to visit the show.

There are motorcycles of the various makes on all sides the year round, but they have a habit of keeping on the jump so consistently that inspections and comparisons are practically out of the question except for occasional traffic cops and some of the more skillful aeroplanists. That's why a lot of money is spent annually to bring the new models under one roof and anchor them until riders and prospective riders have an opportunity to pick them to pieces, one after another, and learn just why they are the most remarkable vehicular products.

### ENGAGEMENT ANNOUNCED

Announcment if made of the engagement of Alex. F. Osborn, Service Manager of the E. P. Remington Agency, Buffalo, N. Y., to Miss Helen Coatsworth, of the same city.

### ARRIVING AT SAN DIEGO

A. L. Holmes, Harley-Davidson, After Covering 134 Miles in 156 Minutes

### PROTECT GUIDE POSTS

San Francisco, Cal., September 30.—That an early stop will be put to the vandalism that has been practiced on some of the sign-posts, which the B. F. Goodrich Company has erected along the mainly traveled routs of the Pacific Coast, now seems assured by the co-operation which newspapers and various associations are effectively lending. Like other public-spirited newspapers, the Seattle (Wash.) *Post-Intelligencer* has offered a reward of ten dollars for the arrest and conviction of anyone wantonly destroying any of the guide posts erected by the rubber company.

### MORGANSON FIRST ON THE LIST

San Francisco, September 21.—Officer James Moganson, the popular San Jose motorcycle policeman, is to have the honor of receiving the first 1916 three-speed Indian to be delivered to a purchaser in this territory, he having been the first rider in Northern California to place his order for the new model.

## OPPORTUNITIES OF THE DEALER AT THE SHOW

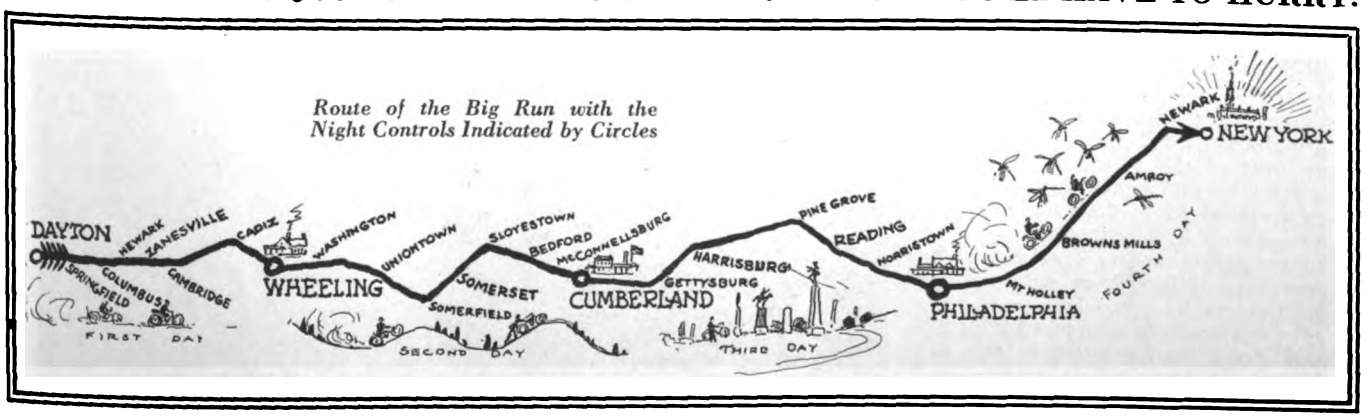
*(Continued from page 33.)*

ening influence upon every dealer who visits it, even though he may have closed his annual contract in advance and, perhaps, have visited the factory to learn at first hand the story of the new models. Steady plugging along one general line of activity in a somewhat limited territory is not conducive to the broad vision which the motorcycle booster requires if he is to play his part effectually in the national scheme of motorcycledom. He must get out now and then and swing his arms, so to speak; he must view the field occasionally through the eyes of others who are working industriously along lines similar to his own; he must loosen up and take a squint at both sides of the business sheet. He must mix.

If there be any who doubt the efficacy of the annual show as a source of inspiration to the dealer, let it be stated here that more than one motorcycle representative has visited a show with the idea of dropping his agency and bidding farewell to a field in which he seemed to make no headway, only to take a new grip on things and go back home with another contract and a dozen plans to make the approaching season a hummer. So, no matter how the situation is viewed, the significance of the annual gathering of motorcycles and bicycles, and of the men who make and sell them, cannot be denied. There is some talk of discontinuing the New York show, but it is to be hoped that no such decision will be reached—for the sake of the scores of Eastern dealers who profit by the exhibition in New York and who could not make the trip to Chicago.

As far as the dealer is concerned, the annual show is largely what he makes it. It can easily be an educational period of far-reaching value, a time of readjustment, an occasion for a business house-cleaning and a fresh start. If considered in that light it is worth all that it costs.

## IF YOU WANT TO JOIN THAT DAYTON-NEW YORK RUN YOU'LL HAVE TO HURRY!




Dayton, O., October 4.—Entries are still coming in from all sections of the East and the Middle West, indicating that the four state endurance run from this city to the New York Show, October 9-12, will be one of the biggest events of the year. Riders who still contemplate entering will certainly have to hustle, for there is next to no time remaining.

Every man who finishes the run may be assured that he will receive a season's pass to the big show—President Coffman will take care of that. Contestants will have some tough going in ploughing over the nerve-racking route, but when they finish the grind, they may be certain of getting a royal welcome in New York, where a large number of local riders will turn out to meet them, and lead them where the great sights of cycledom will dazzle their eyes and absorb their interest.

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# MOVIE ACTOR IN A HAIR-RAISING FEAT

Walter Klintberg Making His Long Jump for Feature Film at Los Angeles

IN the accompanying photograph Walter A. Klintberg, a motion picture actor for the Keystone Film Co., is seen hurdling an automobile on his motorcycle. This stunt furnished some of the thrills in a film recently produced by the company near Los Angeles, Cal. The motorcycle cut through the top of the automobile, and some of the fabric of the auto top can be seen clinging to the fork of Klintberg's motorcycle.

Klintberg was a motorcycle policeman in the film. He was chasing a speeding car when another automobile suddenly appeared in his path from a side road. A special board platform had been concealed in the road to give him a "take-off" and when the proper moment arrived he shot his machine in the air, safely hurdled the automobile and went roaring on down the road.

Not long ago Klintberg dashed off the end of the 70-foot high wharf into the sea at Redondo Beach carrying a passenger on the tandem; he also jumped his machine from the roof of a fourteen-story building across an alley to the roof of the adjoining building. The rider uses a two-speed Indian, practically every joint of which is specially brazed.

## HENDERSON BUSINESS STRONG

Detroit, Mich., October 4.—Business has come with a rush at the Henderson factory since the Chicago show and announcement of the 1916 models of the four-cylinder machine, and day-and-night forces are working to their limit in trying to keep up with orders.

The volume of orders for immediate delivery has, in fact, been surprisingly large. Dealers who had been expected to order two or three machines for demonstrating and display purposes shot in letters wanting 10 to 25 machines right away, mostly two-speeds.

Preparations had been made for large sales, but the actual business has been in excess of the maximum amount figured on. Orders for hundreds of machines for immediate delivery are in hand today, and an average of 20 per day coming in, in addition to the usual orders for delivery in 30 to 60 days.

## LIMA RACE RESULTS

Lima, O., Sept. 29.—Creviston, Verrill and Taylor, all Indian lads, cleaned up the three professional events which were held here on September 28. Smith, Harley-Davidson, accounted for the two amateur races, a 3-mile solo and a 3-mile sidecar, with Schlegel, also riding a Gray Fellow, second in each of these events. The summary:

Five-Mile Professional—Taylor, Indian; Creviston, Indian; Matthews, Indian. Time, 6:01.

Three-Mile Amateur—Smith, Harley-Davidson; Schlegel, Harley-Davidson. Time, 5:48.

Ten-Mile Professional—Taylor, Indian; Jones, Merkle; Marks, Thor. Time, 11:56¼.

Five-Mile Consolation—Verrill, Indian; Matthews, Indian; Marks, Thor. Time, 5:52⅛.

Three-Mile Sidecar—Smith, Harley-Davidson; Schlegel, Harley-Davidson; Van Pelt, Thor. Time, 4:51⅛.

Twenty-five-Mile Professional—Creviston, Indian; Taylor, Indian; Jones, Merkel. Time, 29:30.

## ONE MAN COVERS TWO ROUTES

Dallas, Texas, October 4.—An Indian single has been purchased by a real estate company of this city for the use of its collector. By the use of the motorcycle the routes previously covered by two men with buggies are now worked by one man.

# ARMY OFFICER OUT TO BEAT BAKER'S TIME

Boston, Mass., September 29.—Lieutenant Hoffman, U. S. A., started from George Holden's Indian agency yesterday to ride across the Continent in the interests of the U. S. War Department, and also with a view of breaking E. G. Baker's record. His time of departure was 2:03 p. m. and he proposed to make Buffalo via Albany in 24 hours. He rides an Indian twin, fitted with U. S. Nobby Tread tires, the same machine on which he crossed from the Pacific to the Atlantic Coast this season.

Hoffman will pass through Buffalo, Cleveland, Chicago, and Omaha, then go to Lincoln, Iowa and Salt Lake City, taking the "Overland Trail" through Nevada to San Francisco. In order to better Baker's time of 11 days, 12⅙ hours, Hoffman will have to average more than 291 miles per day, and accordingly, he has set three single day runs on this end, each of which exceeds the best day's mileage of 418 made by Baker. When he reaches Omaha, Hoffman hopes to have enough "velvet" to enable him to proceed without worrying through Cheyenne and along the "Overland Trail" to 'Frisco, and to set a new record.

Lieutenant Hoffman's original trip took him 18 days, but he was not then out for a record. He came by way of Denver to see a friend and made various unnecessary sacrifices of time.

Lieutenant Hoffman Ready to Start from Holden's Store at Boston

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# CAPT. SPENCER WILL ENLIST RIDERS FOR NATIONAL GUARD

CAPTAIN LORILLARD SPENCER, of the New York National Guard, officially announced this week that he was prepared to enlist twenty men to form a Division Headquarters Motorcyclists' Detachment of the National Guard of New York.

The motorcyclists thus enlisted will become regular members of the National Guard, which is now, to all purposes, the Sixth Division of the United States Army. The detachment will have its own rooms at the Division Headquarters Armory in New York and will have separate drill nights. The enlisted riders will be under the supervision of an aide to General O'Ryan.

Machines, uniforms, etc., will be furnished without charge to the men, who, Captain Spencer says, are to be selected on their mental and physical qualifications.

At the time the above announcement was made, Lieutenant Perry issued a statement in which he declared his intention of organizing a Motorcycle Machine Gun Platoon for one of the infantry regiments of the National Guard.

Below is an application blank which motorcyclists, who wish to enlist, can use in communicating with Captain Spencer. Though the Captain has not specifically requested any other information than that outlined in the blank, it would undoubtedly be advisable for applicants to supplement the blank by a statement as to their health, education, military and motorcycle riding experience. Further announcements will appear in these columns.

It is now definitely understood that the New York National Guard is in the market for twenty motorcycles. Just what makes of machines would be purchased or how the officials would go about selecting mounts was not disclosed.

**Motorcycle Volunteer Machine Gun Squad Dismounting Colt Gun During Recent National Guard Maneuvers at Van Cortlandt Park, New York**

## APPLICATION FOR ENLISTMENT IN THE MOTORCYCLE DETACHMENT

Captain Lorillard Spencer,
New York National Guard,
50 Madison Avenue,
New York City.

Sir:

I hereby make application for membership in the Division Headquarters Motorcyclists' Detachment of the New York National Guard, it being understood that, if I am accepted, machines, uniform, etc., will be provided free of charge.

In pursuance of your request, as reported in Motor Cycle Illustrated, I give the following information:

Name in full.....

Age .....Occupation .....

Business Address .....

Business Telephone .....

Residence .....

Home Telephone .....

(Signature) .....

### FIELD DAY AND "DUTCH LUNCH" FOR SAVANNAH M. C.

Savannah, Ga., October 4.—Sunday October 10, has been set aside by the Savannah Motorcycle Club as its "Field Day and Dutch Lunch." Between two and three hundred invitations have been issued to riders and their friends, and a general good time is being arranged for those that will attend.

The affair will take place at German Club. The start will be made at one o'clock from the club rooms, a one hour ride having been arranged by Captain J. S. Cafiero. The entertainment committee is composed of Messrs. J. L. Hetzel, H. C. Gould and J. F. Entlemen, Jr. Features of the field day will be an indoor ball game, a bowling match, a three-legged race, a 100-yard as well as the 50-yard dash.

### JAMAICA CLUB ENDURANCE RUN

Jamaica, N. Y.—The Jamaica M. C. of this city will hold an endurance run over Long Island roads on October 24. The total mileage is to be 215. Departure will be made from S. Hurvin's store at 7 a. m., and Greenport, N. Y., the outmost point of the run, is to be reached by noon. Return from that place will commence at 1 p. m. and Jamaica should be reached by 6. The outward route is via the South Shore, while the return will be via the North Shore of Long Island. For further information, apply to S. Billings, secretary, 447 Fulton street, this city, or to S. Hurdin's establishment.

### WINTER MEETINGS RESUMED

Columbus, Ohio, October 4.—The Capital City Motorcycle Club of Columbus, which has club rooms at 142 East Gay street, will resume its regular meetings during the winter season. More interest is being shown in the affairs of the organization and it is planned to give a series of social affairs during the winter. The club rooms have been fitted up with lockers and equipped with pool tables for the convenience of the members.

### MEMBERSHIP CONTEST KEEN

Rockford, Ill.—The Rockford M. C. has a strong membership contest in full swing now, and competition continues keen. At the present time, Paul Pfansteil's Indian squad is seven members ahead of Henning Johnson's Harley-Davidson team in the competition, but the Johnson forces are rallying and a change of status any week is looked for.

The winter bowling season will open on October 15, with eight teams entered. These teams are formed according to makes of machine and include the Harley-Davidson, Indian, Henderson, Thor, Yale, Flying Merkel, Dayton and Excelsior aggregations. The first three are the most favored as winners just now.

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## NATIONAL CAPITOL CLUB REORGANIZATION PLANS

Washington, D. C.—At a recent meeting of the National Capital M. C., of this city, a reorganization was affected to wage an active campaign for new members and to keep up interest in riding and other branches of motorcycling during the cool months. The club further put into effect a new policy of charging only $2 for six months' dues and with no initiation fee.

The club rooms have been completely refurnished, new carpets having been put down, a pool table fixed up and apparatus for moving picture exhibitions put in place. The latter are to be regular features this season, as the club numbers a number of operators and experts in that line among its members.

In the direction of renewing activity in motorcycle circles, the club has called to leadership some of the members who were successful in previous years in that direction. E. M. Dodson has been elected president, vice T. N. Moody, resigned, and George W. Bell has become captain in place of Harry May. President Dodson held a similar office in the club during 1913-1914.

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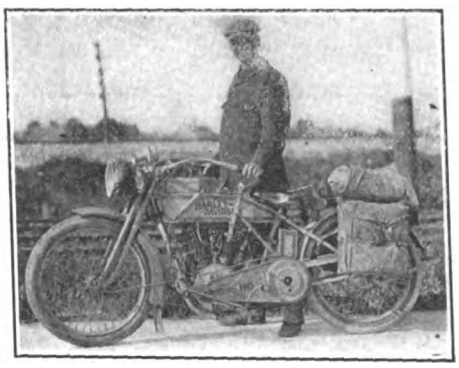
W. H. Woody, Jr., of Oklahoma City, Okla., is member number 35,000 in the F. A. M.

## BROWN HAD NO WORRIES

Boston, Mass.—A number of popular fallacies concerning transcontinental touring by motorcycle are exploded by Irving F. Brown, who has just returned from an extensive western journey on his Harley-Davidson. In the first place, Brown expresses satisfaction over road conditions in general, de-



Irving F. Brown

spite the fact that 1915 has been an exceptional year in point of wet weather. He believes that the bad roads bugaboo has been overestimated, especially in view of the increased efficiency of up-to-date motorcycles. Brown also states that no sensible rider needs be held back from a long tour through fear of mechanical trouble. His worries along this line were negligible. Nor did he have trouble with the natives at any point, even in the roughest and most isolated districts. He had a revolver in his luggage kit, but never took it out.

Glacier National Park is recommended to motorcyclists by Mr. Brown in preference to Yellowstone. The former is richer in natural beauties and there are better accommodations for tourists.

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## CHELINI FINE FUND

A contribution of one dollar has been received from F. A. M. Commissioner Fred N. Mills, of Washington, D. C., for the Chelini Fine Fund, making the total contributions to date nine dollars. Fifty dollars is the mark that friends of A. Chelini are trying to reach in order to reimburse the California motorcyclist for the fine he had to pay when he was arrested for speeding in covering the last leg of the recent Transcontinental Motorcycle Relay. All contributions should be sent to **Motor Cycle Illustrated.**

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## READING CLUB PLANS RUN

Reading, Pa., October 4.—The Reading Motorcycle Club will hold an endurance run on Sunday, October 17, and the routes are now being laid out. It will be open to members and to non-members.

## WHEN BRAVES FROM THE BIG WIGWAM FEASTED AT AGAWAM, MASS.

**Members of Indian Outing Club, Social Organization of Hendee Mfg. Co. Employees, at Benjamin's Grove on Recent Potlatch—Sales, Advertising and Engineering Departments Were Well Represented and Several Agents Were Present**

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**A New Department Which Will Appear Hereafter in Alternate Numbers of Motor Cycle Illustrated and Which Aims to Give Practical Assistance Along Export Lines.**

### HOLLAND REPRESENTATION

Frank W. Mahin, American Consul at Amsterdam, Holland, informs us that large dealers in his territory say that there is an excellent market for American motorcycles and that several makes are already in use and giving satisfactory service. He adds that most of the bicycles used in the Netherlands come from England, whose manufacturers have thus far controlled the market. He explains that "the chief difficulty in the way of American bicycles is the long distance from the United States. This makes freight rates higher than from England, and also makes it impossible to fill orders quickly. The latter difficulty can be obviated by keeping stocks on hand in Holland, but this involves an investment which no American manufacturer seems willing to make."

In connection with the above, it is interesting to note that a large number of our inquiries for American-made bicycles, parts and accessories are now coming from Holland, importers and others declaring that it is practically impossible to get deliveries from England under present conditions. There is, therefore, no better time than the present for American manufacturers to overcome the advantages which English makers have hitherto enjoyed in the Netherlands.

### THE SITUATION IN SPAIN

"Practically the only condition," writes Mr. Paul H. Foster, American Consul at Jerez de la Frontera, Spain, "that affects unfavorably the sale of American-made bicycles and motorcycles in this district is the lack of direct representation of American manufacturers in the territory. The American machines have, such as have found their way to this district, attracted favorable and even enthusiastic attention, so any prejudice that may exist is in their favor. But no representative of an American manufacturer in this line has ever visited Jerez with the object of establishing an agency, nor, subsequently, made occasional visits to maintain the interest in the product. Until this is done the business of this field will remain where it is—in the hands of the foreign firms that do."

### OPPORTUNITY IN HONDURAS

E. M. Lawton, American Consul at Tegucigalpa, Honduras, advises this journal that "there is a steadily growing demand for bicycles, motorcycles and automobiles in this section. The purchasing power of the district is small, but sufficient to develop a small market in these lines. I am of the opinion that bicycles, more especially, might be made a permanent business if properly handled. At present there are comparatiely few in use, possibly not more than six or eight."

### HEAVY INCREASE IN EXPORTS

A compilation of the exports of American-made goods from the Port of New York, for the week ending September 11, has just been made by the National City Bank. It shows that the value of motorcycles exported during that week from the port of New York was $34,952, as against $4,949 during the same week last year.

Nor is this particular week an exception. While in this case the increase shown is 600 per cent., it is safe to estimate that since the first of July last exports of American-made cycles have averaged 300 per cent. more in value than for the same period in 1914.

### DANISH DEMAND FOR CYCLES

We are informed by American Consul-General E. D. Winslow, at Copenhagen, Denmark, that the opportunities for the sale of American-made cycles, parts and accessories in Denmark are good and the conditions favorable. He informs us of his belief that there are more bicycles used in Denmark, in proportion to its population, than in any other country in the world.

### SWEDEN A PROMISING FIELD

"The use of motorcycles," writes the American Consul at Goteborg, Sweden, "is increasing and there is a good demand for American machines. It appears certain that when trade resumes its normal course, the importation of American machines will increase materially."

The import duty on finished bicycles into Sweden is $5.36 each and on motorcycles $16.08 each.

### NORWEGIAN FIRM WANTS DATA

We are in receipt of a letter from Guttormsen & Co., importers and exporters, of Cristiania, Norway, P. O. Box 284.

This concern is desirous of securing representation for American-made cycles, parts and accessories, in the Scandinavian countries, Norway, Sweden and Denmark. They advise that they have traveling agents and are in a position to push the goods they handle. They desire to receive catalogs, lowest export prices and information as to commission that would be paid in the event of a representation being established.

### IN GUERILLA-RIDDEN MEXICO

American Consul Frederick Simpsich advises that there are no dealers in motorcycles or bicycles in the district of Nogales, State of Sonora, Mexico. This district embraces practically the northern half of the State of Sonora. There are no dealers in sporting goods to whom cycle catalogs could be sent to advantage. The roads in this vicinity are in no condition for travel by motorcycles. A few bicycles are used, but these are usually purchased from retailers in the American towns, such as Bisbee, Douglas, Tucson and Phoenix.

### INQUIRY FOR AMERICAN BICYCLES

We have an inquiry from Dirk Van der Mark, Keizer Sgracht, 635, Amsterdam, Holland, for a list of the names and addresses of several American bicycle manufacturers. Mr. Van der Mark wishes to take up the agency for a high grade American bicycle, and American manufacturers who have no representation at Amsterdam, Holland, will do well to send him their catalogs and other information.

### CUBAN BANKING IMPROVED

A noteworthy step in the development of Cuban banking facilities was the opening, on August 31, of the West Indian Branch of the National City Bank of New York in Havana, Cuba, with quarters in the old Bank of Havana. A feature of importance to American firms in the Latin-American export trade is the Commercial Agency Department in connection with the National City Bank. This will be in charge of Mr. Claude V. Allnutt.

### WATCH THE FOREIGN POSTAGE

There is nothing that provokes the foreign business man so much as to receive letters and catalogs upon which he has to pay additional postage, particularly when the communication has not been invited. American Consuls quote cases of foreign firms who have requested them not to send in their names in response to any inquiries, for this very reason.

### ANOTHER REPORT FROM MEXICO

Homer C. Coen, American Vice Consul at Durango, Mexico, informs us that under existing conditions, on account of the revolution, he would not recommend any efforts to extend American trade in and about Durango, Mexico. He states, however, "that in normal times this is a very good field for American-made cycles, parts and accessories and practically all that are used are bought in the United States."

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The Imposing Photograph Reproduced Above Shows How Harley-Davidson Riders of Kansas City, Mo., Lined Up With Their Silent Gray Fellows Not Long Ago at a Picnic Held on the Outskirts of the City

# DUTCH MOTORCYCLISTS COMPETE FOR EYSINCK TROPHY

## American Machines Figure in Holland's Road Classic

Translated Especially for Motor Cycle Illustrated From De Revue der Sporten

WITH much interest the Holland motorcycling world looked forward to the great event of the season, namely the race for the Eysinck cup. Each year the Eysinck motorcycle factory of Amersfoort, Holland, promises a beautiful cup to the winner of a motorcycle ride organized by Messrs. Eysinck. This year the ride promised to be more interesting than ever, because several military despatch riders would compete. The Hollanders are very much devoted to the motorcycling sport and the military authorities pay special attention to their cyclist detachments, either on motorcycle or bicycles. When serving in the army they undergo a serious training, so that the Dutch military cyclists have got the reputation of being the most accomplished cyclists in the country.

### Some of the Rules

The rules to which the riders had to conform provided that this ride should not bear the character of a wild race, but of a pure sportive and scientific event. For instance, the competitors had to ride with an average speed of 25 miles an hour. The distance to be covered was 260 miles, for which exactly 10 hours and twenty minutes was allowed. There were many fixed but also secret controls, so that riders had to be careful not to offend the rules. Besides, an extra prize was offered for the rider who had used the least gasoline.

On a beautiful Saturday morning at seven o'clock forty-eight competitors started from the International Auto Garage at Utrecht, forty-two civilians and half a dozen military riders. Notwithstanding the rather early hour, many friends of the riders had gathered at the start to see their favorites get off. Lieutenant Ruurds was present to see the six cracker-jack military motorcyclists start. Of course they wore their greyish-green uniform. There were many different kinds of motorcycles; we noticed many Harley-Davidsons, several Indians, a good many F. N.'s, a couple of Excelsiors and some Scotts, while the military riders all rode Eysinck machines. The well-known motorcyclist Witteveen rode a brand new four cylinder F. N., which aroused the general admiration. During the ride it proved to be an excellent machine, running without falter.

Lieutenant Ruurds fired the pistol shot and off they went in a long row along the Heerenstraat to the "Amersfoortsche weg," the road which leads to Amersfoort, the first goal. During the first four miles, the cyclists were obliged to ride in a pace varying between 12 and 20 miles an hour; because in some parts of the city no greater speed is allowed; but as soon as the cyclists had reached the country road they hurried on in order to obtain the average speed of 25 miles an hour and conform to the rules.

The Utrecht-Amersfoort road is about 42 miles long and is one of the best roads in the country. Not that the other roads are bad, for as a whole Holland possesses almost over the entire country ideal roads, hence the cycle sport is so popular in Holland. As on this road races are frequently held, special care has been given to it, so that it is almost as smooth as a billiard table. Big trees on both sides protect the riders against the burning sun. Never have the trees been so appreciated as this year, because since 1858 it has not been so hot in Holland as this year. However, as it was nice and cool in the morning and the road was fine nobody had a kick to make and the riders were gay as could be.

### Passing the First Control

Between 8:10 and 8:15 most of the riders passed the first control at Amersfoort; the army men arrived exactly on time with military strictness—not a minute too late nor too early.

From Amersfoort the road led to Apeldoorn. This way leads through the Dutch mountains, but I must confess that these "Holland mountains" do not amount to much, being nothing but hills, covered with pine and oak woods. As this is, however, all the high country we possess, the Hollanders are very proud of their so-called mountains. This region is indeed beautiful and it never tires the motorist to cross this part of the country, which is also covered for a great part with extensive plains, covered with lilac-colored heather plants. In some parts the roads are somewhat sandy here, but not to such an extent as to be troublesome for the rider. At Apeldoorn many soldiers are camped; mostly fresh troops, which have to be trained. The new military law, which has

### STROGONOFF WAS MASTER OF CEREMONIES

Two Views of the Riders Who Participated in Recent Successful Picnic Given by the Well-Known Emblem Agent in Schenectady

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It Will Be Noted in the Picture Above and the One on the Opposite Page That Sidecars and Tandems Were Quite Plentiful. The Picnic Was Featured by the Usual Games for Riders of Both Sexes and a Big Dinner

just been passed in the houses of Parliament, brings the army from 400,000 men to about 700,000 men, calling classes to the colors which before the war did not need to serve in the army. Thus we met around Apeldoorn many troops under training, making trenches, shooting, etc. When the six military riders passed by, they were heartily cheered by the soldiers, who seemed to be excellently posted on sport events.

**Where Belgian Soldiers Are Interned**

From Apeldoorn the road went along Het Loo, the summer palace of Queen Wilhelmina and the prince consort, to Harderwyk, a lovely fisherplace at the famous "Zuyderzee." Whereas, before the war Harderwyk was a very quiet little village, it has become a place of some importance now, because not less than 40,000 to 50,000 Belgian soldiers are interned there. As a consequence there are always lots of relatives and friends, who come to visit them at the camp. Between Het Loo and Harderwyk is a good brick road, which is so well paved that Klaassens, on his Scott, lost several points for riding faster than 25 miles average, and thus risking his chance for winning the cup.

Kramat, on a Douglas motorcycle, got a blow-out and had a hard time to be on time at Harderwyk. About two miles before we reached this town, we passed the Belgian military camp, and never have I seen such a mixture of uniforms as here. There were infanterist hussars, royal engineers, in short, almost every branch of the Belgian army was represented here. Although they are prisoners, the soldiers have much liberty and seem to bear their fate in patience. When we passed we were cheered with loud "Hurrah" and "Vive la Hollande," which means "Long live Holland."

**Crossing the River Yser**

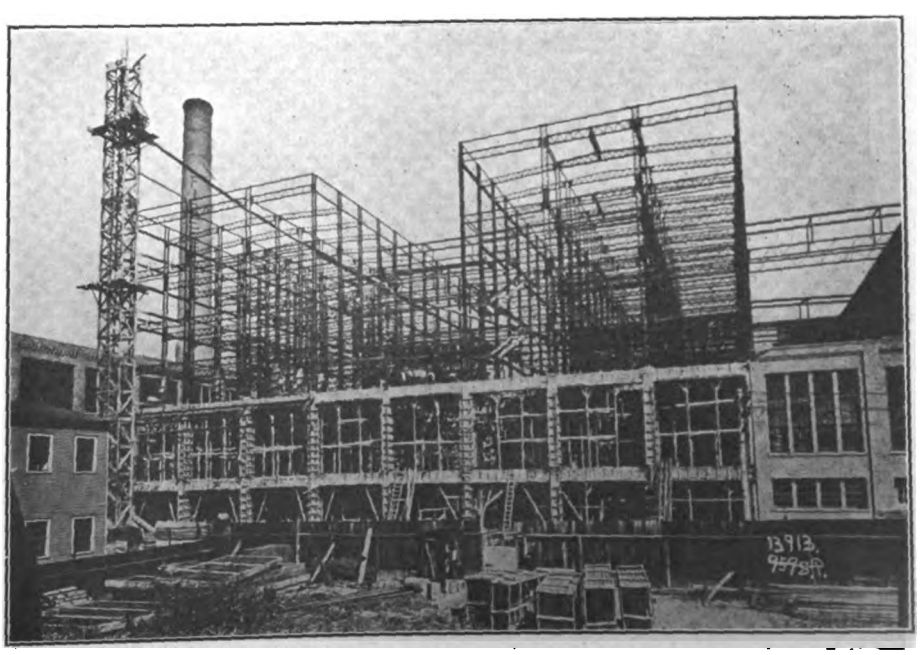
At Harderwyk there was a stop of ten minutes to have a drink and a bite, and on again it went to Zwolle, the capital of Overysel. Here the cyclists had to be careful to catch the ferry in time, which would bring them across the river Ysel, a stream of about one mile breadth. The ferry was soon crowded with red Indians, grey Harley-Davidsons, Eysincks and other machines. From the other side of the river to Zwolle was only half an hour's ride. Here the landscape is again quite different. An Arab of the desert, a negro from South Carolina or an Indian from Arizona would exclaim when coming there for the first time: "This must be Holland." For indeed it is a typical Dutch landscape—fine green meadows, crossed by scores of little canals and many windmills all around. The roads are built on dikes and rank among the best roads in the country. Several of the cyclists, who live in the Western part of Holland, which is of the same nature, smiled pleasantly when seeing the kind of roads back again to which they are so accustomed. It certainly is a pleasure to ride on these dike-roads.

As the course of the riders was announced beforehand, a large crowd had gathered on the Central Place at Zwolle and loud hurrahs were heard when the six military riders, closely followed by thirty-seven of the civilians (five had fallen out in the meantime), appeared on the scene. An obligatory pause of ten minutes for a quick luncheon had to be taken here. From Zwolle the way went back to Utrecht, the point of departure, but a different road was taken now, via Arnhem and Veenendaal, making together the 260 miles. Except Vermeer, who skidded between Brummen and Dieren and fell with his motorcycle in a gutter alongside the road, but who fortunately did not hurt himself badly, no serious accidents were noted and at five-twenty sharp corporal despatch-rider Scholte stopped before the International Garage at Utrecht, from where the riders started in the morning. He had not lost a single point, and thus became winner of the trophy. Verschure, on his F. N., received the reward for having used less gasoline than any of the others. The beautiful weather contributed considerably to the success of the ride, and all of the competitors unanimously agreed that although only one man could win the cup, they had all enjoyed the ride mighty well, on account of its pure sportive character.

## SWISS UNION HOLDS SUCCESSFUL RALLY AT INTERLAKEN

Interlaken, Switzerland.—That the Union Motorcycliste Sussie is very much alive was proven in this city August 23, by the presence of 80 members of clubs affiliated with this body at a rally, mounted on solo machines or in sidecar combinations. The number included the Motosacoche — Club of Geneva, the Motorfahrer-Klub of Zurich, and a company of military riders of the General Staff under Captain Bachman. The Berne organization, the Motor Sport Club de Berne, which headed the movement, was of course well represented.

## HOW THE FIRESTONE ADDITION IS GOING UP



**Work Is Being Rushed On This Extension to the Company's Big Plant in Akron Which Will Greatly Increase the Firestone Tire Output**

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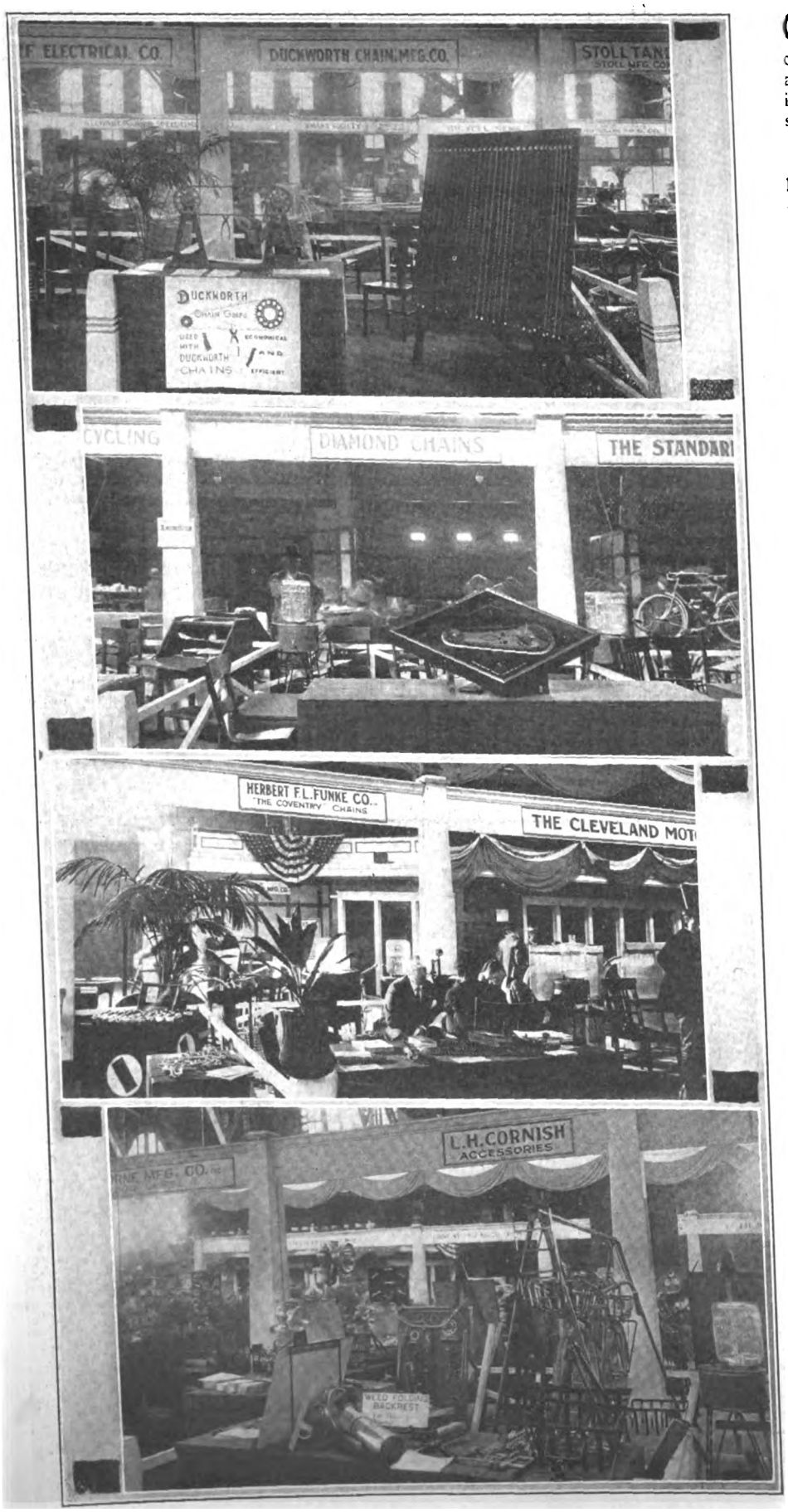
# ANOTHER QUARTET OF ACCESSORY DISPLAYS AT THE CHICAGO SHOW; SOME OF THE DEALERS WHO WHOOPED THINGS UP




Top, Duckworth Chain & Manufacturing Company; Next Below, Diamond Chain & Mfg. Co.; Third Picture, Herbert F. L. Funke, Inc.; Bottom, L. H. Cornish

C. R. McCLANAHAN came up from Houston, Tex., where he is associated with G. W. Beardsley, Excelsior agent. The motorcycle has a strong hold in his section, said McClanahan, and a good season is expected for 1916.

The Dayton Motor Bicycle will be handled in Davenport, Iowa, by the Nicholas & Weingart Company, of that city. The contract was signed at the Show.

Max Sladkin, the Excelsior man, of Philadelphia, Buffalo, Newark and Detroit, was an early and interested visitor at the Coliseum. He stated that from the various branches of the Haverford Cycle Co. he expected to sell many of the light models in 1916, but was sure that they would never replace the big twins, as the latter were a necessity commercially.

C. C. Cline, of Grand Rapids, Mich., accompanied by J. Foster, visited the Coliseum and made the Dayton booth his headquarters. Cline signed up to represent the Dayton Motor Bicycle for Kent County, Mich., for the 1916 season early in the week.

C. M. Anderson, of Batavia, Ill., was on hand to look over the whole show, but, of course, concentrated his energies on the Thor, which he represents when at home. He handles the Crown bicycle in addition to this machine.

W. C. Davis, who represents the Harley-Davidson in Janesville, Wis., spent a lot of time looking over the Silent Gray Fellows. He did not say much, but his orders are on the books at the Milwaukee factory.

Constandin Kuzaroff, of St. Paul, Minn., came on to renew his contract for the Dayton line for the new season. "This will include the Motor Bicycle," said Kuzaroff. "1916 is my seventh year in the motorcycle game."

"Indian Man" Bladstrom, of Bladstrom & Swanson, came to the Coliseum with a bunch of his riders from Rockford, Ill. Those who know "Bladdy" are betting that this bunch will be on 1916 Indians before another month is up.

One of the sidecar combinations that arrived at the Coliseum on the opening day carried W. Coles Lawrence, Harley-Davidson agent at Red Bank, N. J., and Art. Herrington, the endurance run rider of Madison, N. J. They carried 140 pounds of baggage between them. Lawrence has sold 22 of the Silent Gray Fellows to date, but in the two years he has had the agency he has never had a call for a repair part. Lawrence signed up for 1916 at the show.

Excelsior dealers who traveled to Chicago from the West and Northwest were Ira Enmark, Minneapolis, Minn.; George Mentor, Sioux City, Ia.; Elmer Saufley, Kansas City, Mo.; Orin Santer, Lyons,

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# STILL THEY COME; IF YOU DON'T BELIEVE THE TRADE MEN WERE REAL BUSY AT CHICAGO, LOOK OVER THE NEWSY ITEMS BELOW

Kan.; E. F. Case, Coffeyville, Kan.; Eugene Miller, Grand Rapids, Mich.; G. R. Brundage, Oshkosh, Wis.; H. E. Townsend and G. E. Bowen, Lincoln, Neb.; O. Caverly, Fargo, N. D.; Art. Rostine, McPherson, Kan.; M. E. Harding, Topeka, Kan.

Peter Thom, of the Chicago Excelsior agency, reported the sale of the first 1916 machine to a rider. The deal was put through at the R. C. Crist store on Tuesday, morning, September 21. Thom's stable mate, Koppe, reported selling the first lightweight Excelsior at retail at the same time. The delivery on the latter mount will not be made until next March.

J. F. Ptackek, of St. Paul, Minn., came on to make a personal examination of the Indian models, to see which should be his leader for 1916. "They're all great," he said, after a thorough survey, "and I haven't decided yet on the leader."

Both Pecks, who constitute the firm of Peck Brothers, at Elgin, Ill., arrived early in the week. They handle the Indian in Elgin, and, of course, made their headquarters at the Wigwam's exhibit.

A. G. Maguire, Indian and Henderson dealer of Youngstown, Ohio, has taken on three additional counties for the machines for next year. The mills at Youngstown are working day and night now, so Maguire looks for a greatly increased business during 1916.

E. C. Van Loon, Indian dealer of Streator, Ill., was accompanied to the show by R. J. Bailey.

W. Hynes, of Hynes & Case, Rock Island, Ill., came over to place a contract for the Pope motorcycle agency and the Great Western line of bicycles.

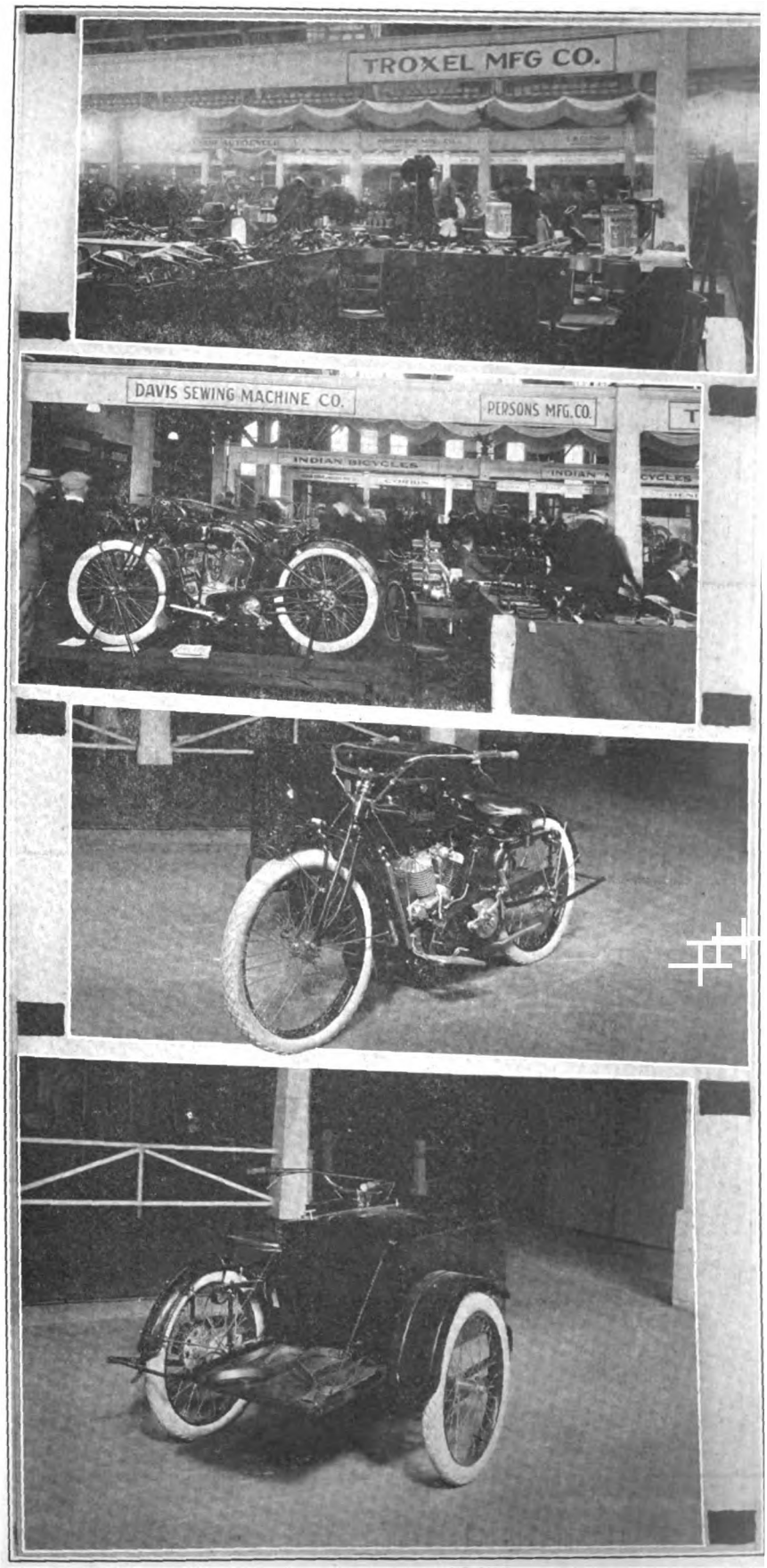
W. Cunningham, of the Cunningham Motor Company, Wichita, Kan., Harley-Davidson dealer, while at the show, reported good commercial motorcycle and bicycle sales.

Walter Whiting, of Denver, renewed his contract with the Harley-Davidson. He will continue to sell motorcycles exclusively. When asked regarding the new lightweights, he gave it as his opinion that the only practical machine for his state is the sturdy heavy model.

M. D. Lantz, Jersey City, N. J., sold 50 machines the first year in business, 1915, and likes running an agency far better than carrying mail, his former occupation. He handles the Harley-Davidson.

Harry Immel, of Pittsburgh, Pa., sold 31 Hendersons and 6 Yales last year, and this year has added a line of bicycles. He has already taken 10 orders for 1916 models.

W. Cutter, Peoria, Ill., former Pope agent at that city, has sold out to M. J. Klene, and will now travel Illinois and Indiana for the Pope.




**Top, Troxel Manufacturing Company; Next Below, Davis Sewing Machine Company; Views of Indian Parcel Car, Showing Large Capacity Platform on Back of Body**

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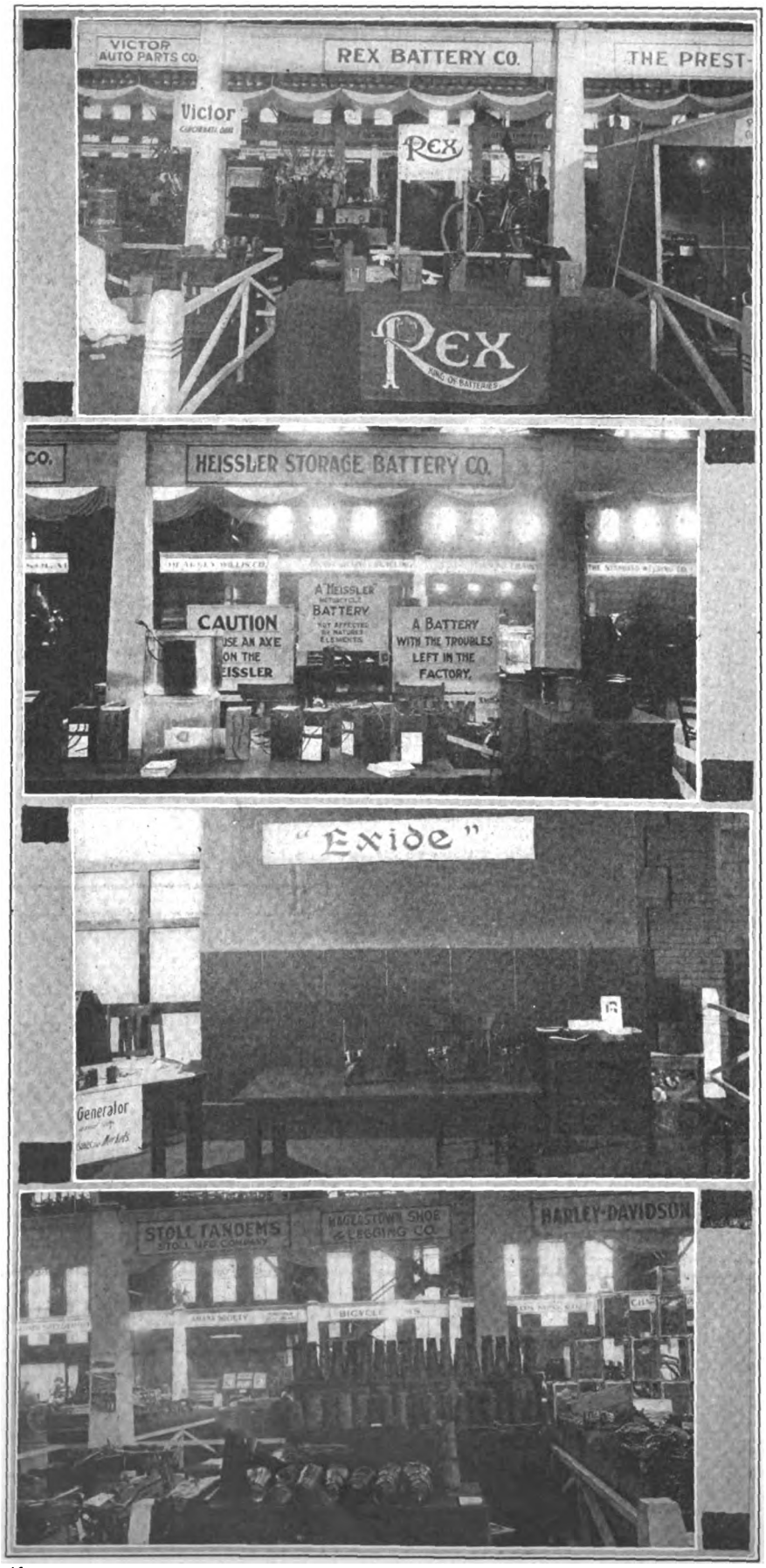
## SOME OF THE CHICAGO BOOTHS WERE WORKS OF ART, OTHERS EXTREMELY SIMPLE, ALL WERE ATTRACTIVE




Top, Rex Battery Company; Next Below, Heissler Storage Battery Company; Third Picture, Electric Storage Battery Company, "Exide" Accumulators; Bottom, Hagerstown Shoe & Legging Company

G. T. Brummitt, Thor dealer for eastern Kansas, with headquarters at Topeka, will put in the greater part of the winter traveling his state preaching the gospel of motorcycle riding, and especially so if on a Thor.

J. W. Magee, Tulsa, Okla., Indian dealer, has added the Pope and Ever Johnson lines of bicycles.

O. S. Rodberg and P. Myhre came from Hanlontown, Ia., on Indians, for which machines they are agents at that town.

C. L. and O. K. Newby, Merkel, Thor and Henderson dealers of Kansas City, Mo., were at the show, and reported in favor of the early exhibitions. Just before leaving home the boys delivered nine Merkels for commercial purposes.

Jess Campbell, F. A. M. commissioner and branch manager at Boston, Mass., for the Harley-Davidson, is optimistic over the 1916 outlook. The riders, he says, are all working overtime, and as a result have plenty of money. Besides pushing the sale of motorcycles next year, Mr. Campbell will do all he can to strengthen the F. A. M. in his territory.

Joe Bick, the popular Thor dealer of Rockford, Ill., came in to take on Velox bicycles for next year. He also reports opening a new store in the Swedish city. His former Swedish partner, Fred Sullivan, also found time to drop in at the show, though engaged in another line of business at this time.

Merryman & Robinson, represented by Jack Robinson at the Show, have secured a contract as Maryland distributors for the entire Dayton line for the new season. Robinson rode in from his place at Baltimore, Md., on a Dayton motorcycle, and spent several days at the Davis Sewing Machine Company's plant before returning home.

Bert Heinz, of the Heinz Motor Company, Baltimore, Md., has sold 21 Harley-Davidsons to the city for commercial use. His shop is exclusively motorcycle and he will continue to operate it on that basis.

H. Stephens, Wichita, Kan., Indian dealer, says that the prospects for next year look good, but he will add the Indian line of bicycles.

J. Zucker, Cleveland, Ohio, Thor dealer, has renewed his contract, and during 1916 will dispose of a thousand machines. His assistant, E. Hawkins, was also at the show, and reported many commercial sales already made for the new models.

W. A. Scott, of the Harley-Davidson Cycle Company, San Antonio, Tex., came all the way to Chicago to renew his contract, and reported that for 1916 he will cut out the bicycle department and devote his time exclusively to motorcycles.

Higginbotham & Douglas, Indian dealers at Waukegan, Ill., were represented at the

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show by D. A. Douglas, who intends to add a line of bicycles for next season.

The Dayton Motor Bicycle will be represented in Evanston, Ill., by the S. & S. Motorcycle Company for 1916. At least 25 machines are figured on by the Evanston firm, as a preliminary.

From Wellsford, Kan., came R. E. Combs, head of the motorcycle department of C. E. Anderson & Company, Dayton representatives. Combs announced that his firm will establish State headquarters at Wichita. He secured new models of all Dayton machines before going back to Wellsford.

Among the Michigan dealers who came early in the week were Richard Ueck, of Benton Harbor, and Kern & McUmber, of Jackson. Ueck signed up for the Dayton Motor Bicycle, while the Jackson dealers added this model to their line of Dayton bicycles for the coming season. Kern stated that he was confident of selling 50 of the front-wheel drive machines.

Carl C. Hahn, of Kansas City, Mo., came on to renew his contract with the Davis Sewing Machine Company for 1916. His line will include the Dayton Motor Bicycle as well as the Dayton motorcycle. Hahn has been in the motorcycle line for the past seven years and is a firm believer in the lightweight machine.

Bob Sayre, of the Appeal Manufacturing Company, Los Angeles, Cal., while at the show, arranged to represent the Pennsylvania Rubber Company in his state. He expects a big year with the popular tires in both bicycle and motorcycle lines.

E. S. Clark, of C. A. Clark & Son, Indian dealers at Hamilton, Ohio, came in to give the big double O to the Indian models. Roy Clark handles the same machine at Middletown, Ohio, and accompanied E. S. to the show.

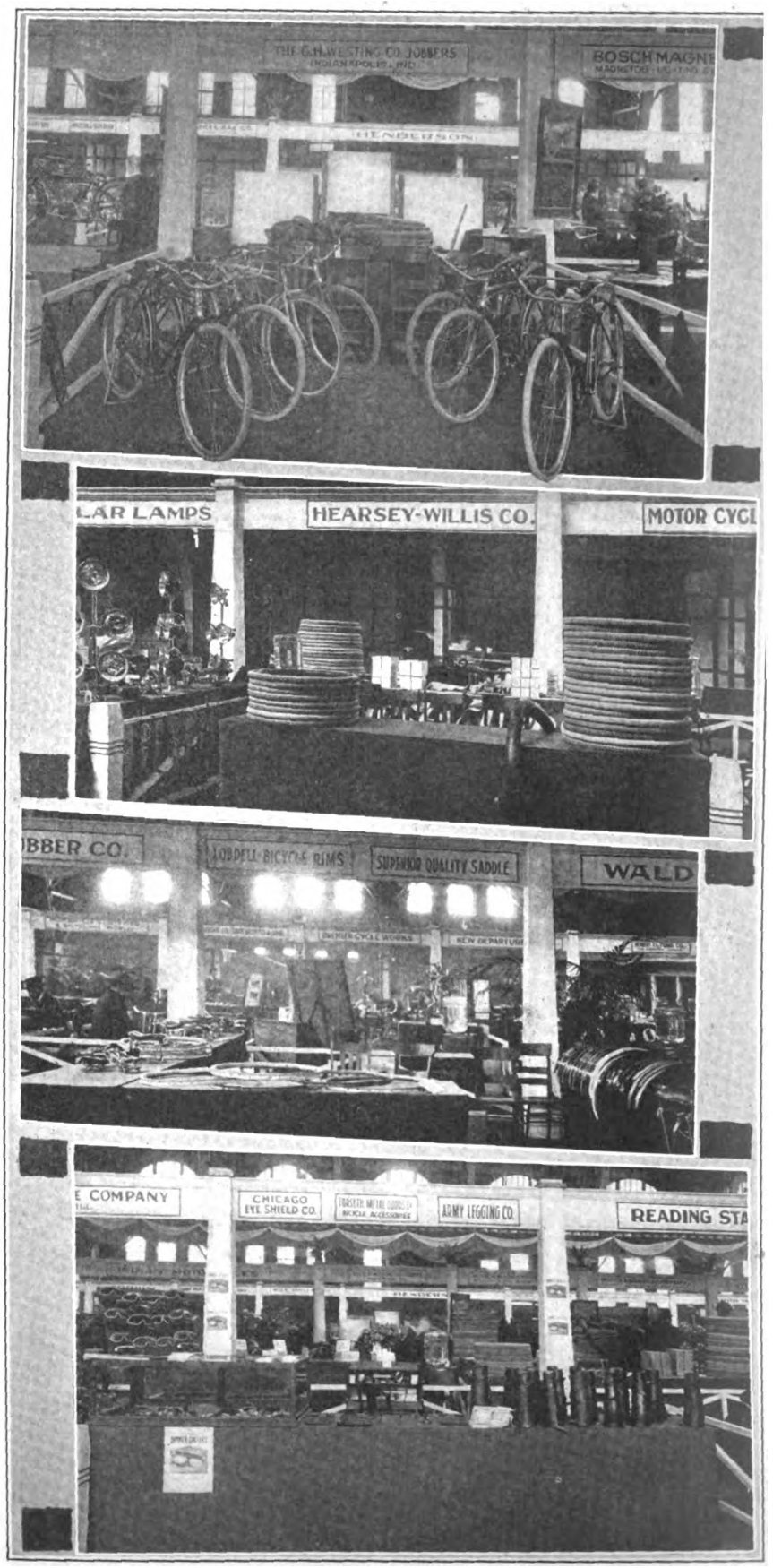
Johnnie Ellis, of St. Louis, Mo., was at the show. He is handling the Cyclone machine.

W. A. Moore, Henderson dealer of Muncie, Ind., came to the show with Charles Kirk, Excelsior dealer, and R. C. Kirk, Harley-Davidson dealer. Sarber & Rex, Indian dealers of Muncie, were also represented.

Dayton Motor Bicycles will be distributed throughout Minnesota, North and South Dakota and Montana by G. Sommers & Company, of St. Paul, Minn. Immediately following the Show, the firm called in all salesmen and conducted a school at which C. W. Waughop, Dayton traveler, was a prominent lecturer. Manager Ware, of the Sommers firm, is very enthusiastic over business prospects for 1916.

A. G. Aldrich, Madison, Wis., has taken on the Henderson motorcycle and expects big things of the popular machine in his university city.

## THREE CHICAGO BOOTHS WHERE BICYCLE MEN HI SWAY AND A FOURTH OF VARIED INTEREST




Top, G. H. Westing Company; Second Picture, Hearsey-Willis Company; Third, American Wood Rim Company; Below, Chicago Eye Shield Company, Forsyth Metal Goods Company and Army Legging Company

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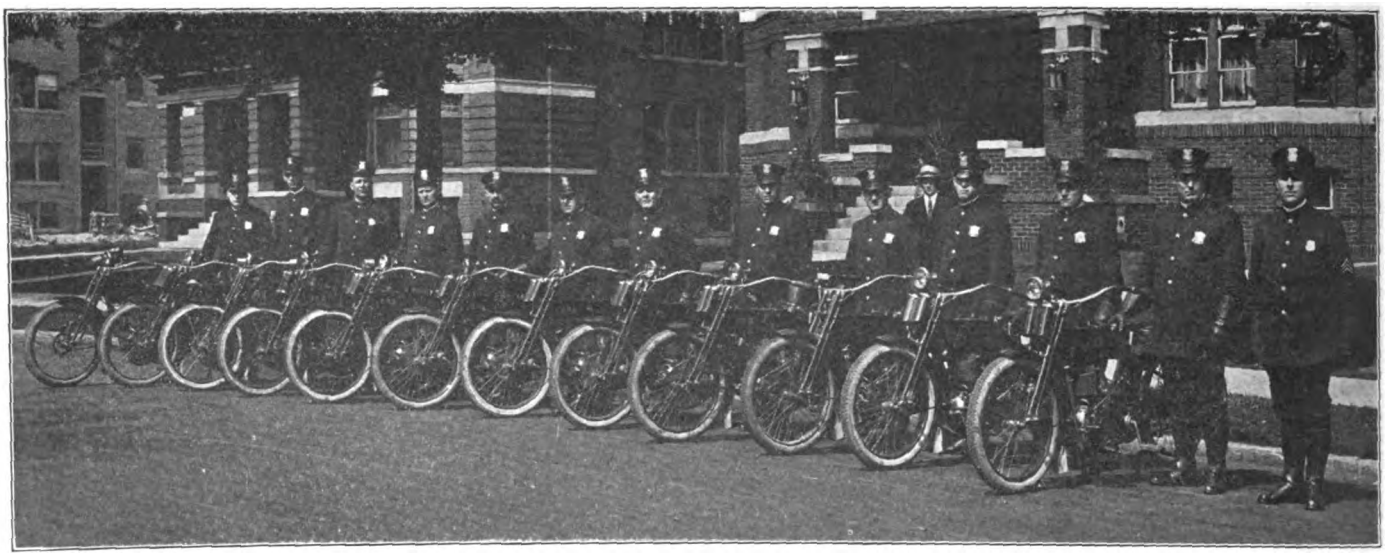
# RIDERS WHO SHOW MOTORCYCLE'S VARIED USES IN DAILY SERVICE



**Detroit, Mich., Traffic Police Squad with Single Cylinder Harley-Davidson Mounts—All Have Electric Headlights and Special Equipment**

## MUSSER ON BUCKEYE SALES STAFF

A. B. Musser, whose photograph is reproduced herewith, has recently severed his connection with the Iver Johnson's Arms and Cycle Works, of Fitchburg, Mass., and has joined the staff of the Buckeye Motor and Cycle Co., of Akron,

**A. B. Musser**

O. Mr. Musser was with the Iver Johnson folks for three years, during which time he traveled Indiana, Illinois, Kentucky, Ohio and New York, exclusive of the lower Hudson district and New York City. His position with the Buckeye Company is in the Sales Department.

## MICHIGAN TITLE RACES

Grand Rapids, Mich., October 5.—Five F. A. M. State championship races will be held at the Comstock Park Track under the auspices of the Grand Rapids Motorcycle Club on October 10. Among the riders who will compete in the 10-mile professional and the 50-mile free-for-all are: Carl F. Goudy, Morty Graves, Bob Perry and Don Klark. For the local speedsters there will be a 5 and 10-mile event. The Comstock track, a mile dirt oval, is one of the fastest in the West and boasts a new cement grandstand with a seating capacity of 5,000.

## FORM COMPANY FOR RACE TRACK

San Angelo, Texas, October 2.—A stock company is being organized by Tom Avery, of San Angelo, for the purpose of construction of a race track for automobiles and motorcycles. Two or three successful meets a year, Avery said, will make the investment a paying proposition beside boosting the local trade.

## PLAN MOTORCYCLE SPEEDWAY

Fort Worth, Texas, October 2.—John M. Scott, an attorney of Fort Worth, has asked the city commission to consider a lease on 350 acres of land near Lake Worth for an amusement park, one of the chief features of which is to be the finest motorcycle speedway in Texas.

**Carlson Schenstron, Schenectady, N. Y.**

**Sergeant Raymond Monplasure, Second Iowa Infantry, with Harley-Davidson Twin He Used at Camp Mahoney in Recent National Guard Tour of Duty**

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# With the Manufacturers

## "SCHOOL DAYS" FOR FACTORY VISITORS

MILWAUKEE, Wis., October 4.—The week preceding and that following show week were two of the busiest of the entire season at the plant of the Harley-Davidson Motor Company. The entire week before the show was set aside for the annual salesmen's "school," when sessions were held every morning and afternoon. Digesting the "new stuff" took up several days, and then each department head was given an opportunity to "take a crack at" the company's representatives on the road.

W. J. Ruhle has renewed his affiliation with the Harley-Davidson sales force. He will travel in Indiana and Illinois, occupying the territory formerly covered by H. L. "Delicate" Schwind, who is on the sales staff of the A. O. Smith Company now.

E. J. Mueller, former office manager at the Harley-Davidson factory, has been made assistant sales manager, and it was "E. J." who this year supervised the annual cramming of the travelers with knowledge calculated to stir up things in their respective territory. Mueller made his sales debut at the Chicago show and expects to follow up with a trip through the East, visiting the Atlanta and Boston branches and taking in the New York show.

"Hi" Hascall, head of the accessory department, is getting a taste of the old life on the road, temporarily covering the state of Kansas. Hascall was one of the first travelers in the early days when the entire sales force on the territory consisted of Arthur Davidson and "Hi."

The dealers' "school" again went into session this year. Many improvements in the methods of training the agents were made since last year when the factory instituted this system of giving practical knowledge to the many agents that visited the gray fellow's home before and after show time. Each day a new class of dealers "went to school" and "studied" under the direction of J. McKilipps, of the service department.

The excellent riding conditions that prevailed during the week following the show, tempted many of the dealers to ride their demonstrators home. C. D. Chamberlin, of Denison, Ia., disdained the cushions of the railroad coach and straddled a 1916 Harley-Davidson instead. P. Wilmer Stevens, of Carl W. Bush's agency in Newark, N. J., and "Art" Herrington, the noted endurance rider, returned to the New Jersey metropolis in a sidecar outfit, and their example was followed by John D. Newhart, head of the Allentown Motor Cycle Company, of Allentown, Pa., and R. W. Kutz, of the same place.

### INDIAN CATALOG FOR 1916

Unusually attractive illustrations vie with "meaty" descriptions of the new Indian models in the 1916 catalog which has just been distributed by the Hendee Mfg. Co. Of extraordinary interest are the photographs showing cutaway motors and parts. Complete specifications of the Indian motorcycle and sidecar products are included in the catalog.

The cover, which is printed in colors, presents something new in the way of a sales "punch." It shows the employees of a factory leaving the place on Saturday afternoon, and an Indian-mounted rider in the foreground is waving farewell to his less fortunate fellow-workers who are walking.

### INTERESTING FIRESTONE BOOK

Firestone motorcycle tires and everything pertaining to them are described in the latest catalog issued by the Firestone Tire & Rubber Company, of Akron, Ohio. Apart from the instructive value of the book, best exemplified by a description of the building of one of the tires and a life-size section of a 3-inch casing on the center pages, the catalog is very artistic. It is gotten up in orange and black, with a title page consisting of a night view of the factories. A list of Firestone branches, agencies and service stations on the inside back cover is another feature of the work.

### THROUGH FLOOD AND OVER TIES

Philadelphia, Pa., October 4.—The accompanying illustration shows Jas. Snodgrass and George Downey on their recent trip from this city to Chicago and return on the

**Snodgrass and Downey on the Ties**

Miller triplex seat. These boys created a stir wherever they went by their fearless riding, and among their adventures was a ride through the flooded streets of Erie.

### FIRESTONE EMPLOYEES WILL HAVE COMPLETE CLUB HOUSE

Akron, Ohio, October 4.—Firestone employees are to have one of the best equipped club houses and auditoriums in Akron. A four-story building is being erected on Main street, across from the factory by the company. The first and second floors will house the company's restaurant. In the basement will be a swiming pool, bowling alleys and shower baths.

In the rear of the third floor will be the auditorium, and in the front several club rooms fitted up in modern style. The rear of the fourth floor will be the gallery of the auditorium and the front will contain more club rooms. The new building will be 125 feet wide and 150 feet long. The contract calls for its completion March 15. It will be used by both men and women employees and a tunnel under Main street will connect it with the factory.

### USED DIXIE MAGNETO IN DETROIT CHAMPIONSHIP RACE

Newark, N. J.—Officials of the Splitdorf Electrical Company, of this city, are naturally elated over the performance of Marty Graves, who won the 100-Mile F. A. M. Championship race at Detroit on September 19. Graves, whose Indian was fitted with a Dixie magneto, covered the century in 84:41 3/5 and set new figures for 5, 60 and 75 miles in addition. His time for the 100 miles constitutes a new record in itself. Graves reported that the Dixie magneto went through the whole distance without a falter and further that he had not made his machine stop for fuel, oil or tires.

### BIG INCREASE IN CHAMPION SPARK PLUG OUTPUT

Toledo, O.—An increase in production from 35,000 to 50,000 spark plugs per day is reported by the Champion Spark Plug Company, of this city. The company has had to enlarge its factory facilities recently, by the addition of 40 new automatics, and there has been a proportionate increase in other equipment throughout the factory.

Officials of the Champion firm state that this growth is the result of new contracts in all lines of internal combustion endeavor. Champion spark plugs are stock equipment on some of the best-known motorcycles and automobiles in America.

### HOLLAND REPRESENTATIVE ORDERS 75 HENDERSONS

Detroit, Mich.—After a few days at the Show in Chicago, C. A. Geerkens, of H. Engelbert & Company, Henderson representatives in The Hague, Holland, stopped

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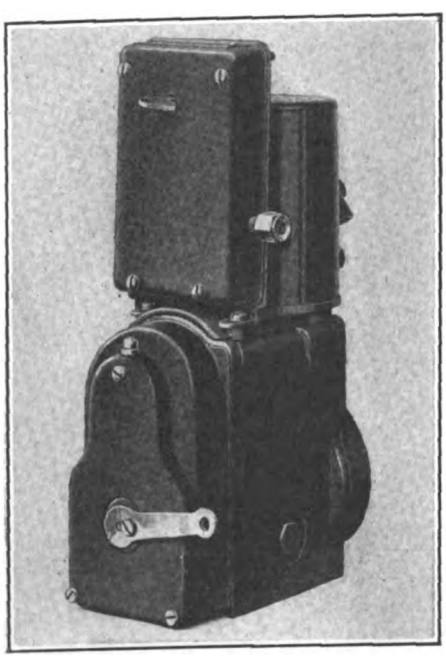
at the Henderson factory to make arrangements for a shipment of new models. Heer Geerkens is spending a few weeks in this country in the interests of his firm and reports excellent prospects for big motorcycle sales in his own country.

The Engelbert firm's order was for 75 machines, of which 25 are to be shipped immediately and the remainder in two lots of 25 each within a short time. "Of course, the war is having some effect in increasing sales of American machines in our country," said Heer Geerkens, "but the demand for Hendersons is increasing rapidly aside from this, as none of the European machines which were available in time of peace filled the needs. Therefore, our order in lots of 25 each."

# MIDCO GENERATOR HAS NOVEL FEATURES

WITH a generator which carries in one unit all the ignition apparatus except the spark plugs and cable, the MIDCO electric system is a "motorcycle edition" of the standard practice of the greatest number of present-day automobile electric lighting and ignition equipments, being constructed on the same proven principles. It is manufactured by the Motor Ignition & Devices Company, of Boydell Building, Detroit, Mich.

The 6-volt generator, in connection with a storage battery, head and tail lamp and electric horn makes up the full equipment. In addition to carrying the ignition apparatus in a self-contained unit, the MIDCO



**MIDCO Generator**

generator has also a lighting switch within easy reach of the rider, and an automatic control mechanism of unique type. All parts are carefully protected from the weather and have an ample factor of safety to withstand the severe uses incidental to the exposed conditions on a motorcycle. Nothing carrying high or low tension current, with the exception of the spark plugs, is exposed.

### Ball-Bearing Shafts

The generator has its main shaft carried on ball-bearings. At one end of this shaft is a timer and low tension distributor, while at the other is the driving gear. Adjacent to the latter is another gear, meshing with the first and driving the armature at 50 per cent. greater than engine speed. Both gears are of the helical type and operate practically noiselessly. The armature, also carried on ball-bearings, has a simple low tension winding and a commutator with Bakelite molding. The condenser is carried above the main shaft and between it and the armature.

There are three brushes, two main ones and a third or regulator brush. The field winding, in two sections, to give clearance between them for the main shaft, is connected to one of the main brushes at one end and to the regulator brush at the other. By means of this third-brush regulation, the generator is prevented from delivering excessive voltage or current to the battery when the motor speeds up, as the fields are automatically weakened. The generator is proportioned so that it commences to charge the battery at a motorcycle speed of close to 9 miles per hour, increases up to 18 miles per hour, and then remains substantially the same until it reaches 30 miles per hour. After that speed it gradually diminishes, finally delivering 1¼ amperes at 50 to 60 miles per hour. The third brush is adjustable to regulate the current output at all speeds.

### Low Tension Distributor

The low tension distributor is provided to send an interrupted electrical impulse to the primary windings of both high tension coils in succession. These coils are sealed in Bakelite and are carried on top of the generator. From each coil a cable passes to the spark plug. These are the only high tension members in the entire apparatus. The apparatus shown was designed for and is being used by the Excelsior Motor Manufacturing & Supply Company, of Chicago, on its 1916 electrically-equipped models. The coil switch and control mechanisms have been designed in a unit system in order that they may be placed to suit local conditions on any motorcycle.

The control device is actuated by crankcase vacuum. A recent improvement in this apparatus consists of a coil spring interposed between the blade and a diaphragm flexible wall. This arrangement allows the flexible wall to vibrate which it does under the influence of a racing engine without interrupting the contact of the blade. When the blade is not under the influence of the vacuum, which is when the engine is at rest, it normally and automatically forms an electrical connection with a new contact member which grounds the generator and thus forms a safety device. It has been learned by experience that under some conditions, as with a leaky vacuum pipe or irregular partial vacuum that at very high engine speeds this vacuum control blade may not remain in contact.

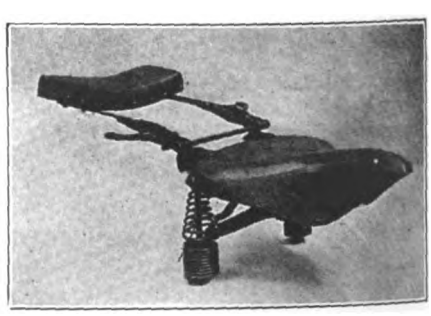
# TWO NEW MODELS OF WEED FOLDING BACK REST

TWO models have been added to the line of the Weed Folding Back Rest Company, of Stamford, Conn., which make the device adjustable to any saddle and any motorcycle marketed. The new models are the A-X and the A-1.

The height of the back from the saddle has been raised three-quarters of an inch over that of last year's model, making the rest suitable for a tall and long-waisted rider. Particular attention has been paid to the upholstering, which is now of a very heavy, luxurious order.

**Back Rest Raised**

Further comfort is derived from new flat steel spring sides to the back rest, which provide a smooth flexibility that takes up any see-saw motion when traversing rough roads. It also assists in absorbing vibration and road shocks.



**Back Rest Folded**

The Model A-X is constructed especially for the 1915 Excelsior with Mesinger air-cushion saddle, but it can also be used to good advantage on the following machines equipped with luggage carriers: 1913-1914 Excelsior, Pope and Emblem. This model will fit the large Mesinger saddles and the large Troxel unpadded saddles.

Model A-1 is made only for the Indian spring frame motorcycle equipped with the high luggage carrier and Troxel unpadded or Persons or Mesinger saddles. Model A is designed to fit the same saddles as Model A-1 on all machines except the Indian spring frame, Excelsior, Pope and Emblem. Model B will fit Troxel Truform saddles as used on Harley-Davidson, Dayton, Thor and other makes of motorcycle.

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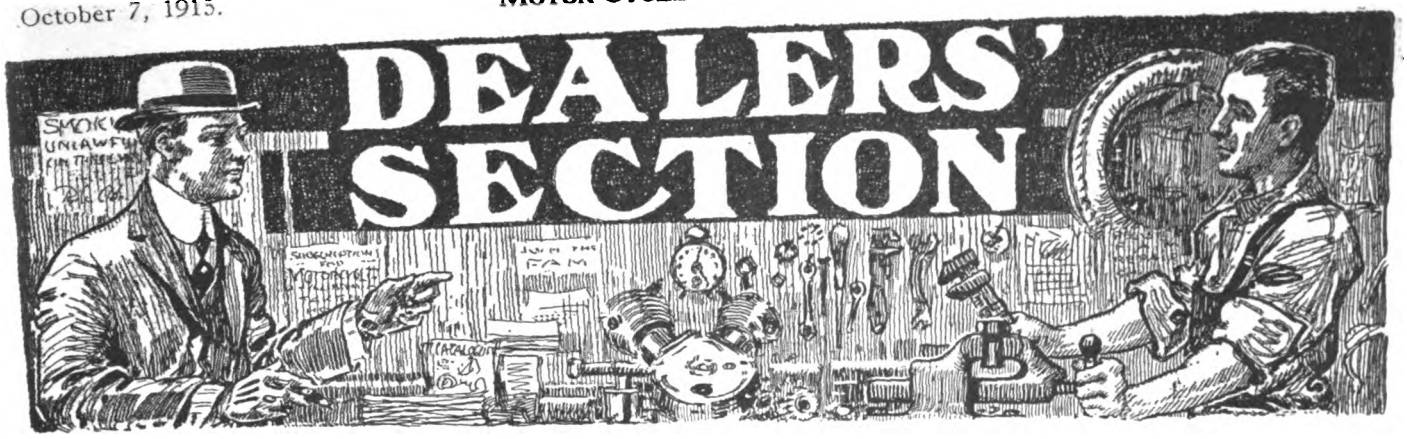


# ON THE TRAIL OF THE PROSPECT

JUST how far a motorcycle dealer is warranted in carrying his follow-up policy when on the trail of a prospect has always been a question open to debate, but it is safe to say that few cycle salesmen err on the side of over-zealousness. One visit to the home of a prospective buyer is usually considered enough, and the truth is that too many dealers do not apply the visiting idea at all. Arguing that everyone in the district knows where his store is located, the average dealer depends upon chance meetings and circular letters to stir up business.

In sharp contrast to this is the follow-up policy of E. S. Pees, who handles Indian motorcycles in Palmerston North, New Zealand. Operating under the trade name of the Nonpareil Cycle & Motor Co., Mr. Pees has built up a cycle business which would compare favorably with any in either the United States or Europe. He carries a line the extent of which would fairly startle the leading dealers in this country, and his statement that his establishment is ready to meet every demand of the cyclist is true in the fullest sense of the word. Mr. Pees employs a staff of about twenty wideawake assistants.

### A Comparison of Follow-Up Systems

Mr. Pees visited the United States a week or two ago, primarily to look over the new Indian models at the factory and to say "Howdy" to the Wigwam folks. On heading for home he stopped off at New York and spent a chatty half hour at the office of **Motor Cycle Illustrated.**

"What gets me," said the sprightly New Zealander, "is the seeming disinclination of your American motorcycle dealer to dig out and visit the chaps who may be in line for new machines. I understand that comparatively little is done along that line in the United States. No doubt some of your dealers have a businesslike follow-up system, but as a general thing patrons are left to drop in at the stores in their own good time. This might be a good enough system to apply to the fellow who already has a machine, and who can be reasonably counted upon to come around again when he needs another mount, but it strikes me that a more active policy is necessary if we are to bring in all the recruits possible.

"Now, in our place in New Zealand we are always up on our toes to get a line on a prospect, and when we do—well, he jolly well knows we are after him. We don't make ourselves a nuisance, you understand, but we convince the potential buyer that we are deeply interested in him and that we are willing to go to any trouble to enlist him among our patrons. We don't pester him with circular letters—even though he may live 100 or 150 miles away; as soon as we have his name and address we send a salesman out on a motorcycle to visit him.

### A 100-Mile Trip to Land a Sale

"The fact that we have been sufficiently interested in a sale to send a representative out over 100 miles of good, bad and indifferent country to look into the matter always creates a favorable impression, and it is safe to say that 90 per cent. of such journeys give definite returns. In some cases the salesman sells the machine he goes out on and makes his way home by train, or another rider is sent out to pick him up, but this is not often necessary, as we are able to make prompt deliveries from our large stock. Not infrequently the salesman who makes a 100-mile trip today to land a sale will make another tomorrow.

"You may argue that this is a rather expensive policy, but we do not find it so. It is a good thing for any dealer to have his machines on the road, and many a time the salesman who is making a long trip sees opportunities along the way to open up new business channels. Needless to state, we make the most of every such chance that offers, and I have found that the yearly returns from these trips fully justify the outlay of time and money and the wear and tear on the motorcycles used.

"I understand, of course, that the territory allotted to the average dealer in the United States is far from being as large as that in which we operate, and 100 to 150-mile sales journeys would not often be needed; but I have been led to believe that even a 25-mile trip is usually outside the calculations of the American dealer. In short, I am convinced after a somewhat careful study of your trade conditions in America that the field is not being cultivated for all it is worth. I do not mean to assume a critical attitude, understand, but when I compare our sales methods with yours I am convinced that we work harder for success than you."

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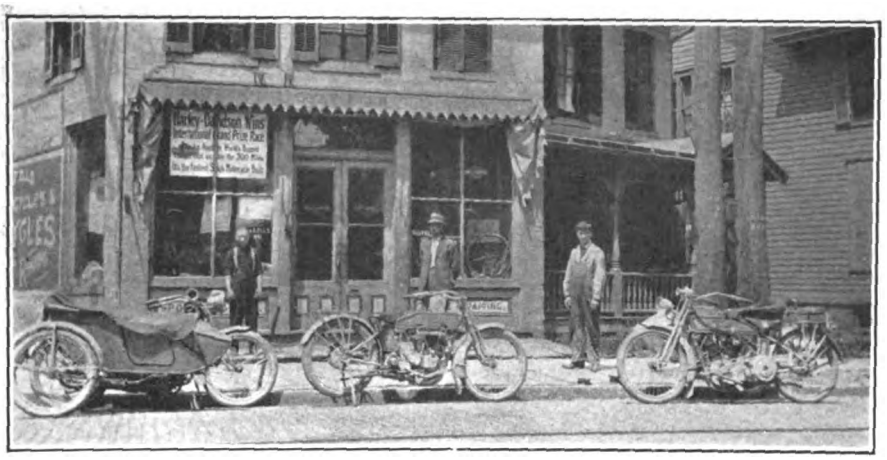
# DEALERS' SECTION



**Where Harley-Davidson Models Are Handled in Elmira, N. Y.—Agency of George F. Ellis, Pioneer Dealer in Central Empire State**

## U. S. PUBLIC PRINTER PURCHASES MOTORCYCLE VANS

Washington, D. C.—Cornelius A. Ford, Public Printer, has recently purchased two 1915 two-speed Indian sidevan outfits for the use of the Government Printing Office. The machines are fitted with Splitdorf Mag-Dynamo electrical equipment. These machines were purchased by Messrs. Osborne and Leishear, agents, for the Indian, and are a forerunner of extensive purchases of these outfits for government service. The first of these vans is being operated by G. C. Lang, an ardent Indian rider and a member of the National Capital Motorcycle Club. The Government now uses hundreds of bicycles for messenger work and for the delivery of various parcels of mail and correspondence between the different Government offices which are located all over the city. It is reported that they will soon be supplemented by motorcycle delivery vans.

## GOT FIRST 1916 EARLY

Brooklyn, N. Y.—"Bob" Brazenor, Harley-Davidson representative for Brooklyn and Kings County, received his first 1916 Silent Gray Fellow on September 20. It was a three-speed model with the new step-starter, and Bob and his assistants have been kept busy showing off its paces ever since.

George Barnes and Mrs. Brazenor now manage the Jamaica branch for Bob, while the Bedford store is under the care of the proprietor himself. The repair department is now located at the Jamaica avenue store.

## FAIR BRINGS VISITORS

Louisville, Ky., September 22.—During State Fair week, R. L. Davis, agent for the Pope and Reading-Standard, received visits from a number of out-of-town men at his shop on Broadway. Among the visitors were Dallas Ward, of Bratton, Ky.; Orla Jones, Lonnie Jones, Duard Johnson and James Paxton, all of Duvall, Ky.; Jesse C. Williams, W. L. Davis and Dr. Boone Phillips, of Maysville, Ky.; Adrian Skees, of Glendale, Ky., and H. C. England, of Mt. Olivet, Ky. All are enthusiastic riders and owners of motorcycles.

## COOPER'S RAPID SALES WORK

Less than seven months ago, that is, on the 1st of March, Fred Cooper opened an Excelsior agency in Ponca City, Okla., a town of seven thousand inhabitants. At that time, there were only five motorcycles in the territory. During the seven months in which Cooper has been in business in Ponca City, he has sold, according to the statement of a motorcycle representative at the Chicago Show, just seventy-nine Excelsiors.

## SETS UP IN NEW QUARTERS

Kansas City, Mo., September 27.—F. P. Ames, the Emblem agent, whose shop was burned here recently, has opened a new one on East Eighteenth street, and says that he will perhaps return to his old location at Fifteenth street and Brooklyn avenue, as soon as the building is completed.

## RENEW R-S CONTRACT

La Porte, Ind.—Plevo Brothers, proprietors of the West End Motorcycle Garage in this city, have renewed their contract for the Reading-Standard for 1916. They report a fine year in their territory.

## BIG SECOND-HAND SALES

Detroit, Mich.—Second-hand machines to the number of 225 have been disposed of by the W. F. Metzger Company, of this city. In addition to this, there has been a good season in new Indians, for which make as well as the Yale and Pierce line of bicycles, the firm is agent.

## MAXWELL BUYS OUT PARTNER

Beloit, Wis.—R. S. Maxwell has just bought out his partner, J. Shariff, and will conduct the business hereafter at 1310 Vine street by himself. He is local agent for the Harley-Davidson.

## PATERSON TO OPEN BRANCH

Brooklyn, N. Y., September 28.—A. W. Paterson, Brooklyn's pioneer cycle dealer, will soon occupy his new branch store at Flatbush and Parkside avenues, which he will run in connection with his present headquarters at 1080-82 Bedford avenue. Builders are rushing the work on the new establishment to completion and Paterson expects to open his branch about October 10.

## Heinz is Active in Clean-Up Campaign

ONE of the most important ideas put forth in the Harley-Davidson Salesmen's Convention just finished at the factory of the Harley-Davidson Motor Company, in Milwaukee, Wis., was that all hands should go after the dealers to get them to clean up and set better examples to the riders.

Among the dealers who attended the convention was Bert Heinz, of Baltimore, and Heinz was strong for the idea. He is one of the neatest riders and dealers in the whole aggregation of representatives of the Silent Gray Fellow, and he believes that the whole motorcycle industry could be greatly benefited by a "clean up" campaign. In the clean up, Heinz includes keeping the mufflers closed, and thus inducing more people to become motorcycle users.

**Bert Heinz**

Although many who have seen Heinz or his photograph consider him a "boulevarder," he is by no means one who habitually rides asphalt. One rider like this Baltimorean in a community will create more interest in motorcycles than one hundred speed bugs that go tearing along. This is the view of the Harley-Davidson Company, and that firm announces that it is going to keep the clean-up campaign in view for 1916, not only directly, but through its travelers. Bert Heinz has already done much to foster this idea, not only in his own, but in other dealers' territories through which he has passed.

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# DEALERS' SECTION

## KENNY'S POPULARITY HAS BROUGHT STEADY SALES

Lafayette, Ind., October 5.—A rider of merit, a good mixer, a shrewd business man, an expert on motors—these are the four big reasons why Roscoe Kenny, the genial manager of the Kenny Motor Co., Harley-Davidson agent in this city, is selling on an average of forty machines each year.

The Kenny store is well located on the most important busines thoroughfare of LaFayette and is readily accessible to tourists stopping in the town. A number of new machines are always kept in stock, together with a complete line of parts, not only of the machine featured, but also of other prominent makes, with the result that many of the smaller dealers in northern Indiana get their parts from Kenny. Repair jobs come to this agency from a radius of fifty miles, for its manager enjoys a well-merited reputation as an expert on Harley motors.

Each year Kenny holds two runs for his riders, and then all the fellows bring their lady friends along and have a "great time" at good-natured Roscoe's expense. But Roscoe finds that it pays him to treat the boys occasionally, for his popularity has been growing steadily and so have his sales. Kenny is well known as a speedster, having won in 1913 the gruelling Northern Shore endurance contest from Chicago, when he rode as a team mate of "Hap" Scherer.

## AGENT TACKLES THE MOUNTAINS

David C. Russell, of San Saba, Tex., male a three weeks' trip recently through the wild country of the Southwest which offered about as hard a test in service as any part of the country. He rode through sand, ran into rain and rode through mountain gorges where there were practically no roads and these were badly washed. His route was as follows: San Saba to Brady, to Eden, to San Angelo, to Sterling City, to Midland, to Big Springs, to Sweetwater, to Abilene, to Ballinger, to Paint Rock, to Brady, to San Saba. Mr. Russell carried 60 or 70 pounds of baggage on his machine, a single-speed seven horsepower Indian. He is the Indian agent at San Saba.

## MOTOR WHEEL SALES BOOMING

Washington, D. C.—The local branch of the Haverford Cycle Company reports that during the past month over 12 Smith Motor Wheels have been put out to customers. The smooth streets of this city go a long way toward making the sales, and there appears to be a continuous demand for the little boosters. The Haverford firm sells the Motor Wheel attached to a Dayton bicycle for $100 on easy payments, and numbers of government employees have taken advantage of this price and are to be seen riding to and from their work on such combinations.

## RICE SALES GRATIFYING

Racine, Wis.—The L. R. Rice Cycle Company, local Excelsior agent at 1024 State street, reports the delivery of 45 machines during 1915, as well as fine sales in Excelsior bicycles. The repair department has been kept busy all season, but commercial sales have not been satisfactory.

## CAPITOL CYCLE CO. ADDS

Madison, Wis.—The Capitol Cycle Company, of 113 State street, is completing a $1,500 addition to its garage, to accommodate 60 more machines. The repair shop is to be reconstructed and new machinery added in the near future. The firm has renewed its contract for the Excelsior for 1916 and will cover Dane County and one-half of Columbia County. Excelsior and Racycle bicycles and the Smith Motor Wheel are also handled.

## FISKE HAD GOOD SEASON

Beloit, Wis.—L. C. Fiske, of 417 East Grand avenue, is now closing his sixth season as local Indian representative. His 1915 season was a good one in motorcycles, he reports, and fine with regard to Fisk and Goodrich tires, both of which he stocks.

## RUHLE TO TRAVEL AGAIN

William J. Ruhle, who resigned from the sales force of the Harley-Davidson Motor Company some time ago to organize the Albany Motorcycle Company with the Malcolm Brothers, at Albany, N. Y., has disposed of his interest in the latter firm. He will cover Illinois and Indiana for the Harley-Davidson firm for 1916.

## NEW EXCELSIOR AGENT

Louisiana, Mo. — M. E. Hanes, of this city, has taken on the agency for the Excelsior for Louisiana and vicinity. Hanes is one of the best known road riders of Pike County and holds the present record between this place and St. Louis.

## RECENT SALES BY EDWARDS

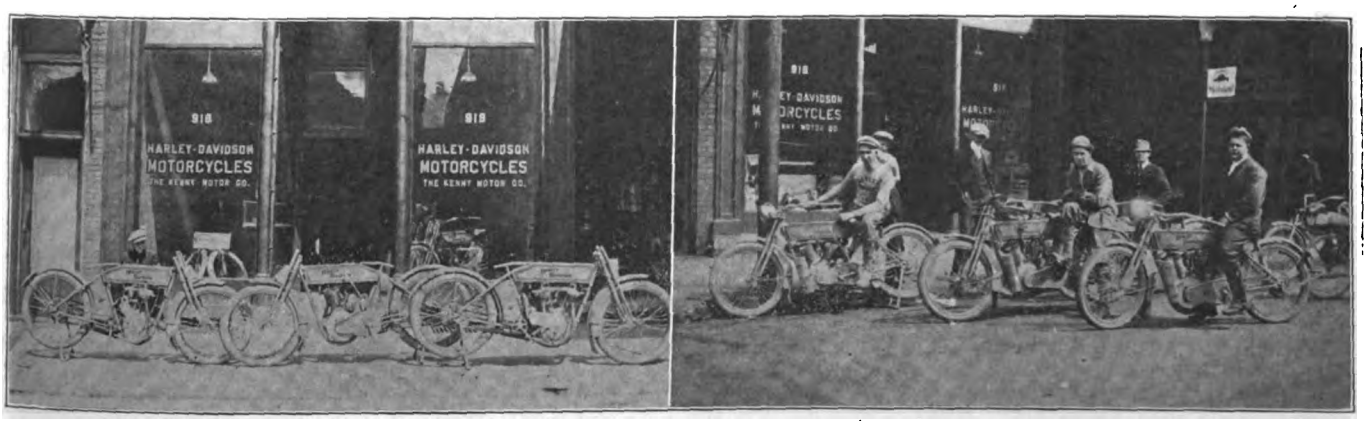
Battle Creek, Mich.—B. L. Edwards, local Indian representative, has delivered a single-geared twin to the Bordwine Welding Company, of this city, and a sidecar outfit to David Moon, local real estate operator. Edwards will add the Indian line of bicycles in a short time.

## THE IDEAL COMBINATION

L. E. Stair, Pope dealer in Mitchell, South Dakota, forwards the accompanying photograph, which strikingly presents the advantages of the angler who also uses a motorcycle. The fish were caught on a motorcycle trip to the "Jim" river, in South Dakota, the longest *un*navigable river in the world. Stair reports that Dakota roads are not particularly inviting, but that the motorcycle is growing rapidly in favor.

## TAKES ON MOTOR WHEEL

Racine, Wis.—The De Luxe Motorcycle Garage, of 529 Wisconsin street, has taken the Smith Motor Wheel agency and reports the delivery of six of the little boosters to date. A van outfit for the Western Printing and Lithograph Company was among recent commercial sales made by the Garage. The agency for the Thor is held.




**Taken in Front of Establishment of Kenny Motor Company, at Lafayette, Ind., Agent for Harley-Davidson; Left, Three New Models Just Out of the Crates; Right, Patrons Ready for Week End Spin—Item Above.**

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# The New 1916 Indian
# Real Stuff In

**IN the Harrisburg-Pittsburgh Reliability Run Oct. 2 and 3 the only 1916 Indian with side car and Powerplus Motor entered made a**

## PERFECT SCORE

**This was a two days drive and the motor used was one of the first ones through the factory—a stock machine that hadn't even been road tested.**

**Already Powerplus performance is more than equaling Powerplus claims.**

**Already Powerplus is a *known mechanical proposition.***



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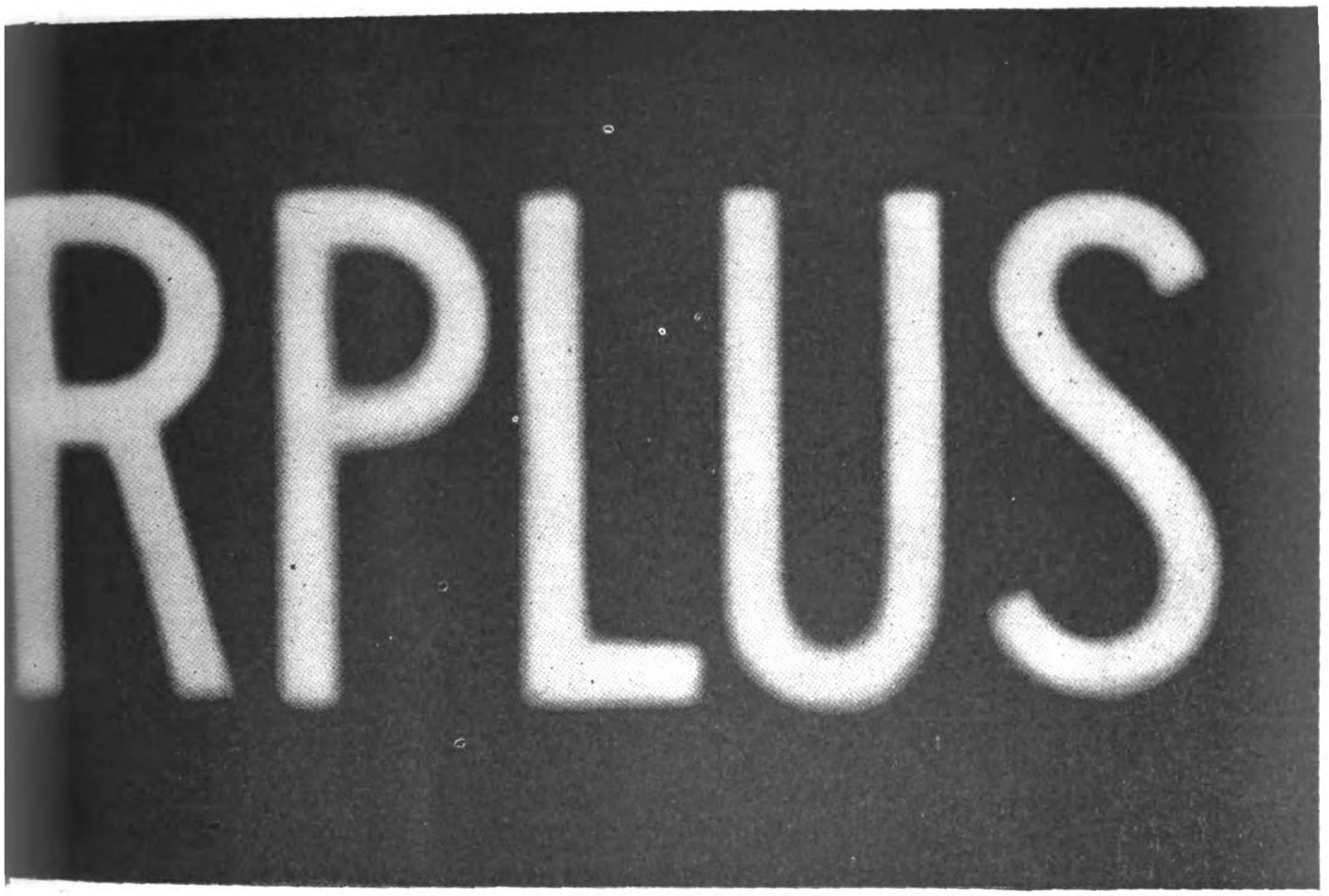


# Motor Shows Its Endurance Trial

**Announced but a month ago Powerplus is today a more fixed and higher standard of motor efficiency than the motorcyclist has ever been offered before.**

**There's only one Powerplus and it's—**

**Hendee Manufacturing Company**

*(Largest Motorcycle Manufacturers in the World)*

**SPRINGFIELD, MASS**

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.

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# Our Canadian Letter

## DUNLOP TROPHY RACE SCHEDULED FOR OCTOBER 11

TORONTO, Ont.—The twenty-second annual Dunlop Trophy handicap road race will be held from the Exhibition track, Toronto, on Thanksgiving Day, Monday, October 11, on which occasion a big race meet is to be staged on the track proper. The usual widespread interest is again being taken in the road race, which was established in 1894, and is the oldest annual sport classic in the Dominion. It is expected that both bicyclists and motorcyclists will come from many distant points to start in the road race and in the track events.

One feature of Dunlop Day will be a series of sprints between Hans Ohrt, the world's amateur bike champion, and Art Spencer, the clever Canadian aspirant. This will be their first meeting on a dirt track and their first appearance together in Canada. A civic reception will be held in honor of Spencer, who will be presented with a gold watch by Mayor Church of Toronto.

The motorcycle events on the program include a series of speed thrills with Harold Cole, Joe Baribeau and "Crazy Horse" Verrill among the contestants. Fred Miles, Wilfrid Morrison and other Canadian amateurs of note will meet in another set of flights.

Immediately after this meet it is expected that still more of the local wheel cracks will enlist for service with the colors. Two good riders, Gordon McMillan, former champion, and George Watson, one of Canada's representatives in the road race around Lake Malar, Sweden, have announced their intention of becoming soldiers.

Charlie Orr, of Toronto, renowned as a motorcycle racer five years ago, has enlisted with a battalion at Hamilton.

## EX-PRESIDENT TAFT A BOOSTER

Montreal, Que.—The Hon. W. H. Taft, ex-president of the United States, recently walked into the bicycle store of McNiece & Orchard, 774 St. Catherine street West, and bought a Canadian bicycle which he ordered to be shipped to his summer home, Murray Bay, Que., for his son, Charles Taft. A feature of the transaction was that the ex-president made a personal selection of the wheel but did not attempt to mount it.

## INSPECTED CONCRETE BOULEVARD

Oakville, Ont.—Bicycle, motorcycle and automobile officials accompanied members of Parliament and road engineers to this place on September 30 for a formal inspection of the new concrete boulevard which will connect Toronto and Hamilton next year. The magnificent highway, which will cost $700,000, is almost half completed and use is already being made of the finished stretches. The great road is almost a straight line between the two cities and the concrete is from eighteen to fifty feet wide. There are only five curves in the whole forty miles of the highway and only one unimportant railway crossing. The steepest grade is four per cent. and substantial concrete bridges span every river and stream.

## CYCLES INCREASE REVENUE

Ottawa, Ont.—The revenue of the Dominion for September showed an increase of $3,204,225.05 over September of last year. Two-thirds of this advance in receipts was due to the increased tariff on imported goods, including motorcycles, bicycles, parts and accessories of 7½ per cent. This, of course, goes to meet war expenditures.

## MOTORCYCLISTS BRING SUIT

Toronto, Ont.—What has been classed as an unusual legal action has been entered by Alfred Barron and his wife, two local motorcycling adherents, against Sir Donald Mann, of Toronto, a railway magnate, for $5,000 damages. The plaintiffs allege that the knight's motor car swept them off the road while they were on a motorcycle on Bedford road last summer.

## HORSEMEN BECOME CYCLISTS

Victoria, B. C.—Apparently realizing that this is to be a "horseless war" for a considerable time at least, sixteen troopers of the Victoria Squadron, Independent Horse, have left the ranks of that unit to enlist with the Divisional Cyclist Corps which is being organized in Canada. Lieut. Cameron, of Vancouver, is in command of the British Columbia platoon of this latest cycle unit which will be gradually concentrated at or near Toronto this fall for final training. Already all the platoons in Eastern Canada, including those from Winnipeg, London, Ottawa and other centers, have been mobilized at the camp near the Ontario Capital.

## NEW CANADA ACCESSORIES

Ford, Ont., Sept. 27.—After many years in the manufacture of lamps for all motor vehicles, the Canadian Lamp and Stamping Company of Ford is introducing several new lines for motorcyclists. Special attention is also given to lamp repair work.

## TORONTO BICYCLISTS IN 16-MILE ROAD RACE

TORONTO, Ont.—The first annual road race of the Toronto Bicycle Riders' Association was held on Saturday, October 2, on the Danforth road, when almost sixty competitors were sent away at intervals over a period of ten minutes. Thirty-four riders finished the sixteen miles, the winner being C. Coleclough, of the Classic Bicycle Club, who started with a four-minute allowance. His time was 42.08 for the measured course. A dozen or more cyclists rode down the stretch in a bunch, making one of the most exciting road finishes ever witnessed in Toronto.

Great credit is due the riders themselves for the race. They made all arrangements themselves, canvassed for the prizes, selected the course, met all preliminary expenses and then rode the race. Three thousand people turned out for the event. The road, which was in excellent condition, was patrolled by Toronto policemen on both motorcycle and horse.

The time prize was won by R. Brady, of the Classic Club, from the three-minute mark. His elapsed time was 41:46. Norman Webster, of the same club, won second time prize from the 2½-minute mark, his time being only five seconds slower than Brady's. The first scratch man to finish was Gordon McMillan in twelfth place, with a time of 41:55, and veteran Fred McCarthy finished one second afterwards.

Harry Martin, of the Salem Club, would have captured the time prize had he not gone back, voluntarily, to the scratch mark from the one and one-half-minute class. A feature of the race was the participation of a number of small boys on ordinary road wheels, the first of whom to finish was Roy Hendry in fifth place. He was given an eight-minute start.

## BUSY SALES CONVENTION

Toronto, Ont.—Sales managers and salesmen from coast to coast were in Toronto last week for the fourteenth annual sales convention of the Canada Cycle & Motor Company, Limited, which was conducted by J. W. Gibson, general manager of the company. The attention of the delegates was occupied with four different features—learning everything possible about bicycles and accessories; the discussing of ways and means to sell more bicycles; learning how to teach bicycle dealers to be business men, and a study of sales and advertising methods. The convention was in session for five days.

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# KRAMER AGAIN CAPTURES NATIONAL TITLE

NEWARK, N. J., October 4.—Newark's bicycle populace went wild with joy on Sunday afternoon when Frank Louis Kramer, for the fifteenth consecutive year, won the national cycling championship. He accomplished this feat by vanquishing Alfred Goullet, of Australia, in a five-mile race, and turned the trick in a most decisive manner. There was no doubt in the minds of the fans, after the race was over, that Kramer is entitled to the honors which he had to fight so hard to gain and he demonstrated that he is still the premier cyclist of this country and the world.

**Uproar After Champion's Victory**

Kramer was given a great demonstration when he won the national title, and it even surpassed his ovation after acquiring the world's title. Hats were thrown in the air and women cheered the title holder to the echo. The band struck up "The Star Spangled Banner" and the crowd rose to its feet and cheered Kramer as he circled the track, draped with an American flag and carrying a large bouquet of flowers. He wore a smile that spread from ear to ear and seemed to be the happiest individual in America.

The race was paced by Percy Lawrence, Tim Sullivan, George Wiley and Worth Mitten. For four miles and a little more than four laps, Goullet rode behind the pace maker, while Kramer followed the Australian around the saucer. With two laps to go the pace makers were dropped. Goullet swung up the bank and Kramer rode along side of him. This was just what Kramer wanted, he had Goullet where he could watch him. Goullet was riding high and a few inches in the lead, but Kramer was right by his side. The positions continued this way to the middle of the back stretch when Kramer shot into the lead.

**Wins by a Length**

He was riding in front when the gong clanged for the last lap and started into the last circuit of the track leading. Kramer stalled "Goullie" around the first turn, but, when he hit the back stretch, he put all he had into his legs and let out. Reaching the twelfth pole he was fairly flying, and as he swung around the last turn into the home stretch it was apparent that he would win. The crowd began shouting, "Stick to it, Kramer"; "Go it, Kramer," and other such phrases of encouragement. The champion's face was flushed and his legs were going up and down like piston rods. He flashed over the line, riding very low on the track, a winner by about a length. He had ridden a great race and received a fitting reception.

Although Kramer has been riding for years he is by no means an "old man" and expects to have many good seasons to come. He will be thirty-five years old on

**Kramer's Winning Smile**

November 21, having been born at Evansville, Ind., November 21, 1880.

**McNamara Wins Tandem Paced**

The five-mile tandem paced race between Reggie McNamara of Australia and Marcel Dupuy of France resulted in an easy victory for McNamara. Dupuy was unfortunate in having his tandem team break a chain at about two miles and he lost his pace. When McNamara saw him in this predicament he ordered his pace makers to "hit it up" and they sure did. Before Dupuy could get behind pace, McNamara had opened up a big lead and increased it until at the finish of the race he had a lead of a lap and one-half on the French rider.

Jackie Clark, who performs like a "Kramer" one day and an amateur the next, showed a return to form by taking the Brassard title away from Iver Lawson, the Salt Lake City cyclist. The first race at a mile resulted in a dead heat when Lawson coming from the rear just managed to draw up on even terms with Clark. The second time the race as run it was only at a half mile and Clark won rather easily. Lawson tried to go around him, but Jackie had to much speed and led to the tape by a wheel's length.

**Spears Beats Lawson and Granda**

Bob Spears rode a strong race in the one-mile open and coming from fourth position on the back stretch of the last lap copped first place. He took the premier prize away from Iver Lawson, while Alfred Granda finished third. Frank Corry, with a 19-yard handicap, won the three-mile handicap affair for the professionals after having a great little battle with Ernest Jokus who had the same allowance. Eddie Root, the Boston rider, breezed home first in the two-mile invitation handicap for the "pros." Little Worth Mitten sprinted for a lap and got second place. Root had 115 yards, while Mitten was allowed 80 yards.

There seems to be no stopping that boy Hans Ohrt from San Francisco. Ohrt started from scratch in the quarter-mile race for the amateurs and won that. He was also in the two-mile open and again came home first. Fred Taylor, a Newark lad, finished second to Ohrt each time. In the two-mile race, Arthur Spencer of Toronto gave Taylor a stiff fight for second place. The summaries:

Half-Mile Novice (Amateur)—Won by Daniel Hughes, Newark; James Swann, Newark, second. Time, 1m. 14⅘s.

One Mile Open (Professional—Won by Robert E. Spears, Australia; Iver Lawson, Salt Lake City, second; Alfred Grenda, Australia, third; Francesco Verri, Italy, fourth; Jackie Clark, Newark, fifth. Time 2m. 28⅖s.

Two Mile Invitation Handicap (Professional)—Won by Eddie Root, Boston (115 yards); Worthington L. Mitten, Davenport, Ia. (80 yards), second; Floyd Krebs, Newark (100 yards), third; Ernest Ohrt, San Francisco (130 yards), fourth; John Schlee, Newark (140 yards), fifth. Time, 3m. 46⅘s.

Quarter-Mile Handicap (Amateur)—Won by Hans Ohrt, San Francisco (scratch); Fred Taylor, Newark (scratch), second; A. W. Rheinhardt, Newark (30 yards), third; William Keller, Newark (30 yards), fourth. Time 29s.

The Brassard Race (Professional)—Iver Lawson, Salt Lake City, vs. Jackie Clark, Newark. First race at one mile, a dead heat. Time, 3m. 52s. Last eighth mile, 12⅕s. Second heat a half mile, won by Clark. Time, 1m. 22s. Last eighth mile, 12⅗s.

Five Mile National Championship (Professional)—Frank L. Kramer, East Orange vs. Alfred Goullet, Australia. Won by Kramer. Time, 10m. 32⅕s. Last eighth mile, 11⅘s.

Three Mile Handicap (Professional)—Won by Frank Corry, Australia (190 yards); Ernest Jokus, Newark (190 yards), second; Robert A. Walthour, Atlanta, Ga. (225 yards), third; Eddie Root, Boston (200 yards), fourth; Alfred Goullet, Australia (scratch), fifth. Time, 5m. 46s.

Two Mile Open (Amateur)—Won by Hans Ohrt, San Francisco; Fred Taylor, Newark, second; Arthur Spencer, Toronto, third; Edward Kane, Newark, fourth. Time, 4m. 55s.

Five Mile Tandem Paced Match Race (Professional)—Reginald McNamara, Australia, vs. Marcel Dupuy, France. Won by McNamara. Time, 9m. 26s.

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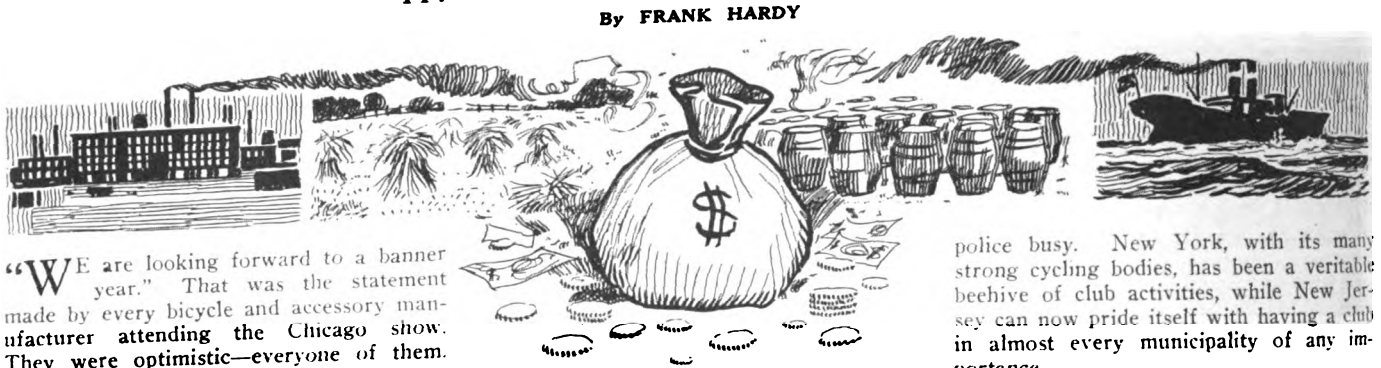
# STRONG MARKET ASSURED FOR 1916

## Facts That Back Up the Bicycle Manufacturers' Happy Smiles and Presage a Real Demand

By FRANK HARDY



"WE are looking forward to a banner year." That was the statement made by every bicycle and accessory manufacturer attending the Chicago show. They were optimistic—everyone of them. And their optimism was based on more than a "hunch"—it was based on facts.

Conditions that go to make a vigorous bicycle market were never more favorable in many years. With this country rapidly assuming the role of the great purveyor to a war-scourged world, with general interest in bicycling gaining daily through the formation of numerous bicycle clubs and the extension of cycle racing, with many strong publicity factors hard at work to boost effectively the sale of two-wheelers—with all these forces plugging away at a speedway pace, one can readily understand the widespread optimism which has taken such a strong hold on manufacturers.

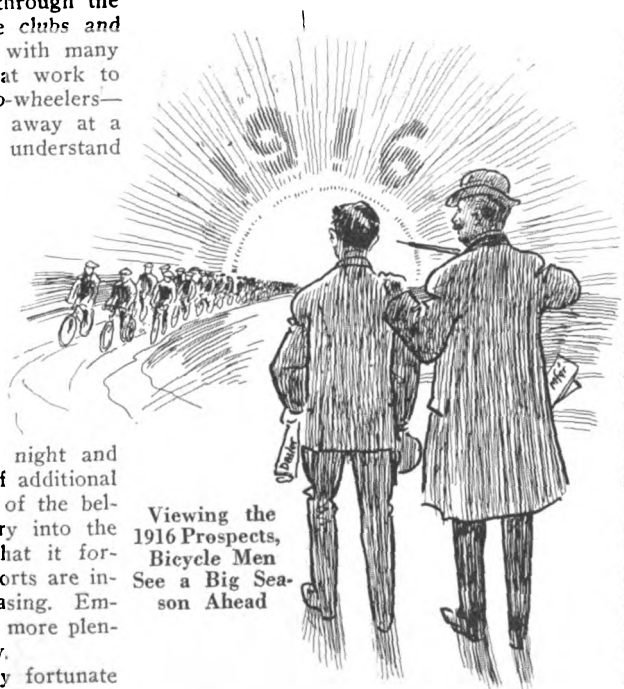
### Business Better

"Bumper crops" reports from all sections of the country read, "are stuffing the farmers' jeans with generous wads." Industries are coming back to normal, and in some cases the enormous war orders are keeping plants going day and night and necessitating the construction of additional plants. The isolation of some of the belligerents is forcing this country into the manufacture of commodities that it formerly bought abroad. Our exports are increasing, our imports are decreasing. Employment is therefore becoming more plentiful—people are earning money.

The West has been especially fortunate this year. Farmers are reaping the second largest wheat crop in the history of the West; the second largest corn crop is in the making; the oil industry has been given impetus by higher prices; lead and zinc mines are rushed by a great demand due to the war; live stock is selling at record prices; the milling industry is steadily thriving; labor troubles are happily absent; bank deposits have been increased by foreign business. People are earning money out West—they can afford to buy bicycles.

### Good Roads for Cycling

Good roads go hand in hand with well lined pocket books in creating a bicycle market. During the current year the federal, state, county and municipal governments have expended a record sum on road improvements. The Northwest has opened up a large number of new highways; California, the cyclists' paradise, is still improving its roads and constructing more of the boulevard type; the Middle West has accomplished much toward pulling itself out of the mud, Illinois now waging the strongest good roads campaign in its history, while Ohio is awarding huge contracts after just having completed miles of "permanent" highways. Even Florida, handicapped as it is by lack of road building material, now finds itself actively engaged in laying long stretches of brick and asphalt pavements. A glance at the bulletins issued at Washington will readily disclose the fact that the demand for good roads is being met all over the country in a thorough manner. Sections where wheeling has been a mud churning performance are now seeing more cyclists dot the roads, thus providing a strong foundation in many localities for increased sales in 1916.



Viewing the 1916 Prospects, Bicycle Men See a Big Season Ahead

One who has observed bicycle conditions during the past few years will have noted that club activities are more widespread. Numerous new organizations have sprung into existence during the course of the year; old clubs have come back to life. Chicago was previously considered a "dead one" as far as the bicycle sport was concerned. But last summer witnessed some hotly contested club races in which the entries were large and the crowds kept the police busy. New York, with its many strong cycling bodies, has been a veritable beehive of club activities, while New Jersey can now pride itself with having a club in almost every municipality of any importance.

### New Englanders Hustling

New England dealers were especially active in promoting clubs. This was well evidenced by the many letters which were received by the Bicycling World department wherein dealers inquired about the best methods of organizing clubs and managing road races. St. Louis, Dayton, Cleveland, Toledo, Philadelphia, Wilkes-Barre, Washington, Atlanta, Baltimore, Dallas, Milwaukee, Indianapolis, Buffalo, Boston are among the larger cities that have astonished observers by the renewed club interest manifested by their many cyclists, while the wheelmen of California and the Northwest had things humming throughout the season. Undoubtedly many more clubs will be formed during the new season, and many more clubs are needed to boost the bicycle properly. Dealers are being effectively educated to a fuller realization of the value of clubs, and the 1916 season will see the live merchants stepping into line and creating strong followings that will assure them a substantial, permanent trade and strong publicity media.

That velodrome racing tends to stimulate trade in and around the cities in which "saucers" are located is evidenced by the brisk trade in velodrome centers. The extension of professional racing by the Cycle Racing Association will, therefore, help business in several quarters. Providence, New York and Atlanta are the cities in which new velodromes will be located, while the C. R. A. will itself manage the Newark, Boston, Philadelphia and Chicago tracks, and racing will be continued at the Bison City track. Beside helping local trade the extension of cycle racing will exert a national influence by furnishing more live, crisp news than ever and keeping the bicycle fans constantly interested in the growing sport.

### Motor Attachments Hard at Work

Motor attachments, meeting with a surprizing popularity in one brief year, have opened up a new and lucrative field for dealers to exploit. They have increased two-wheeler sales and brought back to the ranks fellows who had deserted the army of push bikers. The novelty of the motor wheel has attracted considerable attention to the bicycle as is shown by reports from dealers all over the country.

Bicycle manufacturers are wide-awake to the possibilities presented by the motor at-

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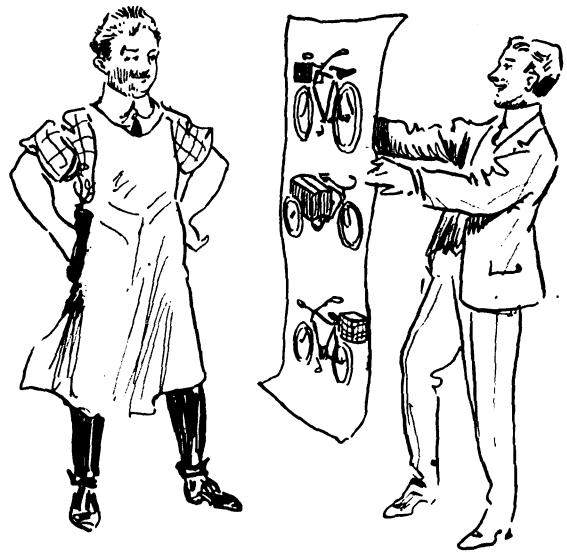
tachment and have shown their keen appreciation of its merits as a bicycle sales stimulator by bringing out among their 1916 models a type of sturdy machines, especially adapted to the needs of motor wheeling. Two motor attachments are on the American market for 1916, the Smith Motor Wheel and the Cyclemotor, the latter being a newcomer.

"One million bicycles a year"—the slogan of one accessory company for its 1916 campaign—aptly expresses the businesslike attitude of accessory manufacturers. They have pulled off their coats, rolled up their sleeves and are getting on the job in dead earnest. More bicycle sales mean more accessory sales—they know it and that's why they are willing to work overtime. The accessory men have their jaws set and are tackling the bike boosting game like men who know their business.

Co-operation is the watch word of these boosters—co-operation with the dealer in his effort to interest prospective buyers. Thousands of cycle dealers have received sales campaign ammunition from accessory factories during the year, and the real merchants have used it and hit the bull's eye. On a larger scale than ever before dealers will continue to receive this assistance from accessory makers, and will therefore have at their service a powerful publicity weapon.

With general business conditions swinging back to normal, the commercial demand for bicycle delivery outfits will naturally increase; inefficiency has an uncomfortable berth in an establishment where trade is brisk. And it doesn't take a wise dealer long to find the weak spots of a merchant's delivery system, and to show 'em up so strong that they'll be slipped right onto the tobbogan. The value of the bicycle way of making deliveries has been demonstrated—specific instances of its success exist in every community. Here is a huge field—the commercial field—which offers big opportunities and which has not as yet, strange to say, been exploited for nearly what it is worth.



**Variety in Commercial Bicycles Will Enable Dealers to Get Hard Headed Merchants Interested**

The exhibits at the Chicago and also at the New York Show reveal the splendid development of sturdy mounts with suitable package carrying facilities. Bicycles with wire paniers arranged in ingenious ways, luggage carriers, "bi-cars" and vans have been perfected to a point where they have left the experimental stage and are now giving efficient service to hard headed merchants. The commercial field is to a very large extent lying fallow—it is open to extensive as well as intensive cultivation, and if dealers get on the job they are bound to set a new mark for commercial sales during the 1916 season.

So manufacturers are optimistic—and they have mighty good reasons to back up their enthusiasm. They know that the demand is there—and they know better than any one else that their products are simpler, sturdier and more serviceable than at the beginning of any other season.

Salesmen from all sections of the country brought the good word back to their chiefs and when notes were compared at the annual conferences it was found that the jobbers and the dealers all looked forward to a banner year because of improved local conditions. The travelers have caught the chiefs' enthusiasm, and are actively spreading it broadcast.

The trade needs this enthusiasm to arouse it to a fuller appreciation of the possibilities the present season offers. 1916 brings with it an enthusiasm that is not born of exaggeration, but is the natural result of a happy combination of conditions that presage a strong market for the bicycle. It's up to the dealers to go out and hustle and keep on hustling the entire season.

### NORWAY'S BICYCLE MARKET

According to the American Consul at Bergen, Norway, "there is a pretty fair market for bicycles" in that territory. Such bicycles are imported in parts and put together on the other side by so-called bicycle manufacturers.

### ACTIVITY IN NUEVITAS, CUBA

The American Consul of Nuevitas, Cuba, advises that motorcycles and bicycles are imported into that district in considerable quantities, and that the trade is fast increasing. All of the hardware dealers in the district handle cycles.

## ST. LOUIS TRADE ASSOCIATION ELECTS OFFICERS

ST. LOUIS, Mo., October 3.—Members of the recently organized retail cycle dealers' association held a meeting last week and adopted a constitution and by-laws, and elected temporary officers who will act until the first 1916 meeting in January. A. Schueddig was chosen president and O. F. Hassemer, secretary-treasurer.

It was decided that the organization would be known as the St. Louis Cycle Trades Association. The term "cycle trades" was construed as covering all branches of the cycle business, including bicycles, motorcycles and accessories. The object of the association, as set forth by the constitution, will be to promote the use of the motorcycle and bicycle for pleasure and business purposes and to increase the general interest in cycling by various forms of advertising.

The membership will be active and associate; that is, any one who is engaged in the manufacture or sale of motorcycles, bicycles or accessories, or who is otherwise, directly or indirectly, connected with the cycle trade in St. Louis is eligible to active membership; any person likewise engaged in the cycle trades outside of St. Louis is permitted to take out an associate membership.

All applications for membership should be addressed to the secretary of the association at 4541 South Compton avenue, St. Louis.

### HAZELTON ADDS ANOTHER

Washington, D. C.—E. F. Hazelton has added another store to his already large establishment, and now occupies the premises at 427-29-31 Tenth street, N. W. His shop has been removed to the rear of 429, giving the salesroom a space of 50 x 125 feet. The store at No. 427, formerly a branch of the Vim Cycle Co., of Chicago, has been remodeled for use as a repair shop. Harry Hinton, formerly with T. N. Mudd, Jr., is in charge. The Hazelton stores handle the National, Racycle, Yale and Snell bicycles.

### ADD PIERCE BICYCLE LINE

Louisville, Ky., September 30.—The A. L. Ray Company, agents for the Rayo, Keystone, Princeton, National and Toledo bicycles, secured the exclusive agency for southern distribution of the Pierce line of bicycles. Mr. Ray attended the Chicago show and while there signed the agency for Kentucky distribution of products of the Pennsylvania Rubber Company. Mr. Ray, following his return from the Chicago show, seems well pleased with prospects for the coming year.

### WILL MAKE CORTINES' HANDLE BARS

Dallas, Texas, October 2.—The Chicago Handle Bar Company will close a contract for the manufacture of the "safety first" reversible bicycle handle bar, according to E. J. Cortines, inventor of this bar. Cortines has a large agency here.

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AT THE NEWARK VELODROME WHEN THE NATIONAL TITLE RACE WAS RUN ON OCTOBER 3.

First Two Photos—Finish and Start of Brassard. Middle—Kramer After Victory. Start and Finish of Title Race

# SCHEPENS VICTOR OF CHICAGO FEATURE

CHICAGO, October 4.—Ralph Schepens, the Belgian, won the three-cornered ten-mile amateur motor-paced race, the feature event on the card at the Riverview Velodrome yesterday afternoon. Opposed to Schepens were two other local favorites, Willie Kell, the Chicago Cycling Club crack, and Olaf Lodal, the Dane. Schepens rode a consistent race all through and covered the ten miles in 16:04. Lodal finished second to the Belgian and Kell third, the latter being forced out in the last mile.

Two professional and two amateur races were also decided at the North Side track yesterday. The professionals appeared in a one-mile point race and an Australian pursuit race. The point race was won by Charles Piercey, the Australian, who won the third heat and finished second in the first and second, his total points numbering eleven. Gus Wohlrab, the Jersey City baker boy, ran second in the race, Wohlrab winning the first heat and also annexing a second and a third, making his score ten points. Joe Kopsky, the Bohemian, who won the second heat by a runaway, collected third money with six points, and Ned Young, the Salt Laker, finished fourth with four points. Piercey also won the pursuit race after riding down Kopsky, Wohlrab and Rudi-Russe in the order named. The pursuit race went 2⅓ miles.

Charles Stuckle and Ernest Kockler were the amateur winners in the sprint events for that class. Stuckle beat Kockler and Roy McWhirter in the repechage handicap at a half-mile, while Kockler proved to be the class of the five-mile open for the simon pures. Summary:

Half-mile repechage handicap, amateur—Won by Charles Stuckle, unattached, 80 yards; second, Ernest Kockler, Riverview C. C., scr.; third, Roy McWhirter, N. W. Skating Club, 40 yards. Time, 58⅕ seconds.

Five-mile open, amateur—Won by Ernest Kockler, Riverview C. C.; second, Roy McWhirter, N. W. Skating Club; third, Charles Minnetti, Riverview C. C. Time, 11:52.

One-mile point race, professional—Won by Charles Piercey, Australia, 11 points; second, Gus Wohlrab, Jersey City, 10 points; third, Joe Kopsky, Bohemia, 6 points.

Australian pursuit race, professional—Won by Charles Piercey, Australia; second, Joe Kopsky, Bohemia; third, Gus Wohlrab, Jersey City. Time, 6:30. Distance, 2⅓ miles.

Ten-mile motor-paced race, amateur—Won by Ralph Schepens, Belgian-American C. C.; second, Olaf Lodal, Danish-American A. C.; third, Willie Kell, Chicago C. C. Time, 16:04.

## HANSON WINS CHAMPIONSHIP OF HUDSON CO. WHEELMEN

JERSEY CITY, N. J., October 4.—Charles Hansen, the veteran racing cyclist of New Jersey, has just added another championship to his already long string of victories and is on the road of annexing the first prize for the weekly point races of the Hudson County Wheelmen of Jersey City, N. J.

The weekly point races of his club are held each Sunday of the year, and Hansen has seventy-five points to his credit so far, while his runner-up, George Kaetz, has but sixty points, with John Carey, holding third position with fifty-eight points.

The championship races which were held on September 19 and 26, were highly interesting, with twenty riders competing in the two and five-mile races of the 19th, and fifteen riders in the one and ten-mile races of the 26th.

Hansen scored a first in the two-mile, a second in the one-mile, a tie for second and third places in the five-mile, and third place in the ten-mile, scoring a total of 12½ points, while John Fargo, a recruit to the racing game, showing up well with one first, and two thirds, totalling eleven points.

Total points made by contestants are as follows:

1—Charles Hansen, 12½ points.
2—John Fargo, 11 points.
3—John Carey, 6½ points.
4—Clarence Benton, 5 points.
5—Richard Olsen, 5 points.

## C. R. C. A. RIDER IN FATAL ACCIDENT

While riding toward Greenwich, Conn., during the tri-state century, promoted by the Century Road Club of America, on September 26, Amello Piantedosi, a member of the C. R. C. Association, collided with an automobile and sustained a fractured skull. Two days later Piantedosi died at his home in Greenwich.

The deceased cyclist was very popular among the club riders of New York, and it is therefore with much concern that they heard of the sore straits in which Piantedosi's family has been left by the sudden death of its father. The Greenwich rider left a widow and six children, who are now without any means of support. The Century Road Club Association is asking cyclists to contribute to a fund which will be given to Mrs. Piantedosi on October 15. Contributions may be sent to Sylvain Segal, 1842 Seventh avenue, New York City. Nine dollars has been received.

## A POPULARITY CONTEST

Russellville, Ky., September 30.—Inman & Inman, local merchants, have inaugurated a popularity contest, the prize being a $25 bicycle. The mount, which is equipped with coaster brake, electric light, roller chain and motorcycle saddle, is offered to the boy securing the most votes. One vote is allowed for each cent spent in trade at this store. The purchaser may cast these votes in favor of any boy in the county, and the most popular boy will receive the bicycle on Christmas Day.

# RACE SCHEDULE FOR INTER-CLUB MEET

THE schedule of races of the Inter-Club Amateur Cycle Road Racing League, as decided upon at its meeting held October 4, and the various riders who will represent the various clubs in the races are as follows:

October 10, at 10 a. m. sharp, at Fort Schuyler Road and Eastern Boulevard, Bronx, N. Y., five and ten-mile unpaced races.

October 17, at same place and time, one and three-mile unpaced races; ten-mile individual team race.

The riders to represent the various clubs:

Acme Wheelmen—Fred Miller, Paul Reinike, George Schaab, Joseph Schafer.

Bayview Wheelmen—Robert Henderson, Robert Benwell, Charles Osteritter, Stephen O'Panowitz.

Century Road Club of America, N. J. Division—A. L. Everard, G. A. Knopf, E. E. Fraysse, E. T. Taborelli.

Century Road Club of America, N. Y. Division—J. G. Schmidt, L. A. Fraysse, W. J. Lock, Theo. Heisig.

Century Road Club Association, New York Division—Edwin Jensen, Nelson Johnson, John Marquart, Ray Caldwell.

Glunz Wheelmen—Henry Garbade, Harry Aron, E. Andrews, Peter Brock.

New England Wheelmen—Eugene Aickelin, C. H. J. Tonjes, Charles Eiler, George Polacsy.

Unione Sportiva Italienne—James Papesca, Tony Pace, James Alfonzo, Charles Rabbino.

The first rider mentioned of each club will ride for the individual honor.

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# JENSEN SCORES HIGHEST IN C. R. C. A. MEET

THE annual championship races of the Century Road Club Association, New York Division, one set of four races being scratch races and another set of four races being in the unpaced style, brought Edwin Jensen, who won the 1914 unpaced races and the individual championship of the Inter-Club Amateur Cycle Road Racing League to the front as the champion in both styles of riding. However, Jensen was very closely pressed by Nelson Johnson and John Marquart and Ray Caldwell, who finished in that order.

Edwin Jensen

The competition races were not very fast but the sprints in each race left no room for doubt as to the real champion. The unpaced series showed some phenomenal time being made in the various distances, and but for the lack of sufficient clockers, would stand as new records.

Edwin Jensen, as the result of the unpaced series, will represent the Century Road Club Association in the annual championships of the Inter-Club Amateur Cycle Road Racing League, while the first four in the same series will make up the team, as follows: Edwin Jensen, Nelson Johnson, John Marquart and Ray Caldwell.

Points made in the scratch races are as follows: Jensen, 12; Johnson, 11; Marquart, 8; Mullin, 7; Desimone, 3; Welton, 2; Harvey, 1. The point scores in the unpaced race are: Jensen, 16; Johnson, 15; Marquart, 5; R. Caldwell, 5; Welton, 2; Desimone, 1.

The point scores in detail are as follows for the 1, 3, 5 and 10-mile unpaced races:

| Pos. | Name. | 1 m. | 3 m. | 5 m. | 10 m. | Pts. |
|---|---|---|---|---|---|---|
| 1 | E. Jensen... | 5 | 3 | 5 | 3 | 16 |
| 2 | N. Johnson.. | 2 | 5 | 3 | 5 | 15 |
| 3 | R. Caldwell. .. | .. | 2 | 2 | 1 | 5 |
| 3 | J. Marquart. | 3 | .. | .. | 2 | 5 |
| 4 | J. Welton... | .. | 1 | 1 | .. | 2 |
| 5 | A. Desimone. | 1 | .. | .. | .. | 1 |

## THREE SITES CONSIDERED FOR ATLANTA'S WINTER VELODROME

Newark, N. J., October 4.—Johnny Chapman, the manager of the Cycle Racing Association, returned from Atlanta, Ga., on Sunday afternoon with plenty of good news not only for the promoters, but for the rider's as well. Chapman was very optimistic and thinks the winter track would be a big thing for the promoters and furnish plenty of competition during the winter months for the riders. Frank Edmondson, one of the biggest business men in Atlanta, is going to help back the project to the extent of $5,000 and all of the business people in the Southern State are with the game.

There are three sites under consideration for the track, but the exact location will not be determined on until a week or ten days. Manager Chapman will also receive bids at the end of this week for iron work, carpentry and heating arrangements. When these bids are all in and the site selected work will start at once and by Christmas week the Cycle Racing Association expects to be running races at Atlanta.

## LOCK WINS BICYCLE RACES

Jersey City, N. J., October 4.—William J. Lock won the mile and half-mile championship races held over the Hudson County Boulevard, Jersey City, N. J., on Sunday, October 3, by the Century Road Club of America. Heisig was a few inches behind Lock at the finish of the mile scratch race. Kudrle was a close third. On the half-mile race, Kudrle was second and Schmidt third. L. A. Fraysse won the ten-mile unpaced race in 26:45. Heisig was second and J. Schmidt third. Lock has not been defeated in a scratch race in the last two seasons, and was the winner of the club championship last year. He won this year's handicap championship with 32 points. Heisig was second with 17 points. In the scratch races Lock had 80 points, Heisig 22, Kudrle 18, and Schmidt 16 for the year.

## HENDERSON WINS BAY VIEW RACE

Newark, N. J., October 4.—The Bay View Wheelmen, of this city, held their series of unpaced races on Sunday, October 3, to decide the unpaced champion of the club, who will compete in the Inter-Club contest next Sunday. Robert Henderson captured the club championship by annexing seventeen and one-half points, while Robert Benwell was a close runner up with 16 points. Henderson took the ten-mile and the one-mile events, while Benwell accounted for the three and five-mile races. Henderson covered ten miles in twenty-five minutes and forty-eight seconds. O. Panowitz got nine points in the series, Osterritter got eight and one-half, Grenda five, and Nagel three.

## ALCKELIN TAKES CHAMPIONSHIP

The New England Wheelmen held their championship races over the Eastern Boulevard, Bronx, N. Y., October 3, and E. Aickelin was the winner of the three-mile and five-mile races. In each race there was a close finish. Aickelin was also the winner of the club championship for 1915, with 40 points; C. H. Tonjeo was second, with 23 points. Aickelin will represent the New England Wheelmen in the interclub championships.

## TWO ST. LOUIS RUNS

St. Louis, Mo., October 3.—Two weekend runs were scheduled by the St. Louis Cycling Club for Saturday and Sunday, October 2-3. The Saturday event took the cyclists from the West Gate Tower Grove to Sever's Hotel at House Springs, and the Sunday run was scheduled for Eureka.

# PAPESCA WINS U. S. I. CHAMPIONSHIP

"JIMMY" PAPESCA, last year's champion of the New England wheelmen, captured the unpaced championship of the Unione Sportiva Italiana, by accounting for nineteen out of a possible twenty points in the series of unpaced races which were held on the Eastern Boulevard, Bronx, N. Y., on Sunday, October 3. Papesca took first position in the one, three and five-mile races and second place in the ten-mile, making good time in each event.

"Jimmy" Papesca

Because of his victory, Papesca will represent the U. S. I. in the Inter-Club championship races which will run on the Eastern Boulevard course next Sunday. After the races were over it was found that the distances covered in the supposed five and ten-mile races were short, so that something must be added to the time of 9:07 3/7 which Papesca made in the five-mile, and 18:21 3/5 which Thos. La Rossa made in the ten-mile race. Five points were allowed for first position, four for second and one for fifth. The positions of the first seven men, the points captured in each race and the totals are shown below:

| Pos. | Name | 1 Mi | 3 Mi | 5 Mi | 10 Mi | Total |
|---|---|---|---|---|---|---|
| 1 | J. Papesca | 5 | 5 | 5 | 4 | 19 |
| 2 | T. Pace | 3 | 3 | 3 | 2 | 11 |
| 3 | J. Alfonso | 4 | 2 | | 3 | 9 |
| 4 | L. Rabbino | 2 | 4 | 2 | | 8 |
| 5 | T. La Rossa | | | 1 | 5 | 6 |
| 6 | C. Zoccola | | 1 | 4 | 1 | 6 |
| 7 | C. Rabbino | 1 | | | | 1 |

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# BROWN RETURNS WITH WESTERN CONTRACTS

BUFFALO, N. Y., October 4.—Fred Brown, the general sales manager for the Pierce Cycle Company, who has just returned from a two months' business trip to the Pacific Coast, reports that every dealer he saw was very enthusiastic and all expected that 1916 would be a bicycle boom year.

"And I also found," said Mr. Brown, "throughout my trip that it was the unanimous opinion of both jobber and rider that high grade bicycles, tires, etc., gave the best results, the least amount of trouble and were more easy to ride. These jobbers argue," he continued, "that it is no use trying to sell something the people don't want."

Saufley Supply Company, of Kansas City, Mo., will be the new Pierce Distributors in Northern Kansas, Oklahoma and part of Missouri. Formerly this firm only handled the Excelsior motorcycle. This is their first attempt in the bicycle field.

Pettee Cycle Company, of Denver, have signed up for Colorado and Wyoming. They have just opened up a jobbing department; publish a catalog and will have two men constantly on the road. Cortines Supply Company, of Dallas, Tex., are the distributors for eastern Texas and part of Oklahoma and Louisiana. At El Paso, Tex., C. D. Freeman, the oldest bicycle dealer in that section of the country, took on a Pierce agency.

John T. Bill & Co., of Los Angeles, signed up for the distributorship for southern California and Arizona. Mr. Bill and Mr. Brown made a five-day trip (800 miles) by auto calling on every dealer in the southern part of the State. The Bean Son Company, of San Francisco, Cal., are the northern California, Nevada and Hawaiian Island distributors.

Motorcycle Supply Company are the Portland, Ore., agents. F. M. Bailey, of Tacoma, signed his sixteenth consecutive contract has a Pierce agent. The Spokane Cycle & Auto Supply Company are distributors in eastern Washington, the States of Montana and northern Idaho.

**Sales Manager Fred Brown**

The Bicycle Supply Company, of Salt Lake City, Pierce distributors in Utah and southern Idaho, report that 90 per cent. of the bicycle sales are for Pierce wheels. And while signing up their 1916 contract they gave Mr. Brown an order for a carload of bicycles for immediate shipment. Of this order 25 per cent. called for $50 Pierce Racers, and taking the order as a whole, 50 per cent. of it called for bicycles selling for $40 or more.

### SANBORN'S MILEAGE LEADS IN C. R. C. A. MILEAGE

Chicago, October 5.—The standing of competitors in the annual century and mileage competition of the Century Road Club Association shows that Fred M. Sanborn, of Baltimore, Md., is still leading. He is followed by Sylvain Segal, of New York, N. Y., who gained from third to second place during the fifteen-day ending September 15. The following are the standings up to September 15:

1—Fred M. Sanborn, Baltimore, Md.
2—Sylvain Segal, New York, N. Y.
3—William M. Winquist, Brooklyn, N. Y.
4—George Steppello, Long Island City, N. Y.
5—Duane W. Moore, Bayonne, N. J.
6—Joseph Caldwell, Brooklyn, N. Y.
7—Andrew N. Segal, New York, N. Y.
8—Adolph Weiner, New York, N. Y.
9—Charles E. Hansen, Jersey City, N. J.
10—Carl O. Bonhardt, New York, N. Y.
11—Howard V. Carroll, New York, N. Y.
12—Ray Caldwell, Brooklyn, N. Y.
13—Harry A. Whiteman, Bronx, N. Y.
14—George H. Segal, New York, N. Y.
15—Louis Zemo, Elberon, N. J.
16—Amiello Piantedosi, New York, N. Y.
17—William Feil, New York, N. Y.
18—Robert Wolfson, New York, N. Y.
19—Ralph W. Zarr, New York, N. Y.
20—George Harvey, Brooklyn, N. Y.
21—Alfred Kipling, New York, N. Y.
22—John M. Mitchell, Greenwich, Connecticut.
23—William F. Thompson, New York, N. Y.
24—Alexander S. Thomson, New York, N. Y.

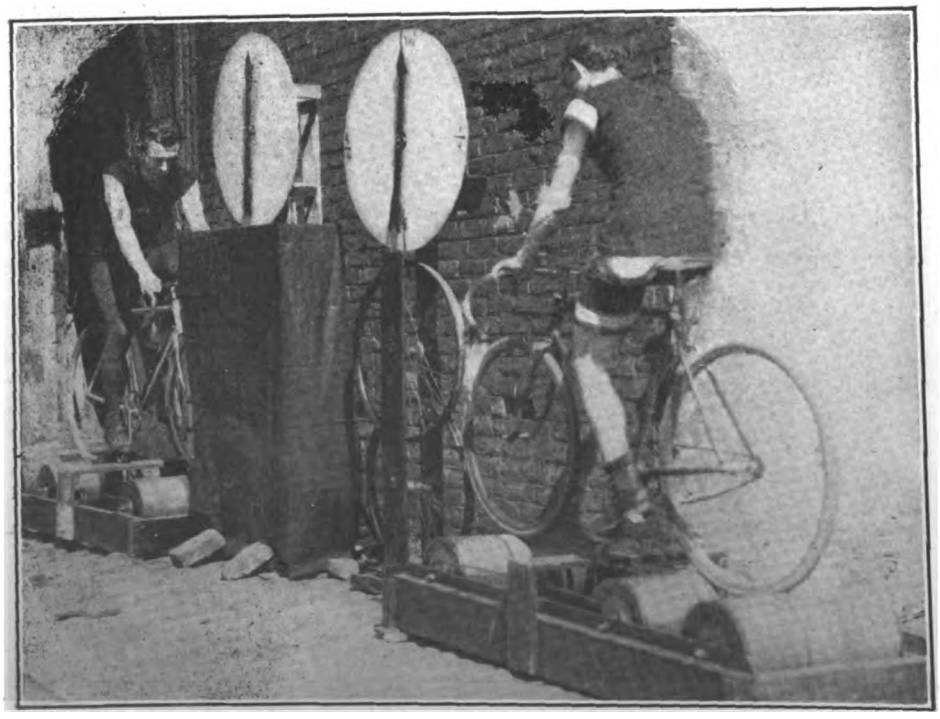
# MARTIN WINS ST. LOUIS HANDICAP ROAD RACE

ST. LOUIS, Mo., October 3.—Twelve riders finished the fourteen-mile road race of the St. Louis Cycling Club, which was held on Sunday, September 26. The first place prize went to W. C. Martin, who had a handicap of nine minutes. F. J. Pollnow, starting from scratch, accounted for the second place prize and first time award. Pollnow's time was forty-two minutes. In all there were nineteen starters.

A silver loving cup and a gold medal were presented to the victor, while the first time award was an order for ten dollars in merchandise, offered by C. B. Jansky, a local cycle dealer. Among the other prizes were Fisk, Akron and Hearsay tires, Atherton, Morrow, Corbin and New Departure coaster brakes, Diamond chains, Kelly handlebars, Star racing pedals and Solar gas lamps.

The officials in charge were as follows: Referee, O. F. Hassemer; timers, Lloyd Faidley, Wm. M. Butler; judges, E. J. Rotty, C. A. Axtell; starter, H. G. Wolzendorf, and clerk of course, Tim Bahnsen. Following are the summaries:

| Handicap. | Name. | Place. | Time. |
|---|---|---|---|
| 9 min. | W. C. Martin..... | 1 | 49:43 |
| 8 " | C. B. Jansky..... | .. | ..... |
| 7 " | Wm. Rodgers ..... | .. | ..... |
| 7 " | C. Lindenschmit ... | .. | ..... |
| 7 " | C. L. Barr..... | 13 | 65:04 |
| 6 " | A. C. Thompson..... | 4 | 49:59 |
| 6 " | A. J. Schreiner..... | 11 | 64:03 |
| 6 " | O. B. Henry..... | 12 | 64:04 |
| 5 " | Geo. Martin ..... | 5 | 49:14 |
| 5 " | Wm. Barry ..... | .. | ..... |
| 4 " | Geo. Mueller ..... | 8 | 50:25½ |
| 4 " | Geo. Henry ..... | 9 | 51:24 |
| 3 " | L. G. Brod..... | 7 | 48:42 |
| 3 " | A. F. Dietrich..... | 3 | 46:58 |
| 3 " | S. Gaskill ..... | 10 | 52:30½ |
| Scratch | F. J. Pollnow..... | 2 | 42:00 |
| Scratch | W. L. Schneider.... | 6 | 45:40 |



**Toledo Club Members on Rollers, Training for Indoor Events**

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The smooth running engine is a feature which has surprised everyone. Its pull on the transmission belt is practically as steady as would be secured from a four-stroke, four-cylinder automobile engine.

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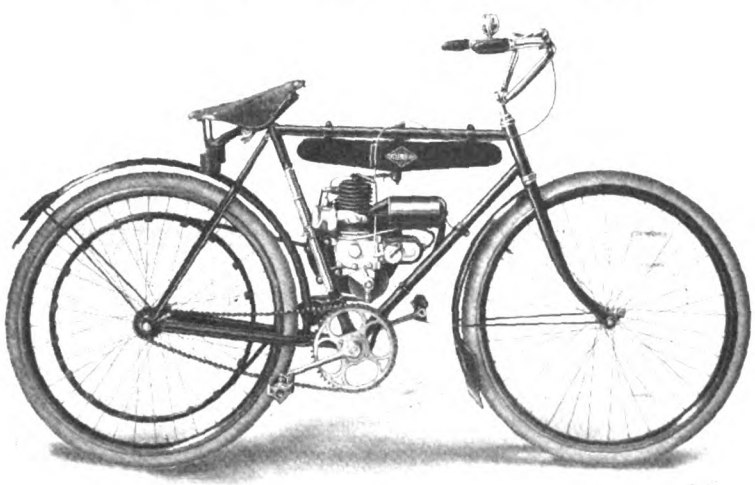




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### MANKATO FAIR RACE

Mankato, Minn., September 30.—Several races were held in connection with the St. Peter Fair which was held in this city on September 21-22. The five-mile professional was carried off by Dave Kinney, Cyclone, second place going to H. Zimmerman, Indian, and third to John Iverson, Cyclone. L. Salbe, Cyclone, accounted for the fifteen-mile open, with Zimmerman second and Iverson third. On the second day of the fair three events were run off, both the ten-mile open anl the ten-mile single cylinder being won by Kinney. Ray Earle, Cyclone, romped home second in the open affair, closely followed by Salbe, while the single cylinder race saw H. Zimmerman, Indian, cross the tape second, leading L. Zimmerman, Indian. A Pope rider finished first in the five-mile single cylinder amateur.

### PROVIDENCE RUN POSTPONED

Providence, R. I., October 4.—The twelfth annual Triangle Run of the Providence Motorcycle Club was postponed until next Sunday on account of rain. Many entries have been received from all points of New England, "Warhorse" Baker being one of the professional riders who was entered.

### NOW HAS HER OWN INDIAN

Springfield, Mass.—Mrs. Leon Filier, of this city, who for several seasons used to enjoy tandem riding on her husband's Indian, recently determined to ride on her own account. She accordingly invested in a "little twin" Indian, and both she and Mr. Filier now ride together on long and short trips. The first of these long tours was made to Saratoga, N. Y., for the races on July 4. The Filiers, on their twins, are familiar sights on the roads leading out of Springfield each Saturday and Sunday.

### INSURANCE FOR MOTORCYCLES

Riders who desire insurance on their machines against fire and theft, accident or collision can obtain the same from Fred C. Birnbaum, whose headquarters are at 533 West 110th street, New York. Mr. Birnbaum represents a number of reliable insurance firms which specialize in these lines for all kinds of motor vehicles. The rate is 2 per cent. of the machine's value. Liability insurance can also be had at the same rate. The policies cover sidecar combinations as well as solo and tandem machines.

### MONTHLY DANCES FOR READING M. C.

Reading, Pa., October 4.—The Reading Motorcycle Club will hold a dance on Thursday evening, November 4, in its rooms in the Leinbach building. During the winter the club will hold a dance once a month. Three new members were recently elected.

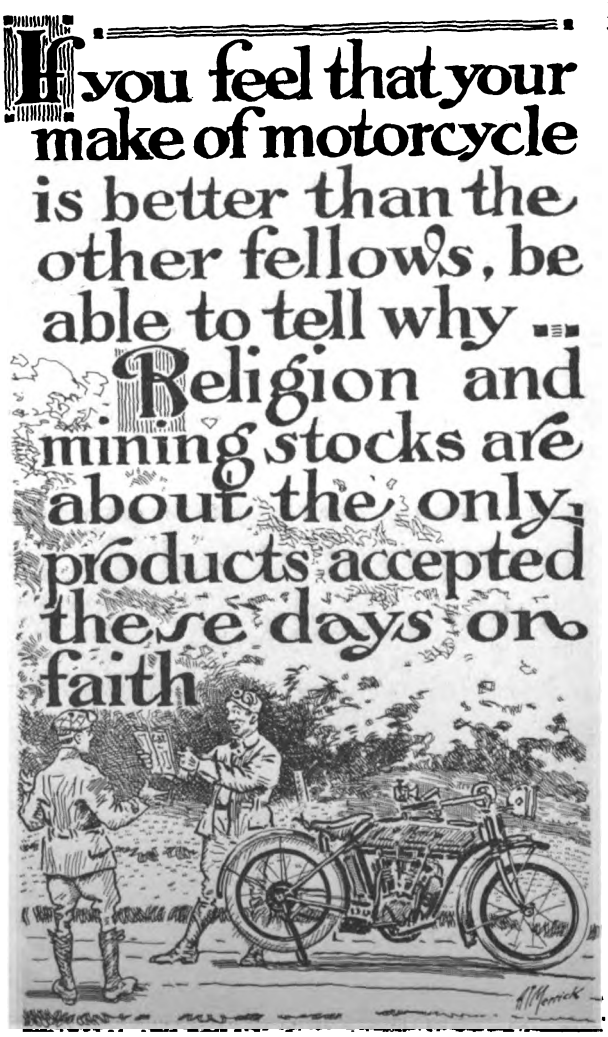
The shop of M. L. Ainsworth, at 215 South Kickapoo street, Lincoln, Ill., has registered with the F. A. M.

### OVER 150 EXCELSIORS IN VARIOUS CHICAGO DEPARTMENTS

Chicago, Ill.—Over 150 Excelsior motorcycles are now in daily use by the various departments of the Chicago police. Seven years ago the use of a motorcycle by any of the Park Boards would have been out of the question and it took a very hard fight on the part of Colonel Leroy Steward in the spring of 1909 to get the Police Department to purchase even half a dozen mounts at all.

However, the first lot used by the police were Excelsior belt-drive singles with magneto ignition, and it did not take a year's service to prove the value of the two-wheeler for park and other municipal work. In 1910, the city purchased 15 more Excelsiors, the various Park Boards were supplied with these mounts. But in Lincoln Park, automobile speeders were to be met with, and twin machines were desired, so another make than the Excelsior was selected, no twin models being at that time made by the Excelsior factory. In 1911 the city police department put on a number of Excelsior twins, however, and later all single cylinder mounts were turned over to city department messengers and officials, the police using twins only thereafter.

The next department to use motorcycles was the police ambulance corps, and eleven Excelsiors with sidecars were shortly purchased. At present, all old models have been replaced by recent ones, the city, Lincoln Park, West Park and South Park Boards all using up-to-date Excelsiors.




### KELLOGGS AT TACOMA

Tacoma, Wash.—W. E. Kellogg and his son Walter, passed through this city recently on their way to Tia Juana, Mexico, and Los Angeles from Middletown, N. Y. They used a Harley-Davidson sidecar combination, the young man driving while his father and camp outfit occupied the sidecar.

The Kelloggs were welcomed by the Tacoma Automobile Club in the person of President Outcault and made that club their headquarters during the stay in this city. They camped all the way along from their home city and had covered every kind of road to be found in the country since their starting out. The Kelloggs expect to have a total mileage of 10,000 soon.

### ELMIRA CLUB WANTS HOUSE

Elmira, N. Y., October 4.—The Elmira Motorcycle Club has been so prosperous during the past season that it has accumulated enough money with which to establish its own club house and now contemplates buying a house or building one immediately on the Chemung River. A purchasing committee will report on desirable locations.

### SEVENTY-MILE CLUB RUN

Marlboro, Mass., October 4.—Seventy miles will be the distance of the club run which the Marlboro M. C. is planning for October 10. Checking stations will be located at Still River, Concord, Framington, Shrewsbury and Marlboro. Competitors will have to cover the course twice, once in the morning and again in the afternoon, an allowance of one-half hour for dinner having been made. The local club will hold an outing at the Bella Hoola Cottage, Fort Meadow Pond, on October 17.

### COGSWELL NOW IN CAPITAL

Washington, D. C.—Ray Cogswell, for a number of years in the motorcycle and bicycle business in Georgetown, has located on 824 Ninth street, N. W., the former home of T. N. Mudd, Jr., Inc. Cogswell handles the Aviator, National, Hudson and Westminster line of bicycles, and is looking for the agency for a good make of motorcycle. He reports second hand motorcycle sales as fine.

### BAKER SELLS OUT

Elgin, Ill.—L. Baker has sold out his interests in the Peck and Baker Indian Agency. The two Peck brothers have organized a new firm to handle the tepee, and leased another store at 10 N. State street, where they will sell bicycles in addition to motorcycles.

### LOCAL COMMISSIONERS

The State F. A. M. Commissioner for Michigan has appointed Leo Crowell as local commissioner for Battle Creek and Calhoun county, and Tom R. Martin for Grand Rapids and Kent county.

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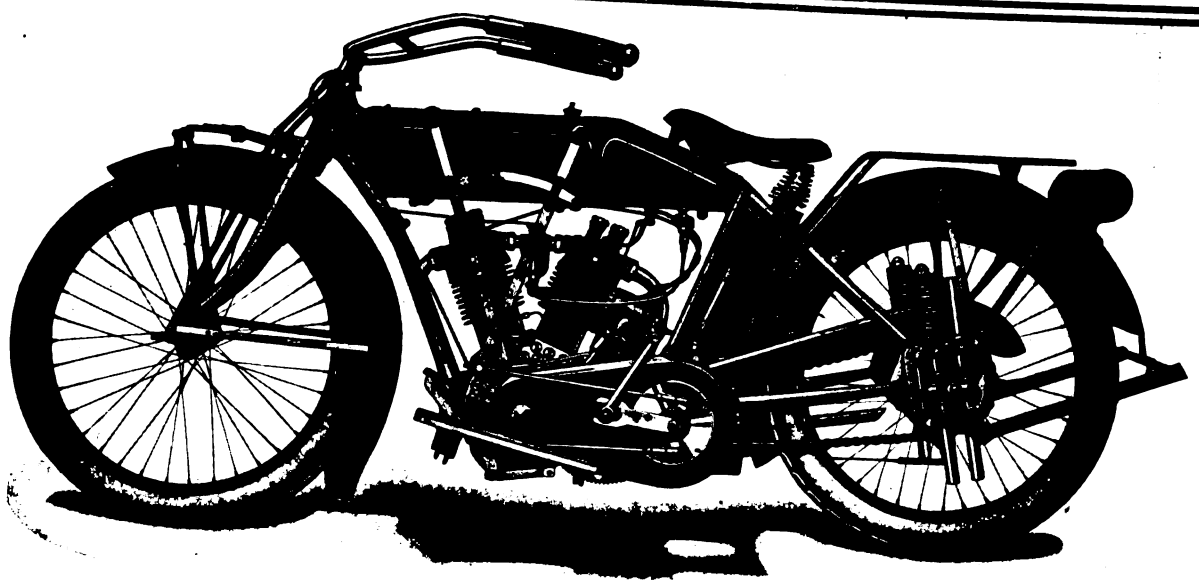

# Full Line Exhibited at the *Motorcycle and Bicycle Show*

## Madison Square Garden—Oct. 11th to 16th inclusive

**SPACE 67, 68, 85 and 86**

# Bicycles *Pope* Motorcycles

The Pope exhibit will prove of interest to every dealer who appreciates the advantage in handling machines that are up-to-the-minute in design and construction, and backed by a world-wide reputation for superiority.

*See the complete line of Pope Motorcycles at the Show!* Listed at $275.—$225.—$200. and $150.

Note especially the Model T-16 Pope Motorcycle with 3-speed gears and the celebrated Pope Twin Motor.

*See the complete line of Pope Bicycles at the Show* including these famous models:

| | | |
|---|---|---|
| COLUMBIA | RAMBLER | POPE |
| TRIBUNE | CRESCENT | CLEVELAND |

Inquire at our space or write us for full particulars regarding our attractive profit-sharing proposition.

**WESTFIELD MANUFACTURING CO.**

Successors to The Pope Manufacturing Co.,

Westfield, Mass., - - - - U. S. A.



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# THE TIRES W

## Sales Guaranteed to Dealers

Goodyear-Akron Bicycle Tire sales more than doubled in one year.

And the number of Goodyear-Akron dealers trebled in eight months.

6,000 dealers now sell these low-priced *quality* tires.

Our 33⅓ per cent reduction in 18 months, coupled with a nation-wide advertising campaign, has made them the fastest sellers on the market.

And our guarantee sales plan is helping hundreds of dealers to increase their business. One dealer had 400 inquiries from 1,300 letters which we prepared, resulting in over 40 repair jobs and many tire sales.

We know what others have done and are doing. We know what you can do. And we know that you will do it if you take advantage of Goodyear dealer service.

Goodyear-Akrons mean more bicycle business for you, as well as more tire business. Quick turn-overs mean larger tire profits.

Goodyear-Akrons make friends as well as money for you. They reduce tire trouble—and that results in making more bicycle riders.

Are you selling them?

If you are, write to us and we'll tell you how we can help you *sell more* of them.

If you are not, send us this coupon, *today*, for our *guarantee sales plan.*

**The Goodyear Tire & Rubber Company**
**Dept. 227, Akron, Ohio**

**Makers of Goodyear Fortified Automobile Tires and Goodyear Blue Streak Motorcycle Tires**

GOOD[illegible] A[illegible]
Bicycle [illegible]

**DEALERS! This Brings Our Guarantee Plan**

**The Goodyear Tire & Rubber Company**
**Dept. 227, Akron, Ohio**

I would like to know about your Bicycle Tire proposition to new dealers. Tell me how you *guarantee sales.*

*Dealer's Name*.....

*Address*.....




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# OUT A RISK!

## Tires Guaranteed to Riders

Goodyear-Akron Tires save you an average of $1.75 each on your bicycle tires. We sell you a non-skid tire now for $2.50 that would cost you about $4.25 in other makes. Multiplied output makes this possible by bringing down factory cost. We pass the saving on to you.

You can pay *more*, but you can't get more at any price than you can get in a Goodyear-Akron: $2.25 each for the smooth tread, $2.50 each for the non-skid tread.

*But we don't stop there.*

We not only save you *money*, but our guarantee on Goodyear-Akron Tires saves you *risk* as well.

Goodyear-Akron Tires are made with the same faithful care and the same scientific understanding of tire problems that has resulted in the enormous success of Goodyear Fortified Automobile Tires and Goodyear Blue Streak Motorcycle Tires.

And we stand back of their performance.

So insist on Goodyear-Akron, the fully guaranteed tire.

Don't take chances on cheap tires—don't waste money on expensive ones.

Any dealer can supply you from stock, or get you the Goodyear-Akron at once from a nearby Goodyear branch.

**The Goodyear Tire & Rubber Company**
**Dept. 227, Akron, Ohio**

**Makers of Goodyear Fortified Automobile Tires and Goodyear Blue Streak Motorcycle Tires**

YEAR
ON
Tires

**RIDERS! Mail This to Save Money**

**The Goodyear Tire & Rubber Company**
**Dept. 227, Akron, Ohio**

Please tell me all about the Goodyear-Akron Bicycle Tire.

*My Dealer's Name is*.....

*My Name is*.....

*Address*.....(2685)




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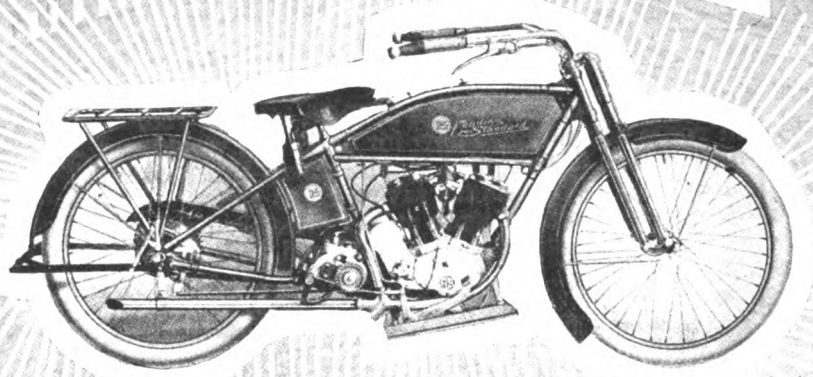
# At the Show



## THREE SPEED TWIN with SIXTY IMPROVEMENTS and REFINEMENTS

The R-S is now fully prepared to step into its rightful place as the world's master motorcycle. Never before in the history of the sport was there presented to the attention of the motorcycle trade such a glittering combination of ideal qualities as in the R-S for 1916.

## For Eight Years We Have Been Building SIDE BY SIDE VALVE MOTORS

And now, another leading motorcycle manufacturer has adopted this type and boldly proclaimed it to be the really perfect power plant. Mind you, we have been proving this for the past eight years.

Add to this fact, these innovations:

**Three Speed Transmission—Double Locking Device—Large Counter-Shaft Clutch Foot and Hand Operated—New Step Starter—New Front Fork—Stronger Frames—Etc.**

For super-ease and comfort, for convenience, for luxurious surplus of power, the equal of the R-S cannot be found. We say this advisably, with full appreciation of the belief extended ordinarily to statements of this nature.

But the R-S is so overwhelmingly the superior of the ordinary run of motorcycles, the brand of service it gives is so convincingly flawless—the terrific silent power of the engine, the beauty and grace of the "lines" of the R-S—these things are so evident—that we break our hitherto cast-iron rule of ultra-conservative statements and proclaim our belief that the R-S is indeed the finest value ever offered the motorcycle trade.

## One Model—One Price—$265

*See Us At The Show*

**Reading Standard Co. 500 Water Street Reading, Penn.**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# "I Specify Morrow Brakes on all Bicycles that I buy"

# "I find that the Morrow is the easiest running, most positive brake on the Market"

Cordele, Ga.

Eclipse Machine Co.,
Elmira, N. Y.

Gentlemen:

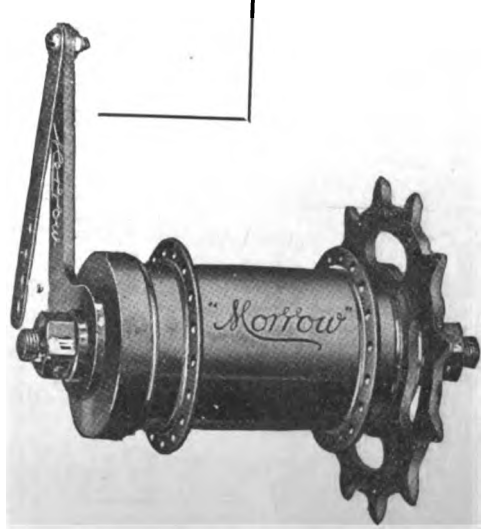
I am mailing you under separate cover a few Morrow Coaster Brake Parts for which please ship new parts, and oblige.

I specify Morrow Brakes on all bicycles that I buy, and I use them altogether in repair line.

I have been in the bicycle business about twelve years and have used all kinds of coaster brakes, and I find that the Morrow is the easiest running, most positive working brake on the market; in applying the brake it doesn't hold with a jerk as most other brakes do, but it takes a firm hold and with very little pressure on the pedal it will stop the wheel instantly.

Trusting that you will ship me the new parts at once, I remain.

Very truly,
G. L. RILES.




# Sufficiency!

## Eclipse Machine Co.
### Elmira, N. Y.

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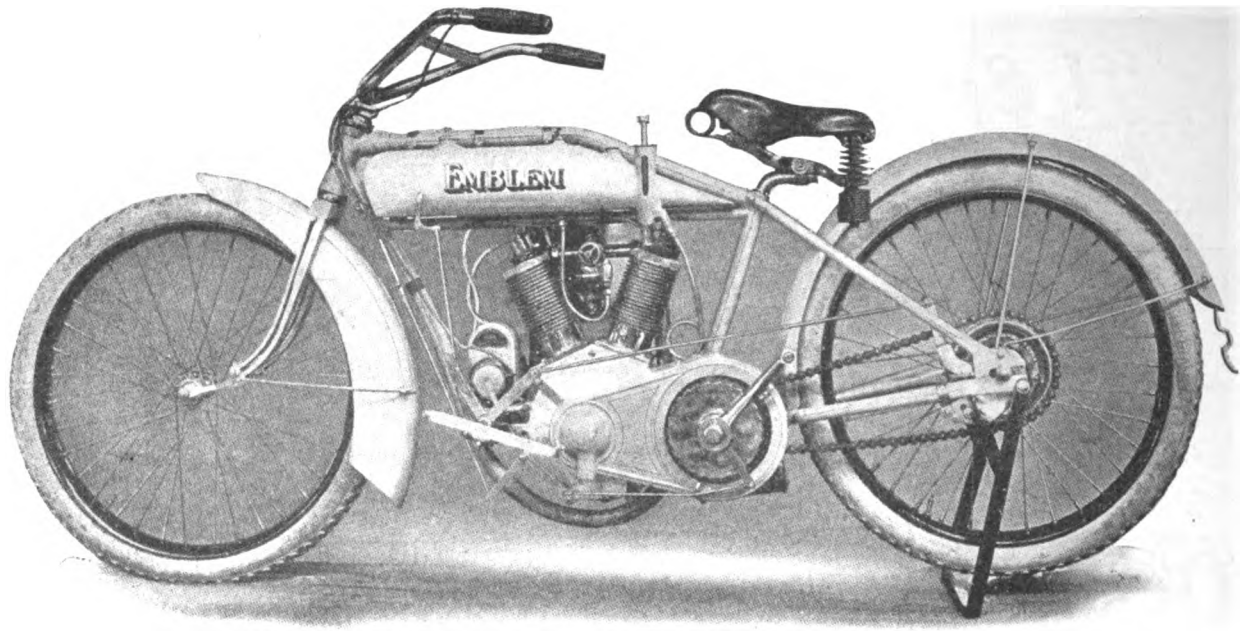


# Emblem—The Only

## Real Lightweight Up-to-Date Motorcycle on the Market!

Here is the *real* lightweight motorcycle—up-to-the-minute in every detail that makes for comfort, convenience and power. Inconceivably light—yet strengthened in every important essential.

Think of it! A 7 h.p. twin cylinder, four-cycle motor—free engine clutch—high-tension magneto—kick-starter—spring front forks—chain drive—foot-boards—and many other features of the highest priced twins!

Since we first brought out the EMBLEM lightweight, we found it desirable to incorporate even further refinements, such as larger tires, better saddle, a more expensive finish—all of which caused us to place the list price of the EMBLEM at $175—at which price it is the greatest motorcycle value in the world.

Come to the show and see this 1916 marvel.

**Emblem Mfg. Company**
**Angola, - New York**



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BE SURE

Model WP2

Insist on ELKHART

# MAGNETOS
## Of QUALITY and ENDURANCE

Manufactured by

## The Elkhart Manufacturing Co.
## Monroe, Mich.

Made by EXPERTS with YEARS OF EXPERIENCE in factory equipped specially for MAGNETOS

Catalogs on request

UNLIMITED GUARANTEE

We make nothing but Magnetos.



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# The National Motorcycle, Bicycle and Accessory Show

## New York Madison Square Garden

## October 11th to 16th

Is a repetition of the successful show just closed at Chicago, where more jobbers, dealers and riders were present than ever before, and they were there for business. DON'T FORGET THAT.

A similar crowd will greet you at the Garden.

Get in personal touch with the Eastern Trade. Meet them face to face. CONSIDER THIS CAREFULLY.

## All 1916 Models Will Be Shown

Come help boost the Cycling Industry and at the same time help yourself.

## Motorcycle Mauufacturers' Association

**For Space Apply to**

**A. B. COFFMAN, - 346 Ohio Bldg., Toledo, O.**




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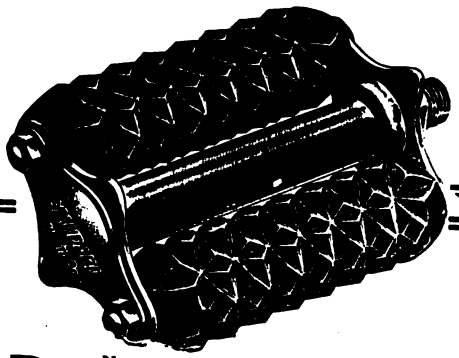


No. 3 MOTORCYCLE PEDAL

# No. 3 STANDARD MOTORCYCLE PEDALS

Our products comprise:

Diamond "E" trade mark brand Spokes and Nipples for Bicycles, Motorcycles, Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals. Screw Machine Products.

When you buy a motorcycle, make sure that it is equipped with STANDARD PEDALS.

Most manufacturers have reasoned out that "STANDARD" EQUIPMENT means increased value on the machine.

STANDARD PEDALS are big, roomy, soft and minimize the shocks. Deeply corrugated to insure positive foot grip. Insist upon STANDARD EQUIPMENT.

## The Standard Company

TORRINGTON, CONN.

# SPLITDORF

## COMMON SENSE SPARK PLUGS

The very simplicity in constructive details of SPLITDORF PLUGS strongly appeals to the leading motorcyclists. A core easily accessible for cleaning and yet absolutely gas-tight is a distinct feature.

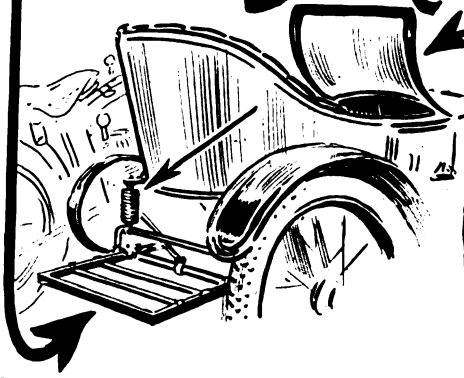
*Indian, Pope* and *Douglass* are prominent motorcycles equipped with SPLITDORF.

SPLITDORF ELECTRICAL Co.

NEWARK, N. J.

*(All SPLITDORF features are fully covered by patent or patents pending)*

# Is Your Side-Car Fully Equipped?



## STEVENS

**Sidecar accessories add that finishing touch of comfort and convenience to the three wheeler that it heretofore lacked.**

### Stevens Shock Absorbers

They smooth out the shocks of spring rebound, and prevent side-sway and skidding. Price, $1.00 per set, complete.

### B. R. T. Sidecar Luggage Carrier

**Can carry 150 lbs.**

The latest STEVENS innovation. Made throughout from angular steel, fitted to the sidecar frame by four strong steel clips. Japanned in black for INDIAN, HARLEY-DAVIDSON and ROGERS sidecars. Price, $2.50.

### Streamline Windshield

For the cold weather, the Streamline Windshield is ideally fitted. Diverts the air upwards, while offering practically no wind resistance. Fits most all makes of sidecars.

*Ask your jobber* *Get the STEVENS literature*

**STEVENS & CO., 375 Broadway, N. Y.**



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# Schrader
## Universal Tire Pressure Gauge

Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

The use of a

**SCHRADER UNIVERSAL**
**TIRE PRESSURE GAUGE**

will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**
*For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or*

**A. SCHRADER'S SON, Inc.**
783-791 Atlantic Ave. Brooklyn, N. Y.

CLEAR-O-U-T

**Mechanical Operated Horn**

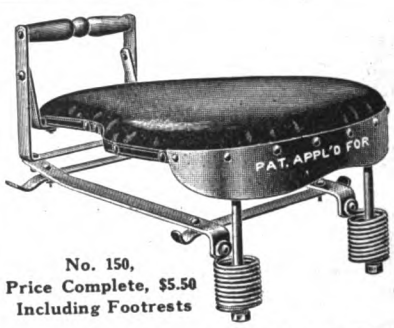
No Batteries or Wiring required

RETAILS AT

**75 CENTS**

ASK YOUR JOBBER OR DEALER

**THE SEISS MFG. CO.**
432 Dorr Street TOLEDO, O.




No. 150, Price Complete, $5.50 Including Footrests

No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete **$5.50**

Dealers and Jobbers, write us for our new Proposition.

**WALD MANUFACTURING CO.**
Dept. F SHEBOYGAN, WIS.

**A LEADER**

by its efficiency sales record is our new

*20th Century* TAIL LAMP

It is Compact and Light and throws white light on license and projects a rear red light.

OUR MOTORCYCLE LICENSE BRACKET Suitable for all Tail Lamps. Price 25c. Holds license Plate Securely. Neat in appearance. Attaches to mudguard in proper position for reflection from Tail Lamp to illuminate license pad.

**20th Century Mfg. Co., 41-43 Warren St., N.Y.**

**Doesn't This Convince You?**

Gentlemen:
My Weed Folding Backrest arrived a few days before I took my vacation, and I have had a chance to thoroughly try out same.

My verdict is for the Weed Folding Backrest first, last and all the time. It touches just the right spot in the back. It not only makes the rider look comfortable, but it makes him feel comfortable. It will no doubt add greatly to the popularity of motorcycling as a sport. As you have something of real benefit and comfort to offer the rider, the popularity of the Weed Folding Backrest seems assured.

Yours in comfort,
CHAS. F. EVANS,
Chief Inspector,
Hendee Manufacturing Co.

**$3.75**

*We have other letters just as convincing*

**Weed Folding Backrest Co.**
Stamford, - - Conn.

You get quick results from advertisers when you mention MOTOR CYCLE ILLUSTRATED.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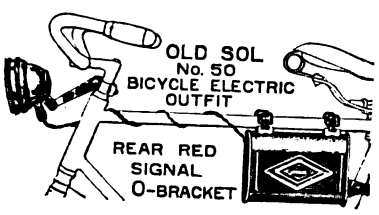
# "Old Sol" AT THE SHOW

## See Us There

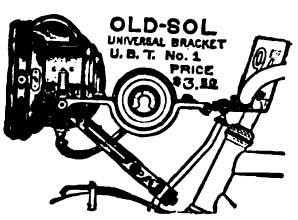
Let us show you the new "Hornlite," the new Hawthorne Carburetor and a couple of dozen other typical "Old Sol" innovations.

**Be Sure to See Us at the Show.**




## Hawthorne Mfg. Co.

**Bridgeport, Conn.**



F-N Combination attachment, made with special fittings for each individual make and model of motorcycle. Useful as a tandem seat or luggage carrier—always on the job and ready for either purpose. Price, complete, $10.

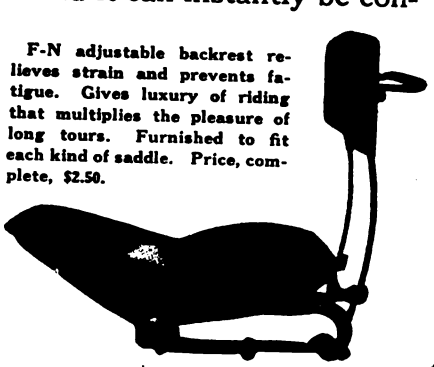
F-N

# Popularity—Quality Salability—Service

Quality is the basis of the popularity of the F-N line. This quality has made the F-N the easiest-selling, the most definitely serviceable line on the market.

The F-N Tandem seat, with its easy-action patented spring and its luxuriously comfortable cushion—low, well-balanced and easy to steer with two "up." And it can instantly be converted into a practical luggage carrier, with ample strength for the heaviest loads.

Instantly attached, as models are made to measure for each individual make of motorcycle.



F-N adjustable backrest relieves strain and prevents fatigue. Gives luxury of riding that multiplies the pleasure of long tours. Furnished to fit each kind of saddle. Price, complete, $2.50.

*GET OUR BIG POSTER—FOUR COLORS—AN ORNAMENT TO ANY STORE. FOR DEALERS ONLY.*

**Fentress-Newton Mfg. Co.**

**253-256 Lafayette Blvd. - Detroit, Mich.**



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# THE MOST BICYCLE FOR THE LEAST MONEY

BICYCLES EXCLUSIVELY

NEW YORK SHOW
SPACE No. 120-121

If you wish to make money and satisfied customers, write us

CAPACITY 500 BICYCLES DAILY

## GREAT WESTERN MANUFACTURING COMPANY, LA PORTE, INDIANA, U. S. A.

## Here's up to the Minute Delivery, Dealers!

DON'T MISS US!

Give us an opportunity to show you something new—the

*Merchants Bicycle Delivery Van*

Madison Square Garden
At the Smith Motor Wheel Spaces
73, 74, 79, 80

WM. H. CAHN CO., Inc.
DISTRIBUTORS

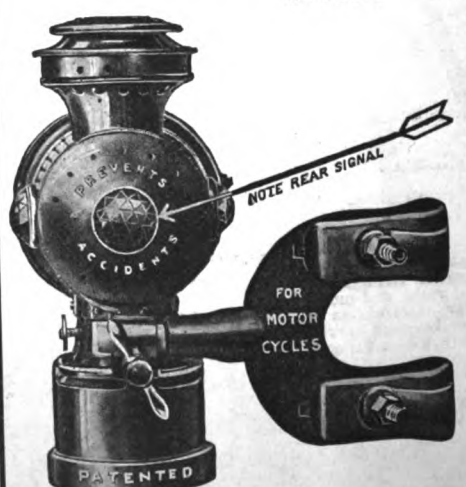
M. WORKSMAN
MANUFACTURER

## The Neverout

REG. U.S. PAT. OFF.

MOTORCYCLE OIL LAMP

(Patented)




Burns 10 hours on one filling with kerosene

Guaranteed to stay lit or money back

Made of best quality brass—cannot rust

Riveted and clinched

No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.

FOR SALE BY LEADING DEALERS

*Write to us for complete description*

ROSE MANUFACTURING COMPANY
933 ARCH STREET PHILADELPHIA, U. S. A.

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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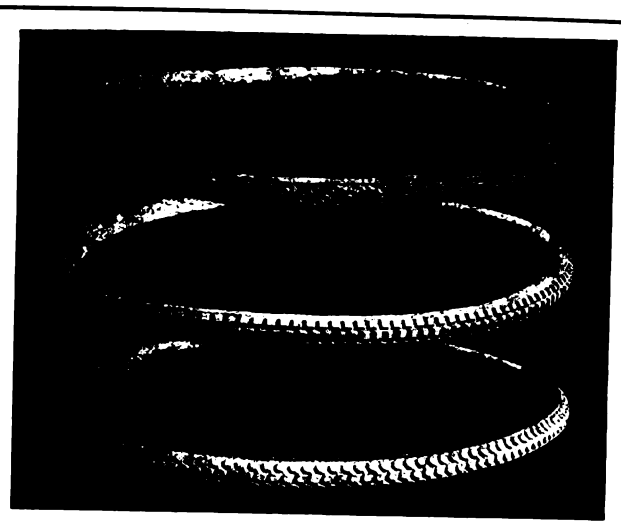
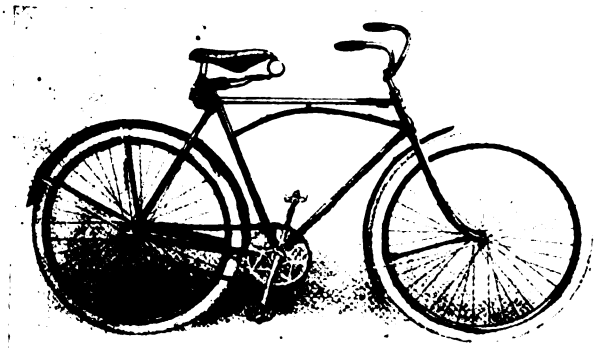
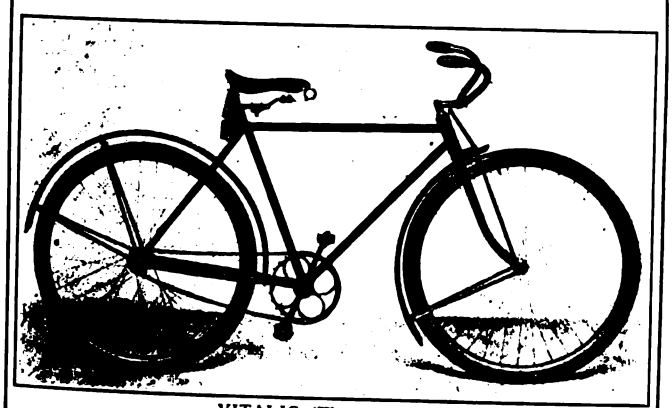


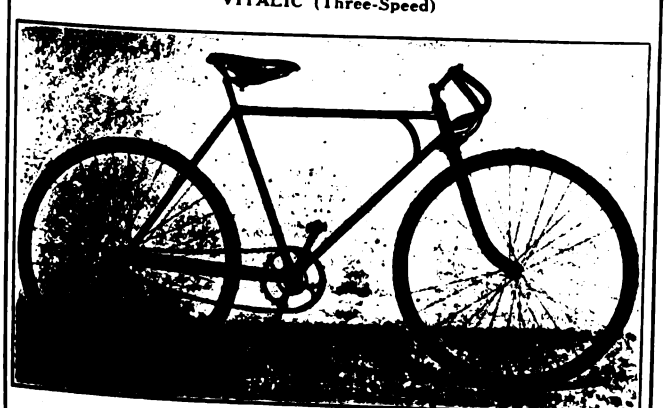
MASCOT TIRES FLAT CUT ARMY TREAD



BLACK DIAMOND



VITALIC (Three-Speed)

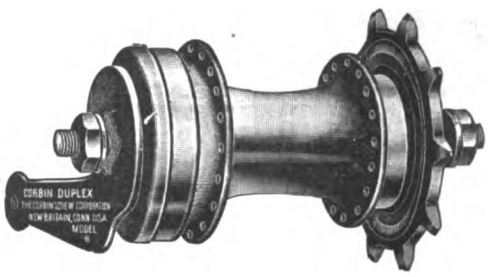


BLUE STREAK

Also Four New Hudson Models

**CITY SUPPLY CO.,** 56 Warren St. NEW YORK

Wholesale Bicycle and Motorcycle Accessories




# Remember!

No other bicycle coaster brake yet developed has been so thoroughly tested by riders as has the

**CORBIN**

## Duplex Coaster Brake

And no other coaster brake has come through these tests with so convincingly sound a record.

Specify the Corbin Duplex. Sold and equipped by dealers everywhere. Investigate today!

***Catalog on request***

## The Corbin Screw Corporation

THE AMERICAN HARDWARE CORPORATION
Successor
NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

Makers of Corbin-Brown Speedometers and Automatic Screw Machine Parts.

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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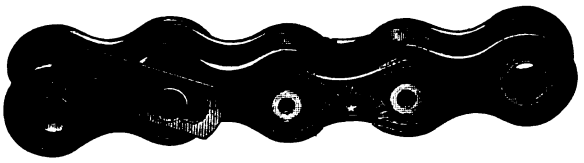


# "DUCKWORTH"

## Denotes

# Durability

The quality of material, the carefulness and skill in manufacture accounts for the Durability and Serviceability of these foremost American-made Motorcycle Chains. The following are only a few of many proofs attesting to the great transmission efficiency of

# Duckworth Chains

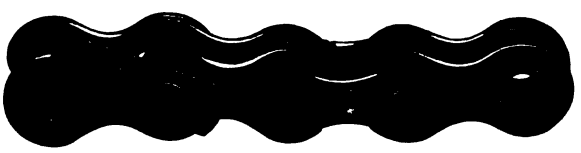
Coast to Coast Record (San Diego, Cal., to New York, N. Y.), 3,378 9/10 miles, made by Erwin G. Baker on a DUCKWORTH CHAIN equipped Indian. Time, 11 Dys. 12 Hrs. 10 Min.

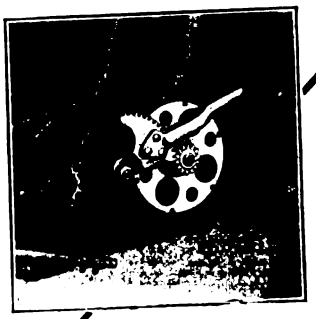
300 Mile Savannah Road Race, won by Lee Taylor on DUCKWORTH CHAIN equipped Indian. Time, 5 Hrs. 2 Min. 30 Sec.

300 Mile Tacoma Race, won by Earl Armstrong on DUCKWORTH CHAIN equipped Indian. Time, 3 Hrs. 45 Min. 27 9/10 Sec.

Three Flag Record (from Canada to Mexico), 1,655½ miles, made by Erwin G. Baker on DUCKWORTH CHAIN equipped Indian. Time, 3 Dys. 9 Hrs. 15 Min., a daily average of 475 miles.

**Duckworth Chain & Mfg. Co.**
**SPRINGFIELD, MASS.**





The Indian Pioneer Starter.
Our circular fully describes this convenient device.

## MAKE IT UP-TO-THE MINUTE

Owners of 1913 or 1914 Single Speed Indians make your machines "up-to-the-minute"—install the new starting device

## Indian Pioneer Starter

It does away with pedals.
It makes starting a pleasure.
It modernizes your motorcycle.
It puts the clutch control on the right.
It does away with old thrust ball-bearing in the clutch.

*Don't neglect to write for descriptive circular*

ASK YOUR DEALER ABOUT THE

## IDEAL STAND

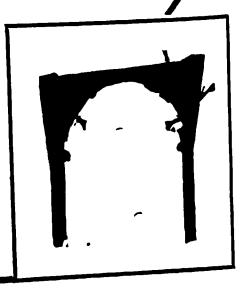
THE MOST PRACTICAL STAND MADE

The **IDEAL Stand** is adjustable and will compensate for all the unevenness in the ground—it has a wide base which prevents it from digging into soft ground. It is made to fit all standard makes of machines.

Is very easily operated by the foot. Push the lever No. 1 downward, thus disengage it from the fork No. 2, which latter then may be moved to either side (revolving on the rollers No. 3 and 4), in order to get the machine in a vertical position.

**Price $4.00**

The stand is guaranteed for one year against defects in material and workmanship, and same or part of it will be replaced if sent to the factory for inspection.



**The Pioneer Mfg. Co.,** WEST ALLIS Milwaukee, Wis.

# Long Island Dealers

Be Sure to Visit

# BOOTH 142

## Headquarters for Long Island Dealers

## At the New York Show

See our exhibit of Motorcycles, Bicycle, Accessories and Sporting Goods

## A. H. PATTERSON

**1080-1082 Bedford Ave., Brooklyn, N. Y.**

New Branch Store Opens October 15th at

**713 FLATBUSH AVE.**

**Corner Park Side** **BROOKLYN**



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# AB HORNS

$2.50 With Cord and Push Button

Motor Cycle Electric Vibrator

Standard Equipment on "Harley-Davidson"

Low Amperage Easy on Your Batteries

*See your dealer or write us direct*

**Adams-Bagnall Electric Co.**

CLEVELAND

New York Pittsburgh Detroit Chicago St. Louis

# SPACE NO. 98

## At the New York Show

You will find the following well known favorites of the bicycle trade. They are known from coast to coast and are easily superior to any products of their kind. Be sure to visit our comprehensive display.

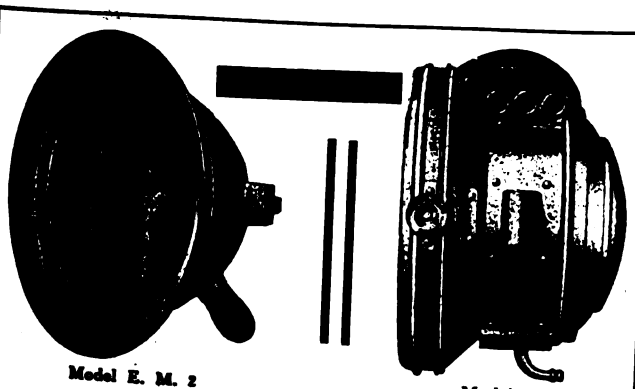
*"Look for the Green and Yellow Tube"*

## Neverleak Tire Fluid
## Hosmer's Cements

HOLDFAST LIQUID SHELLAC
HOME OIL
SUCCESS EMERY GRINDER

**Buffalo Specialty Co.—G. A. Hosmer Co.**

BUFFALO, N. Y.



Model E. M. 2 Model 156

# SOLAR MOTORCYCLE BICYCLE LAMPS

**Reliably Efficient** See them at Space 100 New York Show

Model E M 2 Electric $5.50

The Harley-Davidson and Excelsior 1916 equipment

Model 156 Gas $9.00 A splendidly sturdy lamp. A good seller. New Model S and 3 D-S are in great demand by bicycle riders who wish a [illegible] of strong [illegible]

New Model S. (Bicycle)

# DIMMER GOGGLE

RETAIL AT 75c. EACH

Constructed entirely of Parisian Ivory. Durable, unbreakable, washable, sanitary. Bound in solid rubber, which gives that cool touch to the face. Self-adjusting head band.

Mr. Dealer:

Ask your Jobber to include in your next order a dozen Chicago Dimmer Goggles, No. 1 style, they are Non-Breakable, made in clear, amber, or orange color, with green, or orange Dimmers.

Manufactured by

**CHICAGO EYE SHIELD CO.**

128 So. Clinton Street CHICAGO, ILL.

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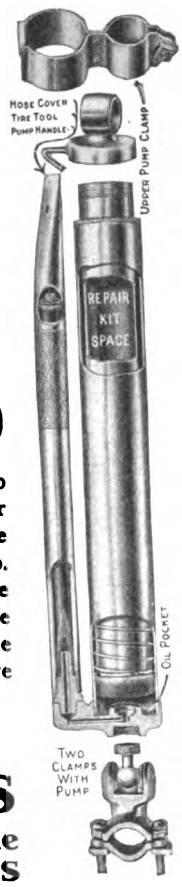
# Pump—Repair Kit Tire Tool— All in One

Here's the handiest little tire outfit ever put out. Made of the best material money can buy, the Jones' Tire Pump works all the time. Not only do you find in the

## Jones' Tire Pump

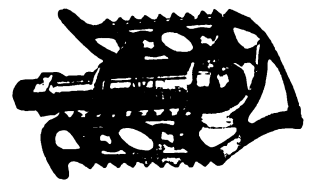
a reliable, efficient pump but *in* the pump there is room for a complete tire repair kit. Patches, cement and extra valve parts can be carried inside of the pump. And what's more, the handle can be used as a tire tool. You get the whole business, pump, tire repair kit and tire tool at the price of the ordinary tire pump.

Ask your dealer or write us direct.




**JONES & NOYES**
227-31 West Austin Avenue
CHICAGO ILLINOIS

No. 1 Rat Trap



**DEALERS — Insist on Majestic Pedals For 1916 Bicycle Equipment**

# MAJESTIC PEDALS

**Look Better—Are Better—Cost No More**

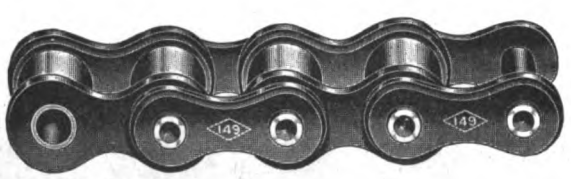
Your Jobber will supply you if you specify MAJESTIC.

Write us for sample order, we will bill them thru your jobber.

**MAJESTIC MFG. CO., Worcester, Mass.**

No. 20 Rubber

# "149"




## Accurate—Strong—Durable

The No. 149 is built to withstand hard service, and operated under anything like normal conditions will give the best of satisfaction.

Every part is accurate, the wearing parts are heat treated carefully and scientifically, the rollers DO NOT BREAK.

Use No. 149 on your motorcycle and get the satisfactory service thousands of other riders are enjoying.

Look for This
TRADE ◇ MARK
On Every Link

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**

# On the 1916 Models

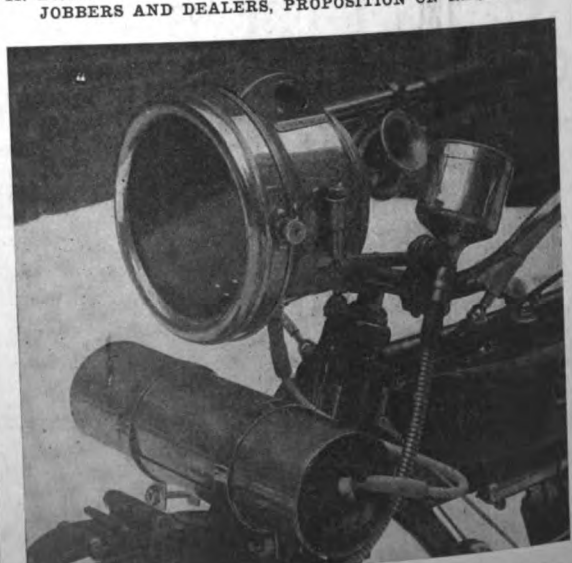
**With the old reliable Prest-O-Lite**

For Looks, For Convenience, For Economy, For Comfort, use

***LEONARD'S PRESTO-BRACKET***

1. Betters appearance of your machine 100%.
2. Takes away danger of striking tank, if thrown.
3. No long tubes to break or clog.
4. Places your Presto Tank in front, where it belongs.
5. Betters light by its direct connection.
6. Permits gas adjustment while lighting.
7. Makes riding easier, because of added weight over front wheel.
8. Tank is removed easier and quicker.
9. Removes all interference with filling gasoline tank and operating machine.
10. Because of its reasonable cost.
11. Because it is the best Presto-Lite Bracket you can buy.

JOBBERS AND DEALERS, PROPOSITION ON REQUEST.



**G. A. LEONARD MFG. CO., Burlington, Vt.**

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## $16.75

AN ACTUAL NECESSITY

Dealers everywhere are pronouncing it the only real practical device of the kind. It is not a plaything. Fits any bike. Detached in a minute. Scientifically balanced.

NO LIMIT TO COMMERCIAL POSSIBILITIES

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## SMITH MOTOR WHEEL DEALERS

The HOUGHTON "BI-CAR" will sell more Motor Wheels for you. Every try-out means a sale. It is the first and only low-priced and efficient method of delivery for every merchant. Inquiries coming from every section. Act quickly.

**HOUGHTON - - MARION, OHIO**

WITH
Commercial Body

WITH
Smith Motor Wheel

# One Grip and Out Comes the Rivet!

For that roadside repair, here's the one tool that does the trick every time and in the shortest possible time. It is the simplest thing you know of to take out a rivet with the

## Peerless Motorcycle Chain Tool

No screws—no threads—no twisting. And its universal—only one size tool for any size chain. Saves time, labor and temper—for the repair shop or for the road—indispensable.

**PRICE $1.50**
At your dealer or direct.

## CAILLET BROS.
WELLINGTON, COLORADO

# The Savage Jerk of the Back Pedal

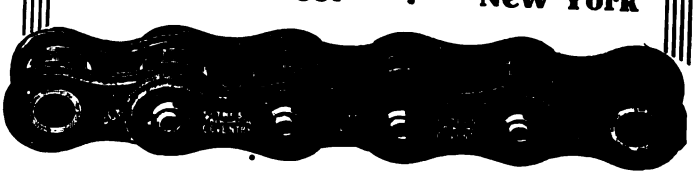
Do you ever stop to think of the terrific strain you apply on your pedal chain when you suddenly set your brakes in an emergency? Suppose that chain should snap at a critical moment? Are you SURE it won't? You can be, if you equip with

## "The Coventry" Chain

**"The Motor's True Mate"**

Built for the harsh service of motorcycle usage, tested to be 100% more efficient than necessary, sold with an iron-clad guarantee of quality and flawless perfection "The Coventry" Chain stands foremost in the ranks of transmissions. There are many good chains—we can't deny it—but by the exercise of judgment and discrimination you will find that "The Coventry" Chains are just a bit better. Write for our catalogue.

**HERBERT F. L. FUNKE COMPANY**
**112 Broad Street : New York**



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For Motorcycles—.135 x .110 and .136 x .109. Made of high grade wire, either hand buffed or regular bright nickel finish.
For Bicycles—.092 x .078; .080 x .069; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

**The National Screw and Tack Co.**
Cleveland, Ohio

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## MOTORCYCLE PLUG

Thousands of motorcyclists depend on Rajah! Every careful motorcyclist should!

The short, substantial, electrodes are made from specially imported wire, and are guaranteed not to burn off.

**"Ignition Absolutely Sure"**

Price with thumb-nut terminal $1.25 Postpaid.

RAJA H AUTO SUPPLY CO., Bloomfield, N. J.




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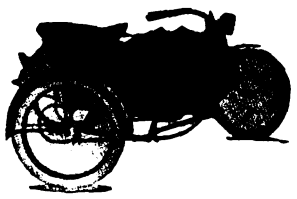
Officially adopted as standard equipment by leading motorcycle manufacturers. See it at Space 10, New York Show, or write for catalog.



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PROMPT SERVICE

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WE HANDLE A COMPLETE LINE OF WAGNER MOTORCYCLE PARTS

EXPERT REPAIRING
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FRAME AND FORK STRAIGHTENING

CYLINDERS REBORED AT REDUCED PRICES

ESTIMATE GIVEN ON ANY REPAIRS

**MOTORCYCLE SUPPLIES**

**MOTORCYCLE ACCESSORIES CO.** ST. PAUL MINN.

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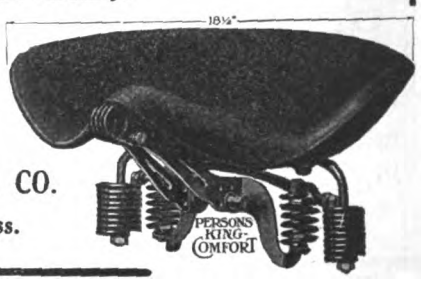
## Says Old Man Comfort:

*"Pretty Soft" is the seat on which I sit. Do you think I'm surprised?—not a bit. It's got all the qualities to make it right, and for comfort—well, it's out of sight.*

## Persons King Comfort Motor Seat

By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

Write for full "dope" on the greatest saddle of them all.

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Worcester, Mass.

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Catalogs now Ready

No. 60 Motorcycle Supplies
No. 61 Bicycle Sundries

The most complete books of their kind ever issued.

**FREE TO DEALERS**

who write us on their letter heads or enclose their business cards. Ask for our Bargain Books, too.

"INDIAN" Motocycles — "PIERCE" Bicycles

**New York Sporting Goods Co.**
15 and 17 Warren St., near Broadway, New York

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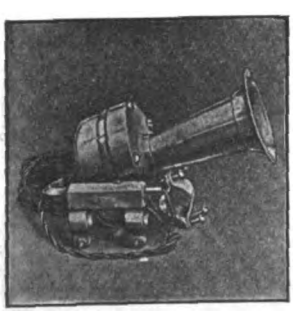

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## Electric Motorcycle Horns

**Nos. 7 and 7A**

**Reduction in Price Same Quality**

Special proposition to jobbers and dealers.

Write for descriptive circular and new prices.

**SCHWARZE ELECTRIC COMPANY**
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Bicycle Supply Co., Salt Lake City, Utah
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5,000 pounds breaking strength. Here's a husky, reliability-proven chain that's yet the lightest on the market. Holder of more world's records than any chain made. Write for booklet.

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Canal and Sullivan Sts.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee



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# Berling Magneto

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

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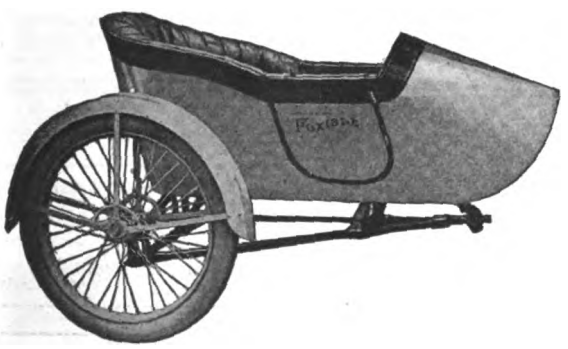
THE NEW FLXICAR



The car you will eventually buy. Write for descriptive folders

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E. J. Brennan (New York City and Brooklyn Distributor)
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Perfect, guaranteed Electric Lighting-Ignition System for Motorcycles.

Tested and approved by thousands and thousands of riders.

See it in Successful operation on Harley-Davidson 1915 Model.

Remy Electric Co., Anderson, Ind.

The Oldest Supply House in America

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You can't be up-to-date without it.

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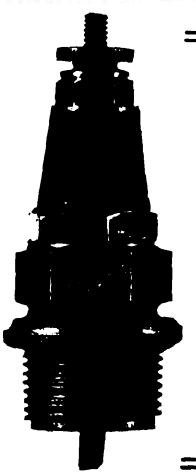

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WRIGHT SPARK PLUG

is so continuously given by the WRIGHT SPARK PLUG that users forget what ignition trouble means. The "WRIGHT" has helped win many important races. They will be used as Regular Equipment on the

HARLEY-DAVIDSON 1916

*Get Wright Plugs for Right Ignition*

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*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*
*Cyclone Deliveries Being Made Daily*

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# National Dealers' Directory

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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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VICTOR PELIZARRE, Mgr.

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All Makes of Bicycles—Expert Repairing.
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Parts for DAYTON and DE LUXE
Repairs and Supplies
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'Phone, 3352 Morningside.

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Agent for INDIAN MOTORCYCLES
Repairing Storing
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MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

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Send For Our Catalogue and Dealers' Price List.
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Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
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These tires are fresh stock practically perfect, but slightly discolored in spots
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Full line of accessories—Used machines.
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Machines Sold on Easy Terms. Phone: 2045
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All makes of bicycles—expert repairing.
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**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
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Real Values in used machines

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Complete Line of Parts and Accessories
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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for HARLEY-DAVIDSON Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
We Fix Everything

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and
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**EDWARD RYAN,**
233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
EXCELSIORS
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
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Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
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by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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Phone, 6317 Barclay.
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Everything for Motorcycles.
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# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c. — MORE THAN ONCE TWO CENTS A WORD PER ISSUE

STOLEN, 1914 Twin Harley-Davidson single speed motor No. 3527-H; equipped with Firestone non-skid tires; Presto-Lite tank, headlight and tail lamp; dent in right front side of gasoline tank; caused by lamp bracket turning against tank; Stewart speedometer; rear shaft drive; shaft was missing; a special made sidecar was attached to machine; Rogers chassis with home-made body, lamp on hood; no fender over wheel. $25.00 reward for information leading to its recovery. C. E. Phillips, 7416 Parnell avenue, Chicago, Ill.

FOR SALE 1915 Indian motorcycle three speed Big Twin; fully equipped, including Splitdorf magneto-generator; electric lights; clock; Corbin-Brown speedometer; F. N. tandem with sideseat attachments; extra tube and luggage carrier; new Penn. vacuum cup casing on rear. Machine has had excellent care and only run 3,000 miles; cost with equipment $360.00. Will sell for $250.00. Will ship on $25.00 deposit, balance C. O. D. Address Motorcycle, Box 697, McComb, Miss.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.

FOR SALE—cheap 1912, twin cylinder, 8 horse power Marsh Metz motorcycle. Write Charles Porter, Box 35, Lawsonham, Pa.

100 MOTORCYCLES; new and second-hand; all makes; $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel, "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co., 1777 Broadway, Room 450.

"MUELLER CYCLE & SUPPLY CO., 726-730 NATIONAL AVE., MILWAUKEE, WIS. "OLDEST AND LARGEST DEALERS IN THE NORTHWEST."

MORTOCYCLE AGENCY WANTED—Two Dutch practical experienced motor engineer tradesmen, commencing with CAPITAL and NUCLEUS business, desires agency for motorcycle and light car. Best references. Write "Sub E. 28" to Rouma & Co.'s Advertising Agency, Amsterdam, Holland.

AUTOMOBILE AND MOTORCYCLE FACTORY which is not yet represented in Scandinavia, please send catalogue and cheapest export price for first class small cars for 2 and 4 persons, as well as 2 cylinder motorcycles with pulling-chain. George Hjorth, Freport, Copenhagen, Denmark.

WANTED—Traveling salesman for motorcycle supplies. Must be experienced. State last employer. T. S., MOTOR CYCLE ILLUSTRATED.

FOR SALE 1915 Twin Indian, with tandem, $175.00. Run only 600 miles. Henry A. Hirsch, 1605 Atlantic avenue, Atlantic City, N. J.

20 SECOND-HAND MOTORCYCLES. Must be turned into cash. Your opportunity to get a good bargain. Write at once for descriptive list. C. V. Pendleton, Jr., Norwich, Conn.

$150 takes a 1914 two-speed Excelsior; electrically equipped; Corbin speedometer. Geo. H. Smith, 1035 N. Grand avenue, St. Louis, Mo.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

FOR SALE—New 1915 Rogers sidecar, $65. For full particulars address Ray Fuller, 1020 Arlington ave., Plainfield, N. J.

"HELP.! HELP!! Bring our 1915 season to a close. All models listed in our circular No. 49, *reduced 5 per cent. from list.* Do not delay your reply, but write at once. All makes and models at $10.00 to $200.00. TRUCKS, SIDE-CARS, SIDE-VANS AND BICYCLES.



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# Right Tools — Make Motorcycles

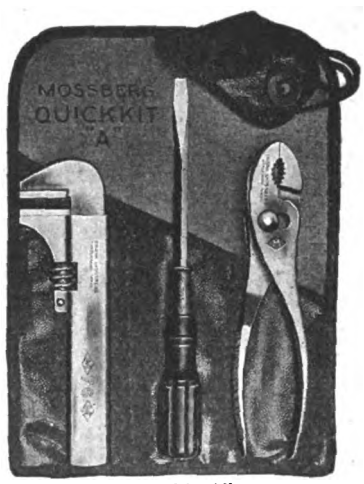
## And Keep them right

**Isn't it very true that a few good tools are absolutely necessary to assure successful racing or, touring or, delivery work?**

**For instance:**

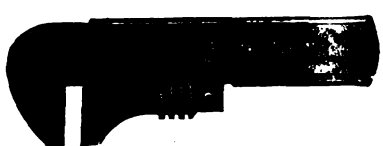
**"Quickkit A"**

**contains all tools that are absolutely necessary in all motorcycle work.**
**"76" 6-8" Telescope Wrench.**
**Sterling 6" Pliers (Knurled Handle)**
**"705" Motorcycle Screwdriver.**
**(Each tool the best of its kind made.)**
**In waterproof kit.**
**Price .....$1.10**



"Quickkit A"

**Mossberg Tools Are Ab-so-lute-ly Guaranteed**


"74" Telescope Wrench

**The Little Old "74"**

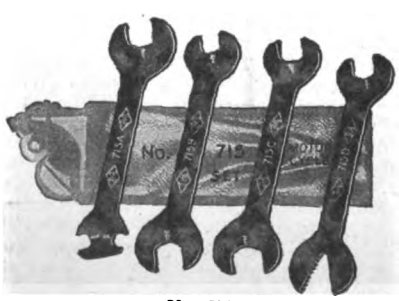
**The Neatest, Strongest 4½" wrench made. Opens 2⅛ inches, giving a working leverage of 6⅜ inches.**

**Polished Nickle .....36c.**
**Polished Mottled .....30c.**

**Send for complete Motorcycle Tool Book No. 182-C**

**Thin-Model, Motorcycle Engineers' Wrenches Set. No. 715.**

**Especially designed for motorcycle work and just the 9 openings necessary for quick, clever work, packed in canvas waterproof case—**
**Price .....50c.**


No. 715

# FRANK MOSSBERG CO.

**ATTLEBORO, MASS.**



# If You Bought This Copy of

# Motor Cycle Illustrated

# from a News-Dealer,

If you are not a regular subscriber, and prefer to buy your copies from a news-stand, then **place your order** with your regular news-dealer, so that you will get your copy each week as issued.

Your news-dealer will be glad to order **Motor Cycle Illustrated** for you, provided you promise to take your copy each week.

Just fill in the coupon below, tear it off, and mail or deliver it to your news-agent. As **Motor Cycle Illustrated** is non-returnable, news-dealers will not order it unless they are assured of having no "left-overs."

## USE THE COUPON TODAY

- - - - - - - - - - - - - - - - - - - -

Date.....

(Name of News-Dealer)

Mr. .....

Address .....

Dear Sir:
Order one copy of **Motor Cycle Illustrated** for me each week until further notice. I will pay you 10c. upon receipt of each copy, and notify you when I want the paper to be discontinued.

Name .....

Address .....

Note to News-Dealer:
**Motor Cycle Illustrated** is handled by the American News Company.

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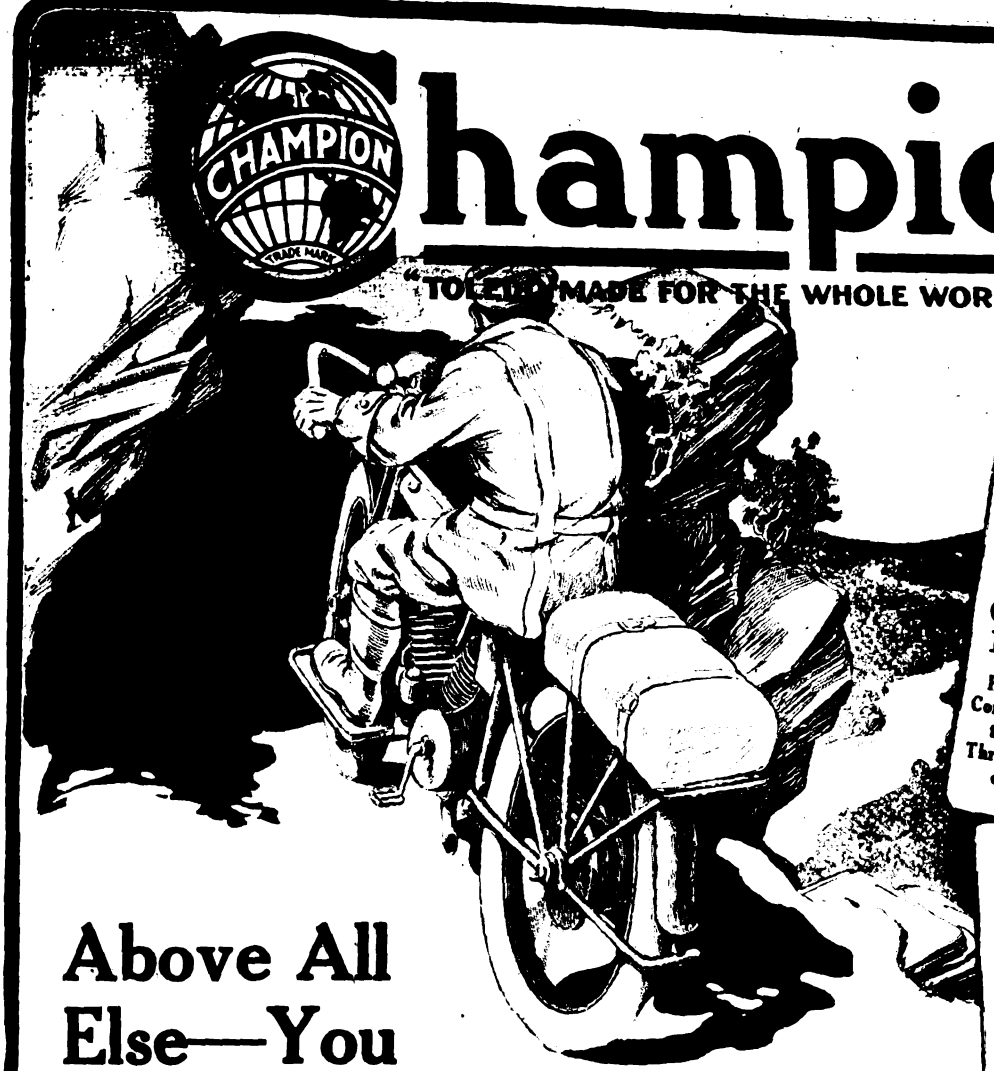
# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"



**Champion Heavy Duty**
**$1.00**
One Piece
Can't Leak
Heavy Construction Throughout

**Champion Motorcycle Mica**
**75c**
Can't Break
Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**
**75c**
The Ever Popular Two-Piece Plug

## Above All Else—You Need Dependability

Perhaps you've had this experience: Out for a spin in the country—spark plug gone bad—long walk to the nearest garage.

Then you know the value of dependable plugs. And you also know that the best motor in the world is only as good as its spark plugs.

Insist upon Champions. They'll take the stiffest punishment you can give them and be right on the job for the trip home.

We've put Champion Motorcycle plugs clear through the mill in motorcycle engines. That's how we know they're right. That's how we can afford to give such an unusual guarantee.

Every Champion Spark Plug is guaranteed by us to give complete satisfaction or you may have free repair, replacement or your money back.

*Look for the name Champion on your spark plug porcelains. Do not accept imitations.*

**Champion Spark Plug Company**
**2314 Upton Avenue, Toledo, O.**



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# Here is the new Chief Kokomo

KOKOMO KORD, the new addition to the KOKOMO tribe, bids fair to duplicate the success made by the EVERLASTER tire we brought out some years ago—the first *motorcycle* fabric bicycle tire on the market. We set a pace that others found it hard to follow—we raised the standard of bicycle tire construction to a higher point *than it had ever known before.*

KOK KORD

In the KOKOMO KORD tire we set still a *higher standard* of tire building. This new tire marvel is the smoothest-running, cleanest-cut, toughest bicycle tire ever placed on the market.

Look at the extra high grade white tread, with its jet black sides. There's beauty—distinction—for you!

Then see the two plys of really large CORDS lying diagonally and transversely. This means a security against punctures—a security impossible with the ordinary thread fabric. Stone bruises have no effect on this tire.

**Kokomo**

**Kokomo,**

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# papoose in the family

# OMO

## Lasts Better

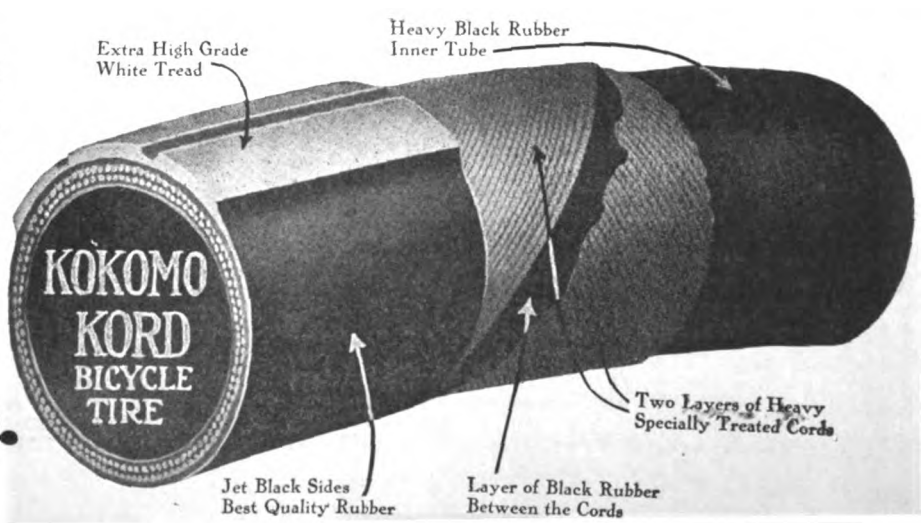
Between these two plys of cord you will note a layer of black rubber. This is the highest quality of rubber obtainable—the highest quality used in ANY tire; motorcycle, bicycle or automobile.

Then finally, the thick black rubber inner tube completes a tire the like of which has not been seen before.

The trade does not know this tire—but it does know KOKOMO quality and it has respect for KOKOMO statements, and we KNOW you will believe us when we say that this KOKOMO KORD tire has proven itself to our entire satisfaction to be the nearest thing to *bicycle tire perfection* obtainable in a pneumatic tire.

Write us for full details.

**Rubber Co.**
**Ind.**




For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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BE SURE

Insist on ELKHART

Model WP2

# MAGNETOS

## Of QUALITY and ENDURANCE

Manufactured by

## The Elkhart Manufacturing Co.

Monroe, Mich.

Made by EXPERTS with YEARS OF EXPERIENCE in factory equipped specially for MAGNETOS

Catalogs on request

UNLIMITED GUARANTEE

We make nothing but Magnetos.



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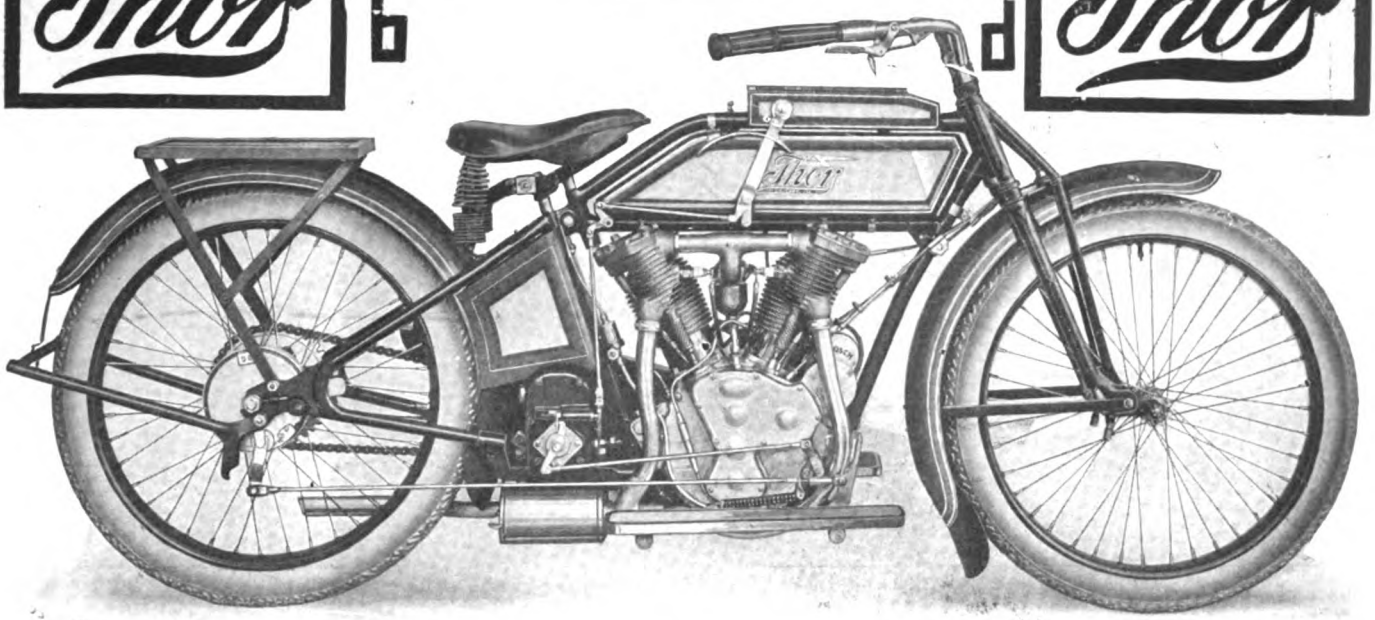
Thor THE QUALITY MOTORCYCLE Thor




Model U—12 H. P. Twin

RELIABILITY

CONSISTENCY

# Right off the reel, these New Thor Models

## Have struck the keynote of popularity

**Every mail brings contracts and many new requests for Thor agencies. Live dealers seeing the possibilities here for big business, have grasped the sales opportunity and are already enjoying the fruits of their foresight.**

## Here are the Winners

## Model U—12 H.P. Twin . $265.00

**A Heavy Duty Twin for every purpose**

**High powered for the demands of the big service of touring and sidecar work**

## Model V—6 H.P. Twin . . $225.00

**A lightweight with plenty of power and speed for all ordinary conditions. You, too, can build your business upon the sure foundation of Thor Consistency and Reliability.**

***The earlier you send in your application for territory the quicker your actual sales start.***

**At the New York Show—Space 40-41-42-43**

## Aurora Automatic Machinery Company

**General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago**

SPEED POWER

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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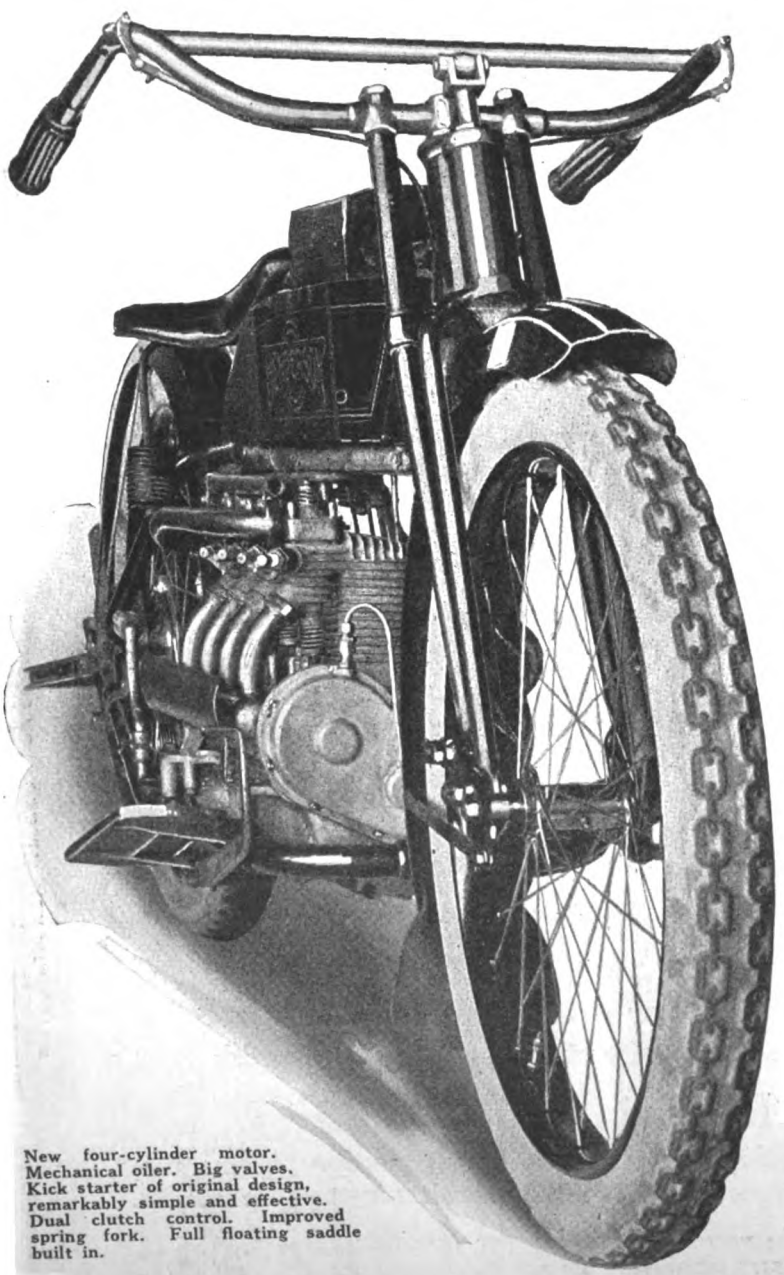
# 1916 HENDERSON



New four-cylinder motor. Mechanical oiler. Big valves. Kick starter of original design, remarkably simple and effective. Dual clutch control. Improved spring fork. Full floating saddle built in.

# and Big Business for Dealers

SINGLE-SPEED $265

TWO-SPEED $295

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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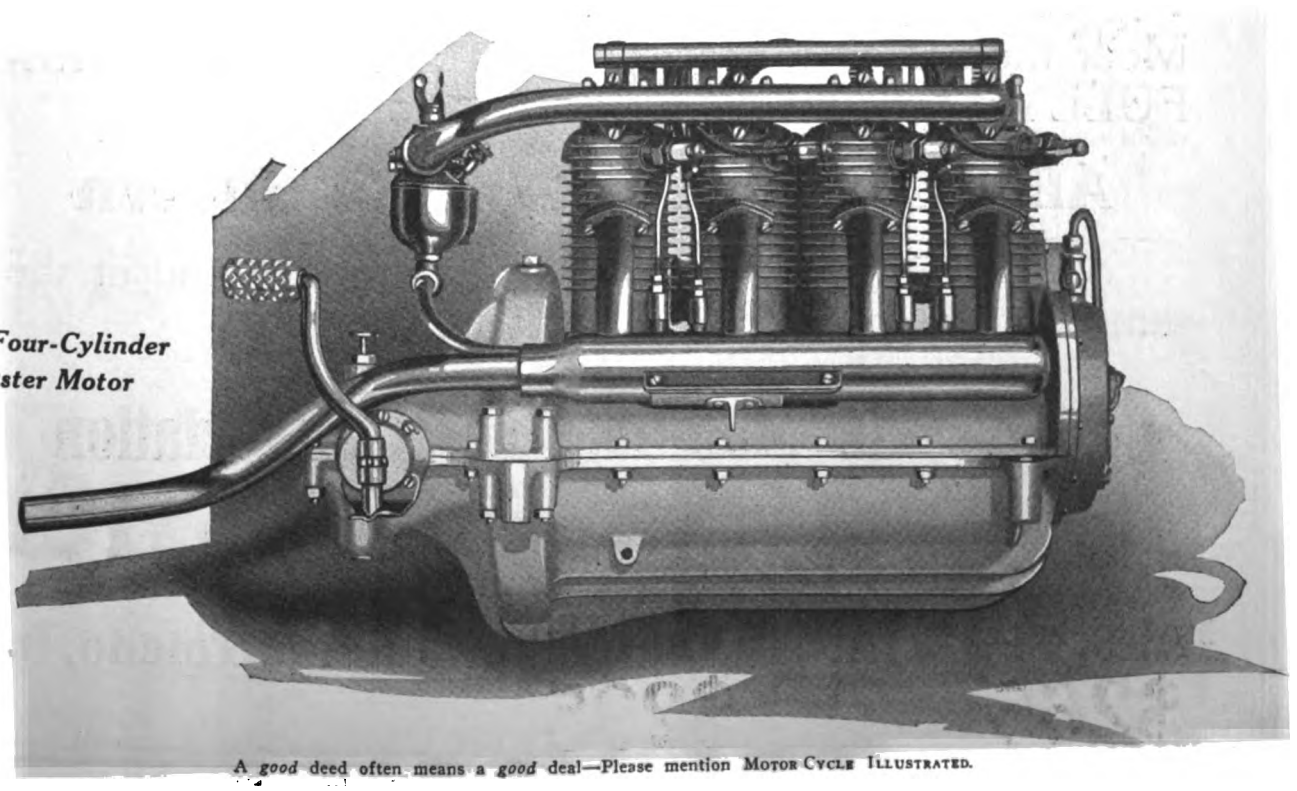
**THE rider who can afford any motorcycle at all can afford a 1916 Henderson, for it costs only a little more than the ordinary kind. And practically everyone would *rather* have a Henderson, for the myriad advantages of four-cylinder design are so great that any rider naturally wants it.**

**So the Henderson dealer for 1916 gets the business, for he sells the machine the rider *wants*, at a price he can *afford* to pay.**

***Have you applied for territory yet?***
***Write at once before the chance is gone.***

# HENDERSON MOTORCYCLE CO.

**1158 Cass Ave.** **Detroit, Mich.**



*The Four-Cylinder Master Motor*



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# The National Motorcycle, Bicycle and Accessory Show

## New York Madison Square Garden

## October 11th to 16th

Is a repetition of the successful show just closed at Chicago, where more jobbers, dealers and riders were present than ever before, and they were there for business. DON'T FORGET THAT.

A similar crowd will greet you at the Garden. Get in personal touch with the Eastern Trade. Meet them face to face. CONSIDER THIS CAREFULLY.

## All 1916 Models Will Be Shown

Come help boost the Cycling Industry and at the same time help yourself.

## Motorcycle Manufacturers' Association

**For Space Apply to**

**A. B. COFFMAN, - 346 Ohio Bldg., Toledo, O.**




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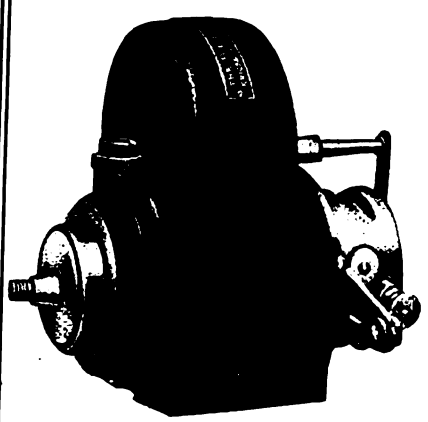
# "Some spark!"

That is what nine out of ten said at the Motorcycle Shows as they saw how steadily the Berling Magnetos spurted their fat hot flames—no matter how fast or how slow the rate of revolution.



And they said "Some Spark" as if they could not help saying it. They said it not only from what they saw—but also out of a knowledge of the Road-Service which Berling Magnetos have given on thousands of motorcycles, from Lightweights to Four-cylinders.

You too will say "Some Spark" if you know the record of

# Berling Magneto

(Manufactured by Ericsson Mfg. Co., Buffalo, N. Y.)

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# 'It's a

## That's what dealers and riders say of the 1916 Harley-Davidson.

## Style and snap in every line—finish without an equal.

## The new Harley-Davidson shows matchless attention to the finest detail—no unsightly or flimsy trappings mar the appearance of the finished product.

## Read This Dealer's Letter

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis. Vincennes, Ind., Sept. 27, 1915.

Dear Sirs:—Spun the new machine home in 11 hrs. 25 min. and she sure do go some, never missed a lick, and the big oil tank didn't have to be filled on the trip. I only bought one gallon of gas at Terre Haute. The new fork handles in the rough stuff *immense* and the starter—well it's all to the good; the boys here think it is a dream.

The gentleman who placed the first order for a 1916 has seen it and if his machine doesn't get here this week or the first of next I will have to let him have mine and I don't want to do that, so let's have that order No. 1 down here.

Hoping to receive the other machine in a very few days, and assuring you that there will be an increased showing down here for the coming season, I am,

Yours very truly,
F. E. BROOKS.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.

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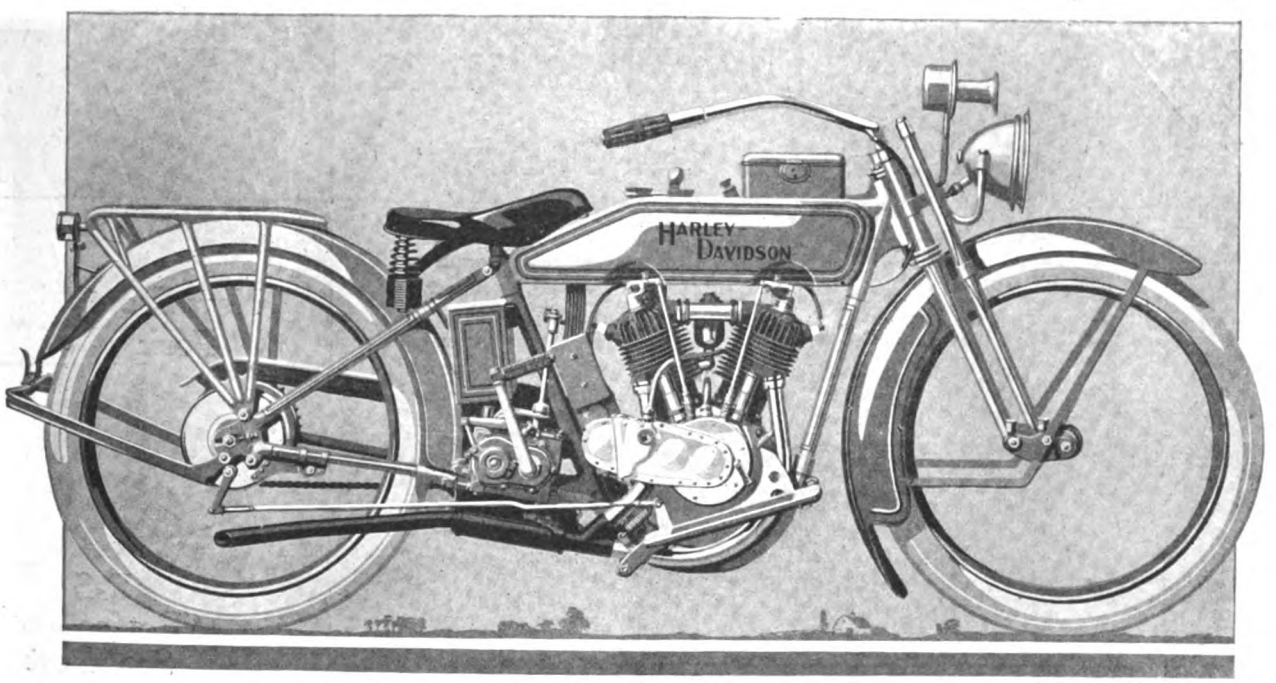
# Beauty"




## For the rider, the latest Harley-Davidson product spells *real luxury* as it has never been known before.

For the dealer it means a valuable sales opportunity—something worth while. Dealers in towns where the Harley-Davidson is not actively represented, who are qualified to sell Harley-Davidsons in keeping with the Harley-Davidson reputation, should get in touch with us at once.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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Three Speed Transmission

Double Locking Device

Side by Side Motor Valve

Large Counter-shaft Clutch, Foot and Hand Operated

New Stop Starter

# 10 Star Features in the '16 R—S

Very Strong Frame

New Front Fork

Show visitors expressed their strong appreciation of the many marvelous qualities of the R-S—its simplicity—its strength—its many comfort features.

They enthused over the side-by-side valve motor, with its smooth, vibrationless power—the same type of motor that has been adopted by another large manufacturer, after we had developed it for eight years.

R-S for 1916, complete $265. With Bosch electric lighting outfit, $30 extra. Three speed, 5 h. p., $230.00.

Write us for full information.

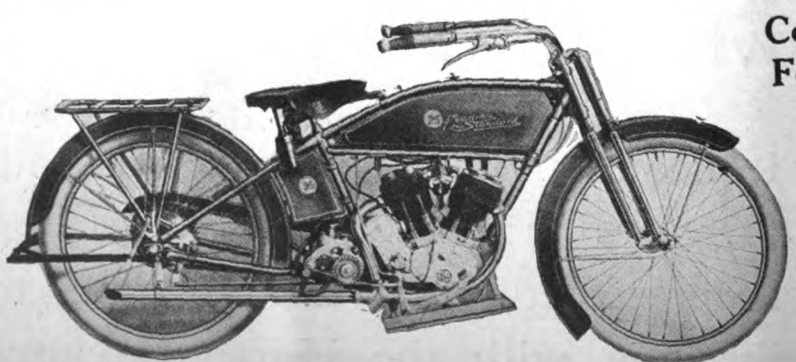
30″ Saddle Position

R-S "Perfection" Seat Post

## Reading Standard Co.

501 WATER ST. READING, PA.

Long Comfortable Foot-Boards



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# IMMEDIATE

## DELIVERIES ON ALL MODELS SERIES 16

# EXCELSIOR AUTO CYCLE

We are now making shipments in quantity on all models of the 16 series, and have already made carload shipments to Girton & Hofer, Los Angeles; Harris & Sons, London; Haverford Cycle Company, Philadelphia; Mead Autocycle Company, Denver, and Motor Sales Company, Boston.

The Ultra Power model, 16-3, and Ultra Speed model, 16-S.C., are the two greatest motorcycles ever built, and are proving their supremacy in daily service and public tests.

Have you noticed how the EXCELSIORS have been cleaning up all the really important races that have been held since that model was put on the market? These events include

300-Mile AMERICAN NATIONAL CHAMPIONSHIP, breaking all World's Records 165 to 300 Miles.

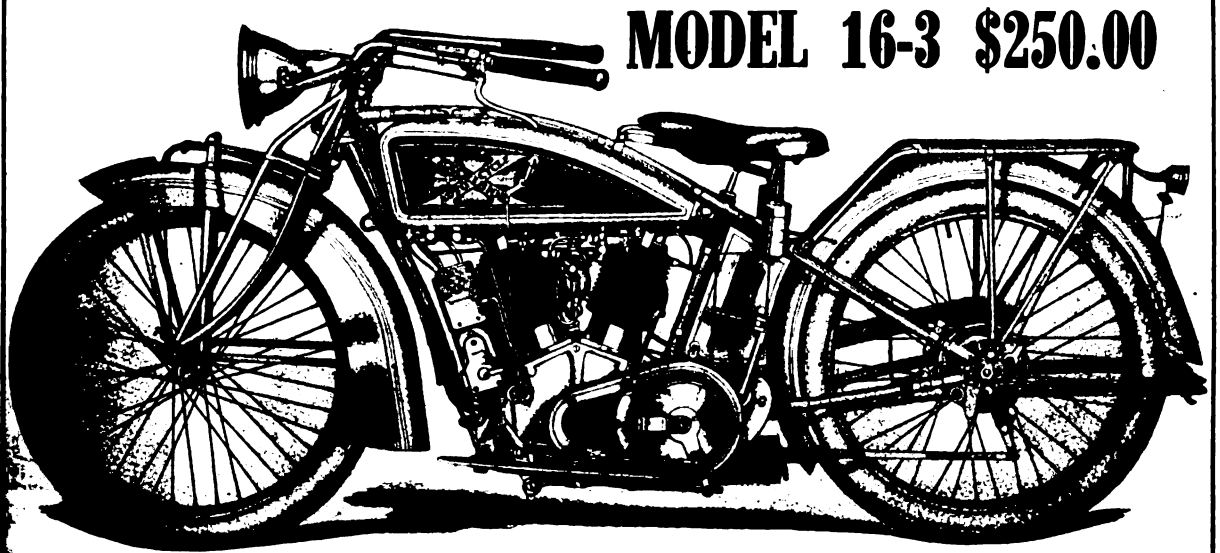
F. A. M. 100-Mile CHAMPIONSHIP and 100-Mile Race at Peoria, Illinois, October 6th, breaking the hundred mile record on a one-mile dirt track by practically 5 minutes.

The fastest 100 miles ever ridden on a dirt track was also on a model 16-S.C., ridden by CARL GOUDY July 4th; time, 74 minutes 10 seconds.

Wise buyers are buying EXCELSIORS, and EXCELSIOR Dealers are doing business.

Are you in right for 1916?

## MODEL 16-3 $250.00



**Excelsior Motor Mfg. & Supply Company**

**Office and Factory, 3703 Cortland Street, Chicago**

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# STANWELD PRODUCTS

## UNDER THE GLASS

things look different. Tiny imperfections the naked eye would never see become quite noticeable—and are eliminated. These tests are the literal definition of *Safety First.*

Manufacturers seldom are compelled to render this unseen service, yet it is the best insurance of satisfaction, safety and service of the product.

All raw material used in the manufacture of *Stanweld Frame Parts* is subjected to rigid analysis. The task is a stupendous one, but it guarantees those qualities which the careful manufacturer and rider demand—and we therefore continue it.

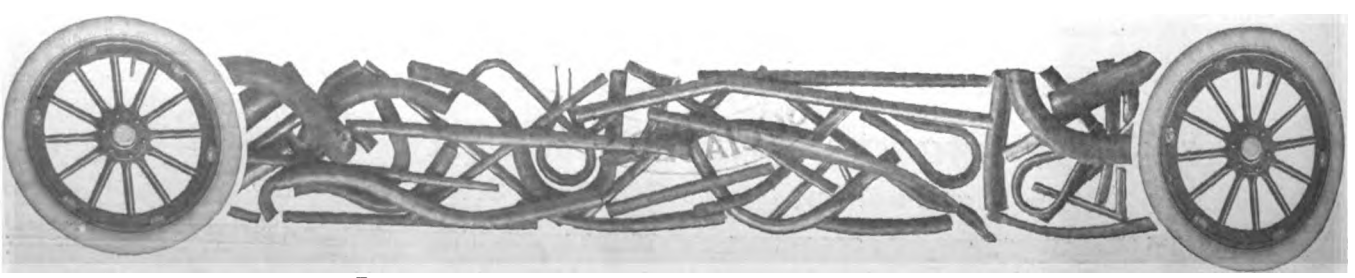
Your motorcycle or bicycle is a better machine when built of *Stanweld Frame Parts,* and you should insist that you get them.

## THE STANDARD WELDING COMPANY

*Pioneers and World's Largest Producers of Steel Tubing and Frame-Parts for Motorcycles and Bicycles*

New York Chicago Indianapolis Detroit

Main Office and Factory CLEVELAND





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# UNITED STATES TIRES WIN—AS USUAL

The three highest scores in the big 814-mile Ohio State F. A. M. Reliability run from Dayton to New York—were made by Jacobs, Robertson and Bernard—all of whom equipped with United States Tires.

***Does That Mean Anything To YOU?***

UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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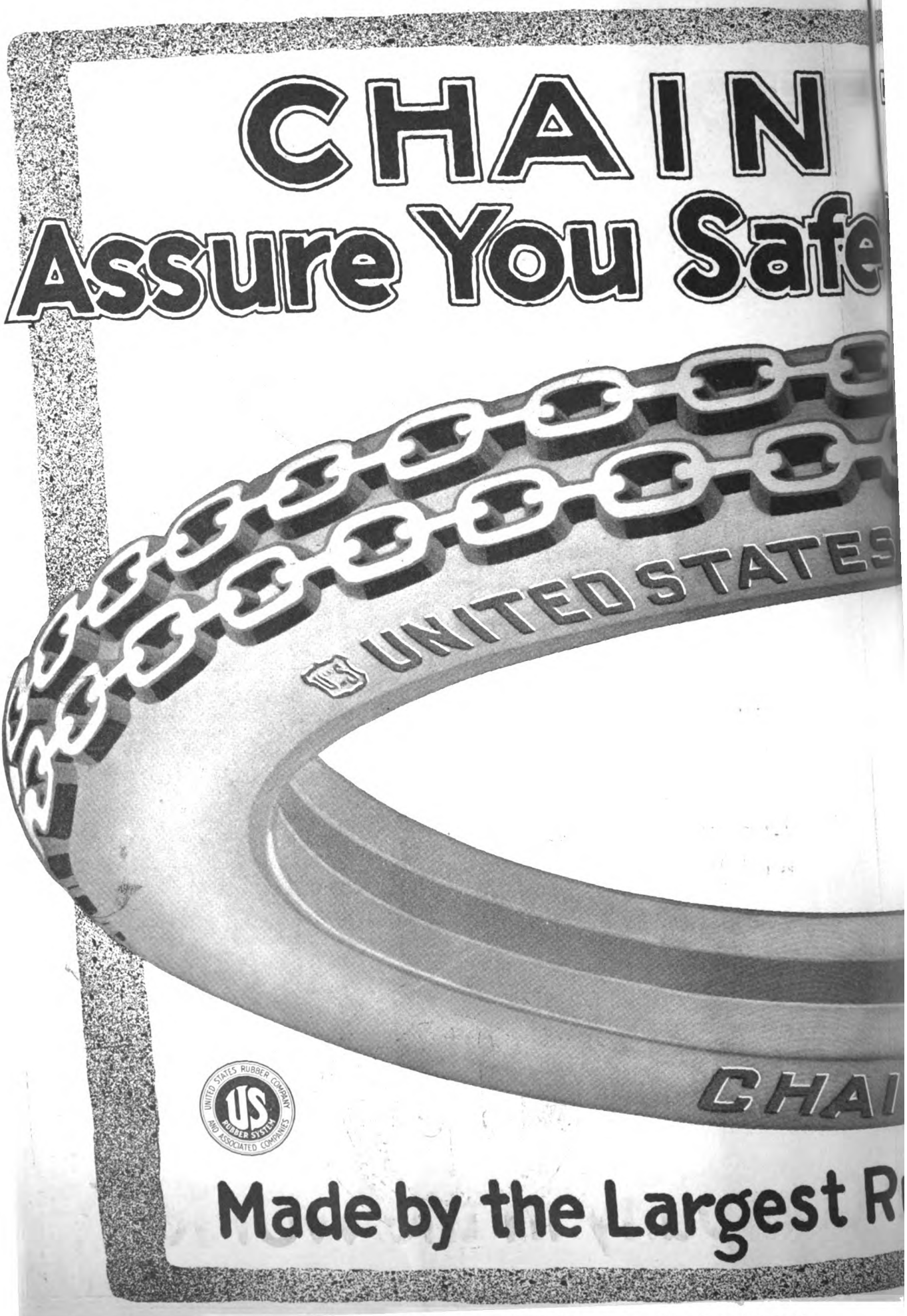




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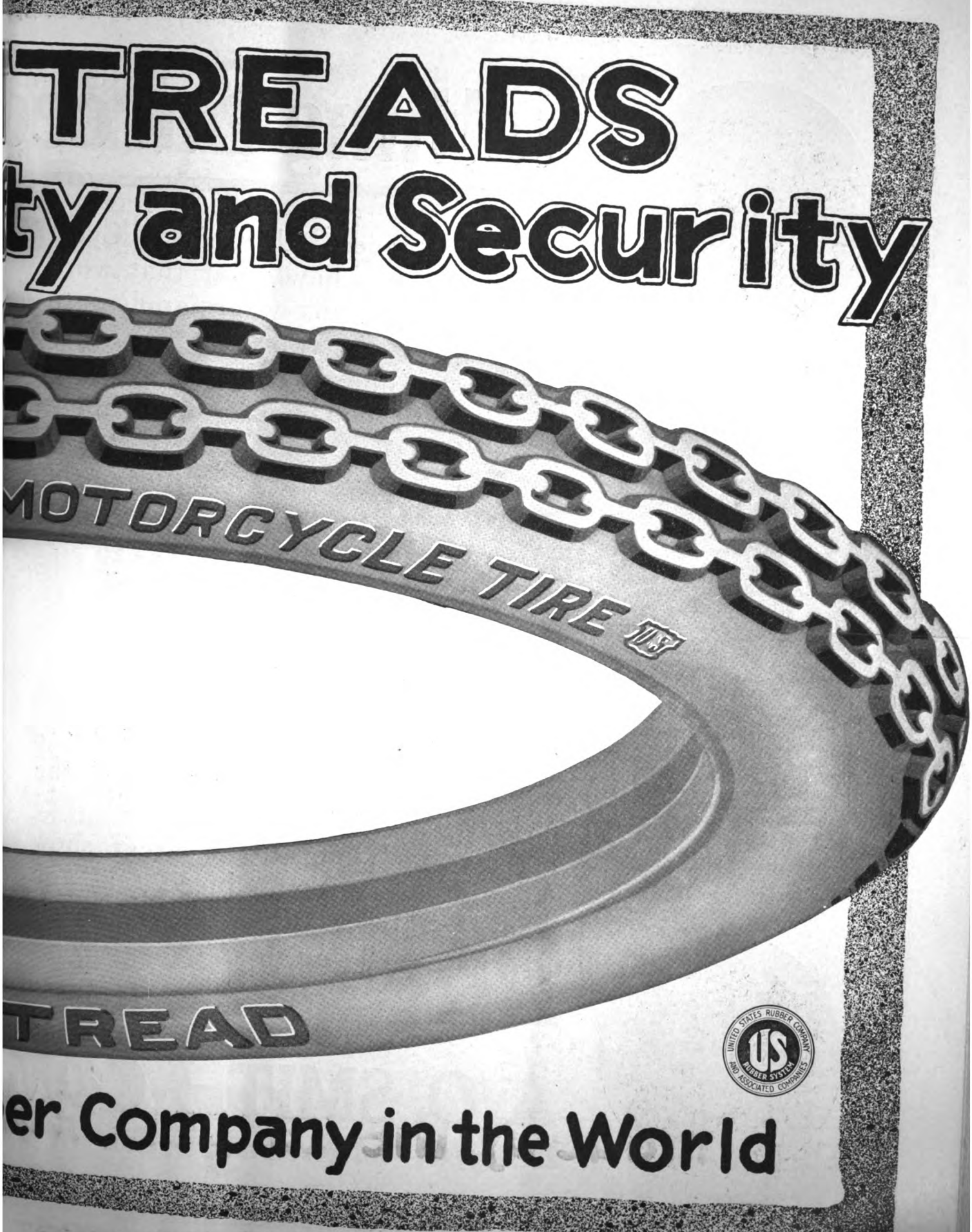





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# Nothing Succee

IF you attended either of the Cycle Shows, you know what that word "success" means when applied to the Smith Motor Wheel.

You saw how dealers from almost every State in the Union crowded about the Exhibit. You heard what they had to say about the selling qualities of the

**Smith Motor Wheel**

**(Detachable)**

**"The Bicycle Booster"**

and it needs no argument to convince you that it is beyond all question the biggest success that ever invaded the cycle field.

If you didn't attend either show and you are not convinced that you need the Motor Wheel in your business, let us tell you that—

## Reasons Why

**1. Durability**—It is built by the largest manufacturers of automobile parts in the world—evidence of the high quality of materials used and skillful construction.

**2. Detachability**—It is the only bicycle motor on the market that is detachable as well as attachable and, because it is a complete power plant in itself and by the method of attachment it absorbs shocks from ruts and bumps and strengthens rather than weakens the bicycle.

**3. Utility**—Less than five minutes is required to attach the Motor Wheel to or detach it from any bicycle, hence, it can be used on a delivery van or on a lady's or gentleman's bicycle or tandem alternately.

MOTOR WH

# A. O. SMITH COM

**Largest Manufacturers of A**



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# ds Like Success

Motor Wheel distribution now covers every State in the Union and a dozen foreign countries—that there are nearly five hundred thousand dollars' worth in use today—that every passing day makes Motor Wheel territory more valuable—that the Smith Motor Wheel is

## The Missing Link In The Cycle Man's Business

Grady, of Massachusetts, contracts for 1,000 Wheels and says he will sell double that number—Sladkin of the Haverford Cycle Company says it's the biggest thing in cycledom—and so on.

All you need to prove the salability of the Motor Wheel is a demonstrator. List price $60.00 f. o. b. Milwaukee.

**If you are a responsible, well established dealer in open territory, write for complete information and our proposition to dealers.**

*Fully Protected by U. S. and Foreign Patents*

## Reasons Why

**4. Economy**—It will push bicycle and rider from 100 to 125 miles on one gallon of gasoline, depending upon road traveled and weight of rider.

**5. Simplicity**—No "after the sale" trouble for the dealer. The Motor Wheel is well tired, has a high tension Magneto and float feed Carburetor—a child can operate it.

**6. Vibrationless and Cleanly**—It attaches to a bicycle in such a manner that no vibration from the motor reaches the rider and it sets back far enough so that the rider's clothing cannot become soiled.

**7. Cash Transaction**—About 75% of Smith Motor Wheel sales are made on a cash basis—no "trade-ins" to consider.

VISION No. "143"

# ANY, Milwaukee, Wis.

## mobile Parts In The World



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# DEALE

## Standardi

Morrow

## Morrow Coaster Brake—The Standard

In its capacity as the highest example of reliable braking control that can be applied to a bicycle, the MORROW Coaster Brake performs a very important duty.

By its presence on a bicycle it injects into the sales-argument of the dealer an element of certainty, of surety, that reacts with strong emphasis upon the prospective buyer.

MORROW control means SAFETY. Safety is what the buyer demands first, last and all the time on his mount. And *no* brake can so strongly emphasize the smoothness, ease of handling and absolute safety of the bicycle as can the MORROW.

Thus, the MORROW is more than a brake. It is the compelling force that sells the bicycle—that seems to say "You are sure—you are safe—while I, the standard coaster brake, am on your machine."

Write for MORROW facts —they will interest you.

ECLIPSE

# Eclipse Machine

## Makers of Brakes, Hubs, Clut



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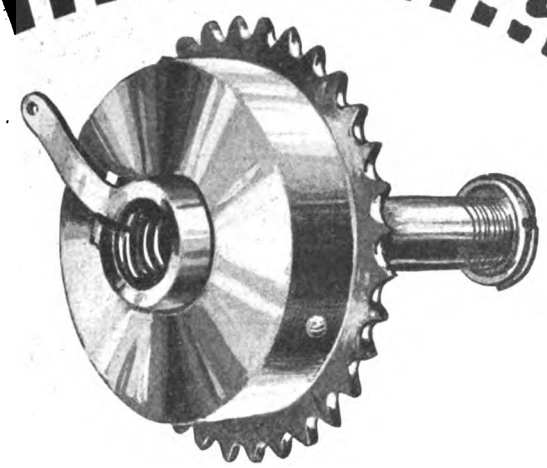
ERS
rdize!

The Clutch of a Thousand Speeds



Eclipse Clutch—The Standard

There are many riders of antiquated machines in your town who will want the new ECLIPSE Multiple Disc Clutch, the standard since the sport of motorcycling began.

When they find that they can turn in their old models of clutches in part payment for new ECLIPSE CLUTCHES, you will have little difficulty in equipping every rider with "The Clutch of a Thousand Speeds."

Live dealers are seeing to it that every machine in their territory is clutch equipped, no matter how old. Remember this—EVERY RIDER OF A CLUTCHLESS MODEL OR A MACHINE WITH AN OLD-STYLE CLUTCH IS A RED HOT PROSPECT. SO GET AFTER THEM—right away.

Write for our exchange offer.

Co., Elmira, N. Y.
ches, Two Speed Gears, Etc.



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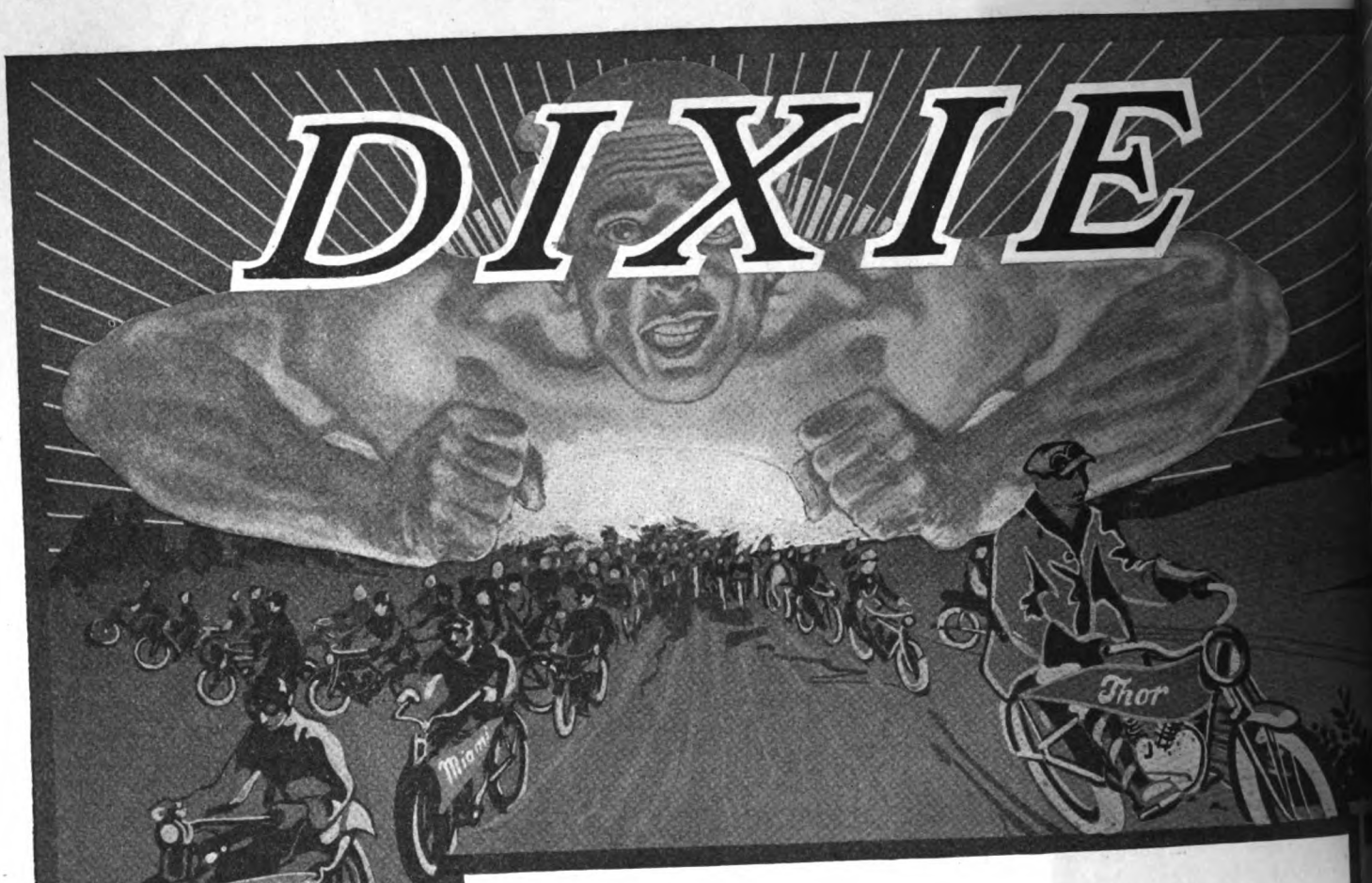
# DIXIE




## DIXIE SERVICE

means taking all worry from the rider's mind as to what his ignition will and won't do.

With DIXIE EQUIPMENT the motorcyclist doesn't have to worry about his ignition—he knows his "mag" is there—that he can call upon it for the quickest pick-up and the lightning get-away and constant hot sparks on hill or road, whether speeding up or just trolling along.

Distance or conditions are nothing to the DIXIE owner. In any old weather, his water-proof, dust-proof and grease-proof "mag" is his *ignition certainty* —it never gives him trouble and he is content with its perfect service.

The string of DIXIE SERVICE STATIONS located throughout the country, with their DIXIE experts, are always at the call of DIXIE owners and, for that matter, users of any other form of ignition.

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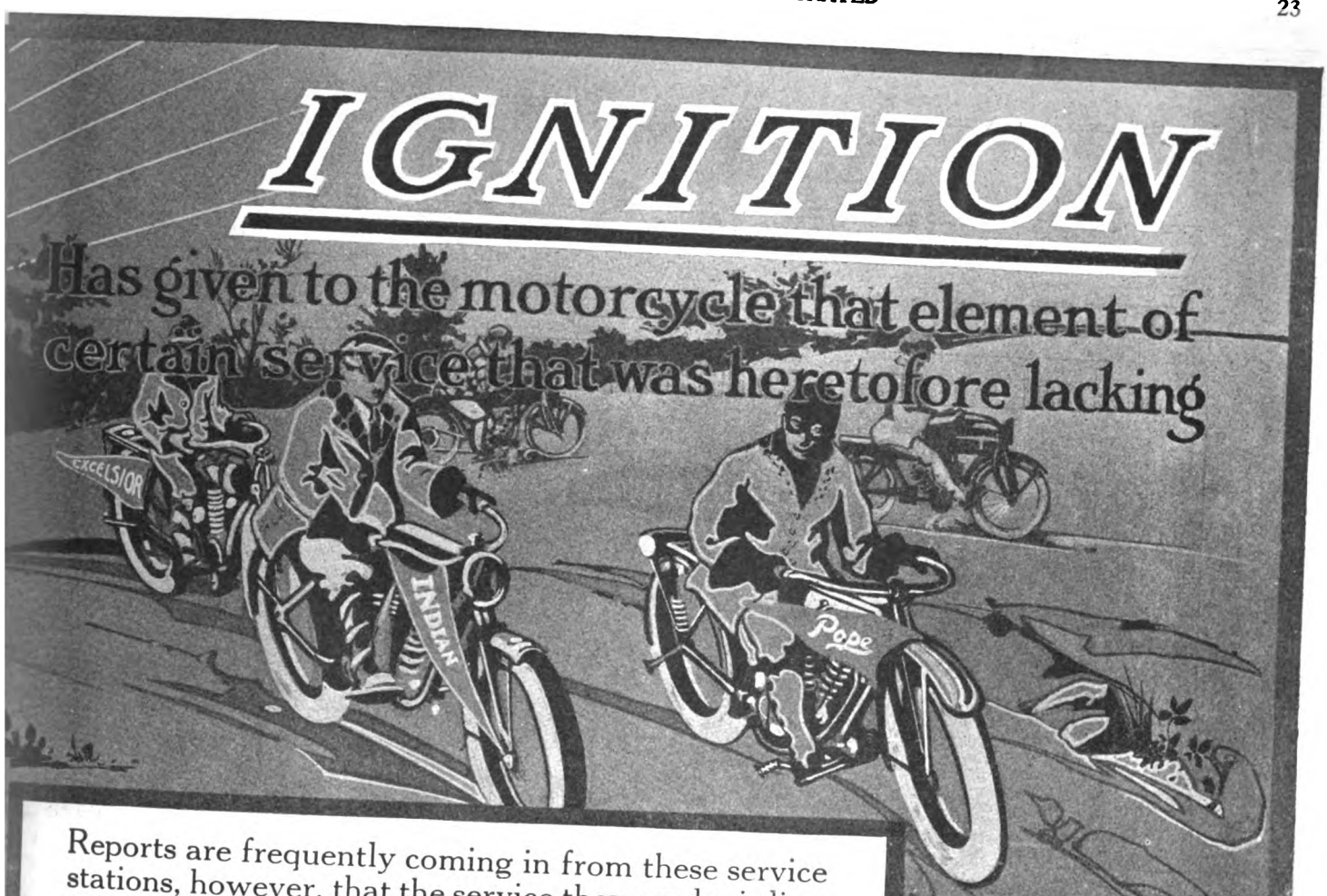
# IGNITION

## Has given to the motorcycle that element of certain service that was heretofore lacking




Reports are frequently coming in from these service stations, however, that the service they render is limited—that by reason of the simplicity, the efficiency and stability of the DIXIE Magneto, DIXIE owners need little from the service stations.

As one prominent rider puts it: "Why worry about service when you know a DIXIE never gives you trouble. The 'mag' is all I want—I know it will give me

## DIXIE SERVICE

Couple up with the DIXIE the SPLITDORF "COMMON SENSE" SPARK PLUGS and motorcyclists, every day and every where, will realize they have the

## Unbeatable Ignition Team

### SPLITDORF ELECTRICAL CO.

ATLANTA.....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
DETROIT.....972 Woodward Ave.
KANSAS CITY.....1827 Grand Ave.
LOS ANGELES.....1215 S. Hope St.
LONDON PARIS

MINNEAPOLIS.....34 S. 8th St.
NEWARK.....290 Halsey St.
NEW YORK.....3-5-7 W. 61st St.
PITTSBURGH..5941 Ellsworth Ave.
PHILADELPHIA, 210-212 N. 13th St.
SAN FRANCISCO.....1028 Geary St.
SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.
MILAN MELBOURNE

Factories: NEWARK, NEW JERSEY

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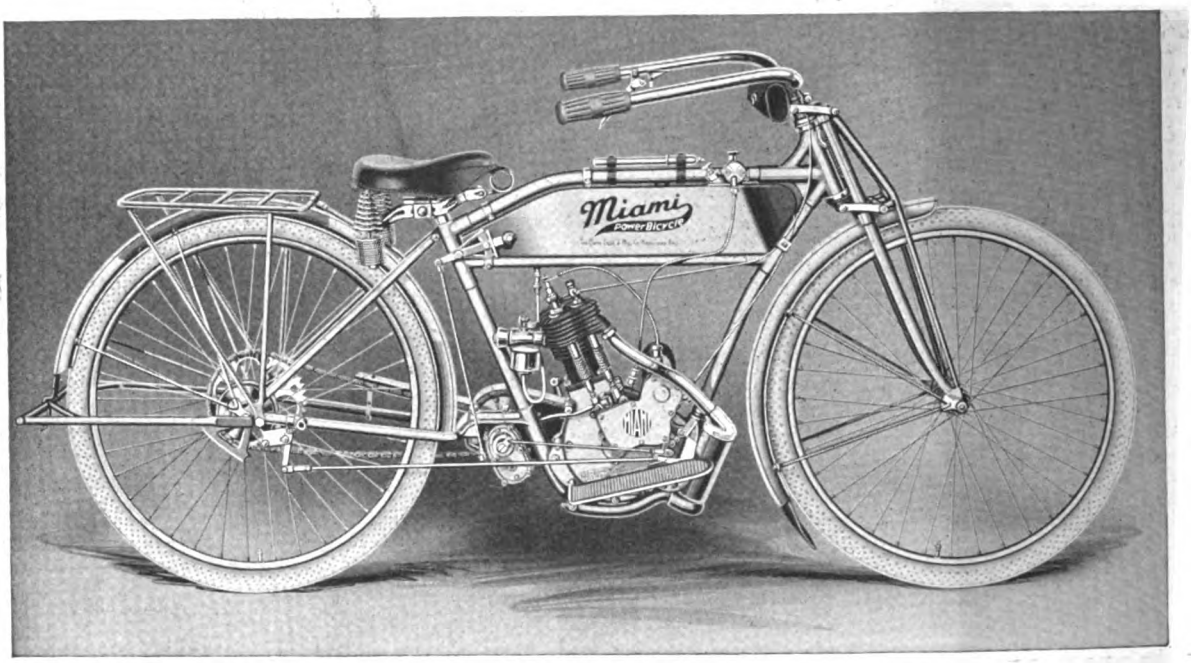
# A Year Ahead of the Others

## AMERICA'S PREMIER LIGHTWEIGHT




**THREE MODELS $100—$125—$140**

Space 75-76-77-78
Madison Square Garden

**Miami Power Bicycle**

**SAFE — SILENT — CLEAN**

New York City
Oct. 11th-16th 1915

Side by side mechanically operated valves.

Dry Plate clutch, operated by foot pedal.

External contracting band brake, operated by foot pedal.

Two speed, sliding clutch type—gears always in mesh.

Foot-Boards—Goodyear Blue Streak or Federal tires.

National magneto-fixed spark.

Left grip throttle control force-feed lubricating system.

## "100 MILES for 10 cents"

## The Miami Cycle & Manufacturing Co.

**MIDDLETOWN, OHIO, U. S. A.**



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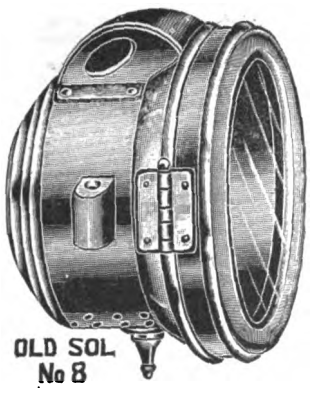
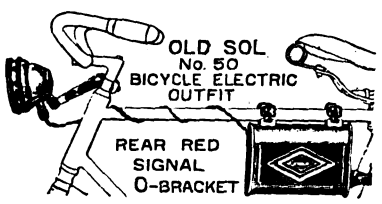



# "Old Sol"

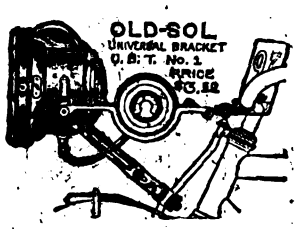
## AT THE SHOW

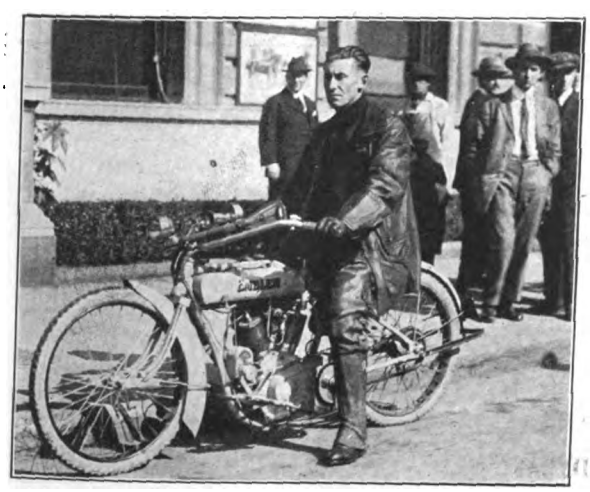
The vast scope and range of the "Old Sol" line of bicycle and motorcycle lamps made show visitors gasp. **Every** requirement of the motorcycle rider and bicycle rider as regards price, quality and convenience was met in the "Old Sol" line. Write for full details.




**Hawthorne Mfg. Co.**

**Bridgeport, Conn.**



# From Angola to the New York Show on the Emblem Lightweight

Ray Frawley, on the Emblem Lightweight, started last Thursday from Angola to New York. He rode 520 miles through miserable roads, making four detours, and arrived in perfect condition on Saturday morning.

The EMBLEM is the real long-distance lightweight.

Think of it! A 7 h.p. twin cylinder, four-cycle motor—free engine clutch—high-tension magneto—kick-starter—spring front forks—chain drive—foot-boards—and many other features of the highest priced twins for $175.00.

*Write for full information and our dealers' proposition*

**EMBLEM MFG. COMPANY, ANGOLA, NEW YORK**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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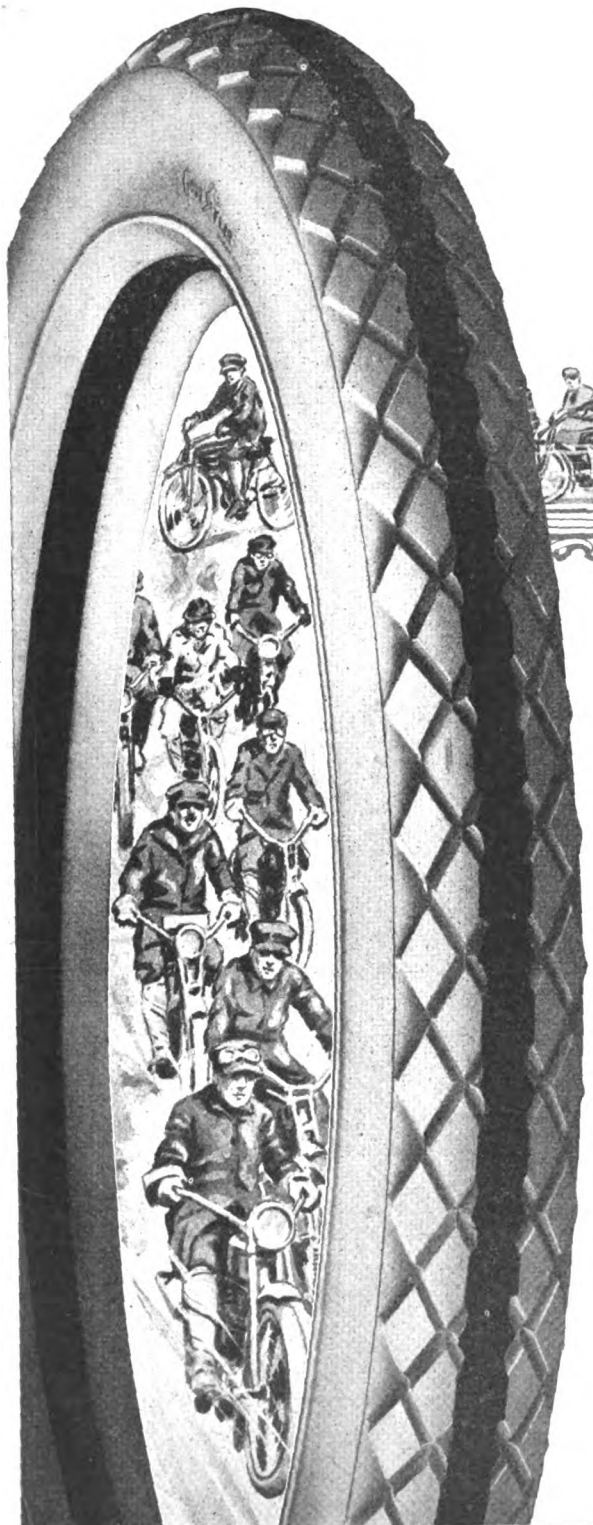
# Specify Blue Streak Tires



## Thousands of Riders are using them now

## Are You?

Why not insist on Blue Streak Road Tires when you buy a motorcycle? This adds nothing to the price. It gives you the sturdiest and handsomest tire men can make.

Only last month at Chicago's famous Speedway, Blue Streak Racing Tires captured all world's records in the 100, 200 and 300 miles. Twenty-five riders in that great classic staked their safety and success on Blue Streaks.

Remember the extra mileage Blue Streak Road tires will give you. In seven recent tests, the Blue Streaks averaged 9,515.57 miles on front wheels and 7,329.14 on rear wheels. These tests were national—made on all kinds of roads.

So Blue Streaks are the choice of all experts—men who have tried all makes of tires and know that these excel.

**THE GOODYEAR TIRE & RUBBER CO., AKRON, OHIO**
Makers of Goodyear Fortified Automobile Tires
and Goodyear-Akron Bicycle Tires

## SOME NEW BLUE STREAK VICTORIES

**HUTCHINSON, KAN.**—3-mile open. Warner 1st; Cooper 2nd; Johnston 3rd. Time 3:43. 5-mile stock. Cooper 1st; Johnston 2nd; Filmore 3rd. Time 5:13. Sidecar race. Mile Heats, 2 in 3. Warner 1st; Stephens 2nd. 10-mile open. Cooper 1st; Johnston 2nd; Stephens 3rd. Time 11:24. 3-mile Amateur race. Metcalf 1st; Gabbart 2nd; Woods 3rd. 10-mile limit Pursuit race. Warner 1st; Johnston 2nd; Cooper 3rd. 10-mile Handicap. Warner 1st; Cooper 2nd; Filmore 3rd. All above winners used Blue Streak Motorcycle Tires.

**DETROIT, MICH.**—Marty Graves made 100 miles F. A. M. Champion meet in 84:41 2-5. World's record for dirt track. Creviston second. 14 entries, all Goodyear Tire equipment. Graves and Creviston completed 100 miles without dismounting. Graves also won 10-mile event in 8:18½ and lowered track record for a mile in 48 3-5.

**MILWAUKEE, WIS.**—10-mile stripped stock race. Don Johns 1st; Parkhurst 2nd; Brier 3rd. Time 8:34. 100-mile stripped stock race. Parkhurst 1st; Wolters 2nd; Frederick 3rd. Time 90:54. All events were won on Goodyear Blue Streak Tires.

**PROVIDENCE, R. I.**—After finishing Chicago 300-mile race in new world's record time and without a tire change Carl F. Goudy won the 1 hour race here, covering 71¾ miles over a very rough track on identically the same pair of Goodyear Blue Streak Tires.

**EAST PALESTINE, O.**—Shorty Matthews won all 1sts here on Blue Streak Tires.

**HAWTHORNE TRACK, CHICAGO.**—Perry won F. A. M. National Championship one hour race and 10-mile race. Stokes won 5-mile race. Both rode Goodyear Blue Streak Tires.

GOODYEAR
AKRON, OHIO
Blue Streak
Motorcycle Tires

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# "Blue Streak" Bank Accounts

## Hundreds of Dealers are piling them up
## Are You?

More motorcycle riders are coming to the Goodyear Blue Streak Motorcycle Tire every week. For Blue Streak Tires lead the world. Blue Streak Racing Tires hold all important speed and mileage records. They swept the field at the Chicago Speedway last month.

Blue Streak Road Tires are famous for their ease and safety, for they have the Goodyear All-Weather tread—extra wide, with the white deep-cut, road-clinging blocks.

And the bright Blue Circle around the center of each tire gives them a classy, gala appearance which riders can't resist.

Are you making all this count in your bank balance?

Go after these riders now. Don't wait until spring. There are several good months of selling ahead of you. If *you* don't get them your rival will. Riders want Blue Streaks *now*—not next spring.

We'll help you get them to your store. We'll make your place one of the sought-after Goodyear Service Stations. That means more business for you in every line you handle. Send us this coupon and get all the facts of our proposition by return mail free. And send it now. Don't miss any of this Blue Streak business.

**THE GOODYEAR TIRE & RUBBER CO., AKRON, OHIO**

**Makers of Goodyear Fortified Automobile Tires and Goodyear-Akron Bicycle Tires**

GOODYEAR
AKRON, OHIO
Blue Streak
Motorcycle Tires

### Dealers! Mail This to Make More Money

THE GOODYEAR TIRE & RUBBER CO.
Dept. 301, Akron, Ohio (2686)

Send me full details of your Service Station offer and plan to help me make more sales.

DEALER'S NAME .....

ADDRESS .....

.....



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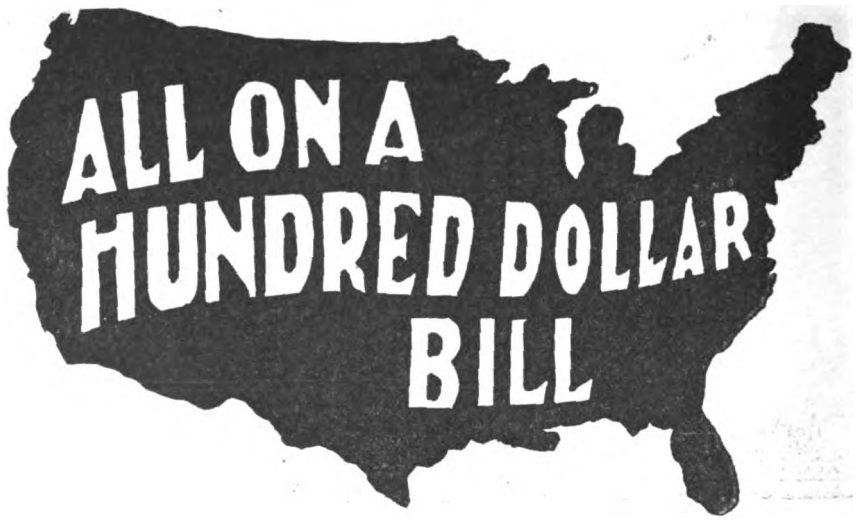



# Schickel—The $100 Lightweight

The man who rides on a SCHICKEL lightweight has distance at his mercy—he brings the far places to his door-step—and at a cost *one-tenth that of any other known means of transportation!*

For One Hundred Dollars he is in possession of the strongest, lightest, most powerful and yet vastly most economical lightweight motorcycle on the market.

The SCHICKEL LIGHTWEIGHT is ahead of all others—because,

1st, THE SCHICKEL TWO-STROKE MOTOR is the product of more than *eight years' concentrated manufacturing experience.* The name SCHICKEL has been identified with two-stroke motor building since the sport of motorcycling began. Hence, the SCHICKEL Lightweight motor is so far in advance of all others that it would be ridiculous to make comparisons.

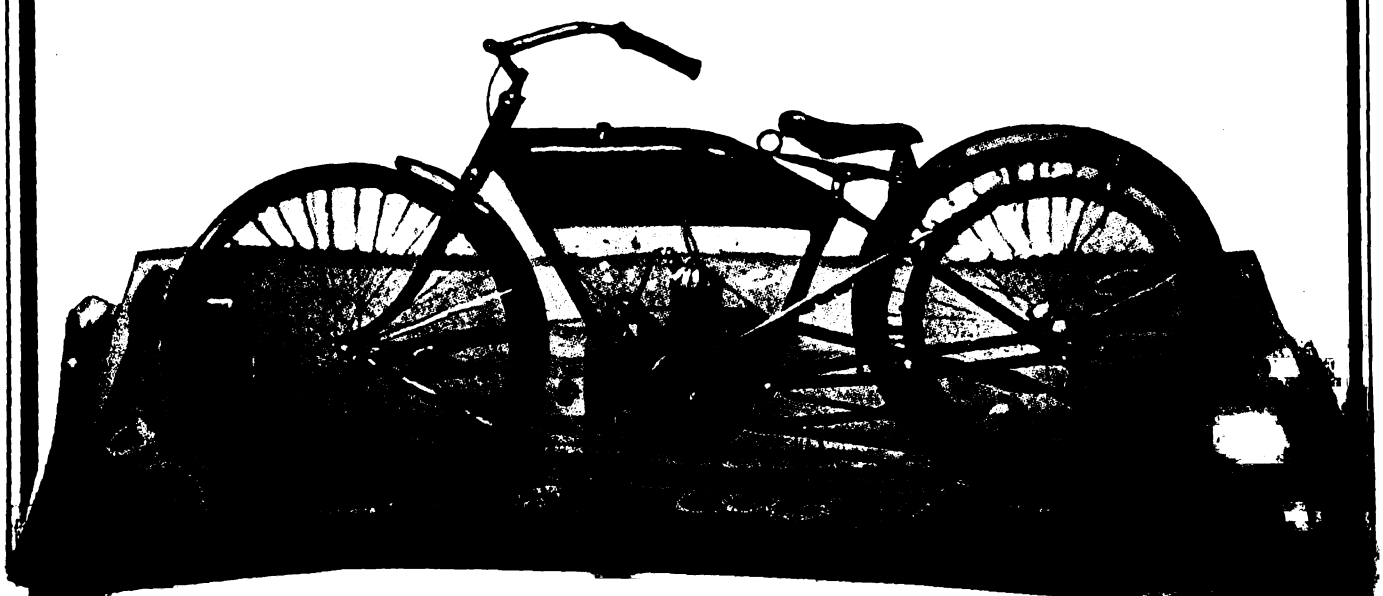
2nd, The SCHICKEL Lightweight Motorcycle was on the road a year before others were past blueprint form. In this year's start, weaknesses were found and eliminated, certain refinements and improvements made—which changes could *only* result from *actual road service.*

These are points to be carefully considered, Mr. Dealer. Will you make your drive for Lightweight business with a machine that has yet to make good on the road, or will you tie your business to the SCHICKEL, that has behind it a record of *two years' flawless* road *performance?*

**Decide NOW—The time is short**

## Schickel Motor Company

**59 Garden Street** **Stamford, Conn.**





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MOTOR CYCLE ILLUSTRATED
WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

NEW YORK SHOW REPORT

# ACTIVE BUSINESS AND BRISK AIR OF OPTIMISM STAMP GARDEN SHOW A SUCCESS

AD there existed in the trade any concentrated sentiment in favor of the abandonment of the Eastern National Show, for simply one show in the West, that feeling must certainly have disappeared entirely as a result of the first three days' events at Madison Square Garden this week. At this writing it is safe to say that 90 per cent. of the exhibitors at the National Motorcycle and Bicycle Show, at the Garden in this city, have been most agreeably surprised to find here a very large attendance of dealers, a lot of keen interest among the public, and, most important of all, actual business far beyond expectations.

Notable about the show is the spirit of the exhibitors, dealers and other interested visitors. It is the spirit which, in the past, has been indicative of the advent of a year of big business. While folks in the trade do not look forward to a boom year any more in the cycle industries than in general business, there is a conviction that 1916 will witness a marked upward trend. Estimates at the show regarding the expected increase in 1916 over 1915 run generally from 25 per cent. to 50 per cent., and in a few cases as high as 100 per cent. It is felt that if sales are better by 50 per cent. than they have been this year, and most of the manufacturers and dealers expect that, then all will be satisfied.

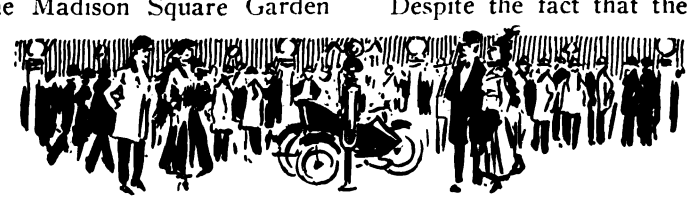
T is the almost universal opinion, as indicated by the amount of business done thus far in 1916 models and accessories, that the proportion of selling in the East, as compared with that in the West, will be larger this year than ever before. Trade in Eastern territory, in a field like this one, is usually of slow growth, but at the same time steady. It has taken time for the East to enthuse over the motorcycle, and whether it is because of the lightweight or other conditions, the fact remains that the long awaited Eastern enthusiasm seems to have arrived. That, at least, is the impression one gains at the Garden. If the interest shown and the amount of business done during the first three days are any criterion, then it can be stated right now, that the Madison Square Garden show, all things considered, will prove the most successful experiment in the history of the trade. In every way it outshines and surpasses the recent similar exhibition at the Coliseum at Chicago. And to most of the trade, even to those most optimistic regarding conditions in the East, the unquestioned superiority of the New York show comes as a great and very pleasant surprise. As stated above, this condition makes it certain that this year's first separate motorcycle and bicycle show in New York will be succeeded indefinitely by similar annual exhibitions here.

As in the case of the Chicago exhibition, but not quite so emphatically, one heard expressions here and there that the show dates are too early. At the same time, many who felt certain regarding this a fortnight ago in the West, are not now quite so sure about it in view of the splendid results of this week's Madison Square exhibition. It would appear, however, that late November or early December would be preferred by the parts and accessories people, the jobbers and most of the dealers.

IN this connection an excellent suggestion was made on Tuesday by W. J. Surre, of the Continental Rubber Works, of Erie, and manager of the annual conventions of the Cycle Parts and Accessories Association. Surre believes that the annual shows should be arranged by a joint committee of the various cycle trades associations, instead of simply by the Motorcycle Manufacturers' Association. The present efficient management could be continued, but he feels that the active co-operation of the committees representing all the associations in the trade would make for a larger participation of exhibitors among the manufacturers of parts and accessories and the jobbers. This plan would undoubtedly result in the selection of somewhat later show dates, and there is no doubt that the M. M. A. members would show a disposition to meet their fellow-manufacturers halfway.

The general appearance of the Garden show is most satisfactory and impressive; the decorations are handsome and in good taste; the exhibits are laid out in such a way as to make the most of the available opportunity, and the arrangements throughout reveal a thoroughgoing understanding of all the requirements on the part of Show Manager A. B. Coffman.

Despite the fact that the World's Series for the baseball championship has crowded the sporting pages of the metropolitan dailies, a liberal amount of effective publicity has been secured for the show, resulting in a large attendance.



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## PRIMER AND SETTLING BULB ON EXCELSIORS

IN the interests of proper motor operation, the Excelsior Motor Mfg. & Supply Co. has fitted to its various four-stroke models a novel primer and settling bulb, these being shown on a 16-3 twin in the Garden. The primer consists of a valve with knurled head for permitting gasoline to flow from the fuel compartment of the tank through a pipe to each inlet valve chamber, the pipes and valve being always in place. The settling bulb is fitted below the tank in the fuel line, and is arranged to collect all sediment from the tank.

Another feature, seen on a short coupled roadster, is an outside oil pump, with glass body and ample check valves, the pump being hand operated. The rider can thus see the amount of oil drawn into the pump barrel and can graduate his charge accordingly. At this stand are to be seen in addition to the roadster and 16-3 twin, two of the two-stroke lightweights, both fitted with a novel draw-off device for priming or other purposes, a three-speed twin with electric equipment, a three-speed twin regular, a short coupled racer, and a two-speed regular model twin.

## SHOCK ABSORBER ON HARLEY-DAVIDSON SIDECAR

SIDECARISTS at the show all admired two attachments to the Harley-Davidson sidecar for the new season. These are a shock-absorber and a brake latch, the former being a strap attaching to a special plate on the back of the car body, passing under the axle and again attaching to this place by a coil spring. The latter serves to damp shocks. The brake latch, adaptable to any 1915 or 1916 Harley-Davidson, is a notched arm which swings backward from a pivot near the front sidecar tube and engages with the pedal pad. Normally, it is forward and out of contact with the foot lever.

A Harley-Davidson Model 16-F, is mounted with the name stencilled out on each side of the tank, and electric light within the tank. The letters appear with a red glow at intervals through the stencils. This model is only one of five shown, three of the others being arranged at various parts of the stand as solo mounts and the two remaining being coupled up to a sidecar and side-van respectively. A Model 16-E attached to a side-van is on show, as well as a Model 16-J, with Remy electrical equipment.

The speed element is of course interested in the Models 16-R, 16-S and 16-T, twin and single cylinder machines of short wheelbase and with dropped bars. An important feature of the Harley-Davidson exhibit is a full line of tools made by the company, the small tools being shown on attractive boards, while the larger ones are placed on a table. Among the latter is a special stand to bolt the gearbox to when working on it, while another is a flywheel truer. The methods used in packing various spare parts are shown on another series of boards. A cut-away gearset, clutch, and brake are shown, as well as a special brake, hand operated, with the necessary attachments.

## ELECTRICALLY-FITTED MERKEL AT MIAMI STAND

OF particular interest to riders, present and prospective, who visited the stand of the Miami Cycle & Manufacturing Company, are the three models of the Miami Power Bicycle. The Model 16, chain-driven, with countershaft two-speed gearset and kick-starter, is mounted on a raised stand in the center of the booth. The various details, such as the two-speed, clutch and started used on this model, are shown separately. The Model 14, belt-driven and battery-ignited, and the Model 15, magneto-ignited and belt-driven, conclude the Miami line of motor cycles.

In the Flying Merkel series, the main attraction is a Model 675 twin, with Remy electrical equipment. This machine is colored blue and has the Merkel two-speed gear and foot starter, as well as the pedal gear. A Model 673, in Merkel orange, and a single-cylinder two-speed model complete the line.

## LIGHT TWIN MODEL IS CHIEF EMBLEM FEATURE

PROMINENTLY staged on a raised platform at the exhibit of the Emblem Manufacturing Company, is one of the Model 106 lightweight twins, just as it came in from Chicago over the roads. It is finished in Emblem blue and has the curved leaf-spring front fork members which characterize this model. A feature on this machine that appeals to the neat rider is a novel breather arrangement, the exit of which is by means of a special vertical passage formed on the forward boss of the primary chain guard.

This passage is rectangular in section and offers an outlet to any surplus oil on the front chain. The passage extends downward a short distance, but amply sufficient to drop the oil well below the crankcase and rear parts of the frame. The breather from the motor is through the hollow crankshaft on the left side, the surplus oil passing outward to the front chain and thence to the ground through the vertical passage.

In addition to the Model 106, a sidecar combination consisting of a sidecar "Beautiful" attached to a Model 100 twin, of 76.6 cubic inches and a solo twin of Model 108 of 67 cubic inches, make up the Emblem motorcycle line.

## READING STANDARD EXHIBIT DRAWS CROWDS

ALTHOUGH only three machines of Reading Standard brand are on display at the exhibit of the Reading Standard Company, there are few booths that are closer packed from the time of opening to the last hour of each day's session. The three machines, all in Reading brown, with the lustrous finish which has characterized this make of motorcycle for years, are: a 12-horsepower twin, with Roger sidecar; a 5-horsepower single, and an R-S van. Both the twin and single passenger machines are fitted with the new three-speed gearset on the countershaft, a foot starter, and the new "camelback" type of frame, giving an unusually low saddle position. They both have mechanical oilers, double control of clutch, and the firm's "Perfection" seat post, with springs within the seat tube. The van, a three-wheeler, is very similar to the model produced in 1915 for commercial purposes.

The three-speed gearset has but one sliding member, this incorporating two dental clutches and a spur pinion. The dental clutches are for the high and low gears, respectively, each meshing with a corresponding clutch fitted to a gearwheel loose on the main shaft, but meshing continually with another on the layshaft. The sliding pinion is meshed with a mate on the layshaft to give the intermediate speed. An ingenious lock to the shift, of the cylindrical type, is fitted, this lock being interconnected with the clutch and preventing any movement of the slider with the clutch engaged. The change-gear lever has a plunger in the ball grip, this plunger having a curved latch-piece which fits into similarly formed notches in a quadrant to correspond with the three-speed positions and a neutral point. The form of the notches ensures the rider stopping the lever at the exact position for a given gear.

The clutch is controlled by both foot and hand lever, the former not interfering with the setting of the latter. The brake is of the Eclipse band type and is actuated by a substantial foot lever on the right footboard. The starter is of the lever type, with folding tread, the lever being on the left and the sector and gear on the right of the gearset. The muffler is a perforated cylinder, fitting into the tail pipe, no pot or shell being used. The seat device is incorporated in the post tube itself.

The oiler is of the pump type, working 1:22 with the motor. It is driven from an intermediate gear in the magneto train. The tank is large, probably having the greatest capacity—9 quarts—in the show. The single-cylinder model is the most recent in the Reading Standard line, while the twin motor is similar to that of 1915, save that the valves and admission passages are enlarged, and a larger carbureter is fitted.

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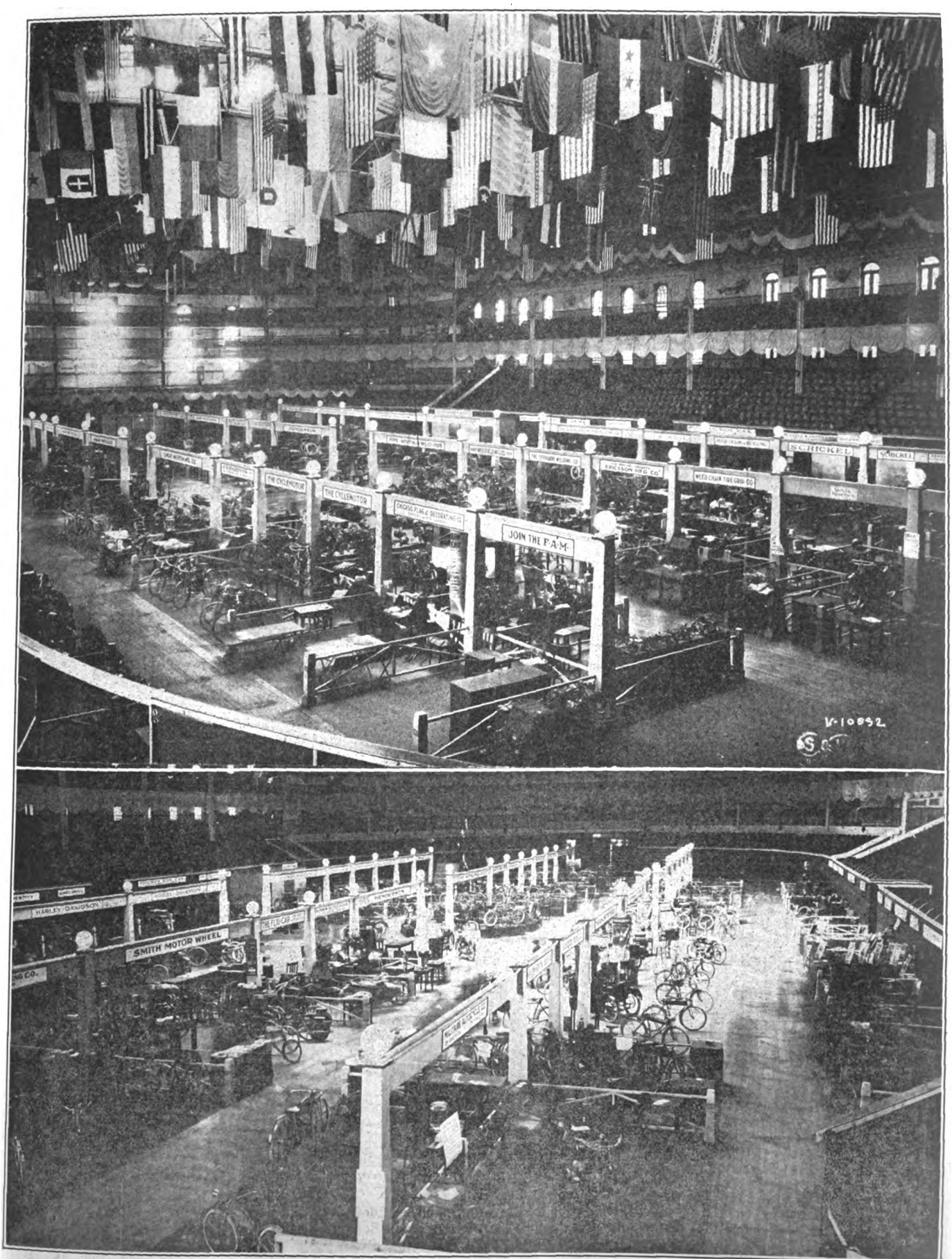
# TWO GENERAL VIEWS OF THE NEW YORK SHOW




**The Flags of All Nations Afford a Highly Artistic Setting for the Vehicle of All Nations—the Two-Wheeler. Note the Orderly Arrangement of the Booths and the Impressive Amount of Floor Space Occupied**

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# AT THE MOTORCYCLE BOOTHS

What's New in Machines Since the Chicago Show

## HENDERSON IMPROVEMENTS FAVORABLY RECEIVED

FOUR models of the four-cylinder Henderson motorcycle are staged at the big stand of the Henderson Motorcycle Company. A two-speed model occupies a prominent position and is generally the center of the largest group in the exhibit, salesmen taking turns in explaining the fine points of the new machine. This model and the three others, all of which are single-geared, are fitted with the mechanical oiler an sight glass, the foot starter with its big dental clutches, the new starting-shutter on the air section of the carbureter and the combined hand and foot control of the clutch.

In addition to the machines, the various parts entering into the Henderson motor, gearset, and frame are attractively displayed on a large board, many of these parts being sectioned to show the construction. The gearset is shown in its several units, while the cylinder complete with its valves is sectioned to indicate its various internal details. The Henderson motors are of 61 cubic inch capacity for 1916, being smaller than those of preceding seasons.

## SPRING FORK AND SIDEVAN FOR SCHICKEL LIGHTWEIGHT

LIGHTWEIGHTS occupy most of the stand of the Schickel Motor Company, there being five of the little fellows on view. One of these has a spring fork of the coil type, the movable fork members having a coil spring at their united upper portion with the spring bearing against a specially-formed piece attaching to the steering head. This fork is at present fitted as an extra on the Schickel likhtweight model. Another lightweight has a commercial sidecar attached, this car being of such construction as to enable the motor to properly carry it loaded without trouble. The transmission on this model is of two-step construction, a V-belt driving the countershaft and a second V-belt driving from the countershaft to the rear wheel. This arrangement gives the desired low ratio of gearing for the added work of carrying the loaded sidecar. The body of the car is of wirework of capacity to take 100 pounds at least.

"Big 6" models are shown in two styles, one being flat belt driven and the other chain driven. A sectioned motor to show the Schickel principles of two-stroke construction occupies a prominent place on the stand.

## LADIES' MODEL OF DAYTON MOTOR BICYCLE

THREE Dayton motor bicycles, and three of the Dayton big twins are shown at the stand of the Davis Sewing Machine Company. Of the trio of motor bicycles, with the powerplant in the front wheel, two are gentleman's models, while the third is a drop-frame ladies' machine, the only one in the show specially adapted for a rider of the fair sex. The Dayton motor bicycle is fitted with a single-cylinder four-stroke motor, driving the disc front wheel through a reduction gear and compensating device and having a one-lever control on the handlebar. It is fitted with footboards and a substantial stand, as well as a special coaster brake.

Of the three Dayton motorcycles, one is a two-speed machine with the Dayton motor, another a two-speed fitted with the Spacke motor, and the third is a Dayton-motored twin with Rogers sidecar. All bear the new and neat Dayton insignia on the tanks and are finished in Dayton red. A three-speed Dayton, motored twin, is to be shown later in the week.

## TWIN AND FEATHERWEIGHT INDIANS ON VIEW

THREE speeds on everything with a motor in it, expresses the situation at the stand of the Hendee Manufacturing Company, where seven Indian motorcycles are on display. It would take a very acute observer to decide which model drew the greatest attention of the throngs that jammed the exhibit all day long, for the two-stroke Featherweight and the two models with Powerplus twins both have packed groups of devotees. Of the Powerplus models, four are shown with the Indian spring frame. Two of these have, respectively, a sidecar and a parcel car attached, while a third is fitted with the Splitdorf electric lighting system.

Of twins with the rigid frame there are two shown, both for solo work. The Featherweight is all by itself, but by no means lonesome, and stand attendants get hoarse explaining the different features of this model: three-speed gearset, kick starter, disc clutch, measuring cup, cartridge type spring fork and two-stroke motor. There are sections of the motor, of the three-speed gearset for the Powerplus models and a section of the regular Indian fork construction. The sidecar shown is the Indian Maid model for 1916 and the parcel van is similar to that brought out last season.

## NATIONAL GUARD EXHIBIT INCLUDES FIVE MODELS

UNDER the auspices of Captain Lorrilard Spencer, of the New York National Guard, is a military exihibit, located at the western end of the garden. This consists of an Indian sidecar combination, incorporating a regulation stretcher, a Harley-Davidson military model twin, with auxiliary oil and fuel tanks, painted the standard Russian war color; a 12-horsepower, three-speed Thor; an Excelsior three-speed twin, and an Indian outfit with Colt rifle-calibre automatic gun on special sidecar chassis. These vehicles are placed in an excellent position for viewing and form part of an extensive National Guard exhibit, which includes military engineering models (miniature pontoon bridges, surveying apparatus, etc.), hand, lantern and radio signalling apparatus and the heliograph. Motorcyclists are being enrolled at this stand for the volunteer motorcyclist section.

## MOSTLY MODEL V MOUNTS AT THOR BOOTH

THE Aurora Automatic Machinery Company, is showing six models of Thor motorcycles, four of these being light twins of Model V, while the remainder are of 12-horsepower model. All the machines are fitted with the countershaft three-speed gear, with dual clutch control and powerful brakes. One of the 12-horsepower models has a Rogers sidecar attached, and, like the entire display of mounts, is colored Thor blue and black.

The Model V mounts are fitted with the new Thor spring fork, of the single cylindrical type, long footboards and Thor spring seat post. The change speed and clutch levers are most conveniently located for the rider, permitting of easy movement, without interfering with leg grip or causing too great a motion of the hand from the bar. This model and the larger one are fitted with the new foot starter, acting on the countershaft member.

## WHITE AND GOLD CLEVELAND IS ATTRACTIVE

WITH black velvet as a background and set in a large painted frame, one of the Cleveland lightweights is the cynosure of all eyes at the stand of the Cleveland Motorcycle Manufacturing Company. The machine is pure white in color with gold striping and super nickel-plating, and is without doubt the most picturesque machine in the garden. So great has been the crowd each day, that the exhibitors have been obliged to erect a railing around the machine and its frame, otherwise the white enamel would soon become blackened from much handling.

Alongside of this beauty in white and gold is a gray-enameled Model 1-A, two-speed and disc clutch-fitted Cleveland, while a Model 1-B also occupies a space nearby. The stand has a neat cut-away section of the Cleveland powerplant, which incorporates the motor, gearset, clutch, cross-shaft, magneto and drive and front sprocket. A large board displays a number of parts entering into the power unit, each being removable in order that its construction may be examined. The universal joint, consisting of two steel discs with a thick fibre Maltese cross to allow for changes in alignment, is a most ingenious feature of the magneto drive.

## THREE-SPEED TWIN HEADS THE POPE LINE

LEADING the Pope line of motorcycles at the stand of the Westfield Manufacturing Company, is the three-speed twin Model R-16, with foot starter and combined clutch and brake operation on one lever. The Pope lightweight, Model H which has been on the market for six years, occupies a very prominent place in the exihibit, as does the Model L, single geared twin. A Model M, overhead valve single, is also displayed.

The three-speed twin has a novel-lockin

(Continued on page 34)

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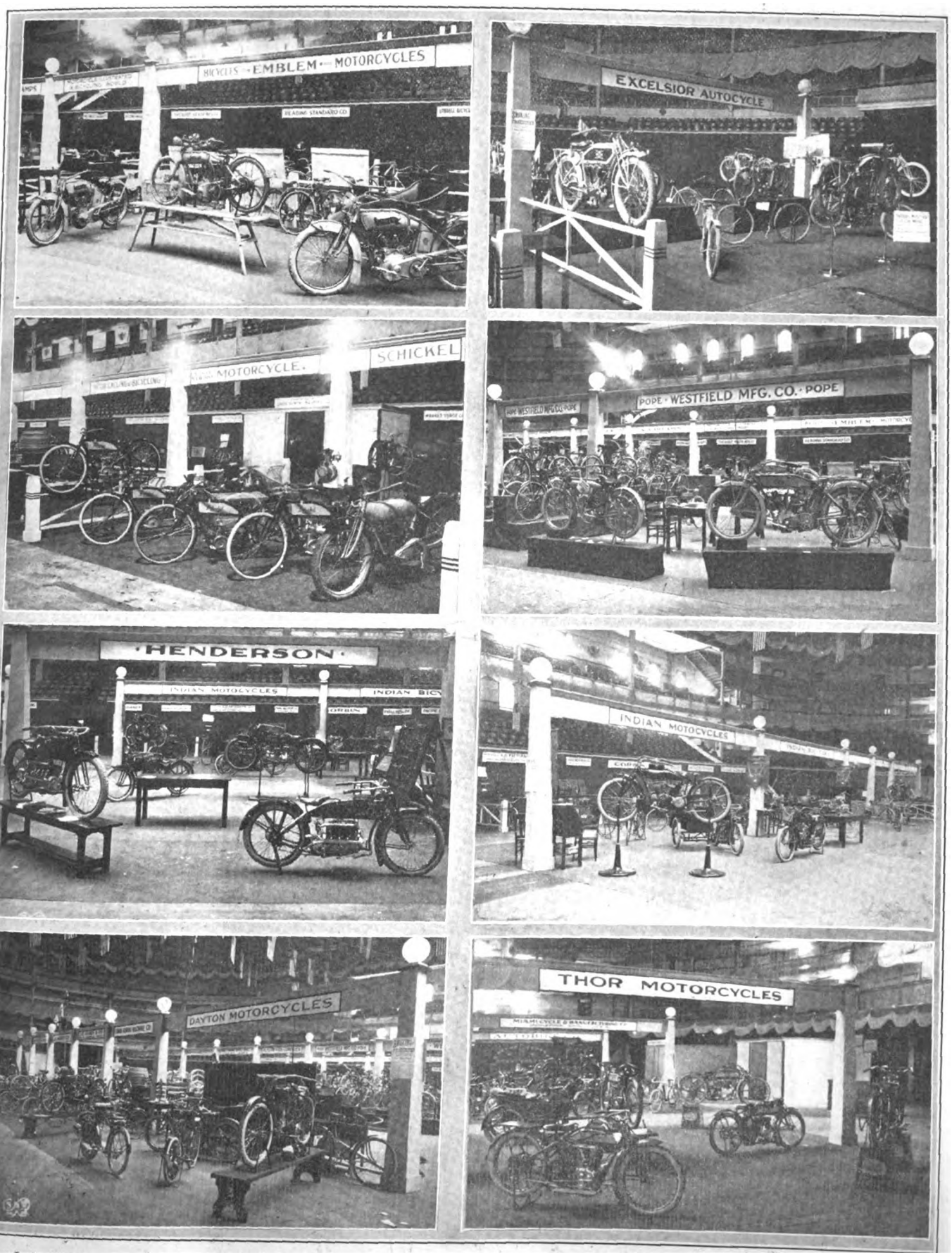
# EIGHT SIGNS OF A PROSPEROUS 1916 SEASON




Upper Left, Emblem Booth with Light Twin in Foreground; Next Below, Lightweights at Schickel Stand; Third, Henderson Trio of Mounts; Bottom, Dayton Motor Bicycles and Twin Models; Upper Right, the Excelsior Models; Second, Motorcycle Section of Westfield Exhibit; Third, the Hendee Stand; Bottom, the Thors, Mostly Model V Twins

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# AT THE MOTORCYCLE BOOTHS

**Two Brand New Arrivals on Distinctly Novel Lines Are Included in the Lineup**

device on the shaft carrying the barrel cams which "select" the different speeds. An arm fitting into the notches on this locking plate prevents shifting the gears without withdrawing the clutch, and there is an interconnection between the clutch lever and the brake on the rear hub, so that when the clutch is withdrawn, a continued movement of its lever sets the brake.

## AUTOPED SHOWS INGENIOUS CONTROL FEATURES

SEVERAL specimens of a motor vehicle of unique construction are to be seen at the stand of the Autoped Company of America, the types being variations of the one model. This is the Autoped, designed to be ridden standing up, controlled as to steering by a long handle with a cross-piece, and as to motor speed, etc., back and forth motion of the handle and twisting grips on this cross-piece. The powerplant consists of a single-cylinder motor, driving the front wheel by gearing, with the fuel tank mounted above the wheel. The rear wheel is of the disc type and has a rolling motion only. It is fitted with a substantial mudguard. When not in use, the handle or steering pillar of the Autoped is lowered to the guard over the rear wheel and then latched.

## TIGER LIGHTWEIGHT HAS A UNIQUE MOTOR

TIGER lightweights, finished in tiger yellow with contrasting striping, are displayed at the exhibit of the Autobike Company, there being three of the one model shown. One of these has a neat electric lighting outfit, employing dry cells as the source of current, and having a powerful headlight and efficient tail lamp. The motor is fitted with two automatic mushroom valves, one establishing communication between the main gas passage and the combustion chamber, and the other acting as a check-valve between the carbureter and the gas passage. The sparkplug is mounted in the head of the motor just in the path of the incoming fresh charges. The transmission is by V-belt and a pedal gear and coaster brake is fitted.

## GIBSON MON-AUTO IS NOVEL TWO-WHEELER

A TWO-WHEELED motor runabout is the center of attraction at the stand of the Coalition Company, this vehicle being known as the Gibson Mon-Auto. It is designed to have the rider seated on top, the length being 48 inches and the greatest width overall being 18 inches, the rider being something like a foot from the roadway when seated. The Mon-Auto is driven by a single-cylinder, air-cooled motor of four-stroke type, with magneto in the flywheel and a 5:1 reducing gear to drive the rear wheel. The fuel tank is cylindrical and forms the upper member of the frame. The machine is steered by a T-handled arm, the back and forth motion of this arm operating the throttle and clutch and brake. A foot starter is provided. The total weight is 45 pounds.

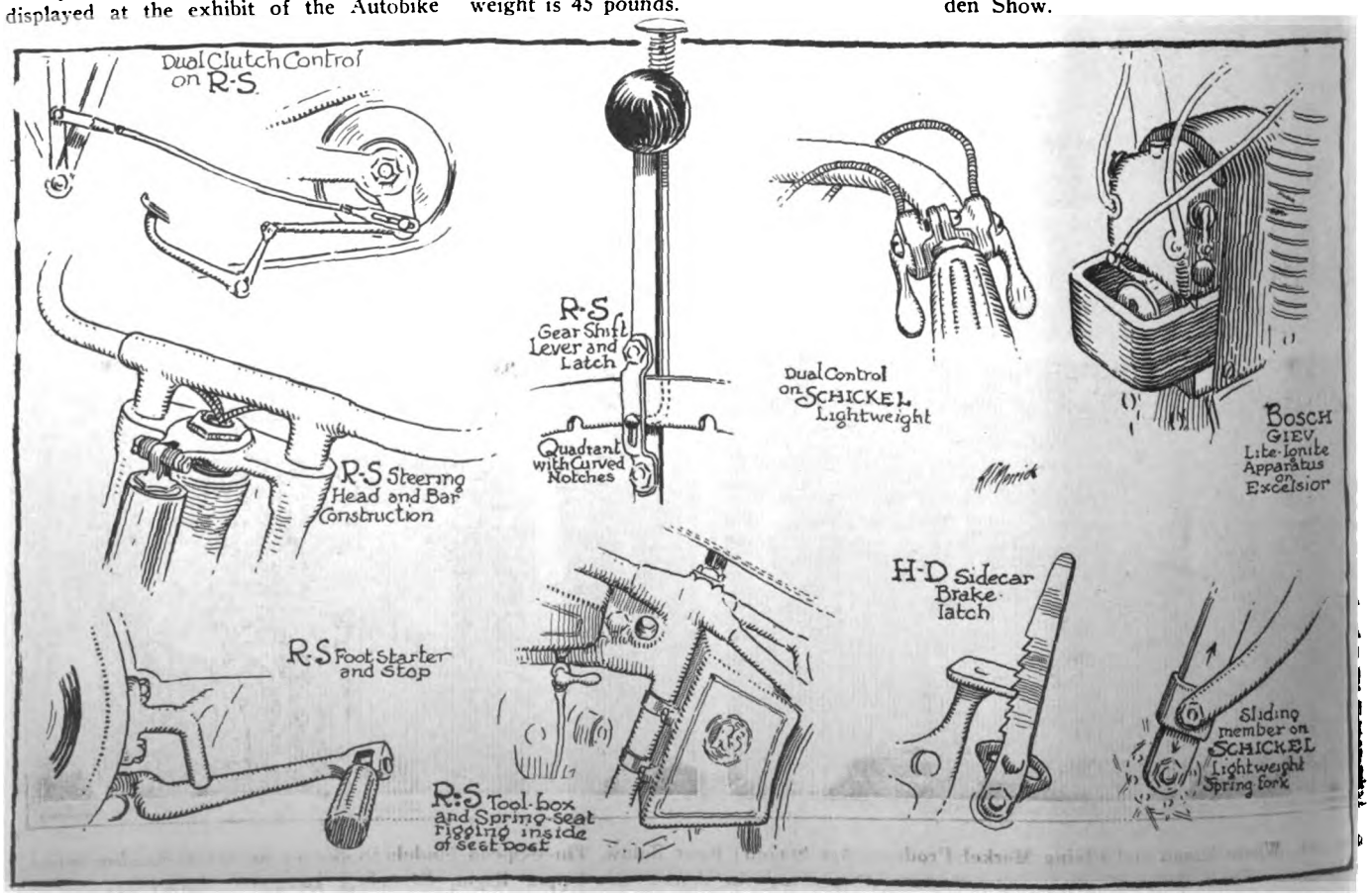
## MILITAIRE AUTOCYCLE IN ONE MODEL ONLY

BUT one model of the Militaire autocycle is shown at the stand of the Militaire Autocycle Company. This machine, with its pressed steel frame of channel section, its rubber-tires idler wheels, wooden-spoked front and rear main wheels and its four-cylinder motor in unit with the gearset, is the center of much interest. The unique leaf springs in the compound front fork construction are frequently commented upon by most riders who visit the exhibit, and the stand attendants are kept busy with the numerous inquiries.

## SHOWING SOME NEW DETAILS ON VARIOUS MODELS

NEW details on several of the models shown in the Garden are given in the illustrations below. In several cases, the devices have been fitted to the machines since the exhibition at the Chicago Coliseum, last month.

In the vertical column at the left, and in that immediately to the right of the same, are constructional details to tbe found on the three-speed Reading-Standard single and twin cylinder models. The two Schickel drawings show new features for 1916, while the Harley-Davidson brake latch was first shown at Chicago, but has not been illustrated before. The Bosch GIEV apparatus was first fitted to any motorcycle at the opening night of the Garden Show.

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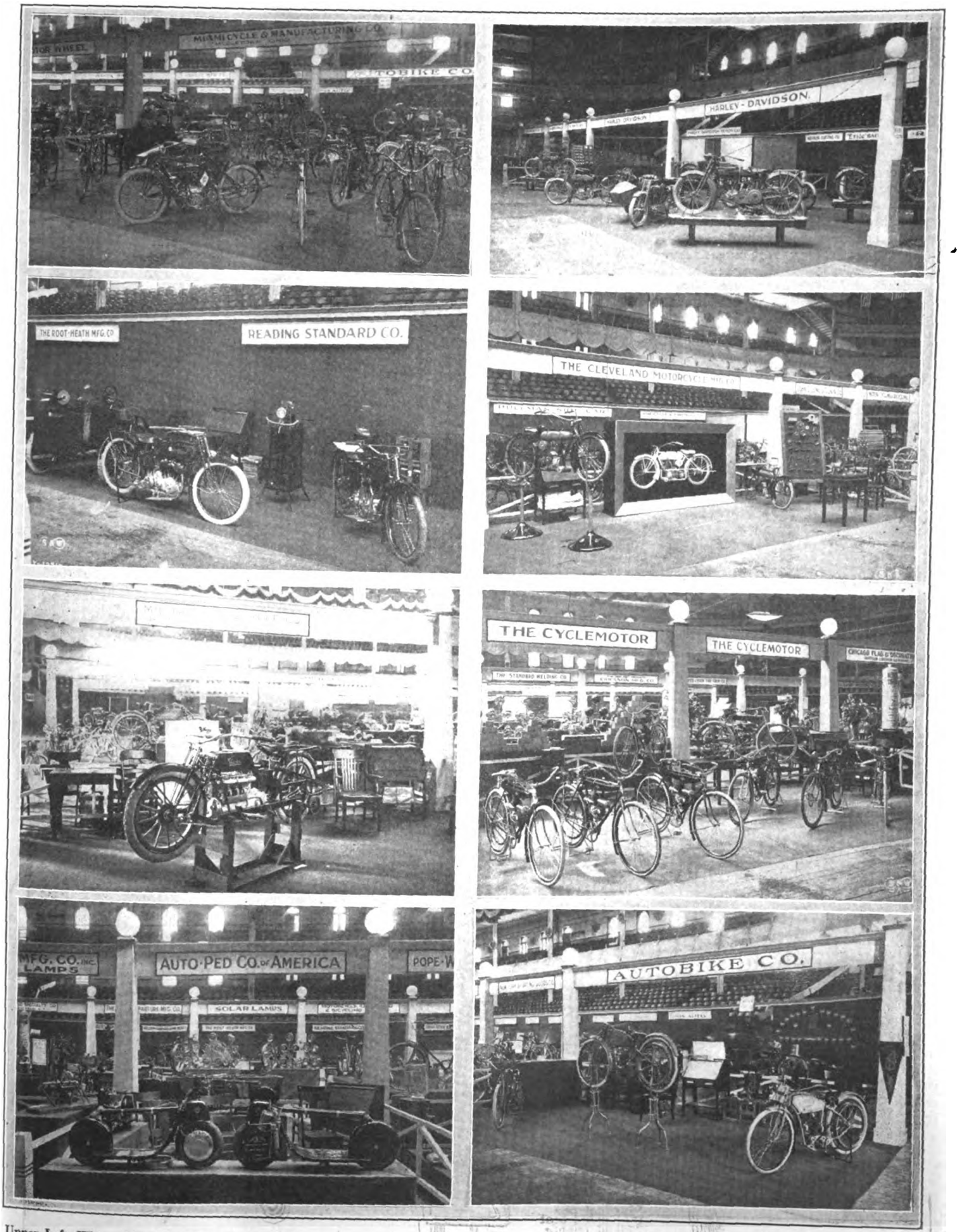
# WIDE RANGE OF DESIGN AMONG THESE EXHIBITS




Upper Left, Where Miami and Flying Merkel Products Are Staged; Next Below, Three-Speed Models in Brown Attract at Reading-Standard Space; Third, Militaire Autocycle; Bottom, Displaying the Auto-Ped. Upper Right, Revealing Extensive Harley-Davidson Exhibit; Next Below, White and Gold Lightweight Forming Background for Cleveland Exhibit; Third, Cyclemotors Fitted to Many Bicycles; Bottom, Attractive Autobike Display

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# Looking Down Accessory Row

## PLEASURE AND BUSINESS MODELS OF PULLMAN

PULLMAN sidecars adapted to instant attachment to Excelsiors, Indian cradle spring frame and rigid frame models are shown at the booth of the Harry Svensgaard Sales Corporation. The pleasure cars are finished to suit the motorcycle to which they are to be attached, an the one commercial model, a van with extensive rear platform, nicely railed, is finished in Excelsior gray. The frame of the pleasure model of Pullman is shown, with an auxiliary child's seat in its place with regard to the finished car. One of the cars is fitted with a Van Zile deflector.

## ROGERS SIDECARS SHOWN ON EIGHT MAKES

ROGERS sidecars finished to correspond with many different makes of motorcycle are displayed at the stand of Irving Beck, general representative for the Rogers Manufacturing Company, as well as at a number of motorcycle exhibits in the Garden. At the Beck stand, are two cars adapted to various Harley-Davidson models, one to fit the Indian and shown attached to a three-speed model of that make, and one for the Excelsior. Rogers sidecars are seen at the Miami, Reading Standard, Excelsior, Thor and Henderson exhibits also.

## FLXICARS ADAPTABLE TO ANY MOTORCYCLE

TWO Flxicars, the product of the Flxible Sidecar Company, are shown at the booth of that exhibitor. They are designed for and attached to an Indian and an Excelsior model respectively. The Flxicars have the side wheel arranged on a horizontal pivot with through link to enable the side wheel to incline with the wheel of the motorcycle. Demonstrations of the principle upon which the Flxicar operates are regularly made. The cars are adaptable to all makes of motorcycle.

## CORBIN PRODUCTS FORM EXTENSIVE DISPLAY

CORBIN-BROWN speedometers, Corbin coaster brakes and hubs are to be found at the exhibit of the Corbin Screw Corporation. The speedometers bearing the Corbin-Brown name are made with either front or rear drive and have been reduced in price recently, owing to increase in the number of sales. In fact, the price is now $12, with a corresponding reduction in list figures.

The Corbin-Brown speedometer is now made for lightweight models, the same instrument as on the large models being used but the cable being shorter. A sidecar model, minus bracket, however, is also to be seen. Each instrument has a safety or guide for the trip odometer so that mileage can be changed without at any time injuring the dials and connections.

Corbin coaster brakes for bicycles are shown in various models, including the two-speed coaster, which may be used for lightweights and bicycle models with motor attachments. The well-known Corbin Duplex motorcycle brake with V band is also on view.

## INTERESTING EXHIBITS AT WEED CHAIN STAND

PROMINENT in the stand of the Weed Chain Tire Grip Company, is the sidecar combination of "Jimmie" Walker, Weed traveler, just returned from a trip through fourteen States which totaled 13,418 miles. The sidecar rig, of Indian make, is in its third season, having been used by Walker for his trips during the last three seasons. Photographs of the roads and country traversed on his recent tour are nicely mounted on big cardboard sheets and give a good idea of the needs of Weed chains in cross-country work.

The full line of Weed chains is arranged in the booth, so as to be most effective in demonstration. The neat and compact bag in which a chain is carried often causes the visitor to become skeptical as to its contents until it is opened, so small is the package and so large the contents.

## NEW DEPARTURE FULL LINE ON EXHIBITION

COASTER brakes, bells and hubs spell "New Departure", almost at the mention of of the names of these articles and naturally the booth of the New Departure Manufacturing Company shows a full line of all of them. Very prominent in the booth is the literature devoted to the bicycle boosting campaign, the literature and a series of large swinging panels being finished in an orange tone. This campaign is for one million bicycles for 1916, and the firm is going after that number with all its forces.

The coaster brakes vary in size from those for light roadster bicycles to those for the heaviest twin motorcycles. Bells shown are single stroke, electric and plain chime, and are in size up to three inches diameter. Bicycle and motorcycle hubs are on view in a variety of sizes.

## SUPERIOR SADDLES INCLUDE 13 BICYCLE TYPES

SUPERIOR motorcycle and bicycle saddles in profusion are to be seen at the stand of the Superior Metal Products Company, in connection with a variety of bicycle tool-bags and saddle clamps. In the motorcycle saddle, the rear of the frame is carried by volute flat alloy steel springs, attaching to the main frame at the apex of each volute. The frame or base is of steel with rib reinforcements.

Bicycle saddles under the Superior trade-mark appear in 13 models, of which one is a ladies' and two others are juveniles. Most of the seats shown are fitted with the firm's shock absorbers, a spiral spring operating in a cylinder at each side of the rear in each model, in addition to the volute spiral round section springs above. Several models have single sets of reversed volute springs, while the lighter ones shown have spirals of few coils and great pitch. The tool bags are of various forms, with both two and three straps and patent fasteners.

## FEW "OLD SOLS" MISSING AT HAWTHORNE BOOTH

"OLD SOL" head and tail lights, with those adapted to sidecar service are seen in abundance at the booth of the Hawthorne Manufacturing Company, in both acetylene and electric models. Beginning with the "Old Sol" No. 8, the acetylene series runs through the No. 17, No. 1, 13, No. 5 generator, and Nos. 38 tail lamps and No. 14 generator. U. B. T. bracket No. 1 and A. J. B. No. 8 bracket is shown.

In the electric motorcycle series, tail lights 33 and 37 are to be seen, as well as searchlights 6 and 6 S. S. In the bicycle acetylene series, the Nos. 3 and 10 lamps and the No. 23 lamps with red rear signal are prominent, while in the electric series are Outfits Nos. 50, 53 and 18. Lamp No. 32 and Outfit No. 55 are shown as well as the No. 4 headlight outfit with two dry cells in iron casing, the casing being attached to the top tube of the cycle frame.

## UNIVERSAL VALVE AND PARTS ARE SCHRADER FEATURES

MOTORCYCLE, bicycle and automobile tire valves of Schrader make and parts for the same form the major part of the exhibit of A. Schrader's Son, Inc. The Schrader tire gauge and valve repair tool are also exhibited.

The Schrader Universal valve insides are packed in fives in very convenient tin boxes of small size, the boxes being dustproof and grooved to keep each inside apart from the others. The valves include the 609 bicycle type, the 761 for single tube repair work in both bicycle and motorcycle tires, the G. & J. shoe valve No. 1022 for double tube bicycle and motorcycle tires and the oval base valve No. 820 for single tube repairing. The Schrader gauge is registering and is put up in a neat purse for protection.

## MOSSBERG EXHIBIT IS GOAL OF TOOL LOVERS

MOTORCYCLISTS and other users of wrenches, and small tools find their Mecca at the booth of the Frank Mossberg Company, where kits and individual

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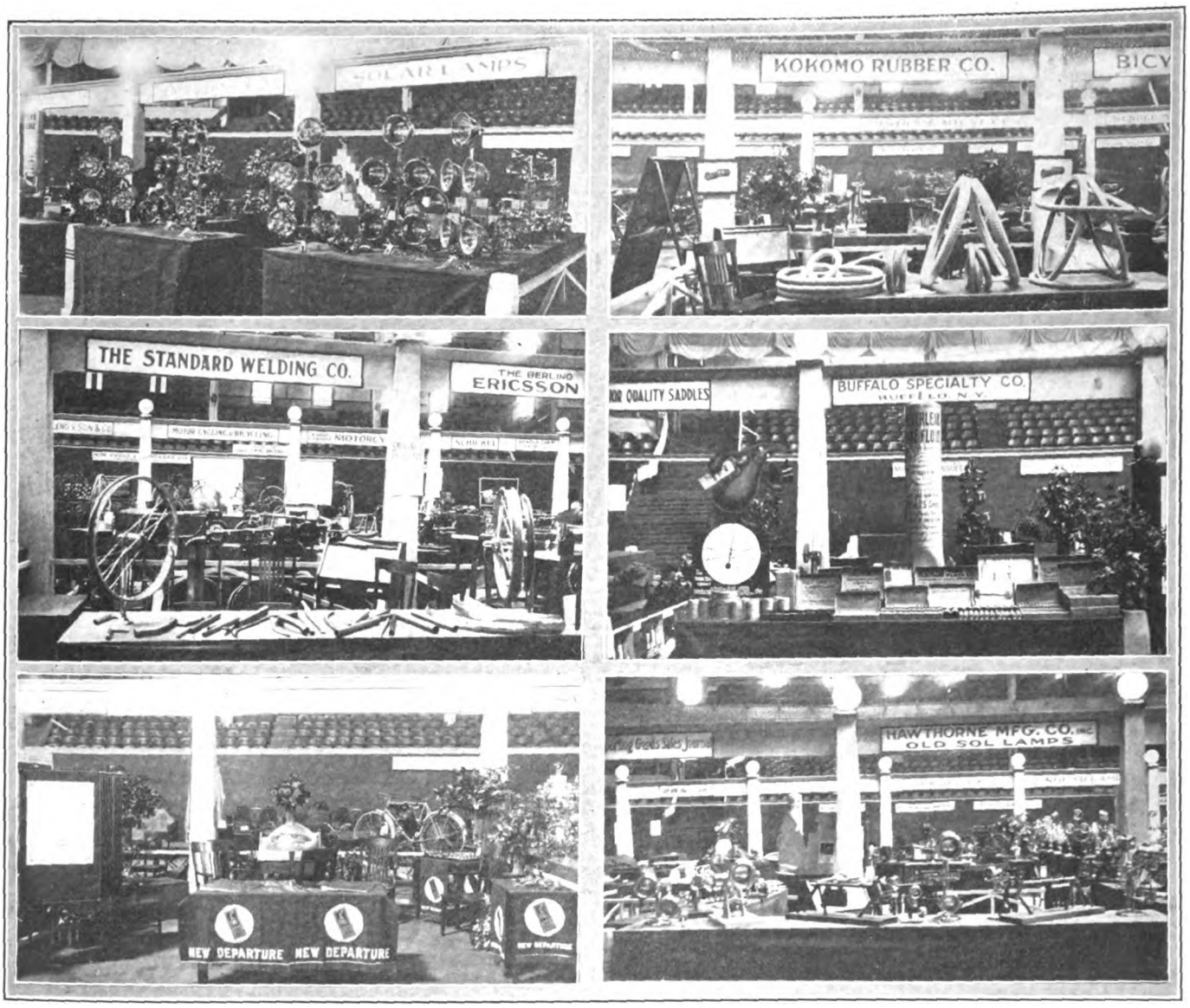
# DEPICTING SIX ACCESSORY EXHIBITS OF WIDE REPUTE




**Upper Left, All Sizes of Solar Lamps Are to Be Seen Here; Below, Wheels and Other Parts at Standard Welding Booth; Bottom, Draped for New Departure Bicycle Boosting Campaign; Upper Right, Kokomo Kord Tires Head Line of Pneumatics Here; Next Below, Where Neverleak and Hosmer Compounds Are Exhibited; Bottom, "Old Sol" Light-Giving Devices for Bicycles and Motorcycles as They Are Lined Up at the Hawthorne Mfg. Company's Stand**

tools are set out to view. Each kit or set is mounted on a card explaining its name and other details. The most prominent of the sets is the Quickkit A, with its few but effective tools; this set has been made up especially for the motorcycle rider.

Engineers' wrenches in sets are also to be found at the Mossberg exhibit, as are also service wrenches in kit and separate. Display stands show the various tools produced by the maker, and practically the full line can be seen.

## KORD TIRE ATTRACTS AT KOKOMO STAND

KOKOMO KORD tires with their characteristic double layer of cord in the carcase are featured at the stand of the Kokomo Rubber Company. These tires are noticeable for their jet black sides of high class rubber, for the double-grooved white tread and the heavy black rubber inner tube.

The layers of cord are wound at right angles to each other with a black rubber layer between. The cords do not run across the tire but diagonally to take strain in the best possible manner. The construction makes the tires very difficult to puncture or blow out.

## HECO HAND HORN FEATURES HEINZE LINE

HECO motorcycle hand horns head the list of exhibits at the stand of the Heinze Electric Company, the remainder of the booth being given over to magnetos of various types. The hand horn is of the rotating type with the rotor teeth engaging a contact on a diaphragm. The rotor is operated by a worm working within a nut on the rotor, the worm being formed on the handle of the apparatus. A ratchet clutch allows of over-running.

The horn has the diaphragm contact screw adjustable for tone and the whole horn is waterproof. The range of tone is a wide one. Heinze magnetos have magnets of circular cross-section and are adapted for use with lightweight machines as well as the regular motors.

## BRAKES AND CLUTCHES FORM ECLIPSE EXHIBIT

MORROW coaster brakes, Eclipse free engine clutches and front and rear hubs are shown at the stand of the Eclipse Machine Company, and this firm's products are also to be seen on many motorcycles and bicycles in the Garden also. The Morrow coasters are designed for bicycle service only, while the Eclipse hubs are made in both motorcycle and bicycle types.

The Eclipse free engine clutch is made in both countershaft and motor shaft type, for chain drive, and in motor shaft type for belt drive. The two-speed gear to fit in the hub is also shown. The display is typically comprehensive and practical.

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## BERLING MAGNETOS FOR ALL IGNITION WORK

SEVEN models of Berling magneto for motorcycle ignition are to be seen at the booth of the Ericsson Manufacturing Company, in connection with a number of machines for 4, 6, 8 and 12-cylinder automobile and aviation service. The largest of the motorcycle models is the N-44, for four-cylinder ignition, as on the Henderson and F. N. machines.

The N-21 model, which like the other Berling magnetos for motorcycle ignition is of the true high-tension type, is adapted for twin motors of any power. There are two of these shown, one in connection with a group of all-motorcycle machines and the other on an exhibition stand. The US-13, for small single cylinder motors and the US-21 for small twin motors are also on view in a similar arrangement. The 8 and 12-cylinder magnetos are of the double distributor type.

## MAIN SCHEBLER EXHIBIT IS MODEL H CARBURETER

MODEL H Schebler carbuerters occupy the Wheeler & Schebler exhibit at the Madison Square Garden. It might also be said that they are on practically every model of motorcycle in the show, also, so that the seeker after Schebler carbureters need only traverse the various aisles to see them ready for use.

The Model H, often known as the Motorcycle Schebler by its admirers, is made in ¾ and 1-inch sizes, and incorporates the movable needle-valve operated by a cam attached to the throttle lever. The spring-loaded auxiliary air valve, with starting device and knurled knob adjustment are other features of this mixture-producing device.

## BULB AND MECHANICAL HORNS MARK NONPAREIL DISPLAY

BULB horns and the Bee-Jay mechanical alarm are shown where the Nonpareil Horn Company has its show headquarters. The bulb horns vary in size and tone to suit the most critical of riders and all are provided with sturdy clamps, which will withstand heavy service. The mechanical horn is of the vibrating diaphragm type, the motive power being a push on the handle by the rider, this push acting by a toothed wheel on a contact attached to the diaphragm.

The Bee-Jay mechanical horn is attachable to any machine and is positive in its sound-giving qualities. It is water-proof and will not go dumb during its lifetime.

## REMY GENERATOR HAS MANUAL IGNITION SWITCH

REMY generators in both assembled and cut-away models are featured at the booth of the Remy Electric Company, and there are all of the important component parts to be seen close at hand. A number of changes in construction have been made in the generator since the 1915 model was put on the market, one being in the use of a manual switch in place of the vacuum system controlling the ignition. There is a heavier spring on the distributor and the gear on the main shaft is fitted in place with two Woodruff keys in place of the one used in 1915.

The condenser is made much larger and is metal-covered, the Bakelite casing having been discontinued. In order to render the distributor dirt and liquid-proof, there is a felt washer placed between the body and the cover. The Remy generator is shown on a Model 16-J Harley-Davidson mounted at the exhibit and is also to be seen on a twin model of Flying Merkel motorcycle, at the Miami stand.

## HAVERFORD HAS SIDE-SEAT AND MOTOR WHEEL

MILLER Triplex side-seats and the Smith Motor Wheels are the chief exhibits at the stand of the Haverford Cycle Company, the stand being held by the Philadelphia headquarters of the company. Three of the Miller devices are shown with the addition of one in miniature.

The Smith Motor Wheel, for which the exhibitor is agent in various cities is seen attached to one of the firm's line of bicycles. A number of accessories handled by the various Haverford branches are on view.

## DUCKWORTH CHAINS SHOWN IN WIDE RANGE

CHAINS for bicycles and motorcycles, in connection with a chain and sprocket gear, are displayed at the booth of the Duckworth Chain & Manufacturing Company. The motorcycle range varies from pedal chains for lightweight models to the ⅝ x ⅜ inch heavy duty roller type for the most powerful twins.

In the bicycle line, the Duckworth chain series shows roller and block types varying from ½ inch. All chains are shown suspended on a neat board, but capable of being handled and in good contrast with one another, being graded according to size.

## SOLAR CYCLE LAMP LINES ARE MOST EXTENSIVE

SOLAR lamps for motorcycles and bicycles in both gas and electric models are shown in connection with brackets for the various models at the exhibit of the Badger Brass Company. The motorcycle line includes headlights of varying power from the small one often employed as markers on sidecars to those whose candlepower reaches into four figures. Finishes are in full nickel for the most part, but black and nickel are also to be seen.

In the bicycle section of the Solar exhibit, separate generator and self-contained models are on view. Solar lamps have had an excellent reputation since the dawn of the safety bicycle era and have held their standard high down to the present time.

## AIR CUSHION MODEL HEADS MESINGER LINE

SADDLES for both motorcycle and bicycle service are installed in numbers at the stand of H. and F. Mesinger Manufacturing Company. The leader in the motorcycle line is the Air Cushion Superba, incorporating spiral springs and air cushions located in cylinders at the rear of each side of the cantle. The top of this model is non-stretching and the upholstery is deep.

The leading saddle in the bicycle line is the Standard No. 2, having the rear springs arranged in spiralss in decreasing diameter, with interior cylinderical springs. On compression, the outer springs close their coils and the inner springs decrease their pitch, thus giving an excellent shock absorbing action. In addition to the saddles, the Whittle belt for motorcycles is shown at the Mesinger booth. This belt has a metal plate foundation, with the leather fastened to pins projecting at right angles.

## STANDS AND CARRIERS AT MARKET FORGE BOOTH

BICYCLE stands, luggage carriers, delivery baskets and lamp brackets are shown at the stand of the Market Forge Company. The stands, carriers and delivery baskets are made of flat metal stock, nicely enamelled black and made very strong. The "Maforco" lamp brackets are shown in both motorcycle and bicycle types and in two types: adjustable and rigid. Samples of the firm's motorcycle footrests and number plates are on view.

## NEW JUNCTIONS AND FUSEBOX FOR SPLITDORF

TO such a level of excellence has the Dixie magneto been developed that novelties in its construction are practically impossible. Consequently, at the Splitdorf Electrical Company's exhibit in the Garden, new things are to be found among the minor details of wiring in connection with the lighting systems which employ the firm's Mag-Dynamo.

Three types of junctions and an ammeter with clamp to fit the motorcycle top tube, along with a new fusebox, are the sum total of new things on view at the Splitdorf stand. The junctions are made straight tee for one cable in each arm; tee for two cables in one arm and one in each of the others and straight junction, for two cables in one end and one at the other. The junctions are all strongly insulated and have sturdy means of securing the cables in place.

The ammeter has a black casing and is fitted with a washer below the cover glass to keep it water and dust proof. Its base bolts to a flat "foot" to which are attached the two clamp pieces with lower ends to embrace the top tube of the motorcycle. The securing nut and bolt are above the tube. The ammeter is dead beat and reads in charge and discharge as well as in amperes.

The fusebox has the fuse in the center with the connections to cable ends direct. It is so arranged that no short-circuiting is possible when the cover is in place. The cables enter large insulated lugs before attaching to the fuse-carrying fingers.

Dixie magnetos shown are the No. 11, the S1 for lightweights, the M1, for single cylinder motors, and the M2 for twin motors. The No. 11 is for foreign as well as domestic motors, and has been used much for British motorcycle ignition. The Splitdorf Mag-Dynamo is in operation on an exhibition stand.

(More Accessories on page 40)

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# PICTURED HERE AND THERE AMONG THE ACCESSORY BOOTH

Upper Left, Where Dixie Magnetos Are Shown; Next Below, Berling Magnetos in Various Models; Third, Schrader Universal Valves and Tire Gauges; Bottom, Walker's Sidecar Was Feature of Weed Exhibit; Top Left, Pullman Sidecar Stand; Next Below, Booth of Remy Electrical Company; Third, Rogers Sidecars at Stand of Irving Beck; Bottom, A. H. Patterson, Brooklyn Dealer

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# Looking Down Accessory Row

**The Number of These Exhibits and Their Variety Contribute Much to the Busy Atmosphere of the Garden Show**

## LOBDELL RIMS IN WOOD AND COMPOUND TYPES

LOBDELL wooden and steel-and-wood rims neatly arranged were on display at the booth of the American Wood Rim Company. The wood rims are for bicycles while the steel-and-wood rims are for motorcycle service primarily. The latter rim is made in 28 inches only, while the wood types are to be had in a variety of sizes and finished in different colors.

The Lobdell rim is one of the oldest and best known in the bicycle field, and is used on many of the highest class of bicycles made.

## EXIDE BATTERIES SHOWN FOR MOTORCYCLE USE

EXIDE batteries for motorcycle service, mostly to be used in connection with an electric generator, are to be seen at the booth of the Electric Storage Battery Company. These batteries are of the sulphuric acid electrolyte type, and are arranged with non-leaking vents.

The Exide battery is one of the oldest in point of service in any line in the country, having been introduced for vehicle propulsion and ignition before the motorcycle was manufactured in this country.

## PATTERSON SHOWS MOTOR WHEEL AND SUNDRIES

A. H. PATTERSON has an exhibit of which the main feature is the Smith Motor Wheel, the exhibitor being a Brooklyn, N. Y. distributor for this attachment. The booth shows a variety of accessories, such as the Leonard lamp bracket, for Prest-O-Lite tanks, and the Sturmey-Archer three-speed hub for bicycles.

At the Patterson stand is a wide range of clothing and caps, this line including footwear and general comfort articles for the rider. The Stevens line of accessories is shown in addition.

## STANDARD WELDING EXHIBIT IS INTERESTING

RIMS and complete wheels are the most noticeable constructions at the front of the exhibit of the Standard Welding Company, but these do not include the complete line of that firm's goods. Formed motorcycle parts are regular things with the firm, numbers of these are to be seen at the booth, but many more on the machines themselves at the show.

Standard Welding goods have been noted for their excellence for years past and have been on American motorcycles almost since the beginning of the industry itself.

## RENOLD CHAINS EXHIBITED IN COMPLETE SETS

RENOLD chains in complete sets are to be found at the stand of Peter A. Frasse & Company, Incorporated. In the motorcycle set, the range is from the ½-inch starter and racing chains up to the ⅝ x ⅜ inch Special Service model for the biggest twin motors. Smaller chains than those mentioned are also on view, these including the ½ to ¾ inch pitch types.

In the bicycle set, in which both block and roller types are to be found, the line is from the one-inch pitch block with ⅛-inch width to the ½-inch single roller type with one-inch pitch twin roller chain.

## BUFFALO SPECIALTY SHOWS USEFUL COMPOUNDS

AT the booth of the Buffalo Specialty Company are to be seen containers of the Hosmer ball-bearing compound and soapstone for tire service. The ball-being compound is a non-acid substance especially mixed to give the best lubrication possible for this type of shaft-carrying bearing.

More familiar to the cyclist, whether motor or pedal, is the Neverleak tire-stopping compound, of which this firm has been the maker for years. The substance has a most extensive use and its familiar two-color label is seen in practically every repair shop and agency in the country.

## SADDLES AND TOOLBAGS AT PERSONS' BOOTH

PERSONS' saddles, headed by the Pan Dandy in the motorcycle series and by the Zenith in the bicycle line, are, with an assortment of tool bags, shown at the stand of the Persons Manufacturing Company. The tool bags are on view in five styles for motorcycle and in nine styles for bicycle equipment.

The motorcycle line of Persons' saddles includes the Pan Dandy, Champion and Duplex Champion, among others. The bicycle line includes the Zenith, Imperial, Spartan, Colonial, Saxon, Sterling, Roadster, Special, Peerless, Overland, Old Comfort, Apollo, Tuxedo, Bon Ton, Cantilever, Motobike, Road Racer, Track Racer and Model B. For ladies there are the Trophy, Old Comfort and De Luxe. Twelve styles of padded saddle, one of which is for juveniles, are also exhibited.

## STOLL TANDEMS DISPLAYED IN VARIOUS MODELS

STOLL DREAM and other models of tandems are seen at the exhibit of the Stoll Manufacturing Company. One of the models is shown fitted to a Harley-Davidson motorcycle, and delineates clearly the fact that this firm's goods are readily adaptable to any form of rear construction on a motorcycle.

The Stoll tandems still keep up their reputation for easy riding and speed and ease in attaching or detaching from the motorcycle, if appearances are any indication to that effect. Most interest is taken by show visitors in the more moderate-priced Stoll goods, although there are many sheep's eyes cast on the de luxe tandems.

### BUSH RETURNS TO ECLIPSE

G. S. Bush, traveler for the Eclipse Machine Company in 1909 and 1910, and more recently manager of the Boston branch of the American-La France Company, fire apparatus manufacturers, has again joined the Eclipse sales force.

### GIBSON MON-AUTO

This novel little vehicle is the invention of Hugo C. Gibson, who is seen holding it in the picture at the left. It has several unique features, among which are a magneto in the flywheel, the control of spark, throttle and brake by a movement of the handle back and forth, disc wheels with demountable rims, and combined tank and top-frame member. The Mon-Auto weighs 45 pounds and is readily carried by its rider.

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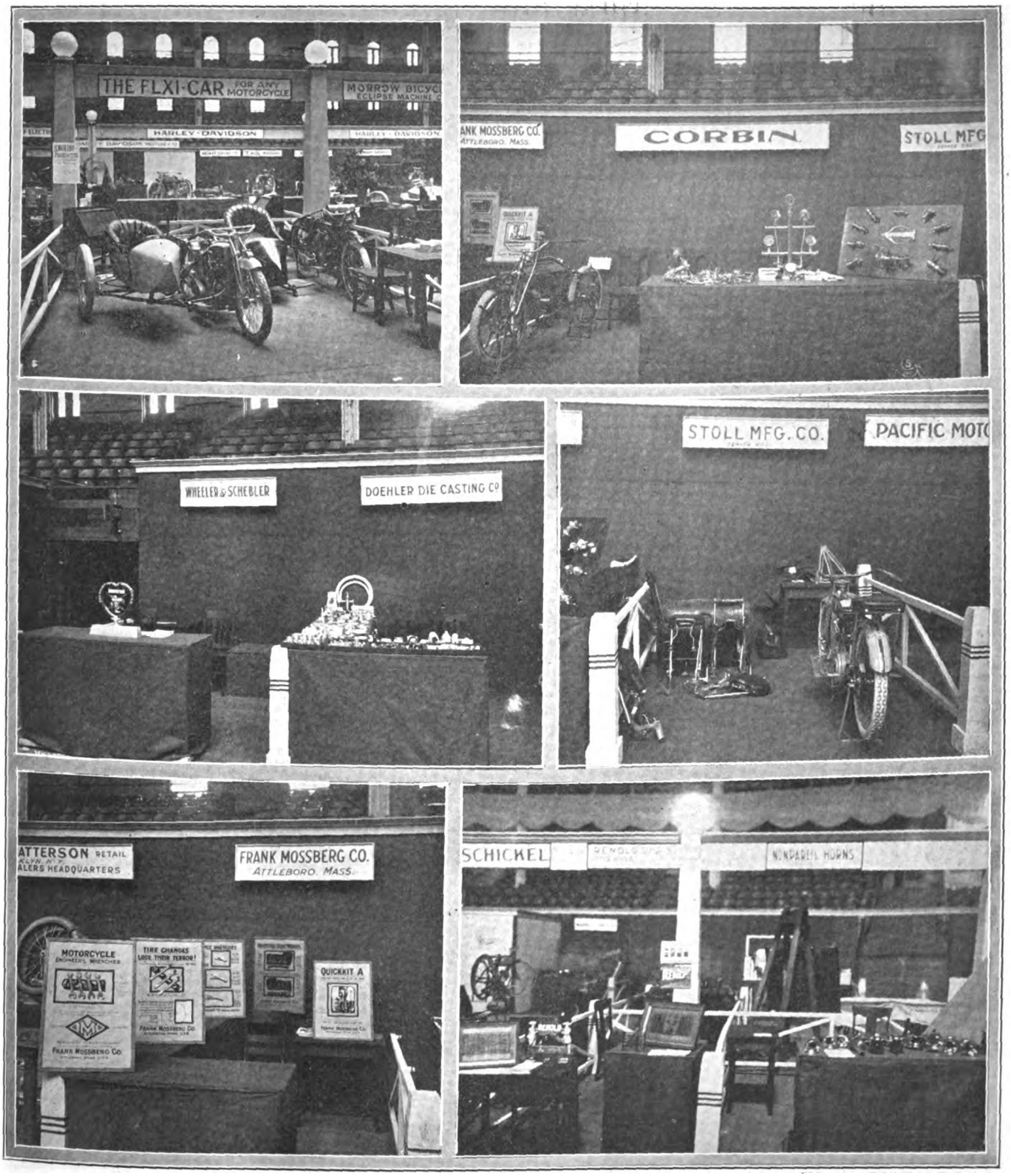
# VARIOUS NECESSITIES FOR THE RIDER APPEAR HERE




**Top Left, Flxicar Display Showing Sidecars Fitted to Different Mounts; Below, Wheeler & Schebler and Doehler Die Casting Stands; Bottom, Where Tool Users Had Their Mecca—The Mossberg Exhibit; Top Right, Brakes and Speedometers Are Chief Features at Corbin Space; Below, Tandems of Stoll Make; Bottom Renold Chains and Nonpareil Horns Drew Their Admiring Throngs**

## GETTING DEALERS INTERESTED IN TRACK PROJECT

Kansas City, Mo., October 9.—Plans are being made by the local speedway association to get motorcycle dealers interested in its project—the building of a large track at Overland Park. Automobile dealers have been generous in subscribing for the stock of the association, and because motorcycle as well as automobile races will be held on the proposed track it is believed that the two-wheeler men will soon swing into line and take a financial interest in it.

## RACING AT DUBOIS, PA.

In a 10-mile motorcycle race around a half-mile dirt track at the DuBois, Pa., Fair, September 30, the Indian won first place with Cohen, of Altoona, up. Time, 12 minutes, 36 seconds. Two races were scheduled, but rain spoiled the second.

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# OUR ARTIST SAYS THESE TYPES REALLY ARE AT THE SHOW

### THE BOULEVARDIER

". . . And sand! Why, man alive, this piece of landscape I'm telling you about was so porous that in spots I had to carry out-riggers on my motorcycle to keep it from dropping plumb through. It was something like the Sahara Desert, I reckon—only sandier. And every so often I went ker-swosh! into one of those arroyos, or whatever they call 'em; I always hit the drop wide open, hurdled the rocks at the bottom and busted up the other side lickety-split—with more rocks knocking the bottom off my crankcase, sand piling down on top of me by the half-acre and the sun peeling all the nickel off my handlebars. And the mountains! Whew!! Up one side and down the other, just like that. They seem to be steeper out there, and slipperier, and the rocks are rockier; and at nearly every turn I had to dodge a landslide. But I just kept a stiff upper lip and whooped the old boat through some way—gol-ding 'er. That's my gait. . . ."

### MR. MILE-A-MINUTE

". . . And the motor-cop flashes a paper on me and says 'Set your alarm-clock for 7:30 in the morning—the judge'll be waiting for you!' Can you beat that? And I was only creeping along at four miles an hour, or maybe four and two-thirds. Honest to goodness! Sometimes I make as high as eight or nine miles per, but I ain't speed crazy, and as long as I'm out in the air and enjoying the scenery I'm satisfied. I wouldn't break a speed law in a million years, I wouldn't. It hurts the motorcycle game, and besides a fellow takes too many risks. I'm off that stuff.

"Let the speed-boys go after the records—that's what I say. They get paid for it. Why, listen: I've got this here bus fixed purposely so's she can't travel faster than a dog-trot; I want to set a good example for the bugs that don't know any better than roar up and down the country, hitting the high spots. Say, do I look like a guy that would ride 72 miles an hour, run over twelve chickens, two ducks and a funeral and then sass a motor-cop the way that fellow says I did? Not much. There must have been something crooked with his speedometer. Every cop has to make an arrest once in a while, and I suppose this feller just needed me to help him out. Well, I'll give the judge an earful in the morning. I don't see why they have to pick on me. Wouldn't it get your goat?" . . .

### MRS. AVOIRDUPOIS

". . . Of course, it's very fine to have a sidecar if a person is getting stout, or happens to be nervous, or doesn't take a genuine interest in outdoor pastimes, but we have always managed so gor-r-rgeously with our dear little tandem seat that I just can't give it up. It seems so much more comraddy, don't you think, for a girl to sit right up like a little sport behind her hubby and help him run the motorcycle. That is, if she's not clumsy. I do love to help.

"What's that—it nearly pulls your arms out of the sockets to hold the machine in the road when my weight is on the rear? Well, there must be something the matter with your arms; I know I haven't gained a pound since we were married and many a school-girl would give something to be as agile as I am. I simply take a good grip on the back of your collar, and no matter how rough the road is, I feel perfectly safe and comfy. I can understand why some people ought to ride in sidecars—they can't help being unwieldy, poor souls—but as long as I'm spared my figure I certainly want to be right on the machine, where I can help you in an emergency. I don't mean to say anything against the sidecar, but as long as I weigh only 190 pounds I want my little tandem."

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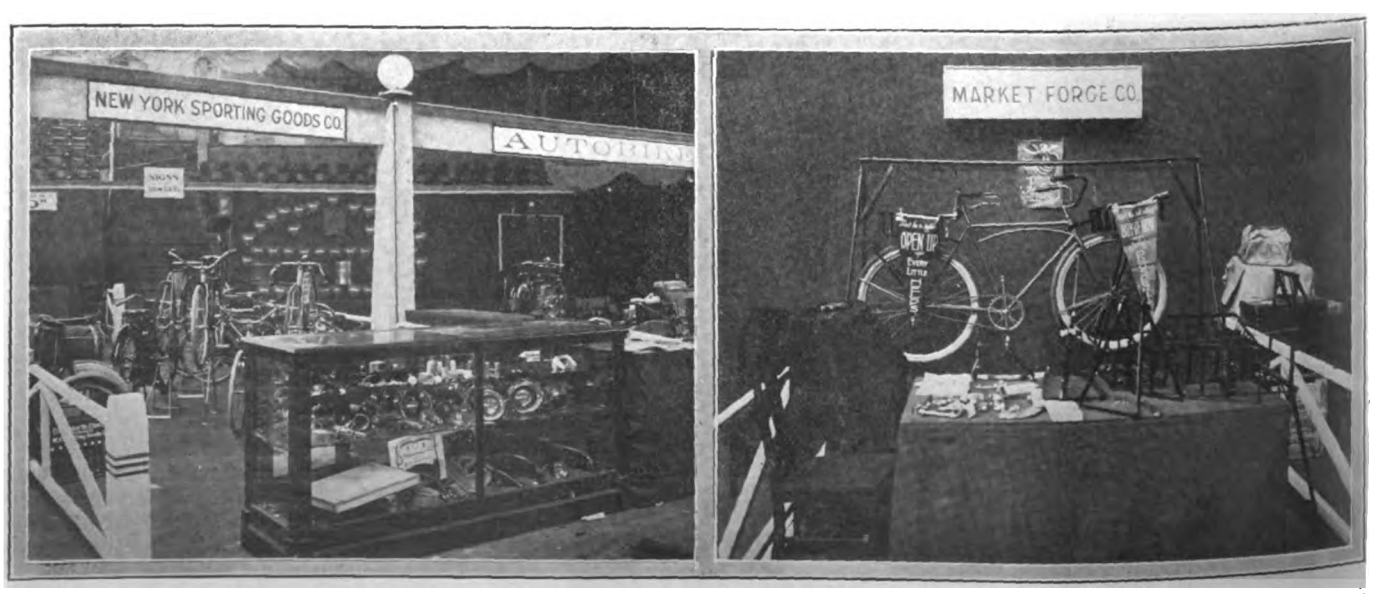
### FRAMED CLEVELAND IS HANDSOMEST MOUNT SHOWN

Nothing prettier has been seen at a motorcycle show, or an automobile show, for that matter, than the beautifully framed machine which features the Cleveland lightweight exhibit. The motorcycle, perfectly enamelled in white, is shown against a black velvet background, under a powerful illumination. It is unquestionably the handsomest exhibit at the Garden.

### OPENS REPAIR SHOP

Baltimore, Md., October 12.—George A. Gebhardt, the well-known motorcycle racer, and who was formerly connected with Howard A. French & Co., the Indian agent, has gone into business for himself. He has opened a store at 535 West Baltimore street, where he will do repair work and carry a full line of motorcycle accessories. Gebhardt obtained a thorough knowledge of the motorcycle by spending considerable time at the Indian plant.

## TWO MORE OF THE ATTRACTIVE ACCESSORY DISPLAYS AT THE GARDEN

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# M. M. A. TO CONFER WITH OTHER TRADE BODIES CONCERNING SHOW DATES

THAT the bicycle, accessory and parts manufacturers, as well as the jobbers, should be invited to co-operate with the Motorcycle Manufacturers' Association in determining the best time and place for the National Motorcycle, Bicycle and Accessory Shows, was the most important decision arrived at by the M. M. A. in its session Wednesday morning, October 13, at the Prince George Hotel, New York City. It was also the sentiment of the meeting that this year's shows were held a little too early.

### Coffman's Chicago Report

The report of Show Manager A. B. Coffman occupied a good part of the time. An interesting feature of it was the statement that the door receipts at this year's show in Chicago were only $7 less than in 1914, although the show, generally speaking, was not as remunerative as in previous seasons. The slight falling off in door receipts was amply offset from a trade standpoint by the fact that 1,250 dealers visited the Chicago show this year, as against 900 dealers who were on hand in 1914. That the smaller number of admissions paid this year was due entirely to the early date none of the manufacturers was ready to say. It was pointed out that weather conditions during the 1914 show were particularly favorable, while general business was on a plane to have an additional stimulating effect. Conditions this year were not so favorable.

The New York Show, about which Manager Coffman could say but little at the moment, was pleasing to all. It was stated that the business being done both at the door and in the booths was greatly in advance of that at Chicago.

In calling for expressions of opinion from the various members in attendance concerning the show date and the advisability of having the bicycle manufacturers, parts makers and accessory men co-operate on the plans, President Henderson pointed out that the early show dates were unfavorable to the jobbing trade, and that at the same time the arrangement was not ideal for the makers of motorcycle parts and fitments. This, he explained, is due to the fact that the models are brought out at the last minute before the show, so that those who are accustomed to produce new devices and attachments for the models have no time to inspect them and develop their ideas.

### Plan Conference of Committees

Mr. Huffman moved that the secretary be directed to write to the president of the Cycle Parts and Accessory Association, and also to the president of the Cycle Jobbers' Association of America, with a view of having these associations appoint special committees to confer with a committee of the M. M. A. This action, he argued, would bring to a head definitely the show date question. The meeting of the committees will be held during the week of the New York automobile show, December 30 to January 8, the exact date to be named in the near future. At the same time the secretary was directed to write to all bicycle makers not represented in any association for an expression of their opinion regarding the logical dates for the annual shows.

H. N. Kirk, of the Thor, seemed to strike a harmonious note when he stated that an early show was all right to bring in dealers, and only dealers, but that a later date is necessary if the retail trade is to be properly interested. President Henderson supported Mr. Kirk in this opinion. It was his belief, based upon experience, that the Henderson would have obtained a fair proportion of the business written up at the present show, whether the show was held or not, and that to stage an early show to bring in business that his company would get anyway was, in his opinion, somewhat inconsistent. It was pointed out by Manager Coffman that a later date would allow him more time to work out the show details, and he argued that it should result in better all-round returns. While no action was taken toward setting a definite date for the next annual show, it was the consensus of opinion that late January or early February was about the right time.

### Victory at Washington

It was decided, in view of the fact that the legal action work comes in fits and starts, to dispense with Legal Action Chairman Johnson's services on a salary basis and to make some other arrangement with him whereby the same results will be accomplished.

It was carried that the resignation of the Excelsior Motor Manufacturing and Supply Company be accepted with regrets. At the same time two new members were taken into the organization—the Autobike Company, of Chicago, and the Schickel Motor Company, of Stamford, Conn.

President Henderson explained what had been done at Washington by the M. M. A. committee recently appointed to confer with Postmaster General Burleson over the matter of using motorcycle sidevans in R. F. D. service. The committee, made up of George M. Hendee, Walter Davidson and Ignatz Schwinn, succeeded in getting the postal authorities to alter their ruling concerning motor vehicles in such a way as to permit of using the motorcycle with sidecar or sidevan, provided the vehicle had ample capacity and was so built as to fully protect the contents from the elements.

### Those in Attendance

Mr. Weschler and Mr. Henderson both reported that the thirty-day guarantee clause had been favorably accepted by their dealers, while Mr. Davidson stated that in only a couple of instances had there been any objection to it on the part of Harley-Davidson dealers.

Following are the manufacturers who attended the meeting: President T. W. Henderson (Henderson Motorcycle Company); Treasurer Arthur Davidson (Harley-Davidson Motor Company); C. S. Beardsley (Autobike Company); H. N. Kirk (Aurora Automatic Machinery Company); W. G. Schack (Emblem Manufacturing Company); F. J. Weschler (Hendee Manufacturing Company); J. P. Fogarty (Westfield Manufacturing Company); Horace Huffman and John Webb (Davis Sewing Machine Company); W. S. Quinlan and H. G. Alexander (Cleveland Motorcycle Company); D. W. Donley and J. F. Treat (Schickel Motor Company).

The next meeting of the M. M. A. will be held at the Hotel Astor, New York, on Saturday, January 5.

## TWELFTH ANNUAL TRIANGLE RUN A PLEASANT ONE

Providence, R. I.—The twelfth annual Triangle Run of the Providence Motorcycle Club, which had been postponed from October 3 on account of rain, was held on Sunday, the 10th, and although all the entries did not appear the run was a big success and the weather was fine. The riders were checked out of Providence beginning at 7 a. m.

The first checking place was Boston, the riders checking out at 10 o'clock for Worcester, and checking out from Worcester at 1 p. m. for Providence.

The feature of the run was the driving of Miss Mildred Perkins, of Lowell, Mass., with Miss Curran as passenger. Miss Perkins drove an Indian, with Indian sidecar, and was always with the leaders. Little Eddie Swenson, as last year, drove a machine over the full course with the referee as passenger. Eddie is now fifteen years old and has run a machine regularly since 1913.

The perfect scorers in the Triangle Run were as follows: Miss Mildred Perkins, Miss Mary Curran, W. E. Goodwin, A. Semple, of Lowell, Mass.; W. F. Smith, Newport, R. I.; T. A. Lutz, A. J. LaCouture, Pawtucket, R. I.; J. G. Edwards, Geo. Boutelier, E. A. Swenson, B. A. Swenson, D. W. Gravell, W. E. Emins, Providence, R. I.; E. S. P. Hawkinson, E. Rask, Crompton, R. I.; John Sheeley, Anthony, R. I.; Geo. W. Kent, Danielson, Conn. All but Mr. Kent were mounted on Indians. Mr. Kent rode a Harley-Davidson.

## ASK CITY TO BUILD TRACK

Berlin, Ontario, October 12.—Steps were taken at the annual banquet of the Waterloo County Motorcycle Club at the Hotel Ewald, Berlin, Ontario, to interest this city in the establishment of a public park in which one of the features would be a mile speedway for motorcycle, bicycle and automobile racing. To keep matters rolling in this particular a committee of eight was chosen. These include President O. Olson, of the club; A. Walker, J. Neuber, A. A. Butler, A. Sehl, Irvin Weber, L. Henhoeffer and N. C. Hellmuth.

Several officials of the club, including Hon. President A. Sehl, President O. Olson. Secretary A. Butler, Assistant Secretary George Martin and Roadmaster George Bach, spoke on club topics.

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# FINAL SCORES ANNOUNCED IN HACKENSACK RUN

FINAL scores in the run of the Hackensack M. C., held on October 3, show that T. K. Lee, Harley-Davidson sidecar, heads the list with 996 points, and Orrie Steele, Indian sidecar, comes second with 995. For third place, Elmer Havenstrite and J. W. Terhune, both with Harley-Davidson sidecars, are tied, each having 994 count.

The Professional Sidecar Cup goes to Orrie Steele, with J. W. Terhune second. The Amateur One-Speed Cup is awarded to A. Rhodes, Jefferson, with a score of 856, while the Three-Man Amateur Team Cup goes to G. Barr, Indian, F. Edwards and P. B. Garrison, both on Harley-Davidsons, with a total score of 2,894. The team composed of J. B. Werner, Harley-Davidson sidecar, W. Connelly, Indian sidecar, and F. Gross, Harley-Davidson sidecar, was second for this cup with 2,880. John and Orrie Steele and J. W. Collins riding as a team, win the Professional Team Cup, having a score of 2,974.

High score for Professional Sidecar Cup, Orrie Steele, Indian, 995; second, J. W. Terhune, Harley-Davidson, 994. Amateur One-Speed Cup, won by A. Rhodes, Jefferson, 856 points. In the Three-Man Amateur Team competition, the mixed team composed of George Barr, 983, F. Edwards, 957, and P. B. Garrison, 954, won, with a total of 2,894, over the team composed of J. B. Werner, 972, W. Connelly, 964, F. Gross, 954, totalling 2,880.

Professional Team Cup won by Orrie Steele, 995, John Steele, 992, J. W. Collins, 987, all on Indians. The F. A. M. Club Cup goes to the Hackensack M. C., score 5,984; the Haledon M. C. being second, with 4,950, and the Passaic M. C. third, with 3,764. The Indian M. C., with 3,746, was fourth, and the Arrow M. C. was fifth with 695 points.

**Tabular Standing of the Hackensack Contestants**

| Rider | Score | Machine |
|---|---|---|
| T. K. Lee | 996 | Harley-Davidson Sidecar |
| Orrie Steele | 995 | Indian Sidecar |
| J. W. Terhune | 994 | Harley-Davidson Sidecar |
| E. Havenstrite | 994 | Harley-Davidson Sidecar |
| John Steele | 992 | Indian Sidecar |
| J. W. Collins | 987 | Indian Sidecar |
| Geo. Barr | 983 | Indian Solo |
| S. Stone | 982 | Indian Solo |
| E. J. Mills | 974 | Indian Solo |
| J. B. Werner | 972 | Harley-Davidson Sidecar |
| Edw. Terhune | 970 | Harley-Davidson Solo |
| O. B. Hawkins | 970 | Indian Solo |
| E. Vernaleken | 965 | Indian Solo |
| Wm. Connelly | 964 | Indian Sidecar |
| F. Edwards | 957 | Harley-Davidson Solo |
| P. B. Garrison | 954 | Harley-Davidson Solo |
| F. Gross | 954 | Harley-Davidson Sidecar |
| A. Rhodes | 856 | Jefferson 1 Speed Solo |
| F. B. Leach | 843 | Indian Solo |
| G. Herth | 695 | Harley-Davidson Solo |
| W. H. Bergfels | 650 | Harley-Davidson Solo |
| Eric Matthews | 629 | Harley-Davidson Solo |
| R. Donaldson | 628 | Harley-Davidson Solo |
| W. Plump | 497 | Harley-Davidson Solo |

## HENDERSON RIDER WINS ST. PAUL ENDURANCE RUN

St. Paul, Minn., October 8.—Fourteen riders started in the first endurance run of the season to be held by the St. Paul Motorcycle Club last Sunday, the course being from this city to Rush City and return. The roads were in very poor condition, and, to make matters worse, a heavy rain began soon after the start and most of the route was covered in the midst of a downpour.

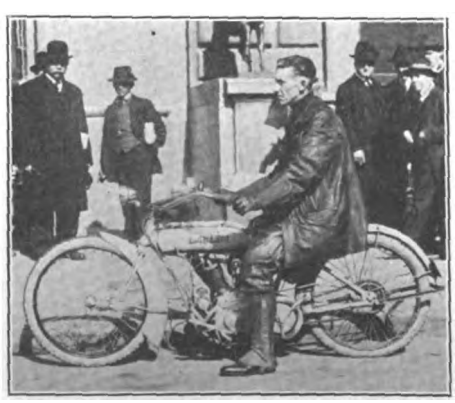
Only two of the fourteen starters were able to stick it out to the finish, and perfect scores were out of the question. The contest was won by Carl Boyer, driving a four-cylinder Henderson fitted with two-seated Dunham sidecar in which Mrs. Boyer rode as passenger throughout the run.

## FIRESTONE PLANT FOR KANSAS CITY

Kansas City, Mo.—The Firestone Tire & Rubber Company, of Akron, O., is to have a fully-equipped tire plant in this city in the near future. The cost is stated to be $200.000.

## EMBLEM LIGHT TWIN ON TRIP

Looking almost as new as it had when first exhibited at the Chicago show, one of the $175 Emblem lightweights is shown at



**Emblem Lightweight Arriving at Show**

Madison Square Garden, after a 500-mile journey from Angola. The conditions of the machine itself is the best evidence of its ability to stand up under punishment.

## RACES FOR MASON CITY

Mason City, Ia., October 12.—Two motorcycle races will be held in connection with the automobile events that are scheduled to be staged by the Mason City Driving Club at the local track on October 20. The motorcycle events will be a five-mile stock and a ten-mile-free-for-all. Prizes will range from ten to forty dollars. No entry fee will be charged, but five per cent. will be deducted from the winnings of the contestants that are placed. In case of rain the races will be postponed until the next day. Further information can be secured from H. S. Stanbery, secretary, Mason City, Ia.

## HERROLD VICTOR AT WASHINGTON

Washington, Pa., October 9.—Indian riders made a clean up in the racemeet which was held at the local track on October 6. Emory Herrold, of Wheeling, W. Va., won the five mile in 5:47¾, with Lee Taylor, of Columbus, second, and "Shorty" Mathews, of Chicago, third. Herrold also accounted for the ten mile, capturing this event in 11:35¼, while Mathews came in second and Taylor third.

## SCAMMON WINS FEATURE RACE

Antigo, Wis., October 12.—Seven thousand spectators witnessed the 10-mile motorcycle race, a feature of the program at the Langlade county fair here. Elmer E. Scammon, of Oshkosh, was the winner on a Jefferson; Herbert Grubb, Baraboo, was second; Howard V. Campbell, La Crosse, third; Grover Fossum, Ashland, fourth, and L. G. Ford, Wausau, fifth.

## CHATTANOOGA TO HAVE SHOW

Chattanooga, Tenn.—Following a meeting of the Chattanooga Automobile Dealers' Association, it was announced that an automobile and motorcycle show will be held in Chattanooga in November at the district fair grounds. Arrangements are under way for the construction of a temporary building in which cars, motorcycles and accessories of all kinds for both types of machines will be shown.

## EVERTZ TAKES ALPENA RACE

Alpena, Mich., October 12.—Edward Evertz, Indian, won the ten-mile race which was held in this city recently at the fair grounds. Willis Busby, on a Thor, finished second, while Vern Hay, Indian, and Louis LeDuc, Indian, took third and fourth places, respectively.

## RACING AT FORT WORTH

Fort Worth, Texas.—The motorcycle races at Fair Park, October 3, were well attended and much interest was shown in the two events. The first was an attempt of Fred Luther to beat the one-lap record of 39⅘ seconds on the quarter-mile track on a 1916 Excelsior. After three trials Luther failed to lower this time.

The second event was a twenty-five mile race for twin cylinder motorcycles which was taken by Hilliard on an Excelsior; he received 20 per cent. of the gate receipts. The balance of the money taken in goes toward equipping the club rooms of the Panther City Cycle Club.

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# INDIANS AND POPE SHARE DAYTON-NEW YORK HONORS

By E. B. HOLTON

Special Representative of Motor Cycle Illustrated on the Run

**How the Riders Lined Up at Madison Square Garden After Their 800-Mile Trip**

EIGHT dust-covered and tired-looking riders swept into the New York show at Madison Square Garden, at three o'clock on Tuesday afternoon, and completed the four-day F. A. M. endurance run which started out from Dayton on the morning of September 9, and wound its way through Ohio, Pennsylvania, New Jersey and into the Empire State. Nine riders started on the run. "Cannon Ball" Baker was the unfortunate contestant who was reported out at Jamesburg, Pa.

### He Had a Damaged Frame

An examination of the control and secret check sheets shows that the Indian team, consisting of I. F. Jacobs, E. A. Robertson and Harvey Bernard, shared honors with Irvine Kohl, on a Pope, right up to the very last, that is, the Newark control. Between Philadelphia, which city he reached on time, and Newark, Kohl fell behind. Although he was due at Newark at 12:50, he did not sign until 1:27, while Jacobson, Robertson and Bernard, all on Indians, equipped with Splitdorf magnetos and United States tires, checked in on the dot.

### Penalized at One Control

The three riders above mentioned had perfect scores except for their having been penalized at one secret control. Kohl also lost out at one secret control, suffering the same penalty, in addition to a few points at the noon control at Newark. Jacobson, Robertson and Bernard are therefore one, two, three, with Kohl fourth.

The survivors of the run were checked in at Madison Square Garden at 3 o'clock Tuesday afternoon by Matt Halpin, captain of the New York A. C., and Paul Pilgrim of the same organization, who are well known in athletic circles throughout the country. In fact, Halpin has an international reputation, having had charge of the American team in the recent Olympic games. Messrs. Halpin and Pilgrim were helped by Messrs. Webber, Campbell and Noyes.

### Farewell to Philadelphia

Leaving Philadelphia on the last leg of the four-day run, the going was good until Brown's Mills, in New Jersey, was reached and then the trouble began. Sand roads were encountered which played havoc with the machines. All the guides that the fellows had were the small official triangles on the trees. After two miles of plowing over roads of that character, a chain link broke on the sidecar, and while it was being repaired the rest of the field sloughed through.

It was an experience never to be forgotten by the riders in this run to hear the motors snarling along in second speed, rising and falling in volume as the riders opened or shut off. They could be seen hitting off twenty-five and thirty miles per hour, skidding and tottering, but never going down. Along behind came that "hombre" Baker.

Spills were numerous; however, no one was hurt, the sand being soft. Kohl, Pope, went down, choked his carbureter with the sand and bent his condenser box on the Dixie magneto. It didn't take him long to make a few hurried repairs and he was off again. In the second sand stretch the New Jersey M. C. had a secret check—an admirable place to get the riders.

After leaving the sand belt the con-

## CONTESTANTS IN THE DAYTON-NEW YORK RUN

| Rider | Class | Mount | Variable Speeds | Tires |
|---|---|---|---|---|
| Iwin Jacobs | Pro. | Indian | 3-speed | U. S. Nobby |
| E. A. Robertson | " | " | " | " |
| Harvey Bernard | " | " | " | " |
| C. W. Waughop | " | Cleveland | 2-speed | Goodyear |
| Robert Larsch | " | Dayton | " | U. S. Chain |
| C. O. Wilkins | " | H-D | 3-speed | Firestone |
| E. G. Baker | " | Indian | " | U. S. Chain |
| E. E. Kohl | Am. | Pope | 2-speed | |
| J. D. Grove | " | Indian | 3-speed | Goodyear |
| J. R. Neis, E. B. Holton | " | Indian | Sidecar | " |

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testants found smooth roads to Newark, at which point the only fellows to check in on time were the Indian team riders, the Dayton and the Indian sidecar. Up to this point the three riders who were to constitute a factory team, if other manufacturers had competed, were the only ones perfect at every check. E. G. Baker was late at the Newark check. Later a telephone message from Jamesburg, N. J., reported him in trouble. Kohl and Donelly arrived late.

**Jerseyites Entertain**

The New Jersey M. C. entertained the riders when they arrived and invited them to a hearty dinner. Promptly at two o'clock, with two motorcycle police at the head of the line, fifty club members escorted the dusty competitors over to New York. Again on the Hudson County Boulevard the police stopped traffic and led the procession. Entering New York, however, there were no riders to greet the contestants and the police gave no assistance

## THE START FROM DAYTON

DAYTON, Ohio.—It was just 5 o'clock on the morning of October 9 when the first entrant was sent out of Dayton for the long run to New York. J. R. Neis, with Indian sidecar, was the first man to hit the trail. As he was the only sidecar participant, his trip was a somewhat lonesome one.

One hour later Iwin Jacobs, E. A. Robertson and Harvey Bernard, of the Indian factory team, took to the road, followed a short time later by C. W. Waughop, on a Cleveland lightweight; E. E. Kohl, Pope, and J. D. Grove, 1916 Indian, two amateurs representing the Harrisburg M. C.; Robert Larsch, Dayton, and last, but not least, "Cannon-Ball" Baker astride his Three-Flag record-maker.

Ed. Hawkins, the Thor rider of Cleveland, who wired in from Galion, Ohio, that he had roadside troubles, did not reach Dayton in time to start, while C. O. Wilkins, Harley-Davidson, could not get replacements in time.

**Some Fine Going in Ohio**

As some of the roads in Ohio, especially in the northern and western sections, are laid out by using a streak of latitude, fine time was made by the contestants, Neis with his sidecar combination averaging 30 miles an hour for the first 70 miles. The first secret check was encountered 12 miles out of Columbus, where all the participants were seen to be riding close to schedule. Near Newark, Ohio, Neis had his chain jump and was held up for a while, and Kohl, the Pope rider, broke a chain at about the same point. Nearing Zanesville the roads changed from straight boulevards to winding stretches of dry mud.

Soon after Dayton was left Waughop, on his Cleveland lightweight, took up the rear guard position, and while he lacked the speed of the big fellows he did fine work in a general way. He purred along on the good roads and warmed up to the hills and rough patches in good style, averaging about 17 miles an hour. That two-stroke just wallows down in mud and sand and "eats it alive," as they say in the circus.

Leaving Zanesville, the schedule dropped from 25 miles an hour to 20 for solo riders, and from 21 to 17 for the sidecar. With the rumors of badly rutted roads on the long detours ahead, the bunch rode over the hills prepared for the worst. Going out of New Concord the course left the National Pike and for 13 miles wallowed through nearly-dry gumbo roads. One stretch of 250 feet kept the sidecar crew busy for about ten minutes. The solo riders tangoed through without damage, but with no end of excitement. From Cambridge the course was alternately good pike and rough clayey roads, gradually getting better from Cadiz on to Wheeling.

The Wheeling M. C., in addition to entertaining the riders at a smoker in its clubrooms, handled the regular and secret check in a most efficient manner. All the contestants arrived in Wheeling in good time, Waughop riding the last 24 miles, however, after darkness had set in.

There are no spills to record and no serious troubles to recount for the first day's run; in fact, the opening jump of 234 miles was on the order of an interesting tour. All the riders have now set their watches to Eastern time and hit the hay preparatory to the second day's run of 227 miles through the mountains of southwestern Pennsylvania.

## CLOSE OF SECOND DAY'S RUN

CHAMBERSBURG, Pa.—The end of the second day's run in the Dayton-New York endurance trial finds the list of competitors reduced by one. Bob Larsch and his Dayton mount have not been heard of since early morning. As he did not reach Somerset, Pa., it is feared that he went on down the National Pike toward Maryland instead of cutting across country to the Lincoln Highway.

Robertson, Indian, had the first puncture in the two days of riding. He had to stop for a repair near Uniontown, Pa. J. D. Grove, Indian amateur, took a header near McConnelsburg, Pa., and split his lip but was otherwise uninjured.

Today's ride began before daybreak from Wheeling, Va., and brought the riders into Pennsylvania via the National Pike. A heavy fog and some frost kept the speed down for the first few hours. When the run was promoted the idea was to show the contestants some beautiful scenery in addition to furnishing them with a genuine endurance trial, and as far as the scenery is concerned the program is a complete success.

**Few Endurance Features**

Even minor troubles have been few and the only thing that keeps the contest from becoming an out-and-out tour is the unearthly schedule of starting and finishing. The roads in the main are good, but some stretches show that with a little rain the run might have become an endurance trial of the real old-fashioned sort.

The side-car, with Jack Neis and E. B. Holton as the crew, made the noon check at Somerset, Pa., 17 minutes late. Neis blew into Uniontown, Pa., at 25 miles an hour, was haled to court and compelled to put up a one-dollar forfeit for both himself and his passenger. Why the latter was included in the forfeit-paying the chief of police did not say—probably it was because everybody picks on a fat man.

Uniontown Hill, the scene of the famous hill-climb, was mounted in great style by all of the riders. The lightweight division, made up exclusively of C. W. Waughop and his Cleveland, is still on the way, but everybody feels certain that this rider will check in all right. His plucky ride into Wheeling in the dark last evening has added to his laurels as a game roadster.

## TO PHILLIE ON THIRD DAY

PHILADELPHIA, Pa., October 11.—We left Chambersburg, Pa., in the cold gray dawn and headed over the Lincoln Highway as far as Gettysburg, where we swung right and arrived at Harrisburg about 9 a. m. The course was not marked properly and as a result the sidecar came on via the wrong road. As no secret check was out, no harm was done. Larsch, Dayton, is among us again. He broke a lamp bracket, took off the lamp and turned it over to the sidecar outfit. Later he broke an exhaust valve lift and when he got going dusk began to gather and he plugged at it in the mountains with no light until it was too dangerous to come on. Larsch put up at Shellsburg, Pa., and came on this morning.

J. D. Grove, Indian amateur, from Keystone M. C., Harrisburg, Pa., was bruised by his spil in the oil yesterday. He has a "shanty" on his lip that required a stitch in it and a badly wrenched left arm. He got into communication with thte club, and a substitute, "Jim" Donelly, was sent on to take the mount through. Donelly rode all night and arrived in Chambersburg one hour before the riders checked out. With E. E. Kohl, Pope, still going strong, there is every chance for the Keystone M. C. to have the Amateur Cup cinched. C. W. Wanghop, the Cleveland lightweight competition rider, is still plugging at it on his fifteen-mile-an-hour schedule.

**Strayed from the Route**

Leaving Harrisburg, the field soon was lost in the hills between that city and Reading. Arrows were few and far between, and many lost their way.

Reading, reached by as many routes as there were contestants, the riders stopped for a half-hour. Harvey Bernard had two punctures on this stretch.

From Reading the course led the riders down along the Schuylkill River and through Valley Forge, where Washington and his troops put in a strenuous winter in our early days, to Morristown. From there the short jump to Philadelphia was made.

Sidecar competition in these short October days is not all joy. They leave in the early morn before it is light and they arrive in a strange town long after dark. Unless you know your way valuable time is lost trying to inquire it. The speedometer cannot be read nor the arrows found, so altogether it is some job—especially when you are late.

The riders were met in Morristown by two of the New Jersey M. C. members who came down to see them the rest of the way. The last day's ride—tomorrow—will be short and sweet. Ohio gave us clay roads, Pennsylvania hills and heavy grades, but New Jersey has some deep loose sand through which to wabble.

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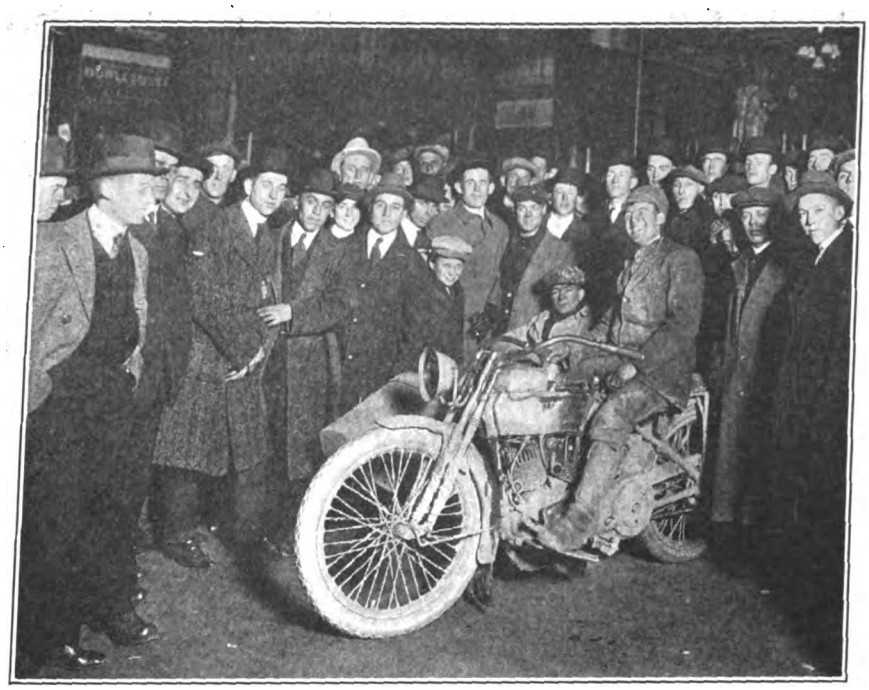
# ONLY TWO ENTRANTS FINISH BUFFALO ENDURANCE RUN

BUFFALO, N. Y., October 12.—Eight solo riders and one sidecar rider left Buffalo Sunday, Oct. 10, at 5 a. m., on the 328-mile Buffalo Motorcycle Club annual endurance run in which five makes of machines were represented. Freddy Schudt, driving a Harley-Davidson, with a sidecar with William Graso, finished first, winning a diamond gold medal. His time was 17 hours and 3 minutes. Howard Peters, a solo Harley rider, finished second, one hour and thirty minutes behind Schudt These were the only two riders to finish out of the nine contestants.

All the riders were late at the first control which was Lewiston, with Freddy Schudt first man in—40 minutes late. From Lewiston on, the roads, thoroughly soaked after a three-days' rain, were impassable in some places, with the result that some of the riders took to the fields. This proved to be a harder job than the riders had bargained for, so that M. Radice, H. E. Krieke and C. Hennrich concluded to bring this sort of joy riding to an end by returning home. Although the going was heavy and slow, mud clogging the guards constantly, six of the riders managed to reach Medina considerably behind schedule. At Medina E. J. Howes quit.



**Fred Schudt, Driving Harley-Davidson Sidecar, Who Took First Prize**

**Howard Peters, the Only Solo Contestant to Complete the Run**

Leaving Medina, the five riders trailed along through Indian Falls, Corfu and into Arcade, where Loscher decided to drop out. This was only a little over one-quarter of the course and the riders were beginning to regret having started in the run, as their lives were in constant danger, due to the bad condition of the road. Squires lead the procession into Arcade and this is the last that was heard of him until he rode into Buffalo at 2:14 Monday morning. The last place at which he is reported to have signed checking sheets was at Arcade. The four remaining riders were still plugging at Machias and through Franklinville to Olean.

At Olean, Schudt was the first man to check in. He was a little over two hours late. Dunham, who checked in a little over four hours late, had enough, and left Schudt and Peters to fight it out. Covered with mud so that neither the make of the machine nor identity of the man could be distinguished, the young pluggers plowed through the mire through Salamanca, Red House, Randolph and Kennedy, to Jamestown.

At Jamestown Freddy Schudt checked in at 5.19 p. m. When this information reached the club, Albert Peters and Harry Johnson went up the Lake Shore Road to escort the two remaining riders into Buffalo. Freddy Schudt, the star rider, arrived at Buffalo at 10:03 p. m., while Howard Peters, the only other finisher, completed the grind at 12:09 a. m.

**Peters Checking at Corfu, N. Y.**

**Frank Dunham at Corfu Check**

**Fred Schudt Snapped en Route**

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# Tremendous Indian of Fall Business

**Indian closed its September books with an increase of $112,000 over the same month last year.**

**It was the most satisfactory September in all Indian history—viewed from the angle of uncertain conditions which prevailed throughout the year of 1915.**

**Thus the occasion is again provided of calling attention to the fact that Indian prestige and selling-strength**

**$112,000 INCREASED IN In September, 1915**

**Hendee Manufacturing Co.**

*(Largest Motorcycle Manufacturers in the World)*

**Springfield, Mass.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# DOLLARS

## OLIAN BUSINESS over September, 1914

ASED

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**is so great and permanent that its profit-power has the highest degree of stability in the whole motorcycle field.**

**The next two months will follow the pace set by September. We have the best machine—a new Power-plus motor that is a sensation—a factory going full blast. And we have, furthermore, the orders which tell the story of dealer-confidence throughout our whole national organization.**

**Do you want a sure-fire success in 1916? Stand shoulder to shoulder with—**

# *Indian*

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## GARRISON WANTS RIDERS TO FORM RESERVE

WASHINGTON, D. C., October 11.—Secretary of War Garrison has come out strongly in favor of the formation of a motor reserve, to act in conjunction with the United States Army in case of necessity. He stated publicly last week that he believed the Plattsburg encampment has proved a success in teaching the rudiments of the art of war to a number of citizens, and in giving them an insight into actual field work. He suggested that the idea might be extended to automobile and motorcycle clubs by the organization of rifle clubs, and stated that the services of experienced army officers are available for such purpose.

That Secretary Garrison has looked deeply into the subject is shown by his suggestion that detachments of machines of the same make be detailed to the various branches of service, thus simplifying the matter of service and repair. Mr. Garrison suggested that machines of one make should be combined in one unit of an ammunition train, supply column, sanitary train or dispatch work. The general staff is now making a study of the proper organization of such units and securing lists of drivers and riders who will be available for such service.

Secretary Garrison announced that Congress has authorized the furnishing of rifles and ammunition to such clubs as may desire to become affiliated with the movement, and he made various suggestions as to how instructors could be obtained. He said that the automobile and motorcycle have shown their value for various transportation duties in the present war, and that to know how many machines are available is of value to the War Department. Several National Guards are taking steps in this matter.

## CUPID AND THE MOTORCYCLE ACTIVE IN APPLETON, WIS.

APPLETON, Wis., October 12.—Richard Groth, popular motorcycle dealer in this city, slipped one over on his many friends in the local fraternity when he came back from Port Washington, Wis., the other day with Mrs. Richard Groth, who was Miss Rose Steigenberger when the trip started. There is no need to mention that a motorcycle was a prominent actor in the elopement scene. Relatives confirm the marriage.

There are a number of motorcyclists in this city about to follow the example of the new benedict also, according to William Groth, brother to "Dick." The Groth boys' shop is a popular hangout for the local riders and is sort of a central exchange for the latest gossip. Said William in philosophic vein: "The old bunch is back-sliding; you don't see them all here any more. There is Ted Felzer and Carl Gerlach, both about to be married in a few days. Arnold Korte's engagement to Miss Henrietta Heckner, of Menasha, has been announced.

"Missed Bud Kunstman the other night and the boys tell me he is taking regular trips to Menasha. They tell me that Roy Schabo is busy elsewhere, but Roy denies it. Cupid and the motorcycle certainly have been a busy pair this summer."

Bill Groth heaved a dreary sigh.

"Well, I suppose it had to happen some time."

## OLYMPIA GIRL RIDER TAKES TRIP UP MT. RAINIER

OLYMPIA, Wash.—Miss Olga Hartman, who is a member of the Olympia M. C., has been an enthusiastic rider for the last four seasons. She uses an Excelsior twin for her recreations, being off every Sunday and holiday with a girl passenger on tandem, to fish or just for a long ride into the country. Miss Hartman is on the office staff of the Olympia Knitting Mills, Inc., of this city, and looks upon her machine as one of the finest means of relaxation and health-giving devices she knows of. She is of the opinion that if more girls and women would take to the motorcycle they would agree with her that riding is great sport.

Recently, Miss Hartman and a girl friend rode to Mt. Rainier, 92 miles away from Olympia. They carried a suitcase tied in front of the Excelsior, a knapsack on the handlebars and a bundle disposed of in a suitable manner. The knapsack was carried by the passenger when dismounted, and Miss Hartman took care of the bundle. The two girls rode up to the snow line on Mt. Rainier, the total time taken in the ascent being 4½ hours, which included a stop for gasoline and a rest. They stayed for two days at the mountain, and then returned to this city. This trip was Miss Hartman's second up Mt. Rainier.

## EIGHT PERFECT SCORES IN HARRISBURG CLUB RUN

Harrisburg, Pa., October 8.—Eight riders finished perfect in the two day reliability run of the Keystone Motorcycle Club which ended on Sunday, October 3, at Market Square, after a gruelling grind to Pittsburgh and return. The run was exciting from start to finish, the roads being in very poor condition in many places. No serious accidents occurred. E. D. Kramer, one of the contestants, rode a distance of one hundred and forty-two miles with a broken fork.

## STILL TALKING ABOUT STRATTON'S MADISON RIDE

MADISON, Wis., October 12.—Local speed fans are still talking about the wonderful ride made by Alva Stratton when he won the recent 150-mile relay here on the Dane county fair track. Stratton was teamed with George Meyers, but the latter took a bad spill at the twenty-third mile that put him out of the race completely and this forced Stratton to bear the brunt of the rest of the going for the Indian camp. His time was 2:27:44⅘.

Another noteworthy feature of the relay was the riding of Walter Ferch, Milwaukee, who copped third, riding two borrowed Excelsiors. Ferch was scheduled to team with Pat Neu, a local speedster, but Neu found that he could not do justice to himself and Ferch with his machine so Ferch decided to go it alone. This is Ferch's first appearance on Wisconsin tracks since his spectacular spill on the Houston motordrome, where he sailed clear over the edge of the saucer and landed on the outside, escaping instant death by a miracle.

A mixup in signals was what lost the race for Montgomery and Lochner, riding as an Excelsior team.

### 22,400 MACHINES IN OHIO

Columbus, Ohio, October 12.—W. H. Walker, Ohio Registrar of Automobiles, who also has charge of the registration of motorcycles reports, a total of 22,400 motorcycles registered in Ohio since the first of the year. This is 21,000 more than were registered during the whole of 1914, when the number reached 20,300. It is expected that there will be a much larger registration of motorcycles next year.

### BE CAREFUL IN LONDON, O.

London, Ohio.—Following complaints about motorists, both automobilists and motorcyclists, speeding through the residence streets with exhausts open, and otherwise rendering themselves objectionable, this town has come to the front with the appointment of a regular motor-cop, Charles Orcutt landing the job. Traffic police have also been stationed at strategic points.

## BURLESON OFFICIALLY INDORSES SIDEVAN

WASHINGTON, October 11.—An order was issued last week by Postmaster General Burleson which lifted the ban on the use of motorcycles in the rural mail service. This order supersedes the regulation scheduled to take effect January 1 next, in which the use of motorcycles in the mail service was prohibited.

The latest order of the department, which is expected to stand without further amendment, provides that motorcycles may be used in the rural mail service if equipped with side vans of prescribed dimensions. The piston displacement of motors used in this service must not be less than 60 cubic inches, and a commercial van body must be permanently attached to the machine. So equipped, motorcycle combinations may be used in the mail service under the same conditions as automobiles. The order specifies that the van bodies must be made of waterproof material constructed in such a manner that mail matter will be thoroughly protected from damage and loss. The van must not be less than 42 inches long, 24 inches wide and 18 inches high. The assembled machine must have a tread of 56 inches.

An official of the postoffice stated that complaint had been made of mail matter being received in damaged condition from routes thus covered by carriers using motorcycles, and hence the order prohibiting the use of the two-wheeler was issued. This order was followed by demonstrations of various package-carrying attachments suitable for use by the carriers, and the inspectors accepted the side van.

The use of panniers, or other package carriers, attached to the motorcycle without the use of a third wheel will not be permitted.

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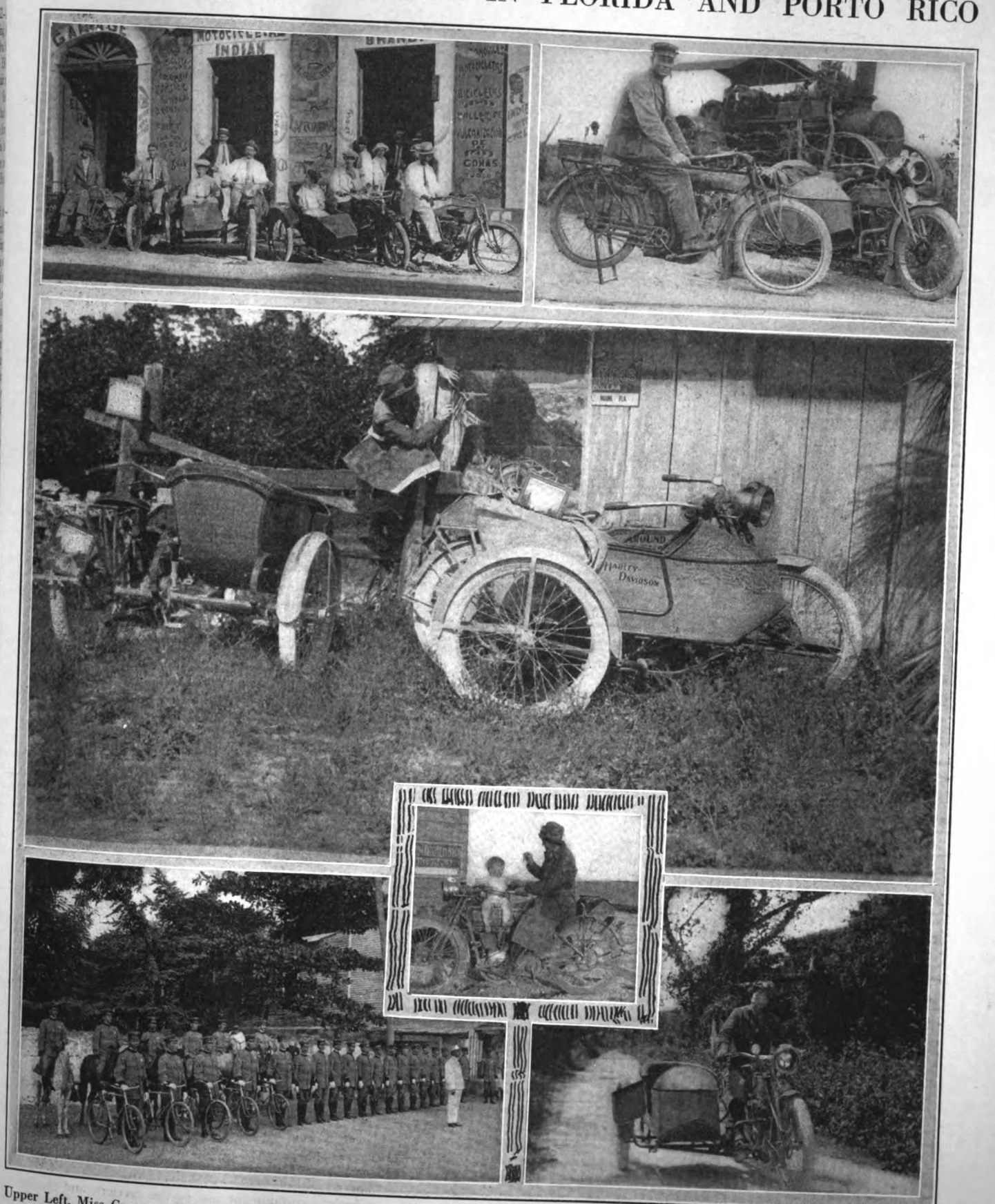
# WITH MISS DELLA CREWE IN FLORIDA AND PORTO RICO




Upper Left, Miss Crewe and Her Harley-Davidson Combination at Store of Jose Brandi, in Ponce, Porto Rico—Proprietor Is in Doorway; Center, Putting Up Posters Along Miami Highway in Florida; Lower Left, Insular Police in Ponce, P. R.—For General Patrol Work Bicycles Are Used; Upper Right, Near a Big Sugar Center in Porto Rico—M. Morgan, Inspector of Plows on Large Plantation, Rode to Meet Miss Crewe; Lower Right, Listening to Mocking Birds Alongside Typical Jungle Road in Florida; Small Picture, Miss Crewe and Young Floridan Who Lives in Southermost House in That State

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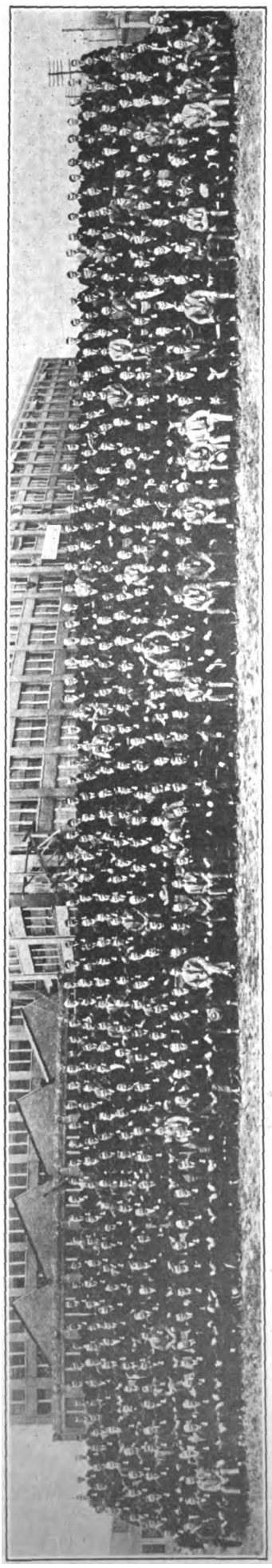
# FIRESTONE MANAGERS AND SALESMEN FROM EVERY STATE IN THE UNION



The Above Photograph Affords an Excellent Idea of the Scope of the Firestone Company's Sales Organization, the Picture Having Been Taken at the Close of the Annual Sales Convention Held Recently at the Big Tire Company's Headquarters in Akron, O. There Were 500 of the Company's Employees in Attendance

# NEW BRITISH IMPORT DUTY RAISES SERIOUS PROBLEM

## Motorcycles and Parts Taken Into England Henceforth Are Subject to a 33 1-3 Per Cent Ad Valorem Schedule

SALES of American-made motorcycles to England will be affected somewhat by the new import duty on motor vehicles and parts, provision for which is made in the budget which has just been submitted by the British Chancellor of the Exchequer. The purpose of the new arrangement is to increase the national revenue by imposing a 33⅓ per cent. ad valorem duty on both motor cars and motorcycles.

### An English Journal's Views

*The Motor Cycle and Cycle Trader,* a conservative and strictly trade magazine, makes the following interesting comment on the situation:

"It cannot be pretended that this radical departure from the principles of free trade which have hitherto governed our industrial life is altogether unexpected. A number of the most prominent and zealous free traders have urged that imported goods of certain classes should be subjected to a duty, their argument being that even the fiscal policy of the country must be sacrificed in face of the urgent necessity of re-establishing the balance of international trade. It is maintained that this can be achieved to an extent by enforcing on the public the lesson of economy and making it more or less prohibitive to buy imported articles of the luxury nature. Hence we have a duty on motorcycles and with it the inference that in the Government's opinion the motorcycle and the motor car have the character of luxuries ranking with clocks, musical instruments, and hats. In our opinion the motor vehicle has become of such paramount importance in transport and in the administration and organization of industry that it is an injustice to attach this character to it. It is only a small proportion of these vehicles which is purchased with no purpose in view but that of pleasure and recreation.

### Protecting Home Interests

"However other views have prevailed and in this connection it may be assumed that the Government has been influenced by the argument that while our English factories are so deeply engaged in producing munitions it is unfair to leave them powerless to oppose the tide of American invasion. Probably these aspects have been the main consideration at least so far as the motorcycle is concerned, for of course the duty on imported motorcycles raises a very insignificant sum in comparison with the estimated deficit in the national revenue of £1,285,000,000 which the Chancellor has to provide for. Other imports of motorcycles and parts totalled £269,250 for the first eight months of the year and 33⅓ per cent. on that sum would raise no more than £89,750, while of course if augmented cost to the purchaser will be accompanied by a substantial decline in sales and consequently in volume of the import business, this in fact being the effect aimed at, the amount passing to the treasury will be of even less account.

"From the point of view of the retail trade interested in the sale of American machines it is obvious that the new duty is a very serious matter. It is not to be expected that the price can be advanced 33⅓ per cent. without influencing sales to a degree which must disorganize the selling programme of every agent interested in them. We have already heard the opinion expressed that if the consumer is to bear the whole burden of the duty, in other words if there is no reduction in price designed to maintain sales at the normal figure, the demand will decline by at least 50 per cent. That, however, is purely assumption. Unlike protected countries we have no statistics available to indicate the effect on demand of prices advanced by such an agency and probably by the Chancellor of the Exchequer is as much in the dark as the trade as to the effect of his proposals."

### HOW ENGLAND'S RUBBER TAX HITS U. S. IMPORTERS

Rubber importers in the United States will be compelled to increase their annual purchasing outlay about $500,000 as a result of Great Britain's decision to place a tax of 2⅜ cents a pound on rubber brought in from Ceylon and exported by England. This action is part of the comprehensive scheme now going into effect to increase the national revenues.

The United States from January 1 to August 16 imported from Ceylon 8,567,536 pounds of rubber. Last month the imports ran up to 1,726,000 pounds. At this rate imports amount yearly to about 20,000,000 pounds. As the United States is the second largest user of this rubber, and as about 95 per cent. of the tire companies are using it, it is expected that prices will be more stabilized. It is expected that rubber from the other Eastern States will also receive a tax.

The United States in normal times consumes 50 per cent. of the world's production of rubber, and since the war its consumption has grown to about 60 per cent of the total supply.

It is doubtful whether the imposition of the tax will turn American buyers from the British supply to the Brazilian, as it is stated that the Ceylon rubber is 25 per cent richer than the Para product because of loss in washing. The Ceylon rubber is cleaned, milled and dried upon purchase and is ready for manufacturing, whereas South American Para requires from one to two months to be made ready for the mill.

### OHIO ORDERS 30,000 PLATES

Columbus, Ohio, October 12.—Orders have been placed by the Ohio Automobile Department for approximately 30,000 number plates for motorcycle registration for 1916. The number plates, of which only one is required on each motorcycle, cost the state five cents each. The plates will be on a white background with maroon lettering.

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## WASHINGTON CLUB TO HOLD NOVEMBER CYCLE SHOW

Washington, D. C., October 9.—The National Capital Motorcycle Club of this city, at a meeting held on October 6, laid plans for holding a motorcycle and bicycle show on Thanksgiving Day in the Pythian Temple, a large auditorium located near Washington's motorcycle row. It is expected that the show will remain open until the Sunday following the holiday.

This exhibition will not be a money-maker, for the club proposes to charge no admission fee and will give a light buffet lunch to all who attend. All the dealers of the city will be invited to show their wares. Moving pictures of the various processes of cycle manufacture and views of machine parts will be shown. While the exhibition is in progress, efforts will be made to increase the membership of the club and the initiation fee will be waived as an added inducement to join.

## VISITED H-D FACTORY

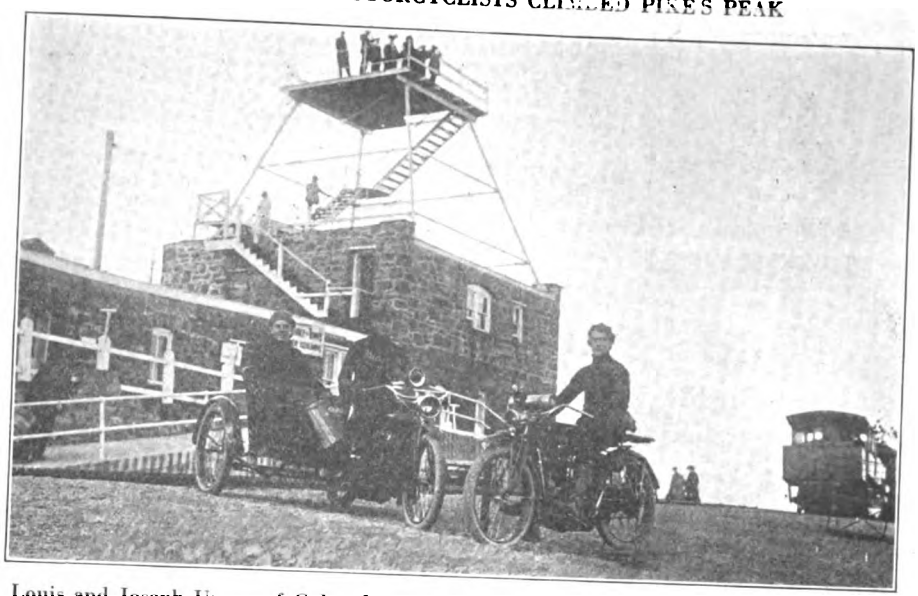
**Miss Ethel Bruce, of Wooster, O., Took Her Mother on Long Sidecar Trip; She Uses Firestone Non-Skid Tires**

## CINCINNATI JUDGE GIVES ADVICE TO MOTORISTS

Cincinnati, Ohio.—Some advice which might be said to come straight from headquarters has been handed down by Municipal Judge Samuel Bell, who handles the police business of the city. Judge Bell is blind, but in spite of that fact he sees clearly the causes which bring motorcyclists and automobilists before him, and his advice directed to them, if heeded, ought to help them considerably in avoiding conflict with the traffic force. Among the most significant of the rules suggested by Judge Bell, from the standpoint of the rider, are the following:

Always drive on the right side of the street; pass all vehicles, except street cars, on the left; use the best lamps, and light them at sundown; get your state license at once; get your local vehicle license at once and save court costs; observe the traffic laws strictly; obey officers on crossings; avoid arguments with officers, although you may think they are wrong; report to the police or to the automobile club all speeders; watch your speedometer, and have it tested every ten days; study the city ordinances and the laws of the state pertaining to vehicles; pay special attention to the laws pertaining to speeding; don't drink intoxicating liquor while driving; don't permit your exhaust to smoke; don't keep your muffler open at any time; don't carry women or children on motorcycles.

## THESE YOUNG MOTORCYCLISTS CLIMBED PIKE'S PEAK



**Louis and Joseph Unser, of Colorado City, Col., Made the Ascent with Both the Sidecar and Solo Indian Outfits; Note Item Below**

## CLIMBED PIKE'S PEAK

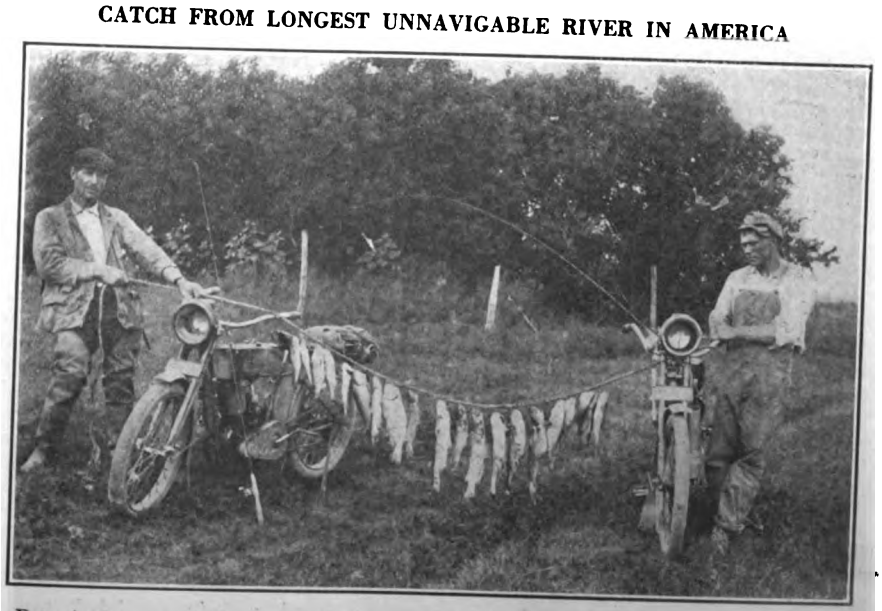
To the summit of Pike's Peak on motorcycles is the unique experience of Jerome, Louis and Joseph Unser, of Colorado City, Colo., aged respectively 16, 19 and 18 years, who on September 19 made the trip by way of the new Pike's Peak auto highway on two Indians, one of which had a sidecar on.

They left Manitou at 9.45 in the morning and reached the summit two hours and 15 minutes later. After leaving Glen Cove the party experienced a number of serious difficulties, as blasting was in progress and in a number of places the road was practically impassable. Several times they were forced to carry the machines. The sidecar was the first ever to be driven to the top of the peak.

## BUTLER COUNTY CLUB IS BUSY

Hamilton, Ohio.—The Butler County Cycle Club is keeping up its reputation as one of the livest organizations in these parts. Its annual chicken supper, held in connection with the first dance of the fall and winter season last week, was one of the most successful affairs of the sort ever held by the club. Both affairs, if they can be considered separately, were confined to club members and their ladies, the dinner beginning at 7:30 and being followed by the dancing. The committee in charge consisted of Jack Dedrick, Walter Poffinberger and Elmer Ortolf. Arrangements are now under way for the organization for the season of a football team.

## CATCH FROM LONGEST UNNAVIGABLE RIVER IN AMERICA



**Pete Anderson and Partner, of Elthan, S. D., with Fish Taken from "Jim" River in South Dakota—Photo by L. E. Stair, Pope Dealer in Elthan**

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## POINTS THE AMERICAN EXPORTER MUST CONSIDER

### Reasonable Credits, Carefully Prepared Catalogs and Sales Methods in Keeping With the Customs of the Purchasing Country are Essential to Permanent Success, Say Argentine Business Men

ON July 29 there was a meeting of leading business men of Buenos Aires, at which they discussed the causes restricting the development of commerce with the United States. Opinions were expressed to the effect that the methods used by American manufacturers are not the same as those employed by the French, English, and others, and that European commercial development with Argentina was not due entirely to the credits granted by the wholesale houses, but to other factors as well.

In any event, according to Consul General W. Henry Robertson, "repeated conversations with American and other importers here have afforded convincing evidence that the American method of selling on the basis of cash with order, or part cash with order and the remainder against shipping documents in the United States, or cash against documents upon arrival of the goods in Argentina, is seriously resented here, especially by responsible wholesale importers who have to give long terms to local retailers. There is also no doubt that many American exporters are careless of their failure to observe detailed shipping instructions that are given here with special purposes. It is certain also that some manufacturers often ship articles to South America of quite a different character from those ordered, seeming to have the altogether erroneous idea that the next closest thing will suit as well.

"Now, above all times, is the opportunity for American goods of almost all sorts to compete for this valuable market, but present efforts should be made with a regard for lasting future results in order that when the war is over American interests as a whole will have taken advantage of the situation to intrench themselves securely here. Americans must remember that the Argentine people are quite as reluctant as they themselves would be to pay for articles of any sort that they have never seen."

As illustrating the Argentine view of the conditions that it is desired to emphasize in the present report, there is given below a translation of an article appearing in the local *La Nacion* of August 5, 1915, under the heading "American Commercial Policy."

"The North Americans ought to model their methods on those of the countries of Europe, offering the same advantages and facilities and adapting themselves to the exigencies and the peculiarities of the consumers whom they supply. They need to create an atmosphere favorable to their relationships, which will secure them a preference or which at least will not place them in a precarious position of inferiority.

"To suppose that the boom and the accidental conditions under which they are now replacing the countries at war will continue after the disappearance of this abnormal situation would be to fall into disconcerting error or negligence, which would inevitably condemn them to be ousted.

"Once the present fortuitous circumstances have disappeared they will be unable to sustain their positions unless they prepare to confront the rivalry of those who have temporarily withdrawn. The Germans, the English, the French, will return, each with their commercial systems, with their goods manufactured at prices and under conditions that consult the requirements of our market, favored, morever, by valuable traditional relationships long cultivated, and the North Americans will assuredly be dislodged if they do not adhere to a commercial policy of expansion, settlement, and reciprocity analagous to that of these competitors.

"The American government and trade should not allow themselves to be misled by the advantages and temptations of this abnormal situation. The time is now ripe for employing methods that will propitiate markets accidentally occupied, since these will otherwise be irretrievably lost or would be reduced to a mere ephemeral expansion.

"Such a result may also be contributed to by the fact that the intermediaries and agents in the present accidental commerce are European houses and firms, who have recourse to North America only provisionally and who logically will endeavor to resume their original relationships as soon as circumstances allow. In order to prevent such a failure and to consolidate their situation the Americans must act with foresight, liberality, and a discreet and broad-minded realization of the precarious situation that they enjoy by favor of the present course of events."

## HOW UNCLE SAM IS HELPING THE MANUFACTURER

MORE or less publicity has already been given to the activities of the Department of Commerce in extending its service to the business men of the country showing any interest in foreign commerce. But it will stand repetition, if for no other reason than that here democratic America shows that it can actually do more for business and do it as well as even the efficient States socialism of Germany or the highly trained diplomatic British service.

The entire consular service, representing every corner of the world, has been transformed into an information gathering machine. Consuls, commercial attaches, and commercial agents have had new instructions to study business conditions in their particular localities, discover business opportunities for American manufacturers and merchants, and report by mail or cable to the central office at Washington. The chances are immediately gathered together and distributed to some 13,000 manufacturers by means of a daily paper published under the direction of the department. The same names are classified to the most minute detail, and in special instances the notification of an opportunity is done through confidential correspondence. In addition to the Commerce Reports, the editorial division prepares the studies of the special agents and consuls on foreign markets and distributes the books at cost price. The hand book on Russia gotten out in this way is probably the most accurate and thorough work on Russian commercial conditions. Dr. E. E. Pratt, chief of the Bureau of Foreign and Domestic Commerce, has the country divided into eight districts, as a further aid to collecting and distributing trade information, including tariffs, export and import statistics. Government red tape has been discarded, and business men have been put in charge of the business places. The reports distributed among the manufacturers are simple and readable, because a newspaper man was made editor. Dr. W. C. Huntington, who has been placed at the head of the Chicago office, proved his efficiency in the steel corporation before entering the government service, besides having had several years of European residence. He is authority for the statement that the American system is superior to the German or British, without taking into account the further extensions planned. Special

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agents have been secured to send to other countries, in addition to the ones already in the field. They will report on the possibilities of increasing trade where American goods are already on the market, or the means of getting a foothold where American-made goods have not yet appeared.

The Government is, in effect, providing information and advice free for the manufacturer of ordinary resources, which under other conditions would be at the disposal of only the most powerful organizations. Coupled with the activities of the Federal Trade Commission, the agitation for a merchant marine, and improved bank credits, this new efficiency is prophetic of a government leadership as contrasted with barnstorming methods. In this one instance, at least, the Government has shown up to advantage in an emergency. It is the sort of service that there must be more of in the future.

### SCOTTISH AGENTS

"Market conditions in this part of Scotland," writes the American Consul at Dumferline, Scotland, "at the present time for American motorcycles might be said to be above normal, owing first, to the good reputation of the American article and, secondly, to the delay in obtaining good British machines. The Indian and Henderson, both American motorcycles, hold a good footing on the market here, the British public recognizing the fine qualities of both machines. Other American makes are held in regard."

The Consul adds that in his opinion, "to obtain good results in this district, it would be advisable for firms in the United States to appoint an agent in either of the busines centers, namely, Glasgow or Edinburgh, to canvass Scotland, or have a general representative in London to cover all the United Kingdom."

### SPAIN'S CYCLE IMPORTS

Importations of bicycles, motorcycles and parts into Spain, from all foreign countries, were valued at $462,363 during 1913, and $395,940 during 1914. France has been the largest exporter, with Germany, Great Britain and the United States dividing up the balance. The United States could do at least $200,000, and probably $300,000 more bicycle and motorcycle business with Spain during the next twelve months than in any previous year.

### 100 CYCLES A YEAR TO BAHAMAS

Imports of American-made bicycles to the Bahama Islands, British West Indies, were practically the same in 1913 as in 1914. Less than one hundred American-made bicycles were imported each year.

### WHAT GERMANY IS LOSING

During the year 1913 Germany's exports to Great Britain and the British colonies, France, Russia, Italy, Japan, Belgium, Servia and Montenegro had a valuation of $2,400,000,000. Today, Germany is doing practically no business with these countries, and it is safe to say that it will be a long time, even after the end of the war, before Germany's exports to the countries with which she is now waging war, will again regain such proportions. Germany's loss, in this instance, is America's opportunity.

### PORTO RICAN IMPORTS DECLINING

Importations of motorcycles, bicycles and tricycles into Porto Rico have shown a decline for the past two years. Purchases by Porto Rican users for the twelve months ending with June, 1915, amounted to $25,377 as compared with $43,967 for the same period in 1914 and $51,367 for the twelve months ending in June, 1913.

### DANISH REQUEST FOR MOTORCYCLES

From a recent Commerce Report comes a request for American-made motorcycles for Denmark. The inquirer, says the report, is a man with a great deal of experience in this and other motor vehicle lines. Address can be had from the Bureau of Foreign and Domestic Commerce, Washington, D. C., referring to No. 18,390.

### CYCLISTS IN GUIANA

According to the American Consul at Georgetown, British Guiana, the bicycle is very popular in that district, as the country is flat the roads well adapted to the enjoyment of the sport. At present, there are about 110 motorcycles in use in the colony.

### FAVOR NEW YORK EXCHANGE

Several bills drawn on New York have appeared in the Chilian market lately. This is due partly to an increased demand for New York exchange to cover importation. Many large companies are insisting upon being paid in American money.

### THE PROBLEM IN ENGLAND

The following is from the advertisement of the Clyno Engineering Company, of Wolverhampton, England, in a recent issue of the *Motorcycle* of London:

"As long as government demands continue we must concentrate all our efforts and facilities on their fulfillment. That is why you wait."

The following is from the advertisement of C. H. Collier & Sons, manufacturers of the Matchless Motorcycle, in the same publication:

"As all our energies are now concentrated on the manufacture of war munitions, we cannot give attention to competition this season."

The above two advertisements are typical explanations of the inability of British motorcycle, sidecar and accessory manufacturers to make deliveries to their regular trade at this time. The situation is unfortunate in so far as our fellow-manufacturers in England are concerned, but at the same time, it means the biggest opportunity American manufacturers have ever had to introduce and develop the sale of their goods in English markets.

### RAISING PRICE OF BICYCLES

Although on June 1 an increase of from 5 per cent. to 20 per cent. was announced we learn that the Union of German Bicycle Manufacturers and allied interests have decided on a further increase in the prices of bicycles.

### SWEDEN NEEDS MOTORS

The American Legation at Stockholm advises that there is a tremendous demand in Sweden for small adaptable motors. Up to the present this demand has been met by Swedish manufacturers, who furnish 2 and 2½ horse power motors at prices varying from $94 to $107. American manufacturers who are seeking an outlet for this type of motor will do wisely to write to Charge-de-Affaires Jefferson Caffrey, of the American Legation at Stockholm, Sweden.

### BICYCLES AT HANKOW, CHINA

During the year 1914 bicycles to the value of $2,429 were received at the Port of Hankow, China. This compares with a valuation of $2,721 on bicycles imported into that Port during the year 1913.

### QUICK RESULTS

As a sample of the inquiries received from foreign dealers by the advertisers of **Motor Cycle Illustrated** the following letter from Maud's Motor Mart, of London, to the Van Zile Ventilating Co., of New York, is interesting:

"We shall be pleased to have full particulars of your new deflector advertised in **Motor Cycle Illustrated**. Also, your best quotation for this in lots of 500 delivered on board New York."

Maud's Motor Mart is one of the largest cycle jobbers and dealers in Europe.

### FINANCING FOREIGN TRADE

The establishment of a new banking institution under the name of the Mercantile Bank of Americas, with offices in New York, marks another step for providing adequate facilities for the financing of our foreign trade. The new bank has an authorized capitalization of $5,000,000, and is organized to carry on a banking business in the Latin-American republics, especially Central America, Venezuela, Colombia, Peru, and Ecuador, where active arrangements are now being made for the appointment of agents.

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THESE BOOSTERS RODE HOME FROM THE FACTORY ON NEW MODELS

P. W. Stevens (Standing) and Art Herrington Who Rode from Milwaukee to Newark, N. J., with 1916 Harley-Davidson and Sidecar; J. D. Newhart (Standing) and R. W. Kutz Who Rode from Milwaukee to Allentown, Pa., with Another of the 1916 Outfits

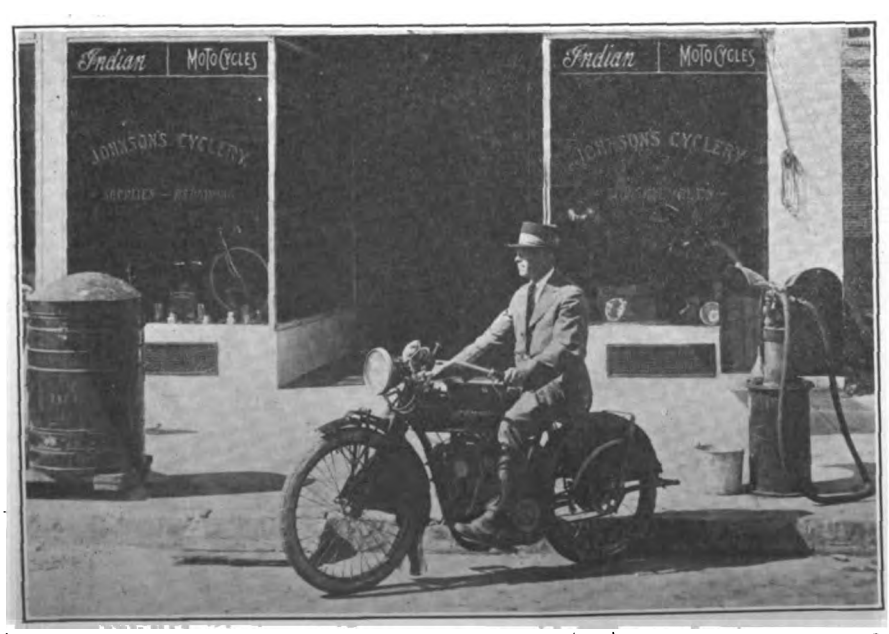
# GOUDY WINS PEORIA CENTURY

PEORIA, Ill., October 7.—Carl Goudy, the Excelsior racer of Fairbury, Ill., won the 100-mile race at the Implement Fair track in this city yesterday, in 1:22:30⅕. His average was 72.6 miles per hour. Goudy went through the race without a stop. Ray Creviston, Indian, came second, about half a minute behind Goudy, and Glen Stokes, Excelsior, was third. Don Johns, Indian, finished fourth.

There were eighteen starters at the line when the green flag went down. Creviston took the lead right away and held it for mile after mile. Goudy was riding sixth for at least 30 miles, but soon began to creep up on the leaders. The 85-mile mark saw Goudy riding in third place, with Stokes second and Creviston slightly in advance of Stokes. Goudy gradually overtook Stokes and on the ninetieth lap passed Creviston at the judges' stand, amid the cheers of the spectators. He held his lead to the end, with Creviston and Stokes finishing in second and third places. Johns was a good fourth, much to the chagrin of his many admirers.

Five other riders were on the track at the finish. They were "Bill" Brier, Harley-Davidson, who covered 99 miles; "Red" Parkhurst, Harley-Davidson, with 96 miles to his credit; Alva Stratton, Indian, 88 miles; Charles Bane, Excelsior, 84 miles, and George Filker, Indian, 82 miles. The following were forced out of the race by various troubles: Bill Goudy, Excelsior; Morty Graves, Indian; Dave Kennie, Cyclone; Bob Perry, Indian; W. C. Duewd, Harley-Davidson; George Lochner, Excelsior; R. D. Clean, Indian, and Fred Montgomery, Excelsior. A crowd of nearly 20,000 saw the race. The track was in first-class condition and the time made was considered excellent considering the light banking on the turns.

MOTOR-COP SAXBY, OF MODESTO, CAL., WATCHES TIRE SERVICE




Saxby Uses Goodrich Black Safety Tread Tires, Averaging 1,000 Miles a Month and Says Tire Troubles Never Bother Him

## ADVOCATES A CIRCUIT FOR SMALLER CYCLE SHOWS

Milwaukee, Wis., October 12.—Encouraged by the tremendous success of the first exclusive motorcycle show held here last spring the Milwaukee Motorcycle Club will stage another next spring. The determination to hold a show again is prompted to large extent by the requests of Milwaukee dealers and accessory men for another exhibition larger than last season's.

The show at Milwaukee, in several instances, was the first real exhibition of models; that is, as they were to be made for the trade. There were numerous changes and improvements effected in several makes and the local show here was the first real exhibit of the new season's offerings. The floor space of this season's exhibition will be twice as large as last spring. The Milwaukee club is advocating co-operation on the local show proposition in order to avoid conflicts between various exhibitions.

"Last spring we held our show at the same time as the Indianapolis show, with the result that we both suffered," said Hugh Sharp, secretary of the club. "What should be done is to get together and arrange a sort of circuit so that outside exhibitors can send their stuff from one to the other and thus cut down transportation expense and obviate the necessity of manufacturers tying up so much money in separate show exhibits."

The Milwaukee club secretary has expressed his willingness to act as a clearing bureau for show dates if so desired.

## NEW QUEBEC 2-MILE RECORD

Sherbrooke, Que., October 4.—On each of the four days of the local fall fair a set of motorcycle races were staged, with a number of French-Canadian mile-eaters participating. Jack Laviolette, Montreal's speed king, was the hero of the series, while his chief rival was Joe Baribeau, former Canadian champion. Laviolette's supreme effort was the establishing of a new Quebec record of 2:10⅘ for two miles, using an Indian. Baribeau also kicked his spurs into an Indian.

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## CLAIM FAIR TANDEMITES HIDE LICENSE PLATE

Users of motorcycle tandem seats in the United States will be interested in a recent statement appearing in an English trade journal to the effect that motorcyclists have been fined because the skirts of fair tandem passengers obscured the license number. In one district prosecutions for this fracture of the law have been quite numerous, and tandem-riding in some parts of England is threatened with a decided slump as a result of the stringent tactics adopted by the police.

"It is interesting to note," remarks the reader who called our attention to the item, "that the English authorities have apparently concentrated their attack on the skirts of the fair tandemites and have not felt called upon to brand the tandem seat as dangerous, when properly constructed and fitted."

## KELLOGG AT SPOKANE

Spokane, Wash., October 4.—Two motorcyclists from Middletown, N. Y., W. E. Kellogg and his son, W. D. Kellogg, arrived in this city this morning, completing 7,412 miles of a trip which will be 11,000 miles long before the tourists return home. The Kelloggs have visited the San Diego and Panama-Pacific expositions on their Indian sidecar outfit. They will average about one hundred and twenty-five miles a day and expect to get into Middletown by November 1.

## OHIO GOOD ROAD NOTES

Cincinnati, Ohio, October 12.—Hamilton County will get some of the state road fund in 1916 the County Commissioners were informed. In apportioning the funds for next year State Highway Commissioner Clinton Cowen has provided for the expenditure of $40,000 of the funds collected through automobile tax in this count, as well as a portion of the Hite road tax.

Dayton, Ohio.—The county commissioners have begun publication of advertisements asking the right to levy one-mill for the purpose of road improvement. Voters will pass on the request next month. If approved this levy will be in effect for a period of two years and will produce $460,000 with which the county commissioners will have improved every important pike entering the city.

## CINCINNATI SPEEDWAY ASSURED

Cincinnati, Ohio.—Plans for the Cincinnati speedway are maturing so rapidly that it seems certain that the course will be constructed, according to schedule, by early spring. Subscriptions to the capital stock have now been booked to an extent which removes any financial difficulty, and all that remains to be settled are the various details connected with the actual construction, including the design and material of the track. Several sites are held under option, but no decision has yet been made on this point. A party of stockholders and directors of the company, with Architect Harry Hake, left a few days ago for New York to inspect the Sheepshead Bay track at its opening and get pointers on its operation.

## SARGENT IS HOME AGAIN

Indianapolis, Ind.—Clarence (Spick) Sargent, the Indianapolis rider, who was injured in a race meet at Vincennes, Ind., on Labor Day, has improved sufficiently to enable his friends to remove him to his home at Churchman and Orange streets, where he lives with his father and mother. Sargent, while standing at the inside of the track astride his machine, was run into by another rider and suffered a broken leg. He is now able to get around on crutches.

## FIRST AID TO G. A. R. MEN

Washington, D. C., October 9.—In the recent G. A. R. parade, which was held here recently in connection with the convention of the Civil War veterans, the motorcycle was used by a local Red Cross volunteer to reach the old veterans in line, who were in need of medical treatment. The parade lasting four hours, the grand old warriors kept the motorcycle doctor busy administering first aid.

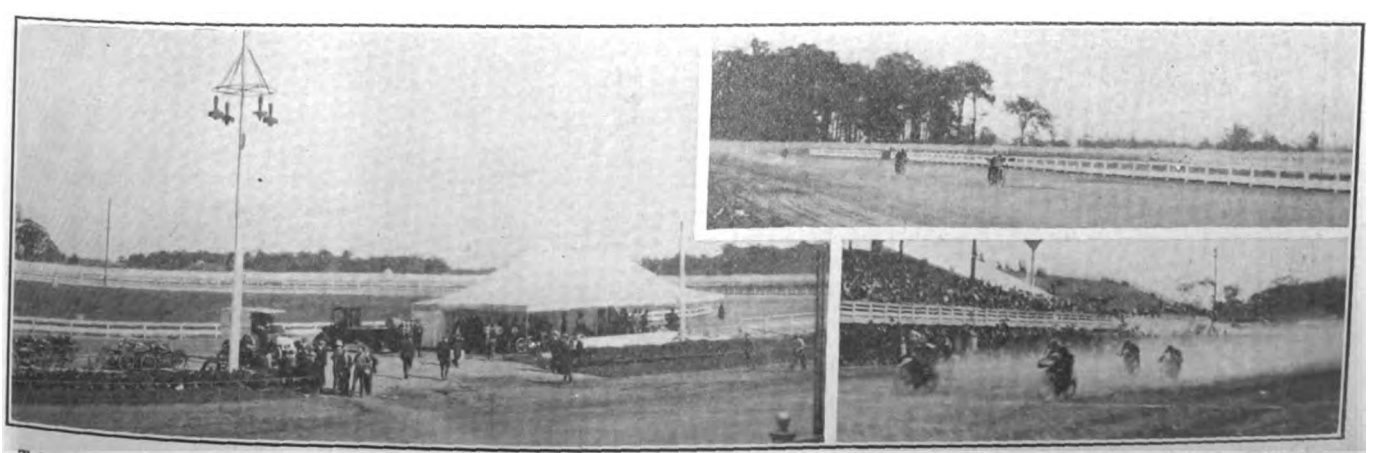
## OMAHA SHOW DATES SET

Omaha, Neb., October 11.—The Eleventh Annual Automobile Show will be held in this city during the week February 21-26. It is expected that motorcycles and accessories will be exhibited at this affair. Secretary Clark G. Powell has charge of the arrangements.

## WATCHING THE SPORTS AT FIRESTONE HOMESTEAD

**Factory and Other Officials of Firestone Tire & Rubber Company on the Lawn During Annual Outing Given by the Company at Columbiana, O.**

## SCENES AT RECENT INTERSTATE RACING ASSOCIATION MEET IN DETROIT, MICH.



**Trio of Amateur Photos by E. H. Tracy, Sales Manager for L. J. Mueller, Cleveland Indian Representative: Left, Gasoline and Oil Station and Ambulance in Paddock; At Right, On Homestretch During Hundred-Mile Race; Below, A Close Brush**

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# PUTTING 12,418 MILES BEHIND A SIDECAR

## What It Means to Keep Going For Five Months Regardless of Weather Conditions

AFTER extricating myself from an almost endless series of mud holes while journeying out of St. Charles, Mo., on my twelve thousand-mile sidecar trip, I finally managed to get into the next town and put up there for the night, having spent a total of ten and one-half hours covering a distance of less than forty miles. I certainly called that a good day's work, and after supper turned in for a much needed rest.

The following day a drizzling, cold rain fell which was anything but inviting to ride in. But I knew that if I waited for fair weather I might spend the rest of the summer there. So after a man's size breakfast, I hit the lonely trail—for it was indeed a lonely one. In fact, I began to think that no one else was quite as foolish to try to get over such roads. By noon it began to clear up and the roads that lead into Kansas City were greatly improved.

While at that place I learned that a tour was being arranged to start within a few days from Kansas City to Dodge City and that there were to be several hundred in the party. This sounded good to me, for misery loves company and I was alone. The fellows gave me a full day's start before the tour since I had my interests to take care of and needed all the extra time. That night another big storm swept the district, blew down trees and houses and added to the already flooded condition of the roads.

### A Hideous Nightmare

The next morning I wanted to quit right then and there, for reports indicated that the worst possible riding lay before me. I waited until noon and then started out. At the next town I learned that the tour from Kansas City had been called off and I was left to fight it out alone. To recall what happened that afternoon is similar to reviewing a hideous nightmare. I can still vividly picture in my mind the miles and miles of sticky, gumbo roads with now and then a sheet of water to pass through. At one place I was forced to push my machine through a stretch of water when the saddle and handlebars only were visible. The fence, which had bordered the road, was floating on the water; but luckily the footing underneath the surface was firm.

**On the Much-Praised Lincoln Highway—Mile After Mile of Mud in Illinois Prepared Walker for Similar Conditions Along Vaunted Route in Other States**

### Soaked to the Waist

After that experience I was not in a pleasant frame of mind. I was soaked to the waist, and my carbureter refused to dry. I don't know how it all happened, but I finally succeeded in drying the parts of my carbureter and the plugs. Then the familiar purr of the motor again broke the still silence of the air and, as I remember it, I just shouted for joy.

The thick mud had caked on my machine until it resembled a mud plough and when the mud came in contact with the hot parts of the motor it baked like fire brick. My Weed chains kept the mud guards cleared, but my drive chain became so clogged that it broke a number of times. In addition to that I had a lot of punctures, which made me think of the fellows back home and the fine boulevards they had. That night I stopped at a place sixteen miles from Dodge City.

A loud peal of thunder awakened me the following morning; I hastily dressed and proceeded to make adjustments before starting out on the last sixteen miles into Dodge City. I had hardly touched my machine when the storm broke and hail stones landed on the cement pavements with loud reports that sounded like the rapid fire of machine guns. But the storm did not last long and the sun soon popped out of the clouds—the first time it had showed its face in a number of days. I got into Dodge City in quick time and was greeted by a score of old friends who told me that another rider and I were the only ones to get through from points below Kansas City.

The three hundred mile race at Dodge City brought many of the good sports of motorcycledom together at the city. We surely had a gay old time—there wasn't a single grouch in the whole crowd and every one of the good fellows was a genial as they make 'em. Everybody seemed to be a regular Mark Twain or Irvin Cobb, for the boys were kept in an almost constant uproar. After the race I went to Kansas City by train, for I was persuaded by those who had come from points in Nebraska and Iowa, not to try to cross into Illinois. My informants told me that only a few trains were able to get through and these only by taking different routes from the ones usually followed. So although I disliked to do it very much, I was forced to ship back to Chicago and spent two weeks in the Windy City.

Leaving Chicago, I visited several points in Wisconsin and started through Michigan, finding the roads there both muddy and sandy. My route took me through Battle Creek, Jackson and into Detroit where I was kept busy for a week and then made a bee line for Toledo.

### Mistaken for Tramp

After a short stay there I headed for Indianapolis through Ft. Wayne and Logansport. All went well until about 20 miles from the latter city, when, after breaking a number of spokes, my rear wheel became so out of line I could go

**Better Than Gumbo, But Harder on Tires and Frame—Rock Road in New York State Which May Become a Good Highway, with Suitable Top Dressing**

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# ON A BUSINESS TRIP THROUGH 14 STATES

## Over Every Known Variety of Road—Part II—*By Walter F. Walker*

**Where Road Became a Swamp and the Combination Was Often Bogged Down—Between Vandalia and St. Louis, Mo., on Main Automobile Route Across State**

farther. My lucky star was guiding me, as my stop was in front of a farm house. All this happened in a downpour of rain, for I still had this jinx to contend with; and I did not wonder when the dog on watch tried to separate me from my rubber suit—I looked the part of a tramp for sure. But the farmer was a good soul and I needed no second invitation to come in; when he opened the door the heat from a big stove told me I had stopped at the right place.

From here I telephoned several places to get a rear wheel, but being Saturday afternoon my chances were poor; and when pressed by their invitation to stay, I became one of the family until I drove to a nearby town to get the wheel repaired. Needless to say, my stay with the farmer's family was fully enjoyed, for country fried chicken three times a day surely makes a hit with me.

### Helped Milk Cows

I took up some of the duties of a farmer and helped to feed the stock and milk about 20 cows, and when my wheel was finished and the time came to move along, I can't say that I wouldn't have liked to stay longer. But with many miles more to ride, and more rain, I set out and made the run to Indianapolis without further trouble.

My stay in Indianapolis this time was a brief one, because I knew that to reach New York on time I would have to keep on riding. However, I was favored with better roads and the towns were closer together. I was not through with bad roads yet, and knowing the conditions of West Virginia and Pennsylvania roads, I was making all possible speed. From Indianapolis, I rode to Cincinnati, Ohio, and points in Kentucky.

At Cincinnati I was again entertained by the Indian Motorcycle Club with a club run to a chicken dinner at New Trenton, Indiana. The run was a huge success and the fun was only marred by a drenching rain on the return trip. Most of the members were arrayed in striking costumes, it being their annual "Rube Run," in which all those taking part are supposed to mask.

From Cincinnati I rode to Dayton. Here I always find a host of friends, and as it happened, I was just in time to start with Irwin Jacobs and E. A. Robertson on their pathfinding trip from Dayton to New York when the route for the Ohio and Pennsylvania states endurance run was laid out. I left these two genial boosters at Columbus, O., where I remained a few days, but soon followed over roads which, as Robertson says, are five feet wide and four feet deep. At one place near Wheeling, through a particularly bad stretch of mire, I had the misfortune to break the long drive chain, and although I stopped as soon as I could, the chain was nowhere in sight. The only thing left to do was to roll up my sleeve and feel for it in about ten inches of soft mud and water and I found it after covering a distance of half a block.

The repair made, I started again and the high weeds both in the center and at the sides of the road made things interesting for a while. The tops of the weeds had a coating of mud and resembled the so-called cat tails that grow in marshy places. They were just high enough to strike a rider in the face, which made it necessary to ride with one hand and to protect your face with the other. The glass in my headlight was the first to get a swipe with these weeds and the small pieces went flying in all directions. Luckily I reached Pittsburg before dark.

### In a Tight Place

At Pittsburgh, I managed, between showers, to make my visits and take quite a few pictures, as this section affords many opportunities to get some very fine views. On my way out of Pittsburgh I enjoyed some very good roads, and, while coasting down a mountain road at a sharp hairpin turn, I came near taking a high dive also, for when almost at the center of the curve, I met an automobile which a lady was learning to drive. She became confused when she realized the narrowness of the road and that we would meet on the turn. While I had my machine under control, I could only play tag trying to dodge the auto. To make matters worse, the man in the automobile attempted to get possession of the steering wheel, the result being that their four-wheeler took up the entire road. I knew at a glance that I could not pass them and I could see a drop of about one hundred feet down a steep embankment ahead, with only an old-fashioned rail fence to stop me. I clung to my brakes for dear life, and, in the short space of time from leaving the road until I was brought to a sudden stop with a thud against the fence, I had ample time to review my past; thought of home and mother, and said, "Good-bye Jimmie." But it turned out better than I expected, for when leaving the road I swerved my machine all I could and struck the fence a glancing blow with the side car. Best of all, the fence held tight; and aside from a few new scratches, the machine suffered no great harm. I rode into Chambersburg with praise for the man who invented rail fences.

**(To be Concluded)**

**Reminiscent of Stage-Coach and Conestoga Wagon Days—Old Covered Bridge near Springfield, O. Few of These Bridges Remain in Service Today**

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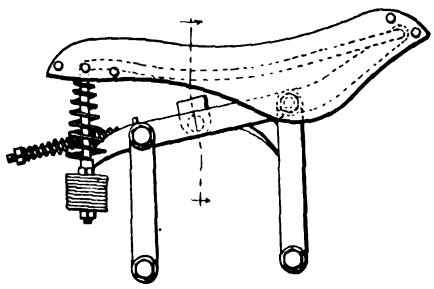
# WHAT CYCLE INVENTORS HAVE BEEN DOING OF LATE

## OLIVER SADDLE FRAME

In order that a saddle shall have limited and cushioned longitudinal movement and thus do away with any tendency toward throwing the rider forward or backward at change of pace of the machine, a frame has

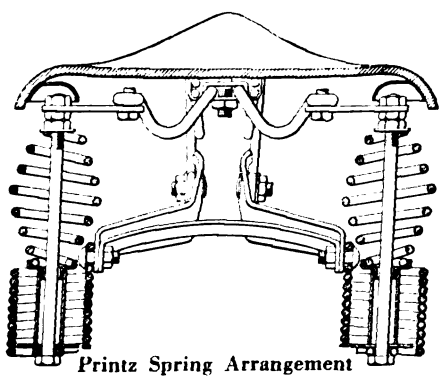


**Oliver Saddle Construction**

been designed by Immanuel Alvin Oliver, of Eden Vale, Cal. This frame includes a fixed saddle member straddling the frame of the motorcycle and extending considerably below the saddle post and a second saddle-carrying frame swingingly mounted upon a fixed frame to give longitudinal movement. Springs of the coil type are interposed between the fixed and movable frames and these springs give to the saddle the desired controlled longitudinal movement. The patent is No. 1,153,817 and was issued on September 14, 1915.

## PRINTZ SADDLE CONSTRUCTION

An arrangement of the compound springs supporting the rear of a motorcycle saddle such that either set will not interfere with the action of the other on the same side is the subject of a patent issued to Daniel F. Printz, of Reading, Pa., and assigned by him to the Reading Saddle & Mfg. Co., of that city. Printz mounts helical compression springs above ordinary coil springs on the same vertical shaft on each side, supporting the top of the helical springs by special arms from the

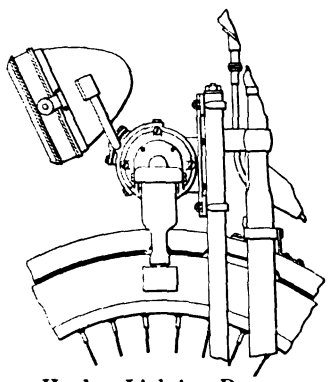


**Printz Spring Arrangement**

saddle frame. Stretcher members are fitted to the saddle itself and these are attached to plates or hangers carrying the vertical spring shafts. The patent is No. 1,151,613.

## HUGHES LIGHTING DEVICE

In combination with a dynamo and headlight, Patent No. 1,146,939 provides for an ingenious means of driving the dynamo from the front tire of a motorcycle or other motor vehicle. The dynamo, which is mounted with its armature shaft horizontal and lateral to the axis of the vehicle, has on its shaft a special form of gear. At an angle to the same and movable in that regard is a drive-shaft, carrying on its lower end a hollow pulley designed to be



**Hughes Lighting Dynamo**

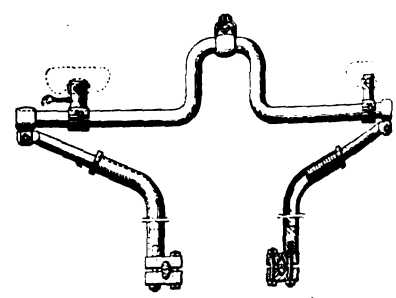
brought into contact with the side of the vehicle tire when the dynamo is to be driven to produce lighting current. On the shaft is fitted a friction clutch operated by a governor to regulate the speed and output of the dynamo. At the upper portion of the shaft is a pin-wheel, with teeth cut so as to allow of its rotation with the gear on the dynamo shaft, no matter what the angle between them. Means for keeping the shaft pulley in contact with the vehicle tire are provided. The inventor is Davydd C. Hughes, who assigns his patent to the Hughes-Wessling Company, of Chicago, Ill.

## GUSTAFSON SADDLE DESIGN

Carl J. Gustafson, chief engineer for the Henlee Mfg. Co., of Springfield, Mass., has been awarded Patent No. 1,152,172, for a motorcycle saddle, designed to have the seat portion yield vertically as well as have the usual pivot support. The design further has three-point suspension of the saddle. A long leaf spring is carried by a clip at the front, this clip attaching to the top tube of the motorcycle. The saddle frame consists of a yoke portion carrying pins to right and left at the rear ends, these pins supporting the coil and helical cantle springs. An arch connects the rear of the yoke and this arch bears on the leaf spring beforementioned. There is a cross-piece under the saddle cantle and to this are fastened the ends of a V-piece made of round wire stock. The lower spring coils are attached to a lug fitted to the rear fork of the motorcycle. Gustafson has assigned his patent to the Hendee company.

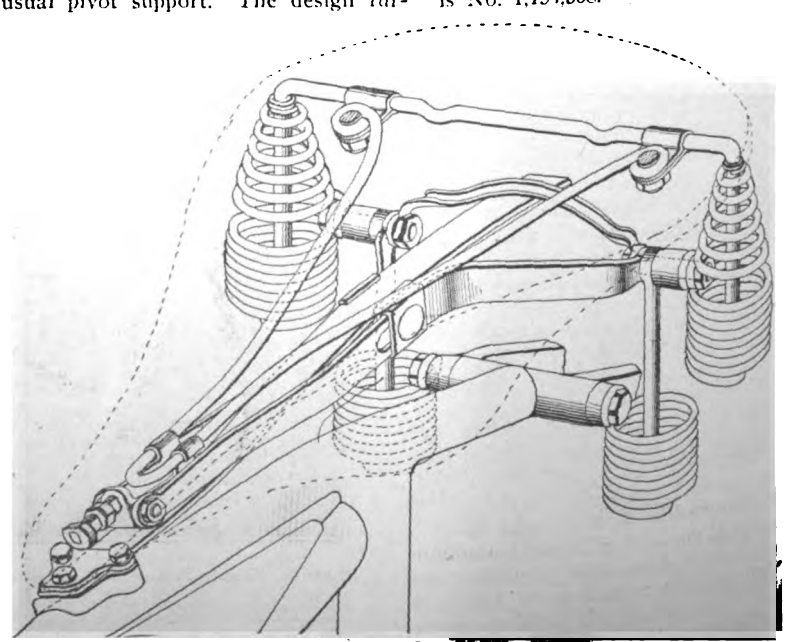
## HANNA TWIN SEAT FRAME

Tubular supporting means for a twin seat device which gives lateral adjustment to the seats in order to overcome the difference in weight between the two occupants



**Hanna Side-Seat Rigging**

are the features of a patent issued to Raymond G. Hanna, of New York, N. Y. The upper frame is arched in the center to attach to the saddle post and has its ends projecting to right and left. On the arms so formed are fitted saddle supports clamping in place and movable toward or away from the arch. There are other clamps at the extremities of the upper frame, and these go to the rear forks of the motorcycle and attach by special clamps. The patent is No. 1,154,308.



**Gustafson's Design for Saddle Frame**

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# With the Manufacturers

## CRUDE RUBBER IMPORTS ARE 18,659,660 POUNDS

Crude rubber shipments to this country continue to be heavy, the figures for the month of July, 1915, showing 18,659,660 pounds imported. While this is slightly under the figures for June, 1915, which were 18,785,812, it is considerably in excess of the month of July, 1914, when the shipments reached but 9,579,124 pounds. The United Kingdom continues to furnish the bulk of the shipments, a total of 8,985,067 pounds being received from there during the month. Brazil also contributes heavily, shipping 3,263,561 pounds in July, and the East Indies 5,064,392 pounds.

The first seven months of 1915 show a total of 123,685,163 pounds imported. This is compared with 85,601,360 pounds during the period in 1914, and 68,070,989 pounds for the period in 1913.

## GOODYEARS IN JAPAN

That Goodyear tires are in much demand in Japan and are giving excellent service, is vouched for by a letter recently received by the Goodyear Tire & Rubber Company, of Akron, O. The letter was from S. Kuroda, of Kuroda Brothers, dealers and exporters at Los Angeles, Cal., and ran, in part, as follows:

"We often receive orders from Japan asking for Goodyear equipment. That in itself proves that Goodyears are running most satisfactorily and are giving excellent service on the roads of Japan. The people over there are using more motorcycles and bicycles every year, and the result is that our business is growing very large. We have the strongest regards for Goodyear tires, and have been able to establish a trade that is certainly well satisfied with your product. Nearly every bicycle and motorcycle we send over is Goodyear equipped."

## BALL BEARING IMPORTS

Imports of balls and bearings during July, 1915, amounted to $149,992, slightly in excess of June, 1915, when the valuation was $108,206. During July, 1914, the valuation reached $159,816. The first seven months of 1915 show a valuation of $881,604, a decrease when compared with $1,037,537 for 1914, and $1,573,904 for 1913.

Remaining in the warehouse as of July 31, 1915, were balls and bearings to the value of $7,235,850, compared with $18,881,858 on July 31, 1914, and $34,634,639 as of June 30, 1915.

## ACCESSORY MEN AT SHOW

Cincinnati, Ohio.—The annual automobile show, held last week, while not participated in directly by motorcycle dealers, included numerous exhibits of interest to all motordom, and especially those of several tire and accessory concerns. Among these were the Cincinnati Oil Works Company, Fischer-Griffin Storage Battery Company, Edward Manufacturing Company (portable garages), Heisey-Robbins Company, C. A. Kuhr, Miami Vulcanizing and Rubber Company, Paragon Refining Company, Ohio Rubber Company, Perfection Carbon Remover Company, and all of the leading tire manufacturers. The Goodyear Company took advantage of the show to use large advertising space featuring the names of local handlers of the Goodyear tire.

## GENERAL RUBBER MFG. CO.

Akron, Ohio.—The General Rubber Manufacturing Company is the name of the latest entry in the tire and rubber field, in this city. The company was organized recently with a capital stock of $200,000, M., A. F. and P. F. O'Neil being those principally interested.

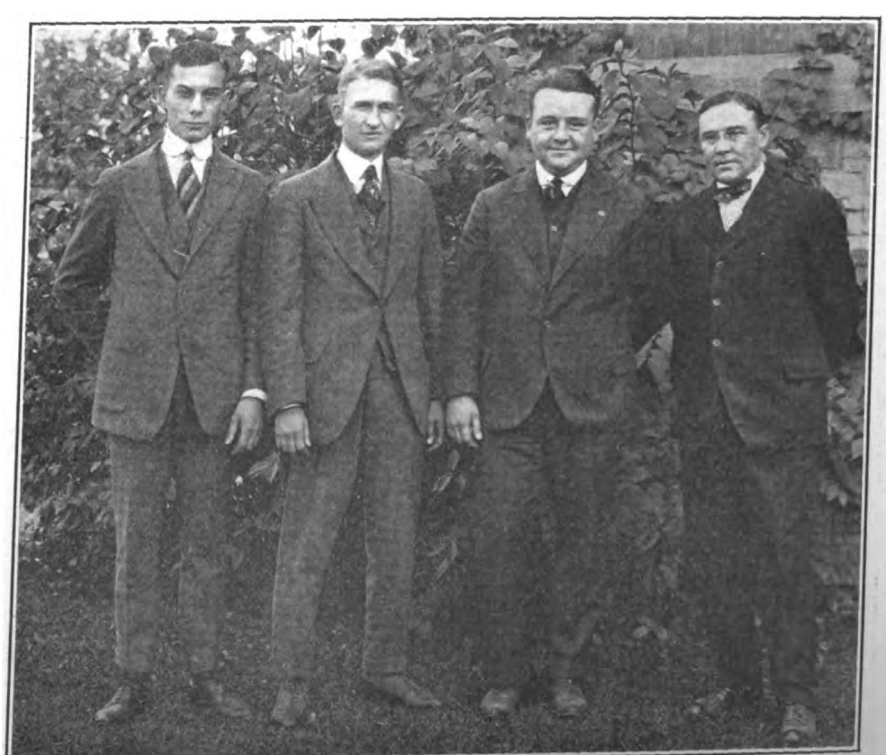
## HITTING THE SALES TRAIL

Three of the Smith Motor Wheel factory representatives have just left on their first swing around the Central States. Harold Schwind, who represented the Harley-Davidson on the road for two years, has joined the Motor Wheel staff, and will cover Indiana, Western Ohio and Kentucky. Otto B. Pupikofer has the State of Michigan for his initial trip, and L. C. Schwab will cover Iowa, Kansas and Nebraska. James E. Van Toor, assistant sales manager, will supervise all sales correspondence to the dealers.

## TWO NEW FEATURES IN THE MICALITE GOGGLE

Strauss & Buegeleisen, manufacturers of eye-shields and goggles, at 489 Fifth avenue, New York, are offering to the trade a new type of goggle, with at least two innovative features. Perhaps most important of these is the fact that while the "Micalite" goggle which they make has all the appearance of the ordinary celluloid eye-shield, and at the same time is possessed of all its virtues, its introduction marks a distinct advance in goggles of this type since the material from which it is made is an absolutely unburnable celluloid-like substance. It is extremely flexible and absolutely transparent.

## FOUR BUSINESS-GETTERS FOR SMITH MOTOR WHEEL



Left to Right, James L. Van Toor, Assistant Sales Manager; L. C. Schwab, Traveler in Iowa, Kansas and Nebraska; H. Schwind, Traveling Western Ohio, Indiana and Kentucky; O. B. Pupikofer, Traveling Michigan

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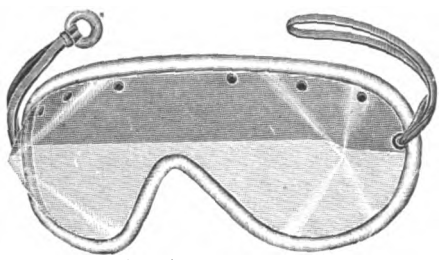
The other novel feature of the Micalite goggle is the two-color effect, which makes the device readily usable under ordinary conditions or in the glare of either the sun or a bright headlight; the two colors, however, are obtained without the use of a double layer of micalite. The transparent sheet is dyed across the top of a dark amber color; the bottom is left clear for ordinary usage. This method eliminates the seam across the center of the eye-shield and goes a long way towards making for clear vision. At the same time it is impossible for dirt or



**The Micalite Goggle**

dust to work up between the two layers and dim the goggles. It is claimed that the coloring process is so efficacious that it is absolutely impossible for the amber portion to fade or otherwise become impaired with usage.

The goggles are bound with soft rubber padding and are provided with a flexible headpiece, which holds them firmly against the forehead.

Micalite goggles are produced in four styles: No. 20 is perfectly clear; No. 21 is full amber; 2021 is clear bottom, with dark amber top; 2121 is light amber bottom with dark amber top.

## ALLAN BECOMES BRANCH MANAGER

The Burd High Compression Ring Company, of Rockford, Illinois, announce the appointment of Mr. Robert Allan, as district branch manager for Northern California. Mr. Allan was formerly attached to the Dallas, Texas, office, and assumes his new position with a full knowledge of Burd piston ring possibilities and the company's sales policies. Mr. Allan's headquarters will be at San Francisco, where he has taken offices and will carry a complete stock, at 847 Phelan Building.

## SILVEX CO. WILL PROTECT JOBBERS AND DEALERS

One of the most interesting announcements of the present year, is the one just made by Mr. E. H. Schwab, on behalf of the Silvex Company, manufacturers of the Bethlehem five point spark plug.

"This concern," stated Mr. Schwab, "has decided to take immediate and drastic action in regard to the cutting of prices on the Bethlehem spark plug by the so-called mail order and cut-price houses with a view of giving to the legitimate jobber and dealer in automobile accessories, the protection to which they are entitled.

"Having created a tremendous demand for Bethlehem plugs by an insistent and expensive campaign on advertising, the Silvex Company is in a position to understand the havoc raised by these cut-price houses insofar as the business of the legitimate dealer is concerned."

Mr. Schwab has stated on numerous occasions that it is his belief that a manufacturer of automobile supplies is in no position to expect the co-operation and support of the legitimate jobber and dealer when, at the same time, he sells either directly or indirectly to a cut-price house with the full knowledge of the fact that such house will inevitably cut prices in order to secure business on the product.

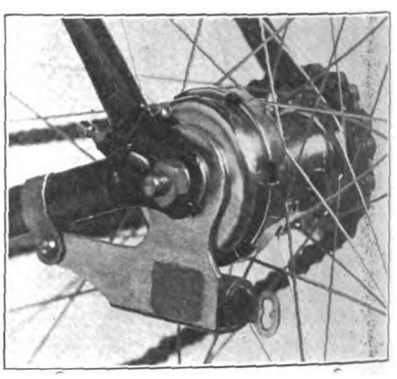
An idea of the importance of this announcement can be obtained when it is known that Mr. Schwab has stated that the adoption of this policy means the voluntary surrendering of a business of more than 100,000 Bethlehem plugs per year, which can be secured without difficulty from cut-price houses.

"The Silvex Company," further stated Mr. Schwab, "invites suggestions from all legitimate dealers as to further stands that may be taken to give them complete protection."

## GASOLINE SHIPMENTS IN JULY SHOW DECREASE

Gasoline shipments during July. 1915, were not as heavy as during June, at which time they were exceptionally heavy. The United Kingdom, for example, received but 2,080 gallons during July, 1915, as compared with 3,731,682 gallons during June. Shipments to British possessions, however, continue to be very heavy and it is possible that these are reshipped to the British Isles for eventual use. Canada during July received 4,627,443 gallons, compared with 2,780,343 gallons during July, 1914, and 5,048,451 in June of this year. British Oceania shows a large gain over 1914 when but 356,220 gallons were shipped, compared with 1,953,763 gallons during July this year. No shipments were made to France during the month, but the increased demand for gasoline is reflected in the total shipments of June, 1915, when 34,634,679 gallons were shipped from this country, and July, 1914, when 18,881,858 gallons were shipped. During July of this year a total of 7,235,850 gallons were shipped.

## THE POPE "FOR SURE" LOCK

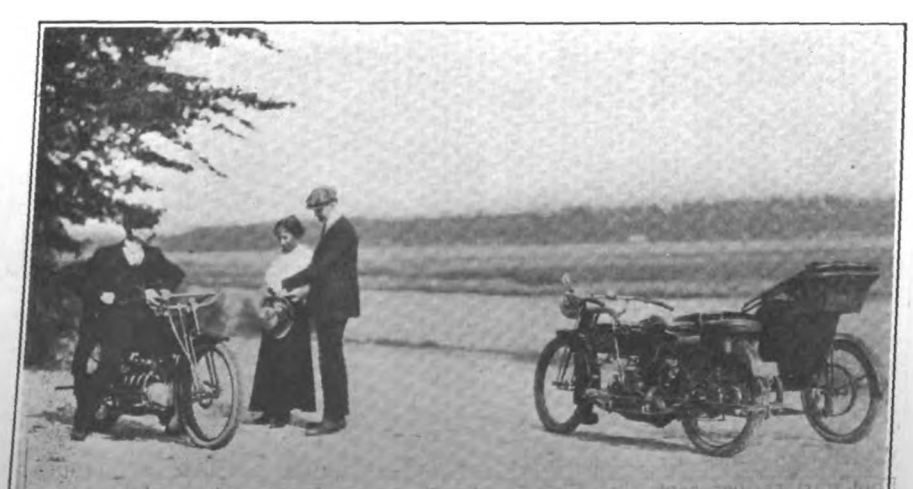


**Fitting to Arm of Coaster Brake and Remaining Permanently in Place, This Lock Prevents Rear Wheel Being Rotated**

## RANDALL-FAICHNEY REORGANIZATION SOON

Boston, Mass.—A committee of the creditors of the Randall-Faichney Company, of Jamaica Plain, purchased the property of the firm for $150,000, at the receivers' auction sale on September 30. Under a plan for reorganization decided upon by the purchasers, a new company, known as the Randall-Faichney Company, Inc., is to be formed, with a new cash capital and board of directors. The business will be continued as before under the joint direction of Randall and Faichney.

## GIVING THE NEW MODEL THE ONCE-OVER ON THE ROAD



**Having Stopped the Henderson Factory Rider on His 1916 Mount, the Sidecar Enthusiasts Are Discussing Salient Features of New Season's Product**

## HENDERSON EXPORT TRADE SMASHES ALL RECORDS

Tom Henderson, of the Henderson Motorcycle Company, of Detroit, advises that his business in 1916 models, both for domestic use and for export, continues to smash all previous records. For instance, to Holland alone, the Henderson Company is now shipping machines at the rate of 25 a week.

## LYNN COMPANY INCORPORATES

Lynn, Mass., October 12.—The Lynn Cycle Company has recently been incorporated for the purpose of selling motorcycles and bicycles. The capital stock is $5,000. The incorporators are: Elmer Rhoades, Jacob Newman and B. E. Hayes, all of Lynn.

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# Along Technical Lines

## PROGRESS IN MOTORCYCLE DESIGN

### Development of Machine Since 1912 Shows Increasing Use of Variable Gears and Mechanical Lubrication as Well as of Foot Starters—Both Efficiency and Comfort Increased.

By MURRAY FAHNESTOCK

TO THE motorcyclist, show time with its anticipations and pleasant realizations, is as Christmas time to the small boy. Those who have ridden motorcycles for many years look with increasing interest for the latest products of the motorcycle designers, and often compare them with the motorcycles that have furnished such pleasant rides in the past.

In previous years, it has been possible to class all motorcycles in a single group, but this year there is a new type on the market that should be classified by itself. There are now enough lightweights to make their classification interesting, and this brings up the question as to just what is the difference between the lightweight and the standard types of motorcycles and where shall the line be drawn?

#### Classification Is Uncertain

In this grouping, the writer has arbitrarily taken one hundred and fifty pounds and four horsepower as the limits of the lightweight class—anything larger being considered as a standard motorcycle. This is hardly fair to the light twins which really belong betwixt and between the two classes, but the light twins are not yet numerous to justify a class of their own. Until the F. A. M. legally defines the lightweight, its true status must remain open to argument, one rider's opinion being as good as another's. The Wilson Cyclemotor, the Dayton, and the Smith Motor Wheel are so different from the more conventional types of motorcycles that misleading results would be obtained if they were included in the classifications.

The racing models are also eliminated from this classification, as they are few in number and are not often seen on city streets or on the open road. The prices are taken without the special electric lighting equipment, which is offered as optional in many cases.

#### Horsepower Rating Increase

The rated horsepower of the average motorcycle has increased from about 5 horsepower in 1912, to 7.3 horsepower in 1916, the drop from last year being due to the more conservative ratings now given to the motors and not to any decrease in motor sizes.

The large single cylinder motorcycle has been steadily losing ground, and has decreased from 32 per cent last year, to a percentage of 22 for 1916. The single cylinder will probably retain a permanent place as a utility type, as it is cheaper to run than any other. The four cylinder types are represented by the Henderson and the Militaire, the latter being built along automobile lines, particularly as regards frame and power unit.

#### Diversity in Valve Location

Valve location is the subject of increased interest this year, due to the tendency towards changes in this direction. All the valves of the standard types of motorcycles are now mechanically operated, but a great diversity of opinion prevails as to the best location. Fourteen per cent of the 1916 models have the valves placed side by side, and seven per cent favor overhead valves. Placing the inlet valve over the exhaust valve is still used on 71 per cent of the 1916 models, the remaining types being the valveless Schickel and overhead inlet valves of the light Thor twin.

Chain drive is used on 96 per cent of the models, or on all save the shaft drive Militaire, double chain drive by means of roller chains now being the accepted standard for nearly all of the heavier motorcycles.

With the belt drive, battery ignition has also departed from the field, magneto ignition being standardized on all the heavier models. Information is meagre as to the number of 1916 motorcycles furnished with double brakes, although dual brake control has become quite general and is very convenient in use. According to the table, the number of models fitted with double brakes has decreased slightly this year to a percentage of 22, but this may be due to a tendency to fit one large and reliable brake instead of the smaller brakes previously fitted. The wheelbase has increased 58 inches this year, which is greater than it has ever been and certainly makes for greater riding comfort. Little data is obtainable as to weights, so they are not included in the table.

#### More Fuel Capacity

The capacity of the gasoline tanks is slightly greater this year than ever before, while the oil capacity is slightly less than that of last year. The fact that mechanical lubrication is used on 86 per cent of the latest models may mean that less oil will be required, because the oil will be used to better advantage. Foot-starters have

### STORY OF FIVE YEARS' DEVELOPMENT IN FIGURES

| Details | 1912 | 1913 | 1914 | 1915 | 1916 |
|---|---|---|---|---|---|
| Horsepower | 5.04 | 6.05 | 6.39 | 8.35 | 7.3 |
| Single cylinders, per cent. | 71 | 55 | 45 | 32 | 22 |
| Twin cylinders, per cent. | 26 | 41 | 51 | 64 | 71 |
| Valves, automatic, per cent. | 46 | 3 | 0 | 0 | 0 |
| Valves, mechanical, per cent. | 54 | 97 | 100 | 100 | 100 |
| Valves, overhead, per cent. | .. | .. | .. | .. | 7 |
| Valves, side by side, per cent | .. | .. | .. | .. | 14 |
| Valves, inlet over ex. per cent | .. | .. | .. | .. | 71 |
| Chain drive, per cent. | 27 | 62 | 77 | 95 | 96 |
| Belt drive, per cent. | 71 | 36 | 19 | 5 | 0 |
| Two speed, per cent. | 8 | 15 | 39 | 49 | 32 |
| Three speed, per cent. | .. | .. | .. | 9 | 43 |
| Clutch, per cent | 79 | 97 | 100 | 100 | 100 |
| Lubrication, mechanical, p. c. | 19 | 29 | 39 | 42 | 86 |
| Two brakes, per cent. | 8 | 10 | 21 | 25 | 22 |
| Gasoline, gallons | 1.96 | 2.41 | 2.42 | 2.43 | 2.51 |
| Oil, quarts | 2.21 | 2.37 | 2.61 | 2.55 | 2.50 |
| Wheelbase, inches | 57.75 | 56.95 | 57.38 | 57.48 | 58.01 |
| Foot-starters, per cent. | 3 | 3 | 7 | 78 | 91 |
| Price | .... | $255.00 | $248.50 | $250.50 | $239.00 |

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become deservedly popular, and have increased from seven per cent in 1914, to 91 per cent this year.

While two-speed gears have decreased from 49 per cent last year, to 32 per cent this year, the reduction is due to the increase of the three-speed gears from 9 per cent last year, to 43 per cent in 1916, and not to any decrease in the popularity of change-speed gears. Clutches are fitted to all models, and while some of the two-speed gears are of the planetary type, the three-speed gears are invariably of the sliding type.

In spite of the improvements in the 1916 motorcycles, there has been a notable decrease in prices, a drop of nearly twelve dollars from the prices of last year being shown in the table, and this is in spite of the fact that two and three-speed gears are far more generally included than they were last year. Riders surely can't complain.

# DATA CONCERNING LIGHTWEIGHT MODELS

WHILE some lightweight models made their appearance at the New York Show last year, they were not then sufficiently numerous to justify a separate classification and so it is not possible to compare the past of the lightweight with its present. There are seven representative lightweights now on the market and the following results have been obtained by averaging their chief characteristics.

The average 1916 lightweight is rated at 2.75 horsepower, but this should be quite sufficient, for a solo mount. All of these lightweights are fitted with single cylinder motors, the light twins having been classed with the standard types of motorcycles because they are fitted with motors of six and seven horsepower. Since 72 per cent. of the lightweights are fitted with two cycle motors, and the two cycle single cylinder has the same number of impulses as the twin motor of the four cycle type, the lightweight has less need of more than one cylinder than the heavier types. Being two cycle they are also valveless; with the exception of the Tiger, a two-valve two-stroke, the Miami, four-stroke, with its side by side valves, and the Pope four-stroke with its valves in a pocket at the side.

### Divided as to Transmission

Chain drive and belt drive each have a percentage of fifty, if we count the combination drive of the Excelsior in each division, thus showing that the adherents of each form of drive are equal. Two speed gears are fitted on 43 per cent of the lightweight models, and three speed gears are found on 29 per cent, thus showing that the modern lightweight is quite generally fitted with change-speed gears.

Magneto ignition is widely used on the 1916 models, one only having battery and coil, the Miami model 14. A single brake is usually considered quite adequate for a lightweight. Information as to the tank capacities is incomplete but, in general, it may be stated, that the average lightweight will carry about one and a half gallons of gasoline and about a quart of oil.

### Wheelbase and Weight

The wheelbase of the lightweight averages 50.3 inches, which is about eight inches less than that of the standard types. Foot starters are used on about 29 per cent of the lighter models. Many of this class are so light and easily handled that they are started by the rider paddling off with his feet upon the ground, and no starters are therefore fitted.

The weight averages 113 pounds and the light weight is one of the reasons that so much can be done with a comparatively small motor. The price of the average lightweight is $138.

## ANSWERS TO TECHNICAL INQUIRIES

**What's Your Problem? If You Have One Let Us Help You**

### WAGNER PARTS

*PLEASE advise me where I can get parts for my Wagner single cylinder motorcycle; (2) where I can get broken bicycle frames repaired; (3) I have a magneto marked Ruthardt on my machine and would like to get some parts for the same. Please give address of makers.*

*Buffalo, N. Y.* T. J. S.

(1) From the Motorcycle Accessories Company, St. Paul, Minn. This firm took over the Wagner Company. (2) Your city directory will give you the names of some repairer who will do the work or of some welding firm that takes such jobs. (3) The Ruthardt magneto is the same as the Herz. Write Herz & Company, 245 West Fifty-fifth street, New York, giving number on magneto, also any lettering found on it.

### PARTS FOR MITCHELL

*AFTER much inquiry among dealers in my neighborhood and writing to others in different places, I am unable to get parts for my Mitchell motorcycle. I would like a new battery case, an inlet valve and a right side bearing.*

*Des Moines, Iowa.* C. K. L.

We fear that we cannot help you in getting parts for your mount. It is a matter of nearly eight years since the Mitchell ceased to be manufactured, and no doubt all spares have been exhausted long since. If you desire to keep the machine, have the parts you desire made to order. However, we think that you will find this rather expensive, so advise your getting a modern mount.

### OPERATING B. & B. CARBURETER

*HAVING a motorcycle fitted with a B. & B. carbureter and not being familiar with its operation, I am writing to ask you for information on the subject. Please give the position of the levers for starting, hill-climbing and running at speed.*

*Chicago, Ill.* FRANCIS JACQUES.

The two levers on the B. & B. carbureter are: the lower one for the throttle and the upper or shorter one for the air. There is no automatic air valve or lift of the needle valve in this carbureter. For starting, have the air lever closed (all the way to the left) and the throttle lever from ¼ to ½ way open. As soon as started off, bring throttle lever to about one-quarter opening and keep air lever as far open as possible; usually this will be about one-half. To climb hills give more throttle and more air, moving both levers to the right, throttle first and air afterwards. For coasting, close throttle and have air lever fully open. The exact positions of each lever will depend on the running of the motor, on road conditions, etc.

### LINING UP A SIDECAR

*BEFORE fitting my sidecar to the machine I have been told that the easiest riding is obtained with the machine leaning in toward the car. The dealer says that all wheels of the outfit should be vertical. Please advise me.*

*Boston, Mass.* ARTHUR VERNON.

The dealer is right, the motorcycle and sidecar wheels should be vertical, or as near as possible to bring them so. If the machine leans inward or outward from the car tires will be worn on one side, the sidecar connections will be subjected to an undue strain and a breakage will sooner or later result. This breakage may occur miles from home and may be disastrous, so keep the alignment of the combination perfect. In the *Motorcycle Manual* will be found directions for aligning a sidecar so as to get the best results.

### DIFFERENT THREADS THE CAUSE

*IN a recent lot of screws which I purchased, nuts of the same diameter do not fit the screws themselves, and almost every nut put on ruins the bolts or the nuts themselves. The nuts are ⅜ inch, but have more threads than the ⅜ inch bolts.*

*Brooklyn, N. Y.* JOHN FARQUHAR.

You probably have United States standard bolts and S. A. E. nuts. The bolts have 16 threads per inch and the nuts 24 threads per inch. Naturally, they do not fit. The S. A. E. system of threads differs from the regular standard in other respects, the idea being possibly to force users of motor cars to buy their screws and nuts from the automobile manufacturers or supply houses, as they could not get them anywhere else. The move, if it was such a move, failed, but there has since been much confusion as a result. Hereafter, get all U. S. standard threads or adopt the S. A. E. system throughout.

### CLEANING MUDGUARDS

The caked mud on the inside of the guards often takes considerable time to remove after having been in place for a week or so, but the following method of cleaning will generally enable the shop man or rider to do an effective job in comparatively short time. The mud should be wetted with a sponge or dripping rag, and then scraped loose with the flexible blade of a common table knife, kept moist with water. Chisels, screwdrivers or other sharp instruments should not be used for mud-removal.

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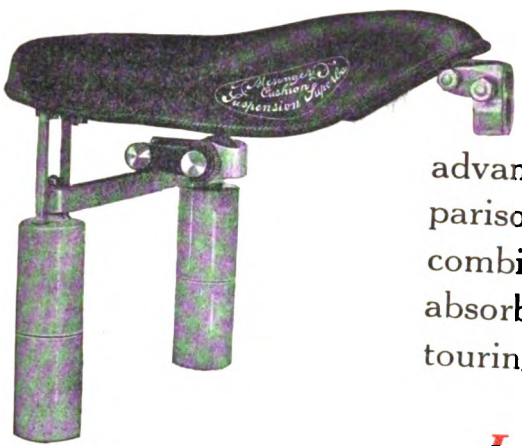
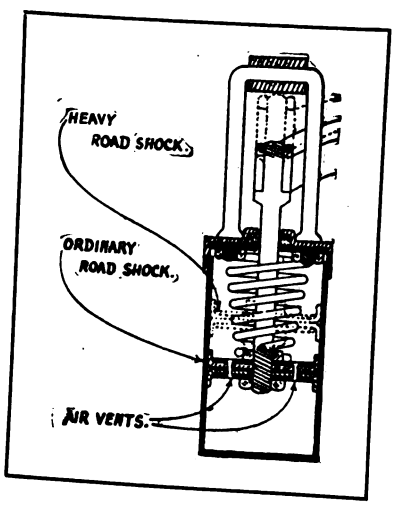
# MESINGER—The Saddle that has created a new standard in riding Luxury

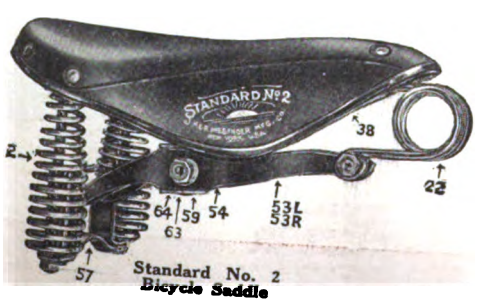


The MESINGER AIR CUSHION SUPERBA is so distinctly an advance on all other saddles made that comparison would be ridiculous. Imagine it! A combination of coil springs and a real shock-absorber action—the same as found on the big touring cars. In addition, you get




## *Lowest Saddle Position*
## *Real Air Springing*
## *New Height Adjustment*

The new height adjustment is the latest MESINGER innovation. This permits the rider to raise the saddle to any position he may require. This new saddle fastening is permanent for any kind of Motorcycle having spring seat post, L post or upright posts.



Standard No. 2 Bicycle Saddle

**Mesinger Air Cushion Saddles are covered by the fullest guarantee ever placed on any Motorcycle Saddle.**

*"Ask the rider and watch him riding"*

**H. & F. MESINGER MFG. CO.**
**144th Street, Austin Place, New York**



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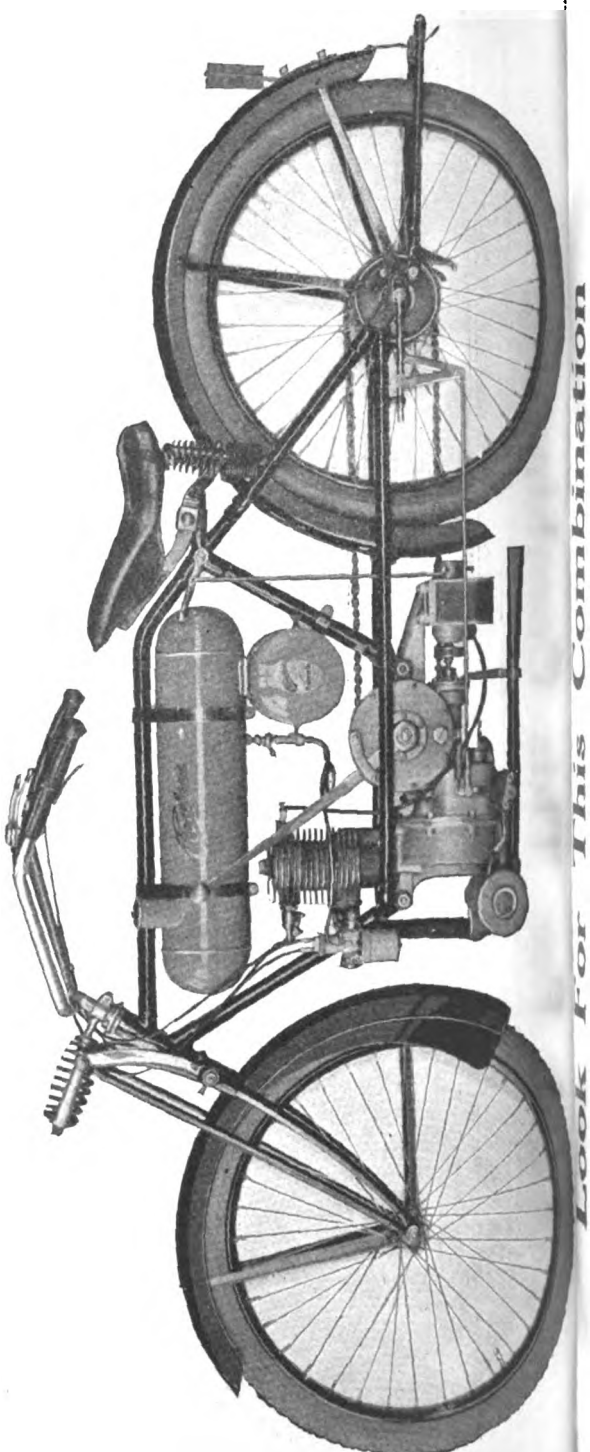
$150

Cleveland

2 Stroke 2



Look For This Combination
At The New York Show

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# At The New York Show

**TWO-STROKE VALVELESS MOTOR**

*Explosion at every revolution. Smooth—silent—economical. Runs like a "twin."*

**WORM-DRIVEN COUNTERSHAFT**

*Eliminates set of sprockets and chains. Adds much to smoothness of operation.*

**DIRECT DRIVE MAGNETO**

*Also eliminates set of sprockets and chains. Positively the highest type of motorcycle ignition.*

**UNIT POWER PLANT**

*All moving parts enclosed in dust proof casings. Clean—simple—accessible.*

Big production, light weight, and extreme simplicity of design enable us to make an unusually low price for the Cleveland and yet use parts and fittings of the highest quality throughout.

**Bosch Magneto**
**Brown Barlow Carburetor**
**Eclipse Multiple Disc Clutch**
**Troxel Truform Saddle**
**Coventry Chain**
**Full Ball Bearings**
**Drop Forged Frame Fittings**
**Aluminum Castings**

Both riders and dealers appreciate the significance of such a list.

To the rider it means uninterrupted use of his machine—no expense for repairs.

To the dealer it means that he can keep his profits instead of giving them back to the buyer in service.

**Deliveries Start This Month**

*Requests for territory continue to pour in from dealers. We still have room for a number of live, substantial men who have an eye for big future business as well as the present. Take our advice and communicate with us immediately.*

**See Our Exhibit at the New York Show**

## Cleveland Motorcycle Mfg. Co., 7205 Platt Ave., Cleveland, O.



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# LATE BICYCLE NEWS CROWDED OUT OF THE SUPPLEMENT

## RIVERVIEW RACING SEASON CLOSES

CHICAGO, October 11.—Yesterday marked the closing of the Riverview Velodrome for the season. There was plenty of action on tap in all of the events run at the last meet and the crowd was an enthusiastic one. Arthur Van Der Palt won the championship of the Belgian-American Cycling Club, one of the features of the meet, he beating out the other members of the club in a style that was one of ease.

Roy McWhirter, the star of the Northwest Skating Club, won the ten-mile open for the amateurs. McWhirter rode in great form and beat out Fred Samlow and Charles Minnetti in a close finish. The contest for the leader of the most laps in both the five-mile Belgian championship and the ten-mile open was a hot one. The novice race, at two miles, which was reserved for Belgian riders, was won by Phil Klaes, who also won the lap prize in the Belgian titular race.

Charles Piercey, the Australian, won the one-mile point race for the professionals. Piercey won both heats and scored six points, while Joe Kopsky, scoring three points, finished second and Gus Wohlrab ran third. The novel pursuit race, in which Rudi-Russe and Wohlrab, mounted on a tandem, was opposed to Piercey and Kopsky, on single wheels was marred by an accident to the tandem, when a puncture sent Wohlrab and Rudi-Russe crashing to the bottom of the track just when they looked like winners. Ralph Schepens, the Belgian, won the ten-mile motor-paced race from Olaf Lodal, taking the event by over two laps. summary:

One-mile point race, professional—Won by Charles Piercey, Australia, 6 points; second, Joe Kopsky, Bohemia, 3 points; third, Gus Wohlrab, Jersey City, 2 points; fourth, Rudi-Russe, Austria, 1 point. Piercey won first and second heats. Times—2:35 and 2:50.

Mixed match pursuit race, professional—Won by Piercey and Kopsky, on singles; second, Wohlrab and Rudi-Russe, on tandem. Distance, 4½ laps. Time—1:41. Tandem fell.

Two-mile novice—Won by Phil Klaes; second, Emil Saelens; third, Rene Neirynck. Time, 5:02.

Five-mile Belgian-American C. C. championship, amateur—Won by Arthur Van Der Palt; second, Rene Neirynck; third, Phil Klaes. Time, 13:02.

Ten-mile open, amateur—Won by Roy McWhirter, N. W. S. C.; second, Fred Samlow, unattached; third, Charles Minnetti, Riverview C. C. Time, 25:57.

Ten-mile motor-paced race, amateur—Won by Ralph Schepens, Belgian-American C. C.; second, Olaf Lodal, unattached. Time, 16:10.

## 10,000 SPEED FANS SEE DUNLOP RACES

TORONTO, Ont.—Dunlop Day, the greatest of all occasions for Canadian bicyclists and motorcyclists, was celebrated at the Exhibition half-mile track on Monday, October 11, when the twenty-second annual Dunlop trophy team bicycle road handicap and many other events were staged. The star of the day was Hans Ohrt, the world's amateur bike champion, who not only disposed of Art. Spencer, the crack Canadian rider, in two straight heats of a match, but also grabbed the time prize in the feature grind in which there were fifty-four starters and thirty-nine finishers. Ohrt put up one of the most sensational demonstrations of grit and pluck ever seen in these parts. Riding practically alone throughout, Ohrt bowed down the big field and covered the distance of 16 3-10 miles in 42:37. He finished in twenty-third position, taking a place prize as well as the top time reward.

The trophy classic was also featured by a thrilling finish among the first quartette of struggling contestants who fell in a heap after they had crossed the tape in a bunch. The trophy winner was N. McNamara, of the MacDonald Bicycle Club, Toronto, who started with a 6½-minute allowance. His corrected time was 45:51. It was the first bike race of his career. The team prize was won by the MacDonald Club, whose first three representatives finished in first, fifth and sixth positions. Spencer started with Ohrt on scratch, but soon retired with a flat tire.

There were five motorcycle whirls in addition to the bicycle attractions, in three of which "Crazy Horse" Verrill, on an Indian, ripped through the ambient at a pace that was dizzying. Baribeau, of Toronto, was his closest contestant, while Bill Goudy, astride an Indian also, was a straggler. The best motorcycle race of the day was provided when Wilfrid Morrison, with an Excelsior, trimmed Fred Miles, Indian, in a three-mile match affair. Time, 3:44.

Ten thousand people were there and the receipts went to the Red Cross Society.

### JENSEN WINS FIRST INTER-CLUB TITLE RACES

Bronx, N. Y., October 11.—The first two unpaced races in the series of four to decide the championship of the Inter-Club Amateur Cycle Road Racing League were contested Sunday, October 10, at Pelham Park, New York City, with Edwin Jensen, of the Century Road Club Association scoring ten points by winning both the five and ten-mile events.

The roads were in perfect condition and the times made by Jensen in both races were fast. In the five-mile contest he went the distance in 12:47⅗, while in the ten-mile race he was clocked in 26:00⅖.

James Papesca, of the Unione Sportiva Italiana, was the runner-up to Jensen in each event and was credited with six points. Eugene Aickelin, of the New England Wheelmen, wound up the competitive with four points, finishing third at five and ten miles. The final races of this series at one and ten miles will be decided next Sunday. The contestants finished in the following order:

FIVE MILES:

| | |
|---|---|
| Edwin Jensen, C. R. C. A. | 12:47⅗ |
| James Papesca, Un. Sport. Italiana | 13:13⅘ |
| Eugene Aickelin, New England Wheelmen | 13:14⅘ |
| Paul Reinike, Acme Wheelmen | 13:29⅗ |
| Albion L. Evard, C. R. C. of A. (N. J.) | 13:47⅗ |
| Julius J. Schmidt, C. R. C. of A. (N. Y.) | 13:49⅗ |
| Henry Garbade, Glunz Wheelmen | 14:08⅘ |
| Robert Henderson, Bay View Wheelmen | 14:41⅕ |

TEN MILES:

| | |
|---|---|
| Edwin Jensen, C. R. C. A. | 26:00⅖ |
| James Papesca, Un. Sport. Italiana | 26:58⅘ |
| Eugene Aickelin, New England Wheelmen | 27:36⅘ |
| Paul Reinike, Acme Wheelmen | 27:58⅘ |
| Albion L. Evard, C. R. C. of A. (N. J.) | 28:47 |
| Julius J. Schmidt, C. R. C. of A. (N. Y.) | 28:54 |
| Henry Garbade, Glunz Wheelmen | 29:56⅘ |

The times made by Jensen established new American records for the distances: five miles, 12:47⅗; ten miles, 26:00⅖.

## VICTORIA'S LIVE BICYCLE DEALERS

VICTORIA, B. C., October 12.—One of the largest bicycle stores in the Canadian West is the place of business of Peden Bros., on Government street, Victoria, which has grown rapidly from a "hole-in-the-wall" to its present large size. The store reflects great credit upon the proprietors, inasmuch as the senior partner of the firm, Robert Peden, has just turned his thirty-first birthday. Tom Peden, a younger brother, is the second member of the firm. Robert started as an apprentice in the old store, which was conducted by a Mr. Munholland until the Peden boys bought him out.

In 1911 their business had grown to such an extent that they were compelled to rent a warehouse for storing their reserve stock and in 1912 they moved into larger premises, the front of which they remodeled, putting in double-deck windows. They also increased the floor space by adding fifty feet to the rear of the building. The office is located on a mezzanine gallery to give as much space as possible for display purposes.

The bicycle repair department is one of the best-equipped in the country and is under the supervision of a competent man. A feature of this business is that one employee has been given the responsibility of looking after the window trimming and the local advertising. The staff of the selling and repair department is made up of eight men in addition to the proprietors. Special attention is paid to commercial bicycles.

The Peden brothers are ardent sportsmen and a part of the store is devoted to the sale of guns, ammunition and fishing tackle.

### BEATS JENSEN'S TIME

Immediately after the Inter-Club Amateur Cycle Road Racing League's Championship race at New York on Sunday, October 10, Nelson Johnson, of the New York Division of the Century Road Club Association, decided to attempt to break the record for ten miles made by Edwin Jensen on the same date. After making a false start, in which he was forced to ride one-mile, he covered the distance in 25 minutes, 46⅘ seconds, bettering Jensen's time of 26:00⅖.

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# They're all coming to TRACTION

## The Double Strength Bicycle Tire

There's a new tire coming to the front. It is called the TRACTION. Double strength motorcycle fabric throughout—doubled mileage—better, skidless mileage—these are some of the reasons for the steadily growing preference of the bicycle rider for TRACTION — the double strength bicycle tire.

Write for full information.

***Traction Insures Satisfaction***

**Indiana Rubber & Insulated Wire Co.**

JONESBORO INDIANA

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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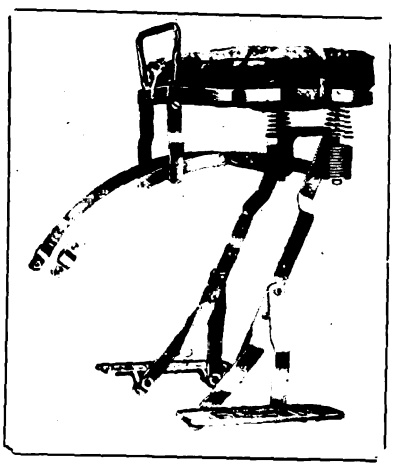
# Maximum Comfort for $10

## On A 1916 Air-Floating F-N Tandem

**New Air-Floating Springs**

**You just CAN'T strike bottom**



**New Long, Wide Comfortable, Neat Metal Folding Footboards, Nickel Plated**

Kantpak Cushion buttoned—everlastingly holds its shape. Spotwelded neat luggage carrier. Low saddle position. All machines accurately fitted—like a glove. NOT ONLY THAT—but it adds to the appearance of the machine and gives the prospective purchaser another reason for buying a motorcycle.

## DEALERS

It's a sales-booster and profit maker

# Fentress-Newton Manufacturing Co.

**253 Lafayette Boulevard** **Detroit, Mich.**



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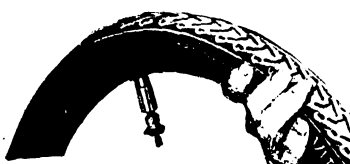
# "THE SUCCESS OF MY BUSINESS

demands that I carry the best—that my trade be well satisfied with the purchases they make here. I do not hesitate to recommend that tire to you, for I am convinced that every layer of fabric and every ounce of rubber in its construction is put together with an art and skill that makes it the leader among tires.

VITALIC TIRES
TRADE MARK REG. U.S. PAT. OFF.



have assisted me more in building up a good business and to insure satisfied customers, than any other single item I have in stock."

This success can be yours if you wish it. Write today for testing section and dealer's proposition.

**Continental Rubber Works**
**1823 Plum St., Erie, Pa.**

# SEE THE NEW

Pullman
THE HARRY SVENSGAARD SALES CORP. DETROIT.
SIDE CARS

**PLEASURE AND COMMERCIAL TYPES**

**The Only Sidecar with Triangular Three Point Frame Connection.**
**Genuine Coach Built Body.**
**Nickel Steel Frame and Adjustable Axle.**

Our new catalog is now ready and we can make immediate delivery in any quantity to fit all standard motorcycles.

**The Harry Svensgaard Sales Corporation**
**471-73 Woodward Ave. Detroit, Mich.**

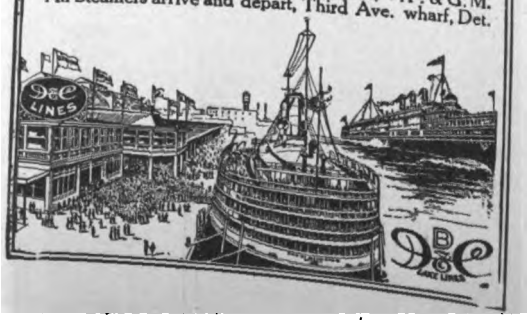
THE COAST LINE TO MACKINAC

DETROIT, CLEVELAND, BUFFALO, NIAGARA FALLS. | TOLEDO, PT. HURON, ALPENA, ST. IGNACE.

**A LAKE TRIP FOR REST AND RECREATION**

Have a real vacation on the Great Lakes, the most enjoyable and economical outing in America. The cool lake breezes, the ever-changing scenes along the shore, and the luxurious steamers of the D. & C. Line are positive guarantees that you will enjoy every minute of your trip, and return home refreshed and glad you went. Daily service between Detroit and Cleveland and Detroit and Buffalo. Four trips weekly from Toledo and Detroit to Mackinac Island and way ports. Two trips weekly, special steamer, Cleveland to Mackinac Island, no stops enroute except Detroit and Alpena. Special day trips between Detroit and Cleveland during July and August. Daily service between Toledo and Put-in-Bay. RAILROAD TICKETS AVAILABLE FOR TRANSPORTATION on D. & C. Steamers between Detroit and Buffalo or Detroit and Cleveland either direction. Send two-cent stamp for illustrated pamphlet and Great Lakes map. Address L. G. Lewis, G.P.A., Detroit, Mich.

**Detroit & Cleveland Navigation Company**
Philip H. McMillan, Pres., A. A. Schantz, V.P. & G.M.
All Steamers arrive and depart, Third Ave. wharf, Det.







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# BEST DISPLAY in the New York Motorcycle Show

The unqualified approval of the entire trade was aroused by the showing of

## Motorcycles Pope Bicycles

**New Features**
**Luxurious Equipment**
**Handsome, Artistic Finishes**

Motorcycles that suit the most critical and experienced riders.

Bicycles that are world known—that bear the test of service.

The trade who have seen the 1916 offering of the Westfield Manufacturing Company are convinced that the Pope lines of motorcycles and bicycles are the lines they want to carry—the lines the public will buy.

To DEALERS—Are you familiar with our attractive profit-sharing proposition? Write us today.

## Westfield Manufacturing Company

Successors to Pope Manufacturing Co.

**WESTFIELD, MASS., U. S. A.**

*Largest Manufacturers of High Grade Bicycles in the World*




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# The BICYCLING WORLD

FOUNDED 1877

"ALL THE BICYCLE NEWS EVERY WEEK"

*At Pargney, France, Where the Shells Fell Thick During the Battle of the Marne*

*Touring Through the Battlefield of the*

*Supplement to*

*MOTOR CYCLE ILLUSTRATED*

*Oct. 14, 1915*

*Report of the Bicycle Exhibits at the New York S*

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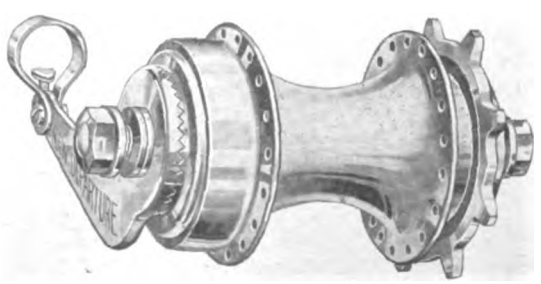
# *The* NEW DEPARTURE *Bicycle Booster Campaign—*

Literature, Posters and a multitude of up-to-the-minute ***Sales Helps,*** on exhibition at the New York show, have convinced many a Dealer that the ***dependable New Departure***—backed by such an array of **Sales Producers,** is the combination to tie to for 1916.

## You Know the Brake

Let us tell you all about our plans for selling a million bicycles in 1916.

*Don't fail to visit us at the New York Show Space 99, Main Aisle.*



The Brake That Brought the Bike Back

**THE NEW DEPARTURE MFG. CO., Bristol, Conn., U. S. A.**

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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# GOULLET MAKES CLEAN SWEEP AT NEWARK

NEWARK, N. J., October 11.—Alfred Goullet, the light haired rider from Australia, swept everything before him at the local Velodrome here on Sunday afternoon. Goullet is not supposed to be at his best in the cool weather, but he surely rode in mid-season form on Sunday. He took first place in two races, and teamed with Alfred Grenda won the four-cornered International team match race. There was no stopping the Australian rider, who traveled around the boards with great speed.

Goullet's first victory was in the Brassard race. He did not finish first in this event, but Jackie Clark was disqualified for riding above the black line and giving Goullet a high ride all around the last turn. Goullet's greatest triumph was in the ten mile open race when he led a big field of stars to the finish line. Sandwiched in between these two races came his victory over Kramer and Lawson, Spears and McNamara, as well as Verri and Moretti in the four cornered match affair.

The ten mile open was the best race of the afternoon. With three laps to go Marcel Dupuy went to the front and took Goullet with him. "Goullie" was content to ride in third place, however, sticking behind Gordon Walker. Two laps from home Dupuy was leading, while the other stars followed behind in this order: Walker, Goullet, Grenda, McNamara, Clark, Hill, Menus Bedell and Kramer. Kramer had a "Chinaman's chance" of winning, riding in ninth position two laps from home. He stuck to the ship, however, and was finally able to grab off fifth place. Goullet passed Walker easily on the last lap and had McNamara to battle with to the tape. There was only about a foot's difference between the wheels as they crossed the finish mark. Grenda finished third and Clark was just able to lead Kramer home.

If Clark had stuck to the pole as the rules require, Goullet would have probably ridden around him and won the Brassard race easily. Clark, however, did not do this and rode high all around the last turn, making it practically impossible for Goullet to get around him. The referee saw this and disqualified Clark immediately, much to the sorrow of the fans who booed and hissed Goullet as he rode around the track.

In the team match race, Kramer doing the sprinting for his side won the first heat. The second time Kramer gave Lawson a good pull and then let the "Swede" alone to battle it out, but Iver was not there and only got third, Goullet and Spears leading him home. The last heat was also won by Goullet. When Kramer saw he could not win he let up and finished only fourth.

**Riders of All Nations Lining Up for the Ten Mile Open**

**Waiting for the Starter's Whistle in the International Team Race**

Half-Mile Novice (Amateur)—Won by Joseph Renda, Newark; Frank Kernan, Newark, second. Time, 1m. 16⅘s.

The Brassard, at One Mile (Professional) Alfred Goullet, Australia, vs. A. J. Clark, Newark—Won by Goullet. Time, 2m. 54⅖s. Last eighth mile 12⅖s. Clark finished first but was disqualified for riding in an illegal manner.

One-Third Mile Handicap (Amateur)—Won by Frank Scaduto, Newark (50 yards); Frank D. Huber, Newark (65 yards), second; Jerry Nunziata, Yonkers, N. Y. (40 yards), third; Christien Dotterweich, Newark (30 yards), fourth. Time, 37⅖s.

Two-Mile Invitation Handicap (Professional)—Won by Menus Bedell, Lynbrook, L. I. (40 yards); Percy Lawrence, San Francisco (55 yards), second; Worthington L. Mitten, Davenport, Ia. (70 yards), third; William Hanley, San Francisco (scratch), fourth; Eddie Madden, Newark (100 yards), fifth. Time, 3m. 47⅗s.

One-Mile Team Match Race (Professional)—Won by Alfred Goullet, Australia, and Alfred Grenda, Australia; Frank Kramer, East Orange, and Iver Lawson, Salt Lake City, second; Robert E. Spears, Australia, and Reggie McNamara, Australia, tied with Francisco Verri, Italy, and Cesar Moretti, Italy, for third place.

First heat won by Kramer and Lawson; Goullet and Grenda, second; Moretti and Verri, third; Spears and McNamara, fourth. Time, 2m. 22⅘s. Last eighth mile, 12⅕s. Second heat won by Goullet and Grenda; Spears and McNamara, second; Kramer and Lawson, third; Moretti and Verri, fourth. Time, 2m. 25⅗s.

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# Along Bicycle Row

## At the New York Show

### GREAT WESTERN DISPLAYS ITS LEADING LINES

GREAT WESTERN bicycles to the number of fifteen are attractively staged at the stand of the Great Western Mfg. Co. Two of the recent models are a motorbike and a brace-frame or arched truss model, both being in men's or diamond frame style. One of the machines shown is a miniature but perfect-working cycle designed for the tiny son of Vice-President Lonn, this little cycle being mounted on an exhibition stand in full view of all visitors.

The twelve models on view, most of which are regular frame machines, are divided up among the three main series put out by the company—Crown, Adlake and American bicycles. The Number 10 machine is the same as the Motorbike model, but has a single bar and arched top tube.

### BICYCLES AND ACCESSORIES FOR N. Y. SPORTING GOODS

PIERCE and Stag bicycles head the list of goods shown at the booth of the New York Sporting Goods Company, metropolitan distributors also for the Indian motorcycle. There are seven models of the Pierce and two of the Stag. The Smith Motor Wheel is also exhibited, as well as a full line of accessories for both motorcycles and bicycles.

The company not only handles the products of a number of manufacturers of accessories from all parts of the country, but also makes a few for itself. Among the most recent of fitments for the bicycle is the Sturmey-Archer three-speed hub. Exhibitor's own brand is the Infallible, seen in speedometers for the the most part.

### EXCELSIOR QUINTETTE INCLUDES A RACER

EXCELSIOR bicycles in five models, all with the firm's name plates, occupy the stand of the Excelsior Motor Manufacturing & Supply Company, along with the Excelsior line of motorcycles. Four of the models exhibited are diamond framed, for men's service, while the fifth is a racer, with suitable fittings, transmission and saddle. The construction of these wheels is of the same quality as that of the Excelsior motorcycle, with due regard to the differing class of two-wheeled vehicles.

### STORM KING MODELS LEAD IN LENG'S LINE

STORM KING bicycles in two models are the leaders in the numerous lines shown at the stand of John S. Lengs' Sons. These are shown in two models, one of which is all-nickel finish. A Monarch racer is a recent addition to the firm's line and vies in popularity with the roadster of the same name-plate. The lines shown are rounded out by the Gloriana, a moderate priced wheel.

The company handles bicycle and motorcycle tires with special non-skid tread, and a line of bells, saddles and general bicycle accessories. Samples of these are attractively displayed.

### FOURTEEN MODELS SHOWN AT WESTFIELD STAND

FROM the factory of the Westfield Manufacturing Company, in addition to the series of motorcycles, is displayed the Pope Special, leader of the Pope line, and especially adapted for use with the Smith Motor Wheel. It is an extra-strong mount, well constructed for commercial service as well as for the little motor attachment.

Many of the 95 different models have representatives at the company's stand, and among these are Columbia chainless and chain mounts, the latter with Sturmey-Archer three-speed hub, Pope Motorbike, Cleveland, Defiance and Niagara cycles. Another member of the Columbia family is a racer, and there is a Hartford model fitted with the three-speed Sturmey-Archer hub also. The Fay juveniles, Ladies' Niagara, Tribune "Blue Streak" and the 726H complete the line. The last mount is for the growing boy, having an 18-inch frame with 28-inch wheels and a short wheelbase.

### DISC FLYWHEEL ON CYCLEMOTOR OUTFIT

SIX sets of the Cyclemotor, on as many different models of bicycle, occupy the stand of the Cyclemotor Corporation. The most noticeable features of the power plant on this outfit are the disc flywheel, of uniform section, which is externally fitted, and the one-lever control. The latter, fitted to the right handlebar in each case, is of the friction-controlled type and operates the spark and throttle through a wire mechanism.

The muffler in unit with the motor and the characteristically-formed fuel tank, of good capacity, without interfering with the position of the rider, are also noticeable, as well as the round belt drive, the transmission means being of Spartan manufacture.

### HIGH-QUALITY EMBLEM MODELS ON VIEW

FIVE bicycles bearing the Emblem name-plates are shown in connection with the firm's line of motorcycles. The quintette on view includes a ladies' wheel with the remainder of diamond frame or regular models. Emblem bicycles are of high quality and enjoy a fine reputation in foreign lands as well as in this country, as is evidenced by the lively export trade of the Emblem factory.

### NINE NEW INDIANS EXHIBITED IN FIVE MODELS

SIDE by side with Indian motorcycles and sidecars, are shown nine of the new Indian bicycles at the Hendee Manufacturing Company's big stand. Speed riders naturally admire the racer, which like the others is finished in the well-known Indian red. The ladies are catered to by a model especially designed for them, while those who favor the motorbike styles, can find two different models.

The first of the motorbikes has a tank between the top and brace tubes and in one case this tank is used for the carrying of dry cells to supply current for an electric headlight. This style of motorbike is shown with and without the electric system. Another motorbike model has the top and brace tubes, but is minus the tank. Two roadsters are on view, and these complete the exhibit.

### SMITH MOTOR WHEEL SEEN ON MANY CYCLES

SMITH Motor Wheels fitted to ten different models of bicycle take up most of the space devoted to products of the A. O. Smith Company, while a section of the Motor Wheel itself rounds out the display, along with the bicycle used by Bob Lawson, the transcontinentalist. For the pleasure user, the bicycle booster is seen attached to a Great Western roadster, a Reading Standard regular, a Yale Seminole road model, Dayton, Iver Johnson truss frame mount, and a drop frame R-S for ladies' use.

In the commercial field, the Motor Wheel is attached to a Worksman Model A delivery van, this being a three-wheeled vehicle with coaster brake on the countershaft; a Jones & Noyes "Commercial" bicycle and a Consolidated package car. The cut-away model enables the visitor to note all the details of the device as they are in the assembled power plant. Lawson's bicycle is seen fitted with a Motor Wheel.

### GRADY SHOWS RED WING AND NEW ENGLAND MODELS

RED WING bicycles in ladies', men's, men's truss frame, motorbike and juvenile models are featured at the exhibit of J. W. Grady, along with special tires and tubes. The Red Wing juveniles are made in boys' and girls' types, following received bicycle designs. The New England line, a more popular priced series, is to be had in drop and diamond frame styles, and has a newcomer in a racer model, which has proven itself very popular. These wheels are shown, fitted with New England tires, in blue, having the words "New England" raised on the tread in each case.

The Grady firm also shows a number of jobbing series of single tube tires, in both 18 and 20 numbers, as well as the New England series of single tube bicycle and lightweight motorcycle casings.

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# SHOW EXHIBITS THAT ATTRACTED BICYCLE RIDERS

Top Left, Many Bicycle Models Have Smith Motor Wheels Attached; Below, Cycle and Tires at Leng's Exhibit; Third, New Mounts at the Grady Booth; Bottom, Attractive Vim Display; Top Right, Many Models in Great Western Space; Below, Morrow Brakes, Eclipse Clutches and Hubs Are Shown Here; Third, Bicycle Section of Pope Booth; Bottom, Featuring Lobdell Rims

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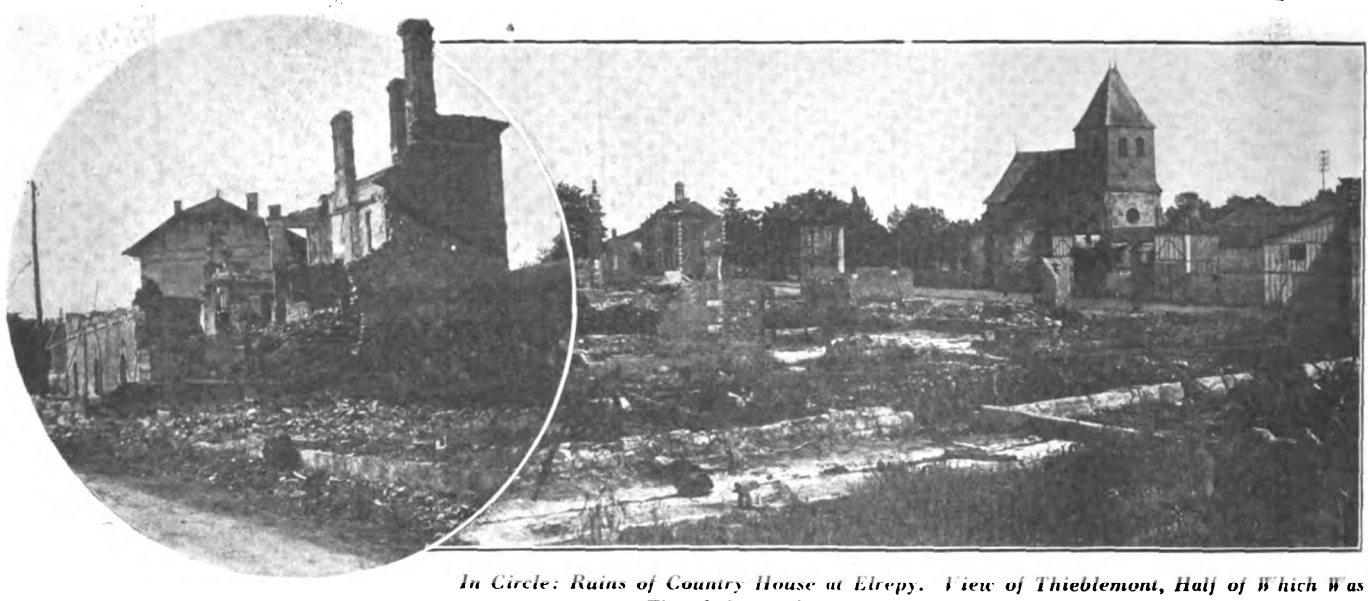
# ON THE BATTLEFIELD OF THE MARNE WHERE

## Vivid Story of Experiences Encountered by a War Correspondent



*In Circle: Ruins of Country House at Etrepy. View of Thieblemont, Half of Which Was Wiped Out and the Other Half Untouched by Shells*

TOURING over the Marne battlefield, which, located in the upper eastern portion of France, has been the scene of the fiercest and most devastating fighting between the Allies and the Germans, W. F. Bradley, special war correspondent for *Motor Age*, has encountered some very interesting experiences among the ruins of this war-scourged district.

Mr. Bradley and a friend had been making their headquarters at the Cafe Lorraine in Nancy, when they decided to visit the eastern portion of the Marne district. They met with the usual quantity of red tape in trying to get a pass from the military authorities, but finally succeeded in securing a permit which allowed them to travel through the scarred and battered region.

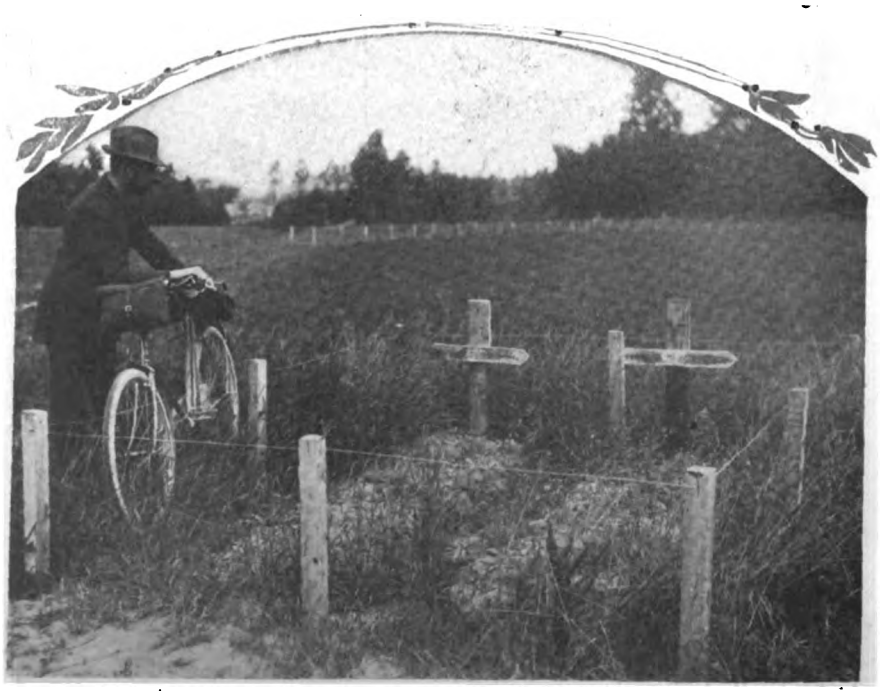
The following story is written by Mr. Bradley and is reproduced here, with the original photographs, by the special permission of *Motor Age*:

It was at Thieblemont-Faremont that we struck the first indications of a great battle. The town does not cut much figure on a small scale map, but is on one of the great national highways uniting Paris with Nancy and the German frontier. It was at this eastern end of the long battle line that the fight was the most bitter and where destruction was greatest. It is declared that on a 30-mile length between Vitry-le-Francois and Bar le Duc, 50,000 civilians were left homeless. How many soldiers lie buried in the fields, or unburied in the woods, nobody has dared estimate.

Because of its convenience for exploring the surrounding country, we selected Thieblemont-Faremont as a center. According to a now out-of-date guide book, the place possessed an inn, but we did not attempt to look for it among the ruins. Instead a village tobacco store offered to provide bed and food. It was more interesting here than in the big hotels, for there were bullet holes in the ceiling to count while lying in bed, the wrecked church to examine while dressing, and the chunk of shell to inspect while waiting for the soup to be served in the dining room.

It looked as if a line had been drawn across Thieblemont-Faremont and the order given to destroy everything to the west of it and leave intact everything to the east. The village lawyer was one of those who found himself on the line. His garden wall had gone and his garage had disappeared, so the car was kept between the flower beds. If the lawyer looked east he could fold his arms and be satisfied with the world in general; if he looked west, he would be likely to weep.

To tour modern battlefields with any intelligence it is necessary to travel far and do a lot of detail work. There are no more Waterloo plains into which two armies march in the morning and from which some of them march out at night. On the Marne front, there is a 100-mile stretch of variable depth, some portions of which can be taken at good speed and some which must be examined in detail. Between the towns of Vitry-le-Francois and Revigny is one of those detailed portions, where every inch of ground, whether it indicates it or not, has been stubbornly fought over.



*Graves of Von Moltke, Descendant of the Franco-Prussian War Hero, and of Another German Officer by the Side of a Highway Near Esternay*

To the south of our village was the canal from the Rhine to the Marne. It was devoid of traffic and offered a good substitute for the bathrooms which never existed in the village. Eight months before it had run red with blood, for it had formed a natural obstacle to the southward march of the

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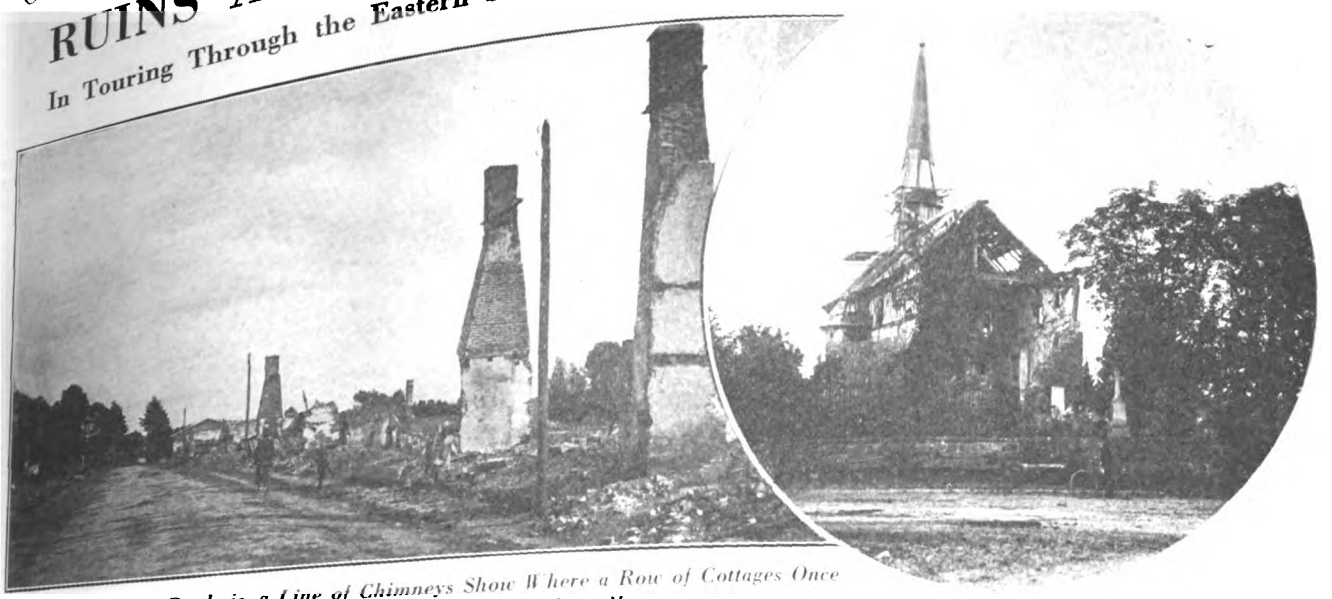
October 14, 1915.

# RUINS AND GRAVES ARE ROAD MARKERS

## In Touring Through the Eastern Section of the Battlefield



*Above: At Vitry en Perthois, a Line of Chimneys Show Where a Row of Cottages Once Stood. War Correspondent Inspecting Church at Huron*

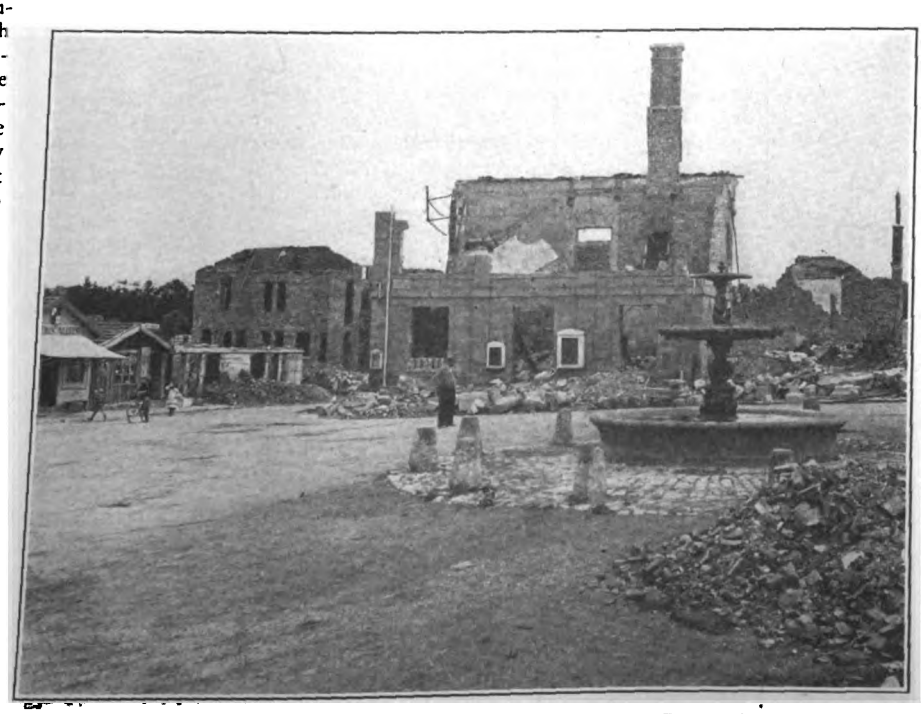
Germans, but nevertheless had been stoutly fought for and lost. Half a mile above the canal is the village of Ecriennes, possessing a church with one end blown away entirely, a roof that looks like a fine-mesh sieve, and a tower that is held up by ropes and props. According to the story, the Germans had quick-firing guns in the tower, the French bombarded the church, and the Germans fired the village before leaving it. There is nobody to confirm the story, for the only civilian who stayed behind to watch the battle never will see another, and the soldiers who could use their legs went north to cut off the retreat of the Teutons who were engaged in mad flight before the victorious French onrush.

The village of Vaudelere, on the north side of the great highway, had suffered the same fate as its neighbor on the south side of the road; the only difference was that there was less of it to destroy. On the edge of the road itself, two privates and a sergeant were putting the finishing touches to a grave in which sixty-four French soldiers and officers had been buried immediately after this portion of the Marne battle. Our visit happened to coincide with that of a general commanding one of the neighboring armies, and we were able to gather that the men had been told off for this work of making suitable tombs over their fallen comrades, without being provided with funds for material. They had secured wonderful results with nothing, even to the erection of a granite column, chiseled out of a block of stone secured in a wrecked chateau. Thus were the fallen heroes honored by these simple and crude monuments.

It must not be expected when touring later in France, to get much real information on the battles from the staffs of the big hotels. In most cases the people did not belong to the neighborhood, or if they did belong to the district, had gone away in safe time before the battle and come back a few weeks after it. Our lodging place was an exception. The good woman had gone away the night before the fight and come back the morning after. Staying with her was a refugee who had found herself unable to leave Chalons before the enemy had taken possession of that little town.

"They were quite well behaved," she explained. "Some of them got drunk, of course, and some wine cellars were pillaged, but what can you expect? Generally, they paid for what they took, and I had no reason to regret having missed the last train. In these hard times an enemy's patronage comes in handy."

After fighting to the south of Chalons, General de Castlenau advanced to take possession of it. This suggested a story of a triumphal and joyful entry, but again the reality was not in accordance with the story book accounts. "We heard strange bugle calls all over the town and noticed a great activity on the part of the troops, 40,000 of which were stationed at Chalons," said a Frenchman who had spent 20 years of his life in Strasburg and who believed that the bugle call was an order to retreat. Before the enemy all had gone, an old French reservist wandered into the Place de Ville. At the same moment a German soldier was coming out of a baker's shop with a bread loaf under his arm. Catching sight of the Frenchman, the German flung his rifle to the right, the loaf to the left and bolted. The Frenchman had no intention of running after him. He



*Wrecked City Hall in the Public Square at Sermaize. The Frame Structure at the Extreme Left is the "Cafe des Allies"*

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dragged himself to the edge of the fountain and sat there with his head in his hands. A few hours later cavalry arrived, then an infantry regiment, and all the Germans who had been too drunk to obey the order to retreat were rounded up and made prisoners.

Getting off the main road at Thiebleemont-Faremont, we mapped out a morning's run with Revigny as its outermost point. Although secondary roads, they were invariably good, for since the army moved north there has been no civilian and not much military traffic in this part of France—yet the up-keep of the roads has continued just the same. The Saulx valley was soon reached and with it the village of Faveresse. Here a house was pointed out as the place where thirty French colonial troopers faced a strong force of Germans and killed 300 as they attempted to advance across the plain. When cannon was brought to bear on the house, such of the Frenchmen as remained had to beat a retreat. A French shell passed right through the schoolhouse and in the center of the blackboard a bullet lies embedded. The schoolmaster, who was present during the fight, is certainly very proud of that bullet.

If we attempted to deal with every wrecked village passed through on that morning's trip we should be in danger of running out of descriptive matter. Domprey, Blesme, Pargny, Etrepy and many others which are meaningless names to thousands, had been wiped out as though they had never existed. Besides, it is necessary to reserve some description for Sermaize-les-Bains, which could claim to be more than a village, and which used to attract tourists to its trout streams, its baths and its pleasant country-side. What happened to Sermaize was related to us by the proprietress of the Cafe des Allies, located opposite what used to be the town hall. The cafe, it should be mentioned parenthetically, is a two-room wood shack, built since the battle.

"Nobody would believe that the Germans could get to Sermaize," she said. "There was the river to cross and the canal, and all the hills to the north. But one Sunday morning, a fine morning just like this, they began raining shells on the place. Some of the people had gone—we thought they were cowards—we who were left got into the cellars and remained there all day. When they ceased firing at 6 o'clock that Sunday evening more than 2,000 shells had fallen on Sermaize. After that we fled, and on Monday morning the Germans came in. Only half the houses had been destroyed by the bombardment, but the Germans pillaged and set fire to the others. Then the French advanced, there was fighting among the ruins, and that finished all. We have lost everything—and some of us have lost our sons, too."

### What's Left of Sermaize

To get an idea of the appearance of Sermaize, a few months after the battle, it is necessary to think of a town shaken by an earthquake, struck by a cyclone, and burned by fire. Then think that some very orderly persons have come along and removed all the refuse from the roads and streets and piled it up on the particular plot to which it belongs, so that Madame Blanc is almost certain that it is her wrecked sewing machine lying by the charred timbers, and not Madame Brun's Wheeler & Wilson. This tidiness of the streets and muddle of the plots form a striking contrast. The proprietor of the Hotel de la Coche, for instance, had unearthed his signboard, only slightly damaged, and had placed it on the top of his ruins, so that the visitor would know that the place had once been a well-kept hotel and not a pigsty. Even the name plates of the streets, broken and with all the paint rubbed off, had been placed in position on the heaps of rubbish. Perhaps this was done to guide the government officials who came round to estimate the amount of compensation. It is wonderful how the natives managed to recognize their own streets.

A body of English Quakers had not waited for the government to give compensation, but had set to work to build shacks, particularly for the farmers who were obliged to remain on the spot to cultivate their fields. Despite a disaster which almost passes comprehension and might have been thought of a nature to stun its victims for a lifetime, very few fields have remained uncultivated. As we sipped a soft drink outside the Cafe des Allies, one of the gray-clad Quakers came down the main road on his bicycle. At the sight of him, a Frenchman rushed out of the shack and hailed him boisterously:

"Hi, you, the English."

The Englishman dismounted deliberately and speaking slowly and seriously, said:

"It is too late; I gave you a rendezvous in front of your plot; I waited half an hour and you did not come. I must suppose that you do not want me to rebuild your house. It is too late now; I am very busy."

It was a lesson in exactitude which left the Frenchman dumbfounded. When the neighbors recovered their tongues, it was to pour forth further good advice on the necessity of always being on the spot on time.

**(To be Concluded)**

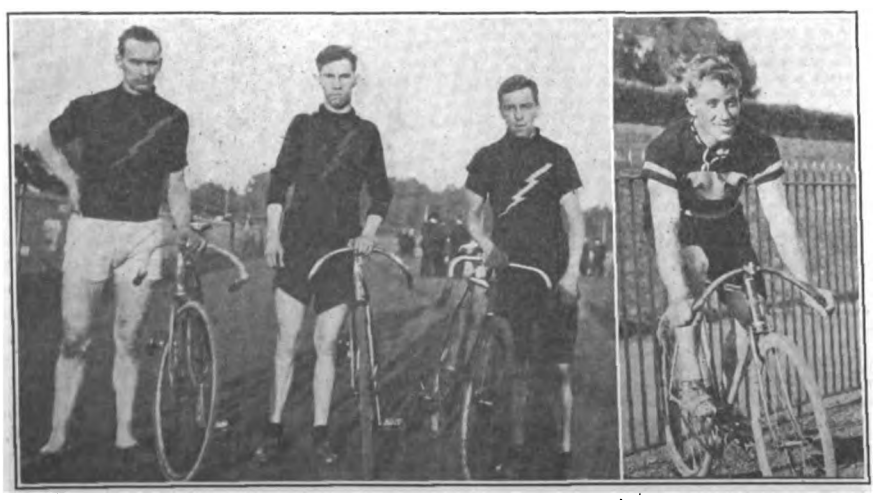
## EISENTROUT MAKES NEW CYCLE RECORD

SAN FRANCISCO, Cal., October 9.—Nick Eisentrout, the sturdy rider of the Garden City Wheelmen, of San Jose, broke the Pacific Coast half-mile unpaced cycling record last Sunday afternoon at the Park Stadium, doing the distance in one minute five and one-fifth seconds. The best previous time was made in 1914 by Henry Schmitz, of the New Century Wheelmen. Eisentrout clipped three-fifths of a second off the old record.

Harry Hoffman, of the Olympic Club, pressed Eisentrout hard, doing the distance in one minute and six seconds flat. Eddie Carroll, of the Olympic Club, finthird in one minute and seven seconds.

The feature race of the day was the five-mile handicap race in which 34 riders started. This event was won by Walter Hammitt, of the New Century Wheelmen, riding from scratch. Hammitt did the distance in 13 minutes and 34 seconds. Phil Morgan, of the same club, with 250 yards, was second. Harry Spence, of New Centurys, third; Harry Hoffman, O. C., fourth; Harry de Brie, N. C. W., fifth; Leslie Drury, N. C. W., sixth; Jean Stalker, N. C. W., seventh, and Ralph Welch, N. C. W., eighth. Fourteen prizes were put up in the five-mile handicap.

The one-mile open race was won by Harry Hoffman, of the Olympic Club, hard pressed by Eddie Carroll, of the same club, who finished second, and Nick Eisentrout, of the Garden City Wheelmen, was third. The time was 2:12.



**From Right to Left: Hammitt, Morgan and Spence, Who Finished in That Order in Five Mile Handicap. Nick Eisentrout, Record Breaker**

## MANY MAKES STAGED BY MIAMI FACTORY

MOST prominent among the bicycles shown at the stand of the Miami Cycle & Manufacturing Company, in addition to the motorcycles, is the Hudson racer, a mount of excellent fittings. These include Chater-Lea hubs, high-grade chain, and special racing forks, etc. The Racycle Pacemaker and Racycle Rideabout are also the centers of much attention.

In the Flying Merkel line of bicycles, three models are shown, two in black finish, while a third has the Merkel orange enamel and a neat electric lighting system is fitted. In the Rami line of Racycles there are two types on view, while the Miami series is represented by one machine only. A Hudson roadster and a Racycle roadster complete the exhibit of bicycles.

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### CAHN COMPANY NOW DIRECT FACTORY REPRESENTATIVES

It was announced at the show by the A. O. Smith Company, through Manager Jackson, that the New York State and Connecticut territories will be handled in the future by the factory, through the William H. Cahn Company, of 261 Broadway, New York City. In other words, the appointment of dealers and all other business will be transacted by the Cahn Company, as direct factory represenatives, instead of through a New York City distributor, as heretofore.

### HIGH QUALITY BICYCLES IN DEMAND, SAYS WEBSTER

Ralph D. Webster, who travels New York and Pennsylvania for the Miami Cycle and Manufacturing Company, called attention to the fact that there is an unusually large demand among dealers for high quality bicycles. For example, an order for fifty wheels will include 10 retailing at $60, 10 retailing at $50, and so on. The bicycle manufacturers regard this condition as a most encouraging one, pointing to the use of the bicycle again by people of wealth.

### CYCLEMOTORS IN MARCH

Niagara-on-the-Lake, Ont., October 12.—A spectacular military feature of the near future will be the 100-mile march of 15,000 Canadian soldiers from the summer camp here to Toronto. A number of the soldiers will ride motorcycles and bicycles, including several Cyclemotors, which are to be given a trial by members of the Cyclist Corps.

### AFTER THE FARMER

Kansas City, Mo., October 9.—At least two cycle concerns in this city have their hooks and lines out for the farmers. The American Royal Live Stock Show will soon open in Kansas City and will naturally attract people from many rural sections of the state. The Schmelzer Arms Company and the Richard & Conover Hardware Company have gotten up special window displays to attract the show visitors, in which the bicycle and motorcycle are cleverly featured.

### DAYTON POLICE ON BICYCLES

Dayton, Ohio, October 12.—The police department of Dayton, Ohio, has assigned six of the patrolmen to use bicycles on outlying beats. This is the first time in the history of the city that the police department has used bicycles. The experiment is being watched with considerable interest by police departments in Ohio.

### ST. LOUISANS RIDE TO BALLWIN

St. Louis, Mo., October 11.—The regular Saturday run of the St. Louis Cycling Club left this city at three in the afternoon for Pacific, Mo. The Sunday affair took the riders out to the Ballwin and return.

### CARLOAD OF MUDGUARDS

The International Stamping Company, of Chicago, shipped a carload of bicycle mud guards to the H. P. Snyder Manufacturing Co., Little Falls, N. Y., on October 1.

## BRITISH ENGINEERS NOW USE THE BICYCLE

*Regulation Machine Is Furnished to All Field Companies of That Body—None in U. S. Army*

*British Cyclists of Field Company of Engineers Fully Equipped For Service*

THAT the bicycle is invaluable in all operations which pertain to forward movements of regiments or divisions is recognized very clearly by the British War Office, in providing all field companies in the Royal Engineers with chain-driven mounts. By means of these the engineer cyclists can speed ahead of horse or foot troops and commence work on pontoon bridges, field fortifications and other military constructions before the main body comes up. And this is by no means the sole arm of the British service which has found the bicycle to be most useful, for practically every infantry battalion has its cycle squad.

In contrast to this policy is that of the United States service, where there are no bicycles used whatsoever, and not twenty motorcycles in all. The Federal Government has obtained all bodies mounted on two-wheelers from various National Guard organizatitons, or from volunteer squads. There are, no doubt, a considerable number of cycles owned by military men, but these are not Government property and therefore cannot be counted on the strength.

The two R. E. privates in the photograph are equipped with the new regulation kit for bicyclists. The personal belongings are carried in the knapsack, while the cape or poncho is mounted on the rear carrier. The rifle is carried with the barrel along the frame and over the handlebars in order to have it ready to hand. A breech-cover is provided. Each private wears a sun-flap or "havelock" to protect his neck from the sun and heat. Experience has shown that this equipment is ample for practical needs.

## 400 CYCLISTS HONOR ART SPENCER

TORONTO, Ont., October 12.—Nearly four hundred bicyclists of Toronto gathered to do honor to Art Spencer, the Canadian champion, upon his return from a successful campaign at Newark, N. J., at a reception at the Classic Bicycle Club on Wednesday night, October 6. The program included speeches, presentations, bicycle roller races and boxing bouts. The feature of the evening was the presentation to Spencer of a valuable solid gold watch by his club mates, the ceremony being in the hands of J. W. Gibson, general manager of the Canada Cycle & Motor Company, Limited. Twenty-nine prizes, including a bicycle for first place, were also presented to the winners in the first annual road race of the Toronto Bicycle Riders' Association.

Four of the Classic cyclists took part in the bike race, the distance of which was one-half mile and the winner was Norman Webster. Time, 21 seconds. Second man was R. Penny; third, H. Bounsall, and fourth, Fred Harris.

Short speeches were delivered by Robert Falconer, vice-president of the C. W. A.; J. W. Gibson, A. A. Briggs, of the Dunlop Company; G. L. MacKay, the C. W. A. Racing Board chairman.

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# YOUNGSTER CAPTURES CRESCENT HANDICAP

BALTIMORE, Md., October 12.—Bicycle road racing in Baltimore again came into its own on Sunday last when a field of thirty-five cyclists faced the starter's gun at 9:30 a. m. at the junction of the Old Harford and the State Roads in Hamilton, which point was the start and finish of the Crescent Bicycle Club's ten-and-half-mile handicap road race. The race was run over a loop, measuring three and a half miles, which was covered by the riders three times.

W. T. Wright, Jr., a fifteen-year-old lad who had never before competed in a race, won the event, riding from the seven-minute mark and finishing with a good lead over his nearest competitor, George Leishear, from the four-minute mark, who also accounted for the fourth time prize, Walter Doersch of the seven-minute bunch finishing third. The Wright family, as usual, were very much in evidence, W. T. Wright, Jr., finishing first; W. T. Wright, Sr., fourth, and fourteen-year-old Amos Wright getting the fifth prize. The winner shook his bunch in the first mile, and overhauling the limit men, led every lap to the finish.

Much comment was excited by the riding of little Albert L. Wilson, the ten-year-old son of a local bicycle dealer. The little fellow got very tired toward the close of the race, but was game to the core, and stuck it out to the finish, getting the eighteenth prize. The battle for the time-prize honors was a most exciting one, Welby Sherman of the promoting club winning after a terrific half-mile sprint; Fred M. Sanborn of the same organization and L. Howell of the National Cycling Club of Washington finishing half a wheel's length behind him, but so close together that only the judges could separate them. They awarded the second time prize to Sanborn. Four riders started from the honor mark, but the strenuous going eliminated L. M. Sanborn in the first lap, the remaining three continuing together to a point half a mile from the finish, where a short grade is encountered. Each of the three started his sprint at this point and a nip and tuck struggle ensued to the top of the grade, where Sherman drew away from the other two and held his advantage to the tape.

George Leishear and Wilbur W. Shaw won the fourth and fifth time prizes, riding respectively from the four- and two-minute marks. The race was marked by the participation of a number of novices, nearly all of whom rode well land finished well up in the prize list. No accident of any kind marred the affair and, thanks to the efficient co-operation of the officials, everything went off without a hitch. E. R. Boehm, former star of the Lafayette Wheelmen, was chief timer, and was ably assisted by Charles Bokemeyer and William Leimbach. The prize winners:

| Position. | Name. | Handicap. | Actual Time. | Club. |
|---|---|---|---|---|
| 1. | W. T. Wright, Jr. | 7 min. | 32.22 | Unattached |
| 2. | George Leishear | 4 " | 30.20 | Unattached |
| 3. | Walter Doersch | 7 " | 33.57 | Cres. B. C. |
| 4. | W. T. Wright, Sr. | 5 " | 32.19 | Cres. B. C. |
| 5. | Amos Wright | 7½ " | 35.07 | Unattached |
| 6. | Rudolph Leimbach | 4 " | 32.03 | Unattached |
| 7. | Edward Hardy | 4½ " | 32.39 | Nat'l C. C. |
| 8. | Charles Tanner | 4½ " | 32.50 | Fulton C.C. |
| 9. | W. W. Shaw | 2 " | 30.42 | Pierce C.C. |
| 10. | W. W. Sherman | Scratch. | 29.25 | Cres. B. C. |
| 11. | F. M. Sanborn | " | 29.25⅕ | Cres. B. C. |
| 12. | L. Howell | " | 29.25⅖ | Nat'l C. C. |
| 13. | August Leimbach | 3½ min. | 33.27 | Cres. B. C. |
| 14. | Thomas Dell | 6 " | 36.05 | Unattached |
| 15. | Lester Nichols | 5 " | 36.42 | Unattached |
| 16. | L. M. Sanborn | Scratch. | 31.46 | Cres. B. C. |
| 17. | Frank Eby | 6 min. | 40.12 | Unattached |
| 18. | Albert L. Wilson | 8 " | 43.00 | Curbstone Wheelmen |
| 19. | J. E. Nitz, Jr. | 7 " | 43.15 | Cres. B. C. |
| 20. | Terry Gibson | 7 " | 43.20 | Unattached |

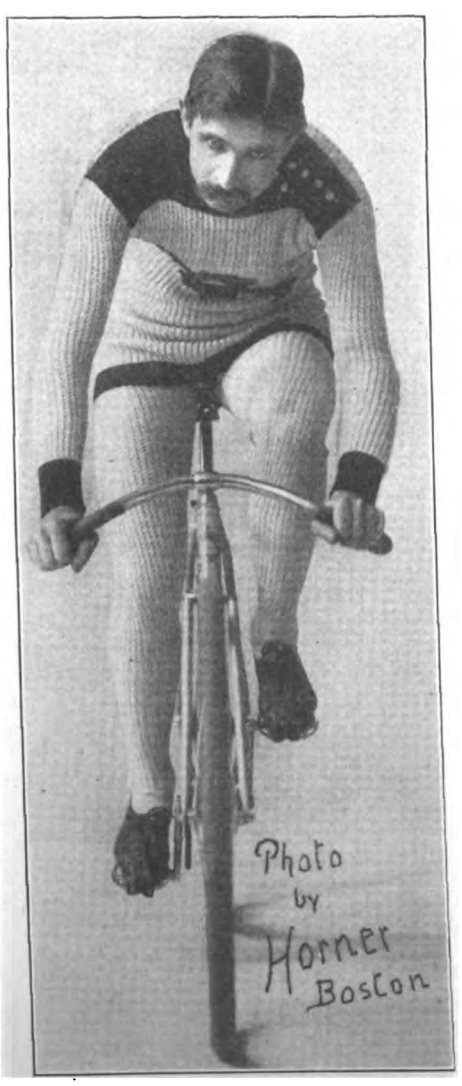
Starter—F. X. Schobel. Judges—H. and A. Boehm and R. Miller. Checkers— R. A. Leishear, Chas. Bokemeyer, H. Rice, M. P. Sherwood. Referee—C. P. Amendt, Jr.

Time prize winners:

| Position. | Name. | Handicap. | Actual Time. | Club. |
|---|---|---|---|---|
| 1. | Welby Sherman | Scratch. | 29.25 | Cres. B. C. |
| 2. | Fred. M. Sanborn | " | 29.25⅕ | Cres. B. C. |
| 3. | L. Howell | " | 29.25⅖ | Nat'l C. C. |
| 4. | George Leishear | 4 min. | 30.20 | Unattached |
| 5. | W. W. Shaw | 2 " | 30.42 | Pierce C.C. |

## HE KNOWS THE GARDEN

Perhaps no man in the booths at the cycle show now in progress at Madison Square Garden is as well acquainted with every nook and corner of the great structure as Frank Albert, the factory representative of the Schickel Motor Company. Albert has competed in nine six-day races held in the Garden, at a time when six-day grinds were certainly no pink tea stunts and each man had to ride day and night continuously. His first long race was on an ordinary in 1891, in which he captured fourth place. From a top notch pedal pusher, Albert has developed into a consistent motorcycle rider, covering at present hundreds of miles each day on his Schickel lightweight as the traveling representative of the Stamford factory.




Frank Albert

## SIX DAY RACES ARRANGED FOR NEW YORK AND CHICAGO

Newark, N. J., October 12.—Announcement is made by the Cycle Racing Association that six day bicycle races will be held this year both at New York and Chicago. Madison Square Garden, New York, will be the scene of the six day grind in New York, which will start at one minute past midnight on December 6 and end at one minute past ten on the night of December 11. Sixteen riders will start in the classic. The usual preliminary sprint program will be staged on Saturday, December 4, with motor-paced events as the features. Chicago will see its six day race at the Coliseum, November 19-25, at which there will be fifteen entrants.

## ST. LOUIS WEEK-END PARTY

St. Louis, Mo., October 12.—The annual week-end party to the Cedars will be held by the St. Louis Cycling Club on Saturday and Sunday, October 16-17. The cyclists may either wheel to the Cedars or go by train. The total expense, including railroad fare, will not be much over two dollars and a half. The "Frisco" train leaves St. Louis at 5:26 p. m. and arrives at Barnhart 6:26 p. m.; the return will start from Barnhart on Sunday at 8:01 in the evening. All of the cyclists have been asked to bring their lady friends along.

## COPS BAYONNE RACES

Bayonne, N. J., October 9.—John Carey, of the Bayonne Wheelmen, won the two races which were staged on the Boulevard last Sunday. In the one-mile open, Carey broke the record for local riding by six seconds, covering the distance in two minutes, forty-six and two-fifths seconds. There were nine starters in the two-mile event, which was also won by Carey in four minutes and six seconds. Carey won the last event by a terrific sprint of four hundred yards.

## C. R. C. OF A. INTER CLUB MEN

Hoboken, N. J., October 12.—As the result of a number of championship try-out races held in this city by the New Jersey Division of the Century Road Club of America, the following men have been selected to represent the club in the Inter-City races at New York: A. Z. Everard, Geo. A. Knopp, E. E. Frayse, E. E. Taborelli, F. H. Pearson and J. Baumgartner.

## BELTER LEASES NEW SHOP

Neenah, Wis., October 12.—O. H. Belter, proprietor of the bicycle shop on Wisconsin avenue, has taken a long lease on the new Sherry street building and in a few days will start to enlarge what will be his new quarters and make extensive improvements for a most up-to-date bicycle establishment.

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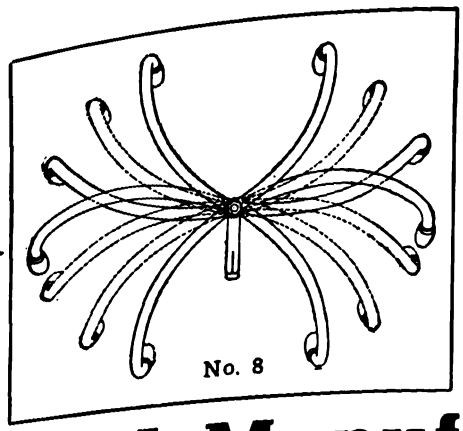
# Kelly Handlebars



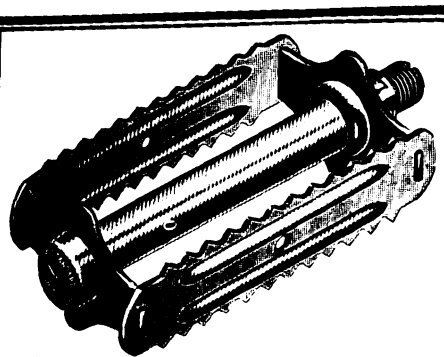

## Jobbers and Manufacturers Who Seek Standardization

should invariably equip with KELLY HANDLEBARS—the standard of the world. No high-grade bicycle is complete without KELLY ADJUSTABLE HANDLEBARS. With these handlebars, 25 different riding positions are possible. No other bar made allows anywhere near this number of different positions. KELLY HANDLEBARS ARE THE STRONGEST SELLING POINT A BICYCLE CAN HAVE.

They are the ideal bars for racing, distance work, boulevard riding, etc. Adjustable to ANY position.

**KELLY HANDLEBAR DEPT.**

**5017 Perkins Ave. Cleveland, Ohio**


No. 4 STANDARD RAT TRAP PEDAL

## THESE STRONG SUBSTANTIAL MOTORCYCLE TYPE PEDALS

have that sturdy look that comes only from correct design and first class construction.

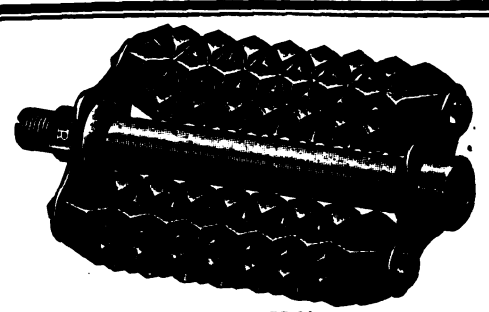
THE NO. 4 STANDARD is a new type of rat trap pedal added to our line this year, making it the most comprehensive line of rat trap pedals offered to the trade.

THE NO. 5 PIRATE has such big, soft, easy rubber cushions! It minimizes the jars and bumps. Try a pair and find out for yourself.

Our cycle parts and accessories appeal to the mechanical expert. They have been standard from the beginning, and mark the utmost in the industry.

Our products comprise: Diamond "E" trade mark brand, Spokes and Nipples for Bicycles, Motorcycles. Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals.

**THE STANDARD COMPANY, Torrington, Conn.**


No 5 PIRATE PEDAL



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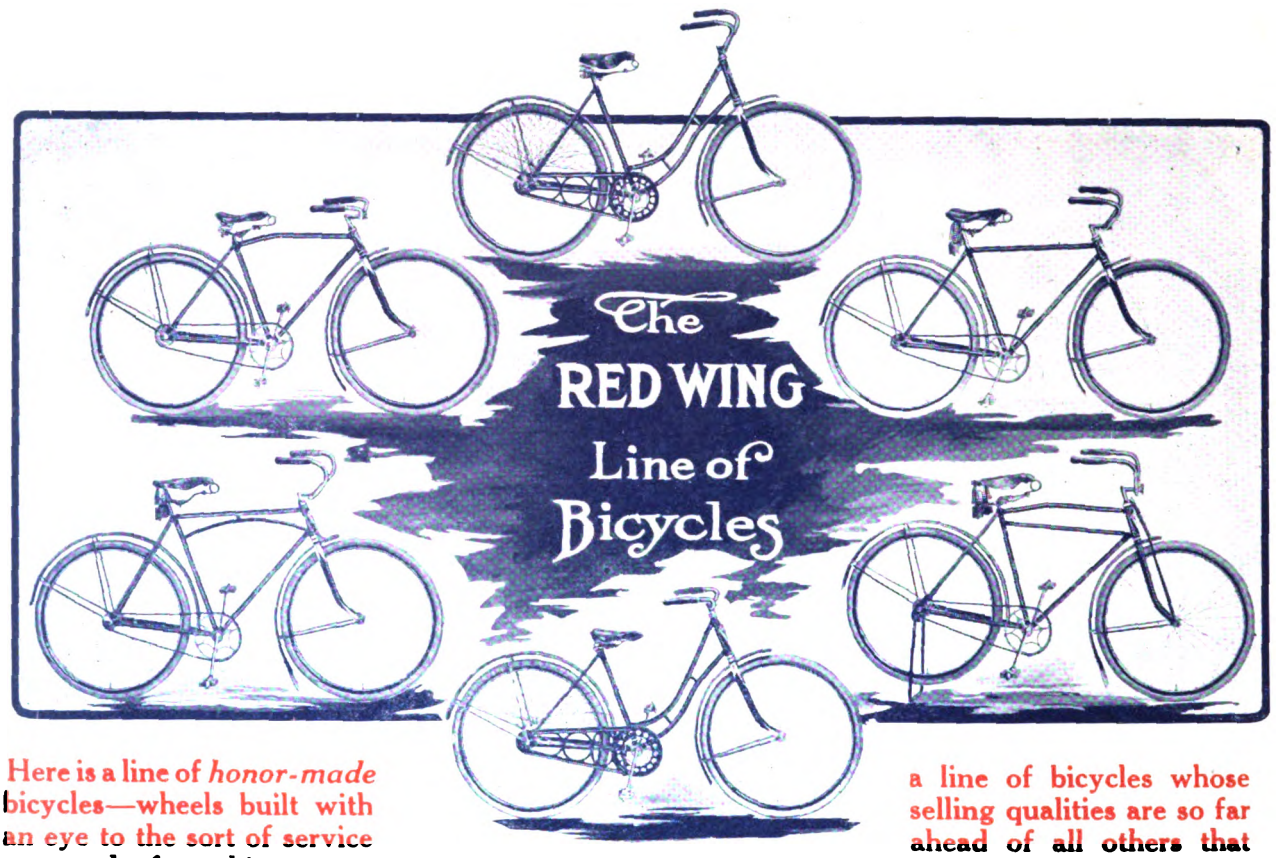


Here is a line of *honor-made* bicycles—wheels built with an eye to the sort of service expected of machines costing much more than these. The name RED WING is going to be very well known ere long—it will be the distinguishing mark of a line of bicycles whose selling qualities are so far ahead of all others that the dealer stocking them *will be the leading bicycle merchant in his town.* Read these descriptions—it will repay your spending five minutes doing so.

## Red Wing No. 10—Jr.

The RED WING No. 10-Jr. is designed for the boy who is too small for a regulation Gent's machine and too large for the standard make of Juvenile. The frame on this model measures 18 inches from the center of hanger to the top of seat mast. The smallest size gent's model measures 20 inches, making a gain of two inches, which is accomplished by curving the rear end of the upper cross bar downward ..... **$30.00**

## Red Wing No. 11—Jr.

The RED WING No. 11-Jr. is the little Ladies' Model. The seatpost mast measures 18 inches from the center of hanger to the top and the cranks measure 5½ inches. This model is equipped with the Diamond roller chain, Morrow brake.

This model has been stripped of all unnecessary weight in frame construction and equipment, which is a very important point to be considered, as every pound of surplus weight requires greater exertion on the part of the rider ..... **$35.00**

## Red Wing No. 10

The RED WING No. 10 is a standard diamond frame machine. This machine is light, strong and speedy, just the thing for messenger boys and for light delivery purposes, as any standard bicycle basket or luggage carrier can be quickly attached to this model.

This machine is equipped with RED WING tires, Morrow brake and Diamond roller chain. The saddle is the padded type with wood base and cushion comfort springs. The pedals are the rubber motorcycle type..... **$30.00**

## Red Wing No. 50

The RED WING No. 50 is a truss frame design which has become very popular and is a big seller. The extra truss bar gives the machine a very graceful appearance and also reinforces the frame at the points which are subject to the greatest strain. This model is especially recommended for heavy riders or those who travel over rough or hilly roads ..... **$35.00**

## Red Wing No. 11—Ladies

We have gone over every detail in the construction and equipment of the RED WING No. 11, to insure the comfort and safety of the rider; we have equipped the model with a saddle made from the best leather, supported by resilient cushion springs, which absorb all vibration and will smooth all roads ..... **$35.00**

## Red Wing No. 30

The RED WING No. 30, or Motorbike, as it is sometimes called, is the heaviest of the RED WING line. The frame is reinforced by an extra cross bar which extends from the lower head joint to the top of the seatpost mast.

This type of bicycle has been used extensively in the past season in connection with the Smith Motor Wheel, as the extra reinforced frame and forks are necessary features in a bicycle used for this purpose ..... **$40.00**

# J. W. GRADY & CO. Worcester, Mass.



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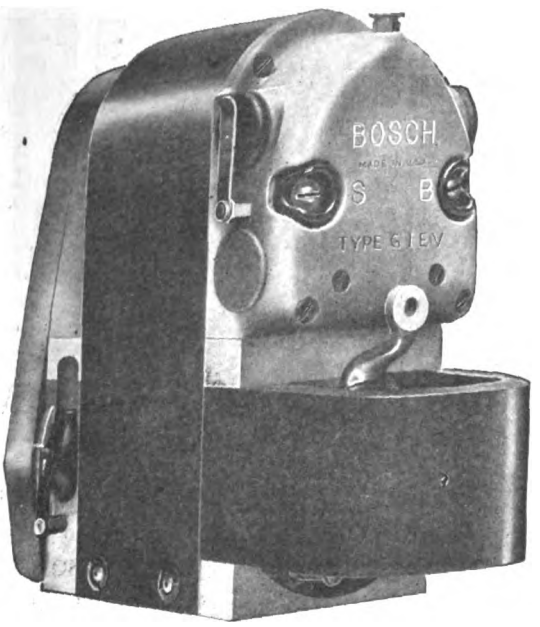


# THE LATEST BOSCH PRODUCTION

## DELIVERIES AFTER JANUARY, 1916

THE much heralded Bosch Ignition-Lighting System has been brought to that state of perfection which warrants its being stamped with the Bosch name. It is now offered to the motorcycling public with full confidence in the satisfaction that will result.

Unlike other devices which attempt to accomplish a like purpose, the Bosch System not only provides ample lighting current but retains the reliable and efficient Bosch Magneto Ignition. None of the Bosch vim, vigor and snap have been sacrificed, and the supply of ignition, that paramount essential, does not in any way depend upon the lighting unit.

You have the same Bosch Magneto Ignition with the addition of a lighting system that provides abundant light. Most important of all, is that, excepting the driving medium, the two systems are entirely independent of each other.

ADVANCE INFORMATION NOW AVAILABLE

**BOSCH MAGNETO COMPANY**

**206 West 46th Street, New York**



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# Quantity for Dealers

Dealers! Make your profits on *quantity*. Don't think that your sales are limited to a portion of the bicycles ridden in your territory.

Mail order houses thrive off the customers of dealers who take that mistaken view. The present demand is for a *quality* tire at a *low price*.

We prosper, and our dealers prosper, because we have satisfied this demand with Goodyear-Akron Tires.

It's the one tire that wins for you every time against the competition of mail order houses.

It's the one tire that gives you the full benefit of the natural advantage you have in being on the ground.

Bicycle riders have learned that there is no need to pay $4 each to get a high-grade tire.

And they won't send to mail order houses for low-priced tires *if* they can get the Goodyear-Akron without delay from their home dealer.

Thousands now want Goodyear-Akron Tires at $2.25 each for the Smooth Tread, $2.50 for Non-Skid. But we don't sell through mail order houses.

So here's your chance to win and hold your home market. And we'll help you do it.

Send this coupon *today* and get full particulars of our *guaranteed sales* plan. Don't waste any time about it.

Every mail is carrying business away from you to the big centers. Put a stop to that now.

**The Goodyear Tire & Rubber Co., Dept. 227, Akron, O.**

Makers of Goodyear Fortified Automobile Tires
and Goodyear Blue Streak Motorcycle Tires

**Dealers! Mail This to Make More Money**

THE GOODYEAR TIRE & RUBBER COMPANY
Dept. 227, Akron, Ohio

Send me full details of your Guaranteed Sales Plan to help me increase my business.

Dealer's Name .....

Address .....

.....




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# Quality for Riders

Riders! Don't pay $4 or more for a quality bicycle tire, and don't accept inferior, poorly made tires. That's not economy.

Get *both* quality and true economy in Goodyear-Akron Bicycle Tires—the *quality* tire at the new low price.

**$2.25 Each for Smooth Tread**
**$2.50 Each for Non-Skid Tread**

They save you about $1.75 per tire. They save you tire-trouble, too.

No matter how much you pay, you can't get more *quality* than Goodyear-Akron Tires bring. They are fully guaranteed!

Should any fail, the dealer makes good to you, and we make good to the dealer. So you take no risk on Goodyear-Akrons.

We can sell this quality tire at this low price because the growing demand has doubled our sales, and multiplied output brings down factory costs. This saving we have passed on to bicycle riders in three reductions within 18 months—a total saving of 33 1-3 per cent.

Ask your dealer for Goodyear-Akron Tires. If he hasn't them, let us know. He'll want to keep them for you—and you'll want him to. Send this coupon.

**The Goodyear Tire & Rubber Co., Dept. 227, Akron, O.**

Makers of Goodyear Fortified Automobile Tires
and Goodyear Blue Streak Motorcycle Tires

## RIDERS! Send This Coupon

THE GOODYEAR TIRE & RUBBER COMPANY
Dept. 227, Akron, Ohio

My dealer doesn't carry Goodyear-Akron Tires. Please send me full information and tell me where I can get them.

My Name is.....

Address .....

My Dealer's Name is.....



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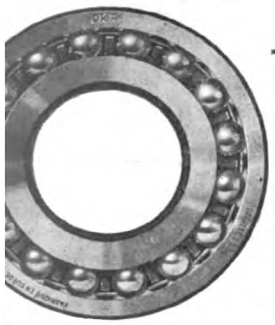

# Friction Reduced means Power Increased

# SKF BALL BEARINGS

Smoothness means more power every time. Friction means waste—wear. Follow the example of one of the world's greatest motorcycle manufacturers—and that of the leading motor car builders in this country and abroad. Specify SKF.

HARLEY-DAVIDSON engineers know the superior qualities of SKF—that's why all Harley-Davidson motorcycles are fitted with them.

The most important feature that should recommend SKF Ball Bearings to the earnest consideration of every motorcycle manufacturer is the fact that the double row of Swedish crucible steel balls **automatically** adjusts itself to any deflection of the shaft upon which it is fitted.

***Write for the SKF Booklet***

**SKF BALL BEARING CO.**
**50 Church Street, New York**

# If You Bought This Copy of

# Motor Cycle Illustrated

## from a News-Dealer,

If you are not a regular subscriber, and prefer to buy your copies from a news-stand, then **place your order** with your regular news-dealer, so that you will get your copy each week as issued.

Your news-dealer will be glad to order **Motor Cycle Illustrated** for you, provided you promise to take your copy each week.

Just fill in the coupon below, tear it off, and mail or deliver it to your news-agent. As **Motor Cycle Illustrated** is non-returnable, news-dealers will not order it unless they are assured of having no "left-overs."

## USE THE COUPON TODAY

Date.....

(Name of News-Dealer)

Mr. .....

Address .....

Dear Sir:
Order one copy of **Motor Cycle Illustrated** for me each week until further notice. I will pay you 10c. upon receipt of each copy, and notify you when I want the paper to be discontinued.

Name .....

Address .....

Note to News-Dealer:
**Motor Cycle Illustrated** is handled by the American News Company.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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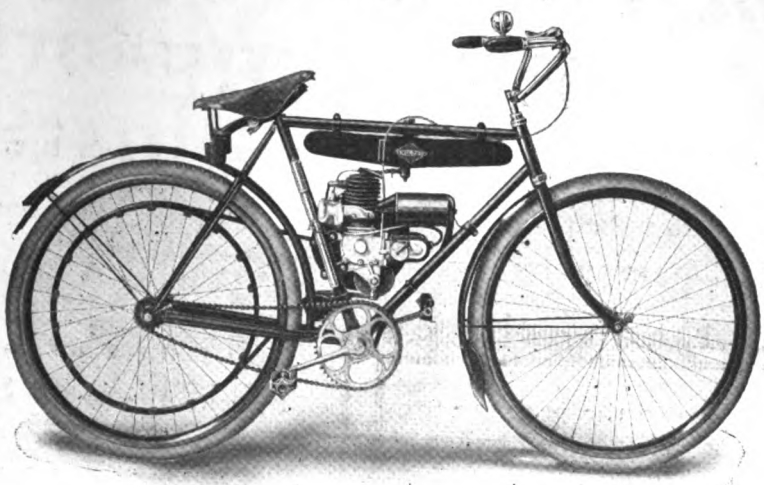
# Cyclemotor

*"Wheeling without work"*



BICYCLE dealers can largely increase their sales by handling the *Cyclemotor*.

The *Cyclemotor* makes a strong appeal to those prospective purchasers who have hesitated to buy a bicycle due to the physical exertion required in pedaling.

This motor, due to its lightness in weight (21 lbs. complete) and simplicity in design, operates with practically no vibration on the bicycle frame—a feature of considerable importance.

Department store managers, errand boys and messengers will find that the Cyclemotor operates at a low cost and is quick in service.

*Dealers desiring territory should give full particulars and mention bicycles carried. Use coupon below.*

CYCLEMOTOR CORPORATION
Arlington Building, Rochester, N. Y., U.S.A.

CYCLEMOTOR CORPORATION
Arlington Building, Rochester, N. Y.

Please send Booklet "C" and information on dealer's proposition.

I carry the following lines of bicycles ----------

Name ----------

Street ----------

City ---------- State ----------

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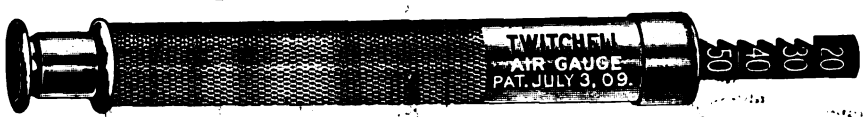
# TWITCHELL AIR GAUGE

## Guessing May Cost You Your Life

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.




Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**

No. 420,
Price Complete, $5.50
Including Footrests

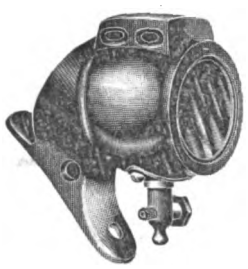
No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete $5.50

Dealers and Jobbers, write us for our new Proposition.

**WALD MANUFACTURING CO.**

Dept. F SHEBOYGAN, WIS.

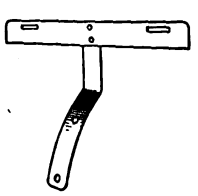


## A LEADER

by its efficiency sales record is our new

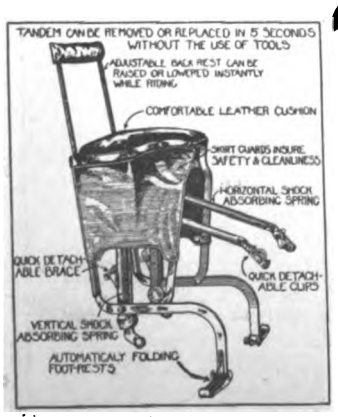
20th Century TAIL LAMP

It is Compact and Light and throws white light on license and projects a rear red light.



OUR MOTORCYCLE LICENSE BRACKET Suitable for all Tail Lamps. Price 25c. Holds license Plate Securely. Neat in appearance. Attaches to mudguard in proper position for reflection from Tail Lamp to illuminate license pad.

**20th Century Mfg. Co., 41-43 Warren St., N.Y.**




Stoll Dream Tandem No. 1. New Price $20.00 Complete.

*1916 STOLL TANDEMS*

## THE QUALITY LINE

at the Chicago Show won the enthusiastic approval and endorsement of dealers and riders of every make of motorcycle. The big value built into all Stoll Tandems; the many improvements, and the new prices

Made a decided "hit" with the trade and riders alike.

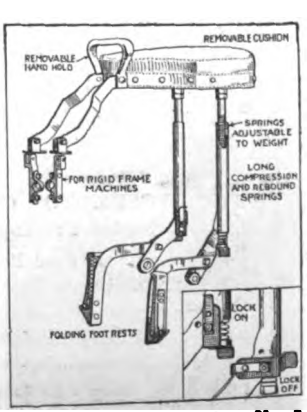
**"IT'S THE LINE THAT GETS THE BUSINESS!"**

Mr. Dealer—Write us or your jobber today for our 1916 dealers' prices. They mean increased sales; bigger and better business for you.

**The Stoll Manufacturing Company**

3232-3262 WALNUT STREET DENVER, COLO.

The largest exclusive tandem factory in the world




Stoll Combination Tandem No. 2. Price $10.00 Complete.

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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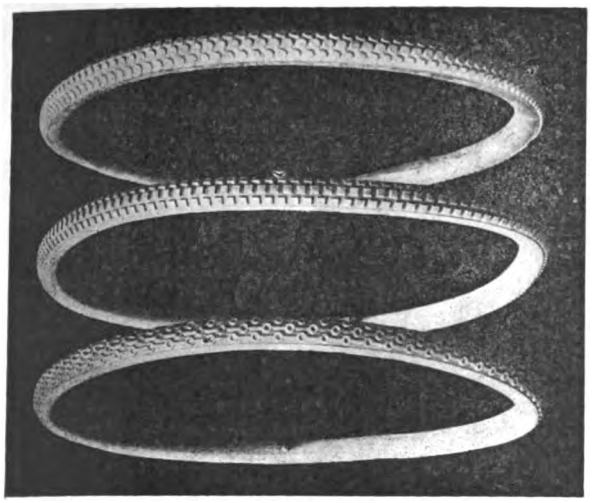
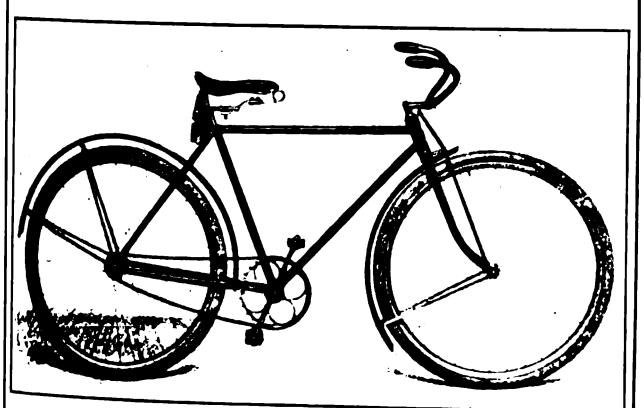


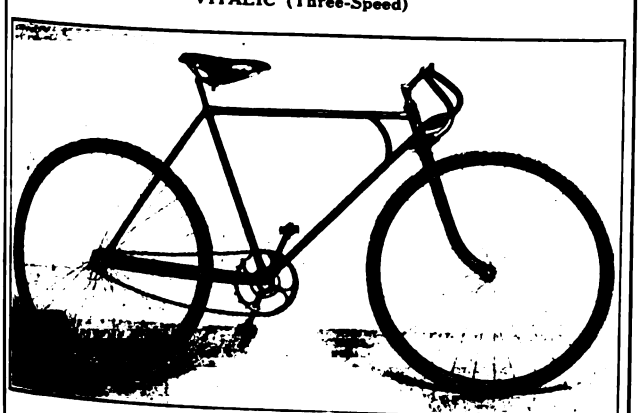
TIRES

ARMY TREAD FLAT CUT MASCOT

BLACK DIAMOND



VITALIC (Three-Speed)

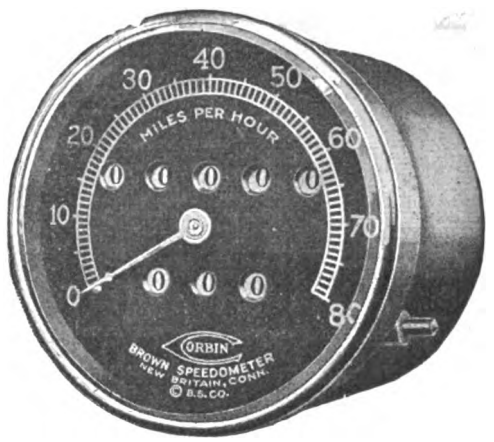


BLUE STREAK

Also Four New Hudson Models

**CITY SUPPLY CO.,** 56 Warren St. NEW YORK

Wholesale Bicycle and Motorcycle Accessories




# *To the Motorcyclist*

***Dear Sir:—***

Do you know that I can increase your interest in touring and at the same time put money into your pocket by enabling you to keep an accurate check on your tire, gas and oil accounts?

I am doing this today for thousands of motorcyclists in all parts of the country.

***Yours "True-ly"***

**CORBIN-BROWN SPEEDOMETER**

*"The Speedometer of Absolute Accuracy"*

Investigate of your dealer today.
Catalog on request.

**THE CORBIN SCREW CORPORATION**

THE AMERICAN HARDWARE CORPORATION, Successor.
NEW BRITAIN, CONN.

BRANCHES: New York Chicago Philadelphia

Makers of Corbin Brakes and Automatic Screw Machine Parts.

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# STEVENS MOTORCYCLE NECESSITIES

## SAMPSON FEATHER-EDGE INNERTUBE PLUG

The quickest, cleanest, most efficient puncture repair ever invented.

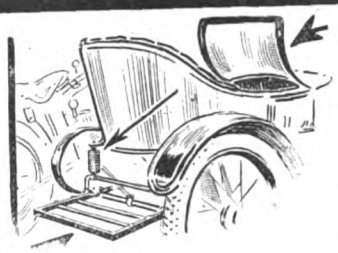
NO CEMENT NO CLEANING
NO PATCHES

Just a little plug that hermetically seals the worst puncture in a minute and a half.

Kit, including tool and six various-sized plugs, all in an enamelled canvas kit-bag, $1.50.

Guaranteed satisfactory or your money back.

Your dealer carries it or can get it from his jobber.



### COMPLETE SIDECAR EQUIPMENT

The STEVENS SHOCK ABSORBERS smooth out the shocks of spring rebounds, and prevent sidesway and skidding. Price, $1 per set, complete.

B. R. T. SIDECAR LUGGAGE carrier has a weight carrying capacity of 150 lbs. It is made of triangular steel, fitted to the sidecar frame by four strong steel clips. Price, $2.50.

To keep the cold winds from the fair passenger, the STREAMLINE WINDSHIELD is ideally fitted. Offers no wind resistance.

DEALERS, ask your jobber. Get the Stevens literature.

### FRESH AIR FOR THE CARBURETOR

Fit this little "jigger" on your machine and watch your carburetor take on new life.

### THE STEVENS AUXILIARY AIR VALVE

Set your carburetor for a rich, easy starting mixture, and when she "warms up" open the air valve. You'll be tickled.

Price, 20c. Each

### STEVENS SPEEDOMETER LAMP

Here's a handy little lamp to have on your machine. Attached to any speedometer in a minute and operated from either a storage battery or small dry battery cell. Can also be used as a trouble lamp.

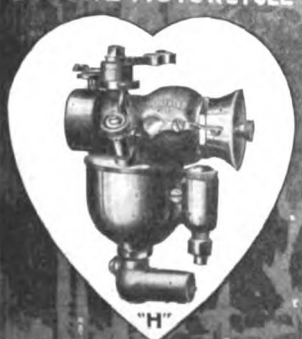
Price, $1.50.

STEVENS & CO. 375 BROADWAY NEW YORK

# The SCHEBLER CARBURETOR

*America's Standard Supreme through Merit*

THE HEART OF THE MOTORCYCLE



WE EQUIP

THOR
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YALE
EAGLE
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HENDERSON
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HARLEY-DAVIDSON
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If the inquiries and demand warrant it, we will be pleased to place an order with you for a quantity of these attachments.

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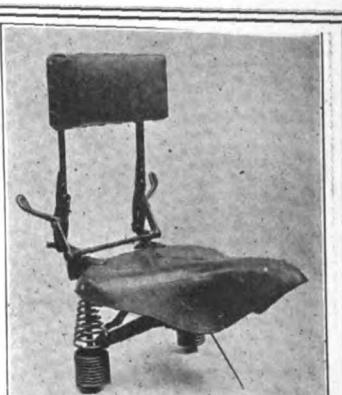

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With which is incorporated THE BICYCLING WORLD

Published Weekly by the
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*Dear Friend—Do you wonder my face is bright—my smile is large and my heart is light?*

*If so, sit once on this wonderful seat and you'll wonder no longer—"It can't be beat."*

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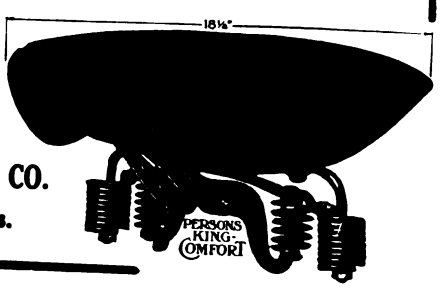
By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

Write for full "dope" on the greatest saddle of them all.

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**Worcester, Mass.**

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Do you ever stop to think of the terrific strain you apply on your pedal chain when you suddenly set your brakes in an emergency? Suppose that chain should snap at a critical moment? Are you SURE it won't? You can be, if you equip with

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Built for the harsh service of motorcycle usage, tested to be 100% more efficient than necessary, sold with an iron-clad guarantee of quality and flawless perfection "The Coventry" Chain stands foremost in the ranks of transmissions. There are many good chains—we can't deny it—but by the exercise of judgment and discrimination you will find that "The Coventry" Chains are just a bit better. Write for our catalogue.

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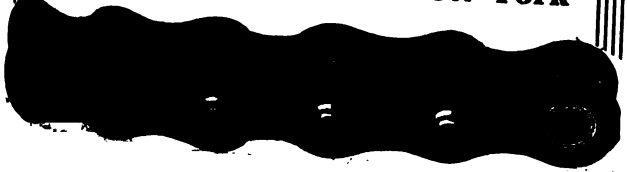

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You are filled with enthusiasm. You are figuring on 1916 being a mighty big year for you. You know the selling points of your Motorcycle and you're sure you can convince your prospect of its superiority.

## How

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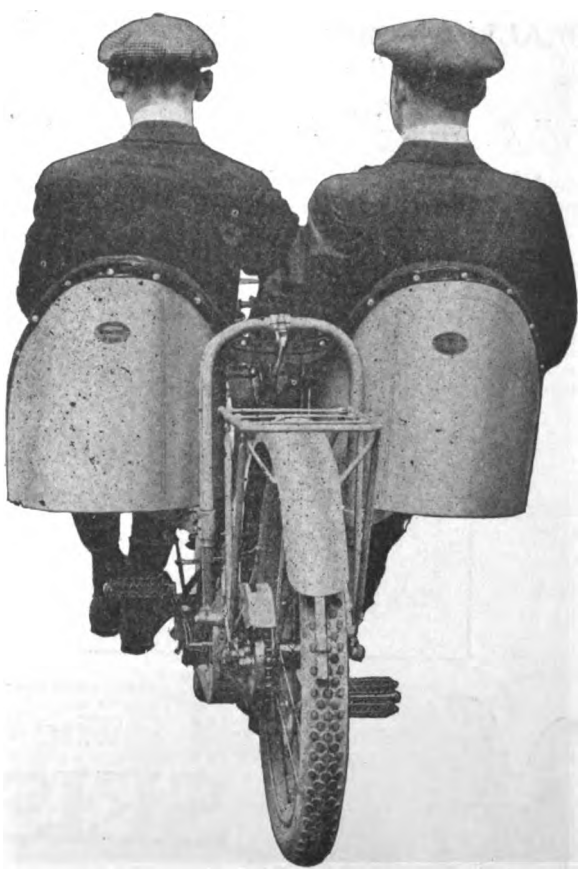

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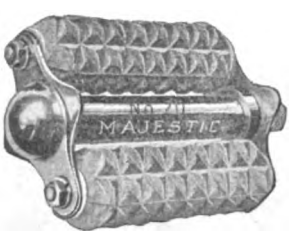


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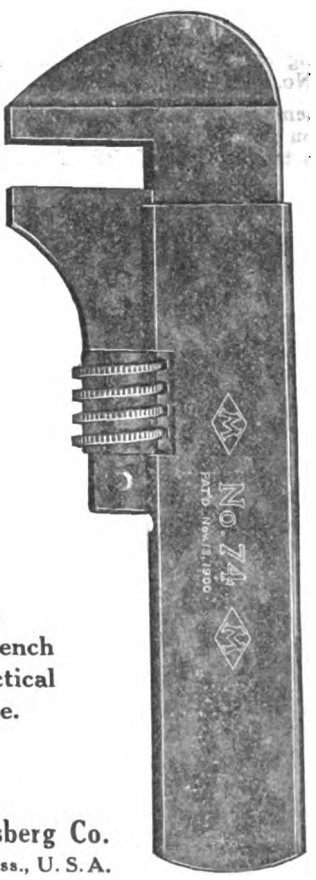


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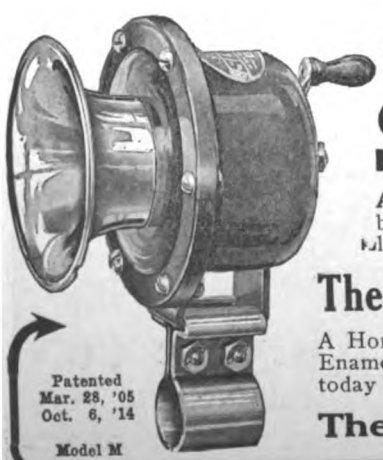


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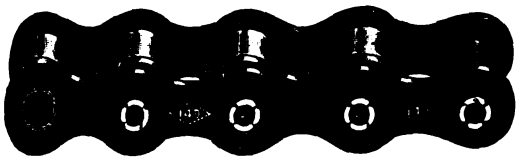

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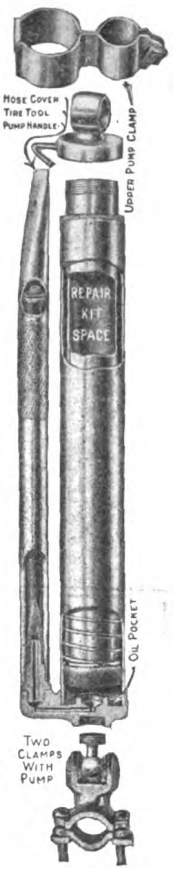


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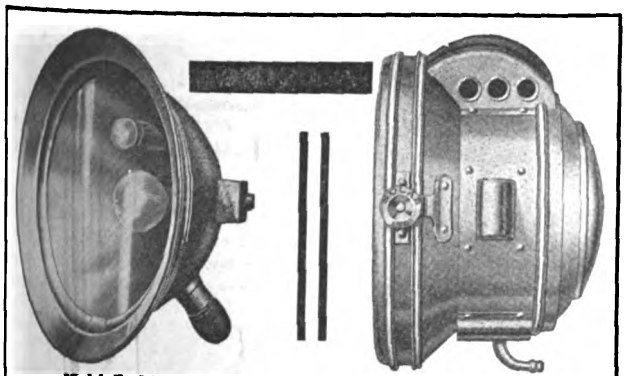

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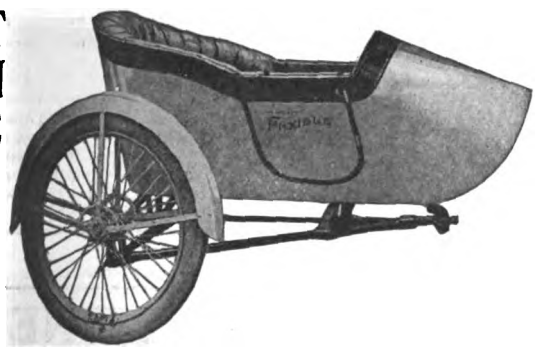

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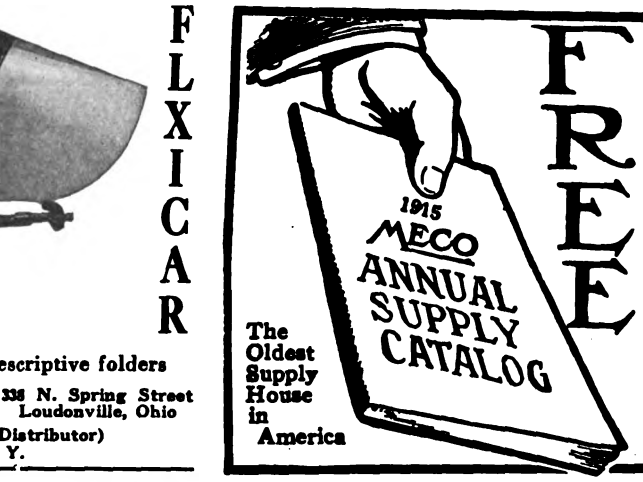


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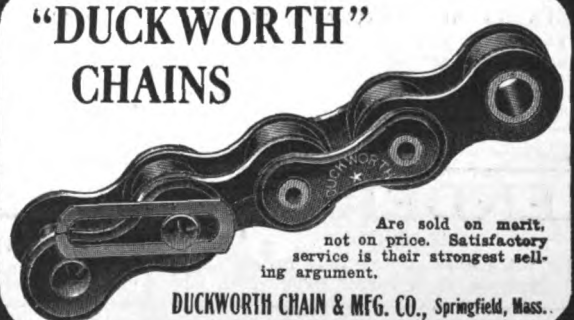

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Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
**HARLEY-DAVIDSON SALES CO.**
533 W. 110th St., Near Broadway, N. Y.

# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c. — MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE.—Two-speed 1915 Indian Twin. Used for demonstrating; run 500 miles; with Klaxon; Lamp, Presto; two extra tubes. New Indian Sidecar, used four weeks. Will sacrifice either for cash. Make offer. E. D., care MOTOR CYCLE ILLUSTRATED.

FOR SALE.—1914 R-S twin. Old Sol lights; Presto tank; Stewart horn and speedometer; run about 300 miles; in new condition. Price $150. Will ship subject to examination. Motorcycle, First National Bank, Auburn, Maine.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.

1914 Indian; electric equipped; 2-speed twin; with speedometer; has 1915 heavy forks; with front mud guard; 1915 kick starter; 1915, ⅜ wide chains and spockets; 1915 hand and foot clutch control; 1915 gear shift. Really a 1915 machine run very little and in excellent condition throughout. A remarkable bargain for only $150.00. H. C. Wing, Greenfield, Mass.

1915 Indian 3-speed been run about 700 miles; in first class condition; tires not hurt; haven't had a puncture. Price $200. S. F. Cornwell, La Fayette, Tenn. R. F. D. No. 3.

"MUELLER CYCLE & SUPPLY CO., 726-730 NATIONAL AVE., MILWAUKEE, WIS. "OLDEST AND LARGEST DEALERS IN THE NORTHWEST."

WANTED—Traveling salesman for motorcycle supplies. Must be experienced. State last employer. T. S., MOTOR CYCLE ILLUSTRATED.

FOR SALE 1915 Twin Indian, with tandem, $175.00. Run only 600 miles. Henry A. Hirsch, 1605 Atlantic avenue, Atlantic City, N. J.

20 SECOND-HAND MOTORCYCLES. Must be turned into cash. Your opportunity to get a good bargain. Write at once for descriptive list. C. V. Pendleton, Jr., Norwich, Conn.

HARLEY-DAVIDSON DEALERS.—WE HAVE SOME EXCELLENT LONG ISLAND TERRITORY OPEN FOR HUSTLERS. SEE BOB BRAZNER, AT THE HARLEY-DAVIDSON BOOTH, MADISON SQUARE GARDEN, NEW YORK, DURING THE WEEK OF OCTOBER 11th TO 16th.



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# Perfected Electric Lighting-Ignition System for Motorcycles

For more than a year the Remy Electric Lighting-Ignition equipment has been in use on thousands of motorcycles throughout the country.

Its complete success has been established beyond all question. It is not an experiment. It is an accepted triumph.

# REMY

## Motorcycle Lighting-Ignition System

provides strong, synchronized ignition, high and low headlight, horn, tail light, and reduces the bulk of the machine.

The wiring is thoroughly protected; the battery can't spill.

It is just what every Motorcyclist wants. See it on the **HARLEY-DAVIDSON.**

Motorcycles equipped with the Remy Electric Lighting-Ignition System have won some of the biggest road races during the past season.

Remy Model 15 Generator

***Service Stations in all motoring centers***

## Remy Electric Company

**Anderson, Indiana**

***Engineering Laboratory—Detroit, Mich.***



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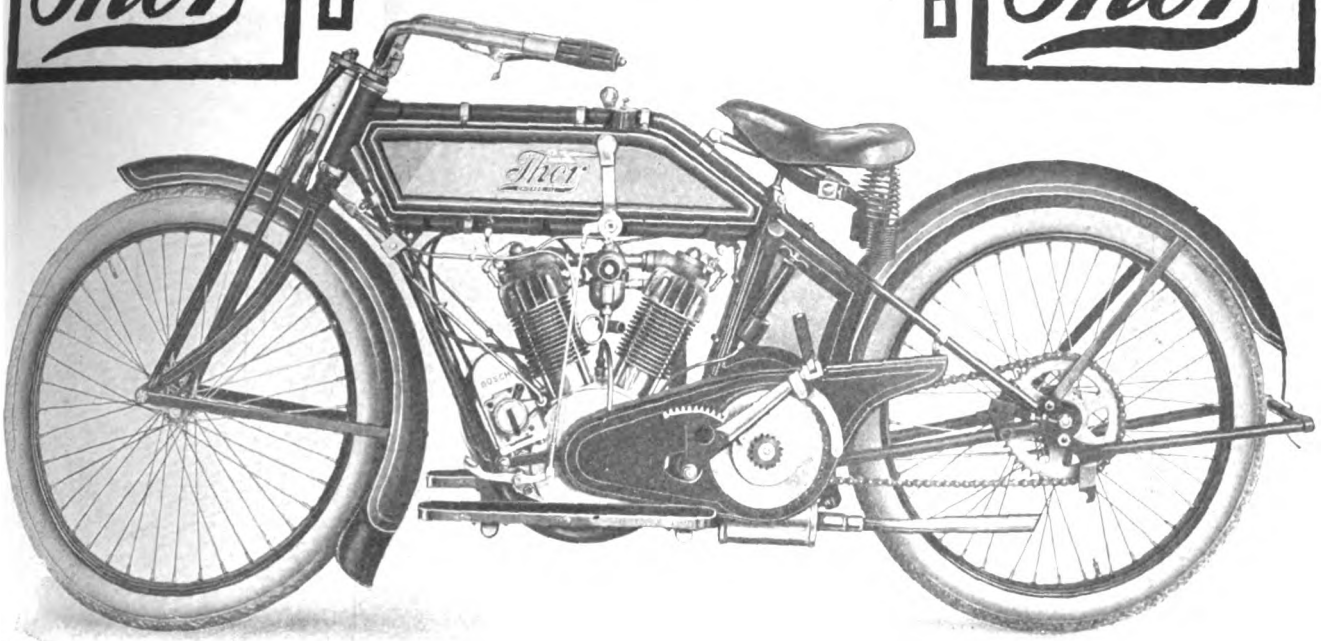
THE QUALITY MOTORCYCLE

Thor Thor




Model V—6 Horse Power

# The Thor 1916 Models were the choice at the New York show of the men who know

When men of engineering skill and practical experience meet to examine the various models they usually decide in favor of the Thor.

This was again most conspicuous at the New York show.

Back of Thor there are records of satisfaction that make the Thor the most valuable asset to the dealer.

Thousands of Thors do duty daily, the year around. The Thor dealer profits by the satisfied riders.

RELIABILITY CONSISTENCY

Model U—12 h. p. Twin $265
Model V— 6 h. p. Twin $225

*Dealers who wish territory write today*

**Aurora Automatic Machinery Company**

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago

SPEED POWER

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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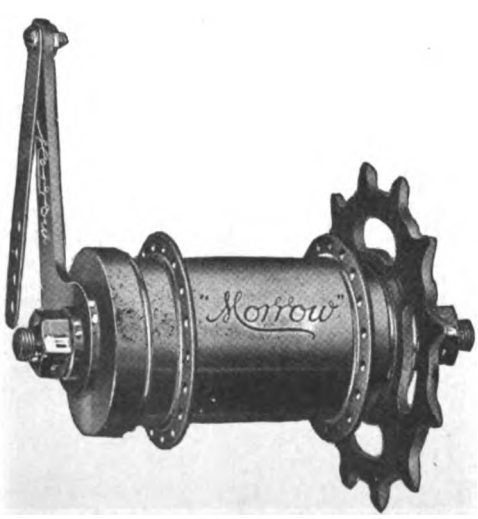
# An Advertisement Directed at Jobbers only——

## Morrow —— the Standard Bicycle Coaster Brake




Whether you guarantee the bicycles you sell under your own name or that of the manufacturer—YOU are the man the dealer blames or condemns when anything on those wheels is not right. That's common-sense—every jobber knows it is.

Guard your reputation—standardize on brake equipment. The MORROW COASTER BRAKE safeguards your reputation for reliable merchandising as no other fitment does. The MORROW is a guarantee of dealer and rider satisfaction.

Remember, the MORROW has been the standard since the beginning of bicycling.

**ECLIPSE MACHINE COMPANY**
**ELMIRA NEW YORK**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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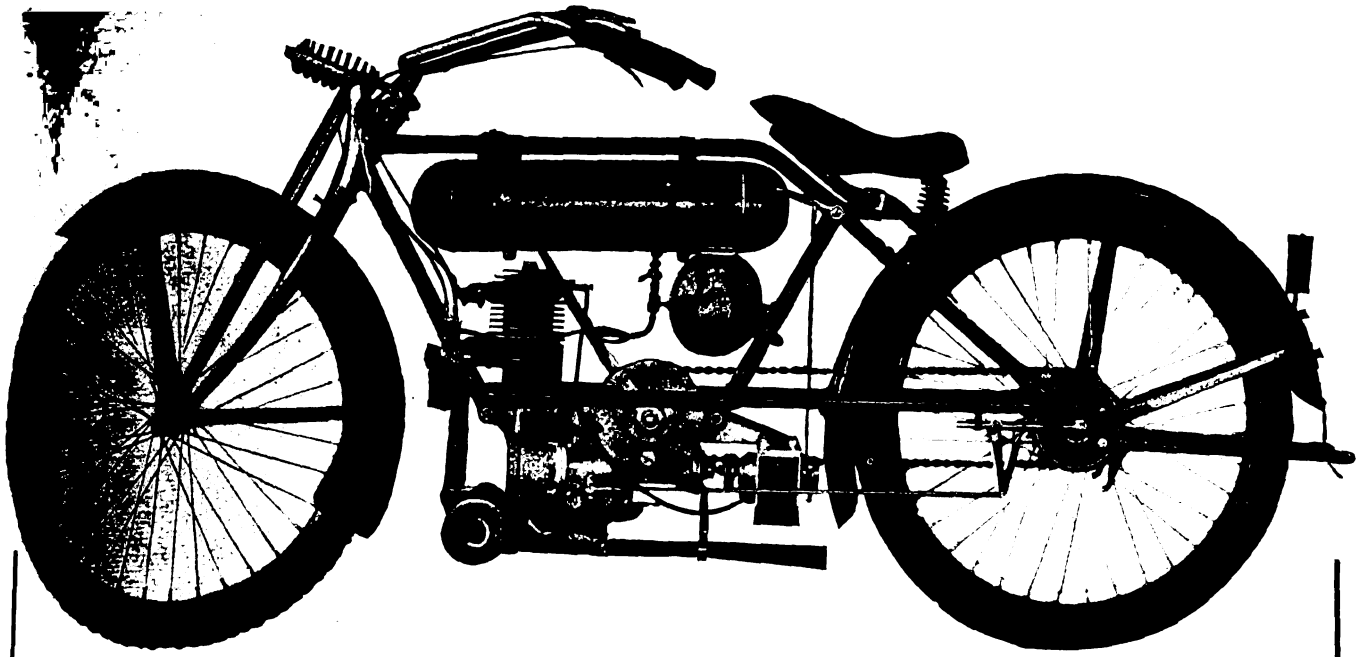

# Cleveland $150

# What the Cleveland Organization Means to Dealers

Public demand unmistakably points to the light motorcycle of low initial cost and upkeep.

To motorcycle dealers this trend offers **the one big opportunity**—a vastly increased number of prospects—far more sales—bigger profits.

But remember that not all the manufacturers will have the quality of product, financial resources, manufacturing facilities, to enable them to meet the keen competition that is sure to arise. And fewer still will be able to become leaders in the light motorcycle field.

Also remember that only a few dealers in each community will be affiliated with the leaders.

Your success as a dealer depends largely on your selection both of the machine and the manufacturer. Tie to the manufacturer who will be a **permanent, dominating factor in the industry.**

The automobile dealers who are making money today are the ones who a few years ago tied up with the present day **big volume** manufacturers.

Consider this—The Cleveland Motorcycle Manufacturing Company is the outgrowth of two of the largest manufacturing concerns in Cleveland.

## Cleveland Light Motorcycle

Single cylinder, 2-port, 2-stroke motor.
Wheelbase 53".
Frame of heavy gauge seamless steel tubing.
Low, substantial and effective spring fork.
Two speed spur gear transmission with sliding jaw clutch.
Float feed single jet type carburetor.
Final drive by roller chain from counter shaft to rear wheel.
Bosch high tension magneto.
Motor lubricated by mixing oil in gasoline. Gears lubricated by running in oil bath.
Contracting brake band operated by foot pedal.
Extra heavy tires, double-tube clincher, 26x2¼.
Bowden wire control from handlebar to compression release throttle and auxiliary air.
Spark position controlled through linkage from lever on frame.
Gears shifted with right foot.

The Cleveland Light Motorcycle is a **new idea** in this country. Abroad, the Cleveland type is the **biggest success** in the industry.

To our dealers the Cleveland Light Motorcycle will be a continually growing asset.

We are with you to stay.

Wire or write today.

## Cleveland Motorcycle Manufacturing Co.

**7201 Platt Avenue** **Cleveland, Ohio**



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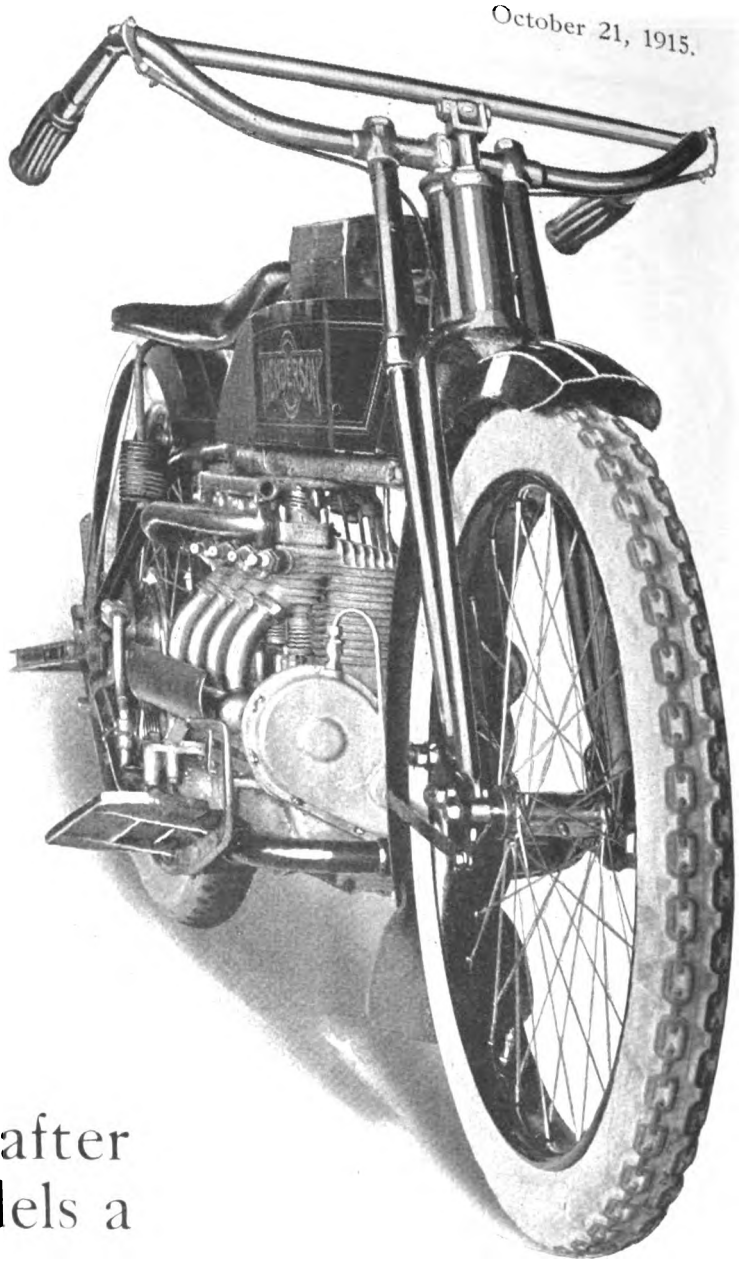

# 5 to 1

## On Oct. 12th

this factory had on hand over *five times* as many orders for immediate delivery as at the same period after announcing new models a year ago.

Fast and powerful four-cylinder motor. Big valves. Mechanical oiler. Simple and effective kick starter. Dual control of clutch—hand or foot. Improved spring fork. Built-in saddle. Wheelbase 58 inches. Single speed, Model F, $265. Two-speed, Model F2 $295.

Henderson sales are increasing the most rapidly of any motorcycle in the world.

For Henderson dealers sell the machine that meets the *modern* demand for multi-cylinder power.

**Henderson Motorcycle Company**

**1158 Cass Avenue, Detroit, Mich.**

***If you haven't applied for territory yet, there is no time to lose. Write at once for our dealer's proposition***



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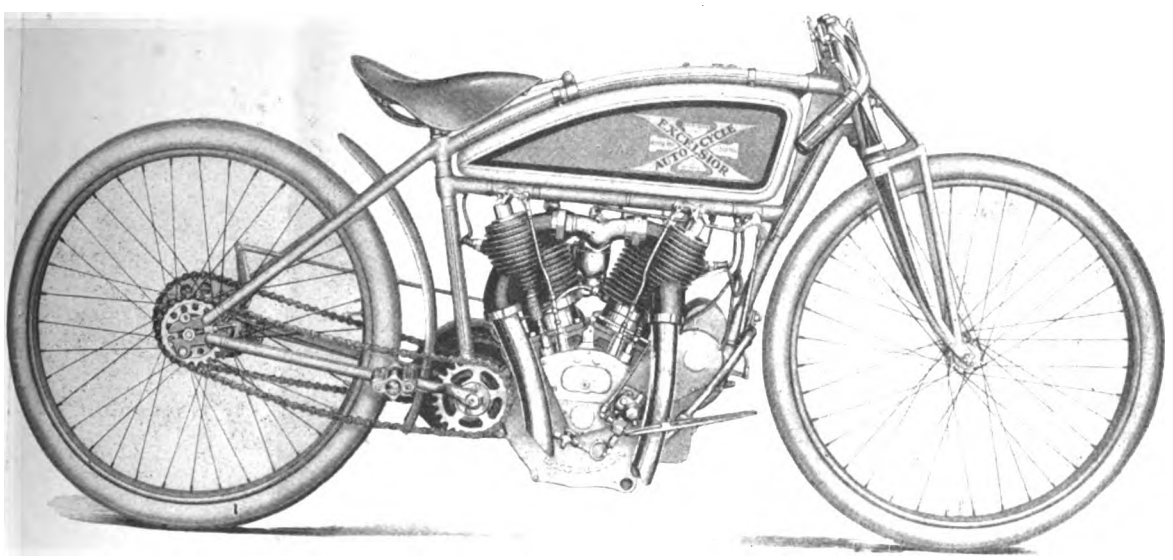
# Model 16—S. C.

## CLEANS UP IN THE USUAL WAY



AT PHILADELPHIA, PA.

BOB PERRY on 16-S.C. STOCK EXCELSIOR WON EVERY EVENT.

5-10-15 and 25 Miles and

One Mile Time Trial in 48 2/5 seconds.

AT COLUMBUS, OHIO

PERRY—EXCELSIOR, 16-S.C. Stock WON First Heat 5 Mile Open. Time, 4 min. 3 seconds.

STOKES — EXCELSIOR, 16-S.C. Stock WON Second Heat 5 Mile Open. Time, 4 min. 8 seconds.

PERRY—EXCELSIOR, 16-S.C. WON Final Heat 5 Mile Open. Time, 4 min. 1 second.

NEW STATE RECORD

25 Mile Open, Perry Second, giving the GOOD OLD X three out of four events, and second in the other.

Model 16-Short-Coupled EXCELSIOR has won a greater proportion of the races entered than any other Motorcycle ever built, including 300 Mile AMERICAN CHAMPIONSHIP, Many WORLD'S RECORDS and other important events.

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory, 3708 Cortland Street, Chicago**

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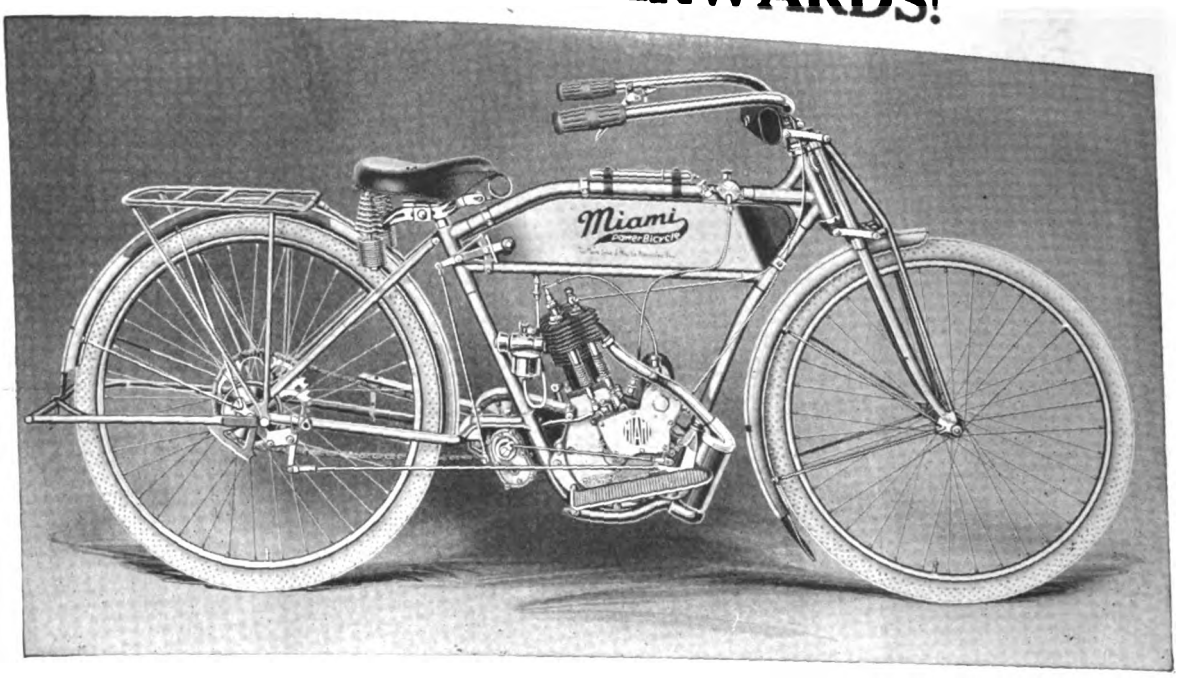
# We led in the lightweight field where others dared to follow A YEAR AFTERWARDS!




THE Miami PowerBicycle

***America's Premier Lightweight***

**has encouraged some odd and queer things, but—claims to priority and bigger value—lavish statements and startling innovations—all fade before the one word**

## *"FACTS"*

***the facts of a year's performance.***

**DEALERS: Write for Booklet "Here's What They Say." It tells the tale!**

The consensus of opinion by the critics at both the Chicago and New York shows pronounced the Miami the most complete lightweight of them all.

## "100 MILES for 10 cents"

**The Miami Cycle & Mfg. Co., Middletown, Ohio, U. S. A.**

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# "Class"

## That one word describes the 1916 Harley-Davidson to the letter.

**A. P. TYLER**
**Boise, Idaho**

October 9th, 1915.

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

Beg to advise that we have received our first 1916 model and are more than pleased with it. We were greatly and pleasantly surprised by the artistic appearance of the machine. There has been more favorable comment on the lines of this machine than any we have ever received. Our 1915 machines proved the motor and capability of the Harley-Davidson, and now the new machines are here with beauty and graceful lines. We agree that there is nothing that can equal it in 1916. Let us extend our thanks to the Harley-Davidson Factory and hope they will keep up the good work as they have in the past.

When we were told by the Sales Dept. to pin our faith on one machine only and that we would not regret pinning it on the Harley-Davidson, we confess that we were ready to be shown. Well, we have been shown and are mighty thankful that we represent the Harley-Davidson, and assure you that we are giving the best we have in us to make our business and the Harley-Davidson a success.

Very truly,
(Signed) A. P. TYLER.

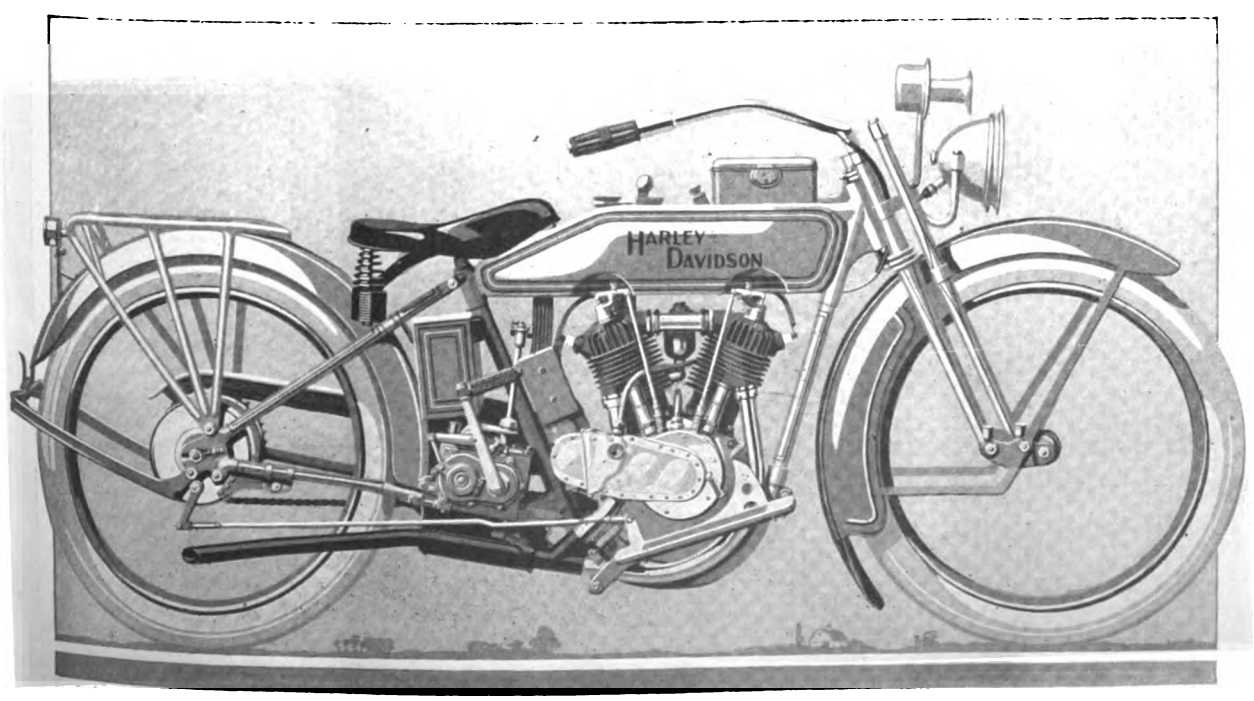
**Built for the man who wants unquestioned quality and who appreciates those luxuries and conveniences which make long distance touring a downright pleasure.**

Designed throughout by Harley-Davidson engineers—this, in itself, guarantees that it is mechanically right.

Manufactured entirely in Harley-Davidson factories, the buyer knows the workmanship and material are the best.

The Harley-Davidson buyer gets what he pays for—Harley-Davidson class.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**



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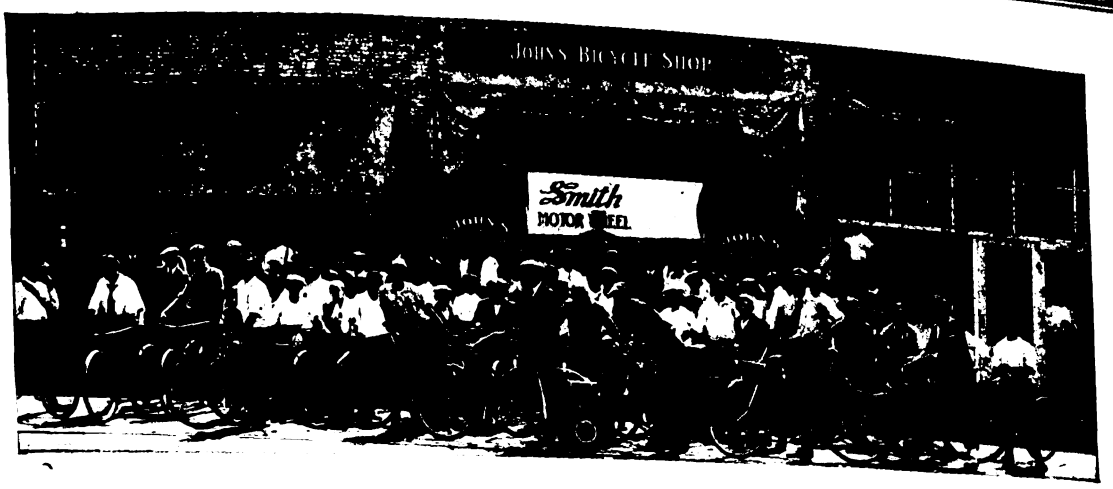


# Make Your Store Bicycle Headquarters

Many a dealer has written to tell us that since taking on the Smith Motor Wheel, his store has become the bicycle headquarters of his town. This is easy to understand. The Smith Motor Wheel advertises the store of the man who sells it and continually attracts customers for motor wheels and bicycles too. In short, the

**Smith Motor Wheel**
(Detachable)
**"The Bicycle Booster"**

is a regular little business booster. Every Smith Motor Wheel dealer received his full share of help from headquarters. Our dealers are one big, happy family of cycle men who are making more money this year than they ever made before, notwithstanding that in many other lines business is none too good.

The Motor Wheel attaches to any bicycle—speeds up to 25 miles an hour—runs 100 to 125 miles on one gallon of gasoline and is fully controlled by one small thumb lever attached to the handle bars of the bicycle. High tension Magneto, float feed Carburetor, non-skid, double tube clincher Tire.

We invite applications for territory from responsible, well established dealers who will mention make of Motorcycles and Bicycles now handled volume of business done, etc.

***List Price, $60.00 f. o. b. Milwaukee***
***Fully Protected by U. S. and Foreign Patents***
**Motor Wheel Division "145"**

## A. O. SMITH COMPANY
**Milwaukee, Wisconsin**
***Largest Manufacturers of Automobile Parts in the World***




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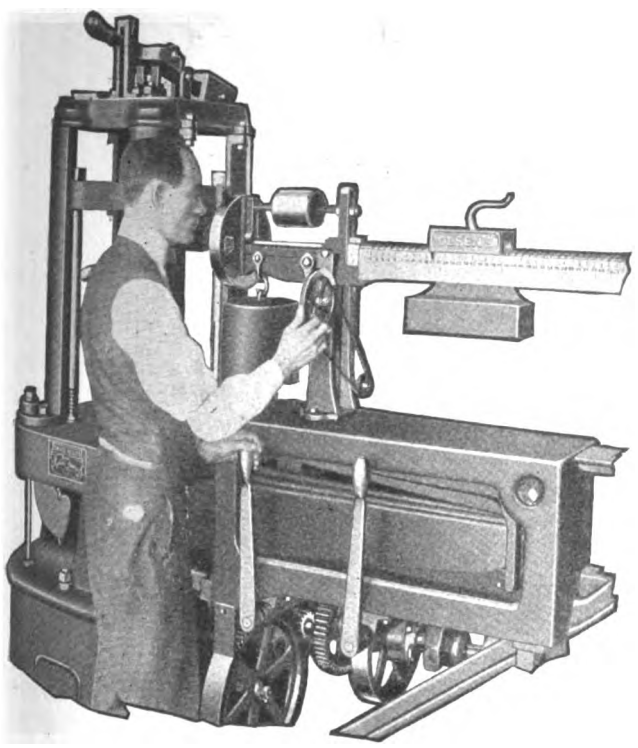
# STANWELD PRODUCTS



## *Measuring Strength*

is distinctively a twentieth century method of determining efficiency. In the building of bicycles and motorcycles the advantages of increased strength are lost if gained only by adding weight.

There is, however, a happy medium where ample strength meets minimum weight. The proper quantities of these factors cannot be determined by mere computation or guess-work. They must be found by actual test.

All metal used in the manufacture of *Stanwela Frame Parts* is carefully tested for strength. We know the strength-limit of every *Stanweld Rim* and every piece of *Stanweld Tubing.*

The motorcycle or bicycle you buy will give better service, be safer and stronger, and worth more when you want to re-sell it if built of *Stanwela Frame Parts.*

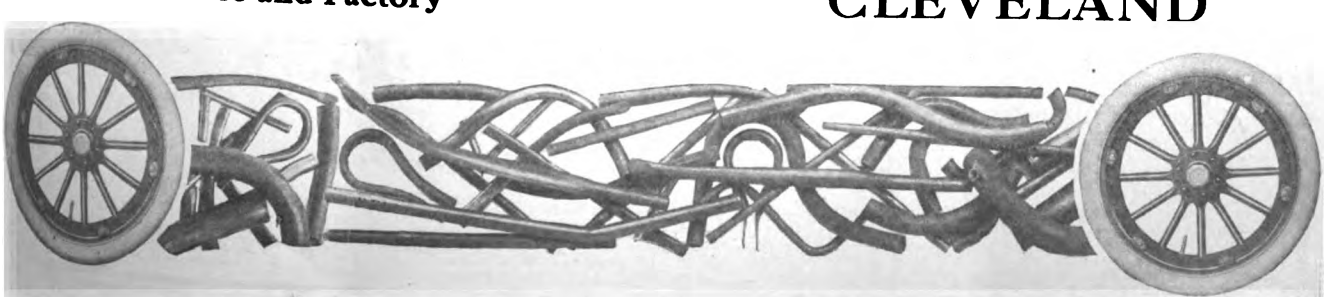
Insist that you get them.

## The Standard Welding Company

***Pioneers and World's Largest Producers of Steel Tubing and Frame-Parts for Motorcycles and Bicycles***

**New York** **Chicago** **Indianapolis** **Detroit**

**Main Office and Factory** **CLEVELAND**





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# Machines That Establish a Money-Making Reputation for the Dealer Who Sells Them

Since the first bicycle—the name Pope has had a very definite meaning for the dealer as well as the consumer. In their minds it has stood for certain qualities of workmanship—certain outstanding superiorities.

The Pope machine was never made to compete on a price basis. Behind its manufacture was the constant purpose to give the dealer a motorcycle or bicycle that would at once return a reasonable profit and retain a satisfied customer.

# Bicycles Pope Motorcycles

Here are the five Pope "quicksellers"—sales leaders since the pioneer days of wheeling. This year, bicycles will be more popular than ever. You'll be prepared for one of your biggest seasons if you stock the full line today.

| | |
|---|---|
| COLUMBIA | CLEVELAND |
| TRIBUNE | POPE |
| RAMBLER | CRESCENT |

Write today for full particulars of our Profit-Sharing Proposition for Dealers.

## Westfield Manufacturing Company

Successors to Pope Manufacturing Co.

**WESTFIELD, MASS., U. S. A.**

*Largest Manufacturers of High Grade Bicycles in the World*




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# A 33⅓% Drop in Prices
# A 119% Gain in Sales

## The Year's Sensation in
# Bicycle Tires

Dealers! Riders! This means more money for you both. For manufacturers, too—whose future depends on the "bike's" popularity.

Goodyear-Akron Bicycle Tires are helping you all. A strictly quality tire, mind you, fully *guaranteed*, at about half the price of other standard tires.

GOODYEAR AKRON

**The New Retail Prices**
**$2.25 each for Smooth Tread**
**$2.50 each for Non-Skid**

These new prices are mainly due to multiplied output—quantity production. For as priced the past year, the sales of Goodyear-Akron Bicycle Tires *more than doubled!*

As priced now—saving the user 33 1-3 per cent within two years—they will, by modest estimate, gain thousands more riders everywhere.

This means for riders, better tires at very little cost. It means for dealers *—profits multiplied by larger volume!*

**Widely Advertised**

These quality tires at the new low prices are advertised to millions.

If you are selling Goodyear-Akrons *now*, we have a plan that's guaranteed to "speed up" your sales. Write us.

If you are not, then mail the coupon.

You *may* be able to get "along" without these winning tires—

But we will give you tested plans to get *ahead* with them.

**THE GOODYEAR TIRE & RUBBER CO.**
Dept. 227 –AKRON, OHIO

Makers of Goodyear Fortified Automobile Tires and Goodyear Blue Streak Motorcycle Tires

(2642)

**Dealers! This Brings Our Guaranteed Plan**

The Goodyear Tire & Rubber Co.
Dept. 227, Akron, Ohio

Send me free, your Bicycle Tire proposition to new dealers and tell me how you

***GUARANTEE SALES***

*Dealer's Name* _____

*Address* _____




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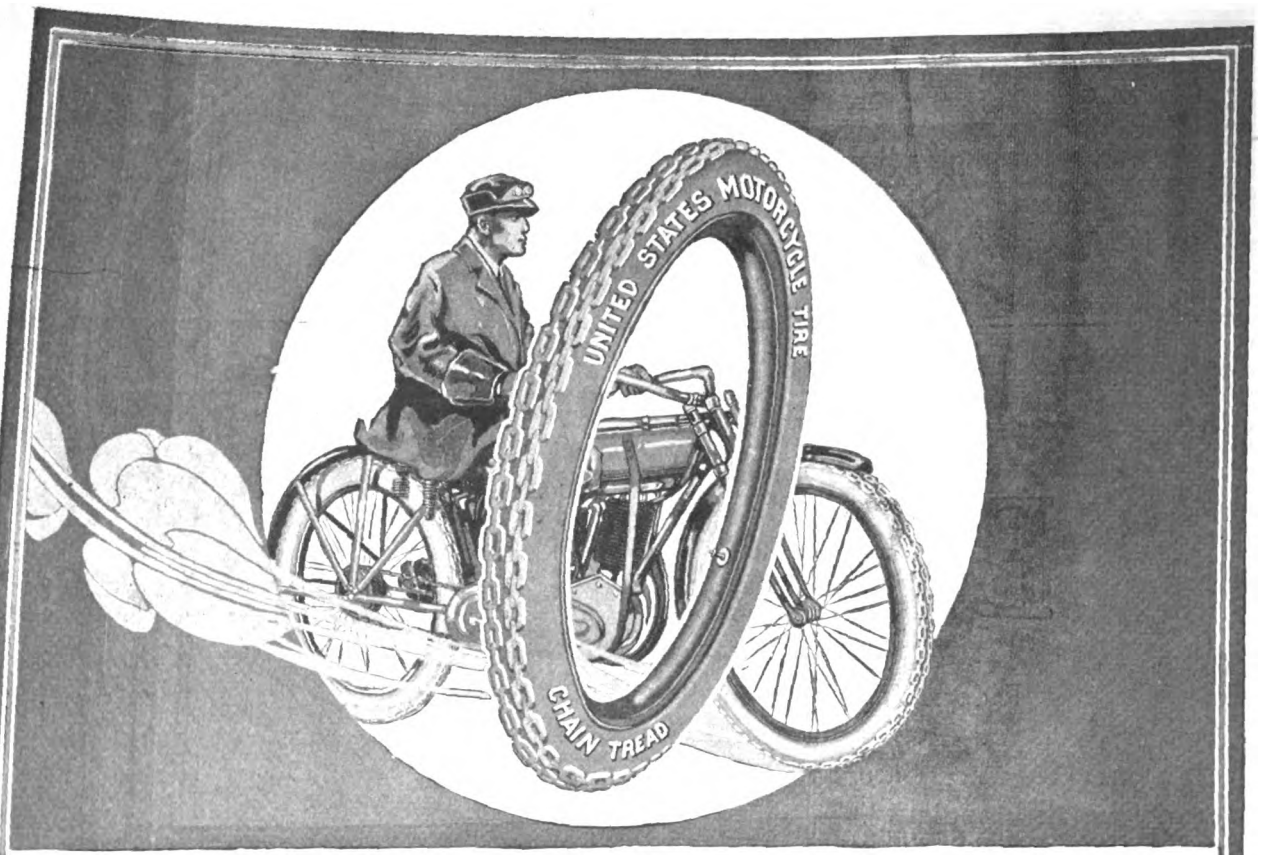


# AUTOMOBILE TIRE STRENGTH FOR MOTORCYCLES

**The design and construction of the "Chain Tread" Motorcycle Tire is identical with that of the "Chain Tread" Automobile Tire. The rubber and fabric in the "Chain Tread" Motorcycle Tire is of the same high quality and has the same ability to resist wear as the materials used in "Chain Treads" for motor cars.**

**That is why the "Chain Tread" Tire gives such remarkable mileage and perfect protection against skidding when used on the speedy, lighter weight motorcycle.**

**Profit by the experience of the keen automobile and motorcycle manufacturers who are increasing the prestige of their products by equipping the machines they make with "Chain Tread" Tires.**

**You can buy "Chain Tread" Tires from good dealers everywhere.**

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, October 21, 1915 No. 42

## ALL-STAR CAST CRACKS RECORDS

**Marks for Mile Track in Columbus Are Lowered as Speed Merchants Ride Elbow to Elbow—Davis Wins 25-Mile; Perry Is Best 5-Miler.**

### NO MISHAPS MAR SPEEDFEST

COLUMBUS, Ohio, October 18.—Track records went by the board repeatedly and rivalry reached the sizzling point in the race meet of the Interstate Racing Association at the Driving Park mile track on Sunday afternoon. The stars of the speed camps were on hand and the pace they turned loose was so hot that it crackled.

Don Johns, with his 8-valve Indian; Jim Davis, who cut down the 100-mile flat track record twice this summer; Lee S. Taylor, of long-distance fame; Bob Perry, Glen Stokes and Frank Montgomery, of the Excelsior aggregation; and W. R. Kemp, who competed on the close-coupled Henderson which he had introduced in the Chicago 300-mile race, all were on deck and primed to the minute.

Perry out-generaled Davis in the first heat of 5 miles and won by a short length in the econonomical time of 4:03. Taylor and his Indian were third. Maldwyn Jones pitted his single-cylinder Merkel racer against the big twins in the second heat and got third place. Stokes beat out "Shorty" Matthews for first position in 4:08. In the next heat Don Johns tore loose as if the fiends were on his trail. He pulled away from his team-mate Taylor and crossed the line in 4:01 4-5. Taylor brought his Indian through second, and Kemp, with his Henderson purring its four-cylinder song, took third.

Bob Perry set sail after Don's five-mile time in the final heat and lost no spare moments on the way. He shot over the mark with a good lead at the finish and was clocked at 4:01 flat. Davis was second, and Matthews third.

The 25-mile battle that closed the program was dramatic all the way, the first four men riding in a bunch that a fair-sized napkin would have covered for mile after mile. As the race drew on the margins widened a little, but it was close at all stages. Davis was the winner, in 20:19, with Bob Perry second, Taylor third, and Kemp and his Henderson fourth.

### ADDITIONS FOR NEW DEPARTURE WILL DOUBLE PRODUCTION

Bristol, Conn.—The New Departure Manufacturing Company is erecting extensive additions to its ten-acre plant, and is putting in machinery which will enable it to double its production. One of the additions is a heat-treating building, which will contain 230 oil-fired furnaces when completed, as well as the proper equipment of quenching vats, and an ammonia refrigerating system for use in connection with steel making. Another building will be specially fitted for grinding, and will in the opinion of experts, be the largest known structure for such purpose. Other departments in the factory will be increased as soon as the new structures are completed.

### GOODYEAR TO TAKE ON 1,000

Akron, O.—The Goodyear Tire & Rubber Company, of this city, has started a house-to-house canvass to find quarters for 1,000 men that the firm will bring here within the next few weeks. Four new buildings will be put into operation as soon as the men arrive, and additional hands are obtained to work in them.

### EARL ASSUMES NEW DUTIES

C. A. Earl, who recently resigned from the Hendee Mfg. Co., has assumed his duties as vice-president of the Willys-Overland Co., Toledo, O. He arrived in Toledo last week and is now actively engaged at his new task.

### PROVIDENCE SHOW NOVEMBER 12

Providence, R. I., will open its automobile show on Friday, November 12, instead of Saturday, as usual. Friday was chosen in order to take care of the many passes that are to be issued, and thus relieve Saturday of a part of its crowd. Saturday is a good day for business men to attend, and the new plan gives two whole Saturdays for them. Several motorcycle and cycle accessory exhibits are promised as usual.

### U. S. RUBBER DIVIDENDS

The United States Rubber Co., New York City, has declared a quarterly dividend of two per cent. on its first preferred stock, and 1½ per cent. on the second preferred. The dividends are payable October 30 to stockholders of record October 15.

## EIGHT PERFECT IN CHICAGO RUN

**Twelve Contestants of the Englewood Club Tackle Rain-Soaked Course to St. Joseph and Experience Little Mechanical Trouble.**

### THOR SINGLE MAKES HIT

CHICAGO, Ill., October 17.—Out of twelve riders who participated in the third endurance run of the season, staged by the Englewood Motorcycle Club today, eight fellows covered the rain-soaked course, from this city to St. Joseph, Mich., and return, with perfect scores. The total distance of the run was two hundred and twelve miles. The perfect scorers were: A. Dryer, F. W. Mead, E. Wearing, W. Cropp, R. Kewley, J. E. Jenkinson, F. R. Thompson and R. R. Grady.

It had been raining badly early on Sunday morning so that the roads were in very poor condition; but fortunately it cleared up somewhat as the contestants started and when St. Joseph, the noon control, was reached the clouds broke over the heads of the riders and everyone of them was drenched.

The outstanding feature of the run was the performance of J. E. Jenkinson on a Thor single. Jenkinson is only a little rider, but he had the nerve and kept his single going without a falter. Though he encountered one spill and traveled twelve miles out of his way in Indiana, while trying to find the right road to East Gary, he had no mechanical trouble at all, and finished with a perfect score at the home control, fully fifteen minutes ahead of the schedule time.

At the very start of the run trouble was met with when the riders had to feel their way down the boulevard which was covered with oil. A. Dryer went down twice on the pavement before the club house was out of sight. But the roads leading into Michigan City were in good condition and enabled the Chicagoans to go at a hair raising clip, nine riders arriving just outside of the checking station at the first control, thirty minutes before the time set. After leaving Michigan City the fellows were vying with each other in an effort to be the first to hit the six miles of sand

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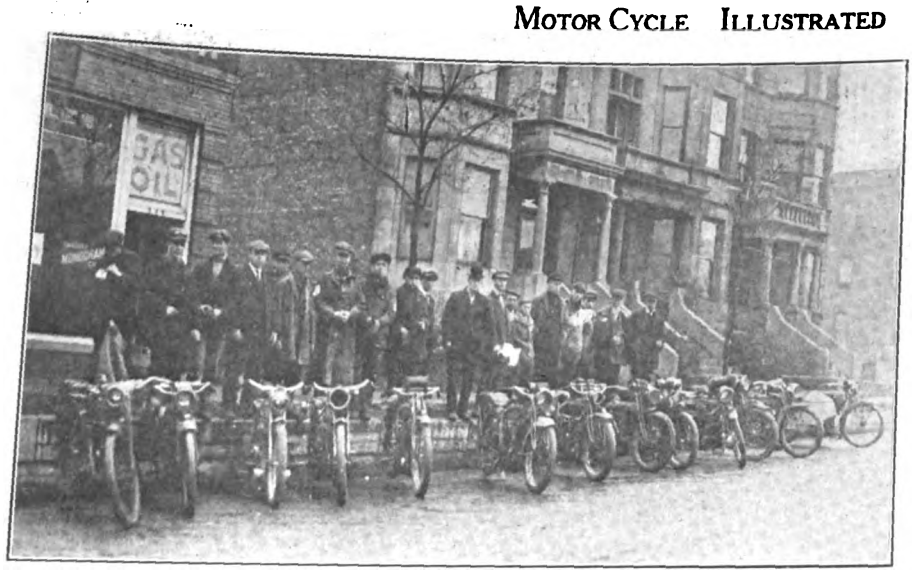


**Preparatory to the Start of the Englewood Run**

that stretch out from Three Oaks. Most of the riders were seen to try the "Bunny Hug" before negotiating this sandy stretch. They were happy when they came to the end of it, and finally reached St. Joseph, the terminus of the run.

The rain came pelting down again before the return journey was begun at twelve thirty. At that time the contestants left in pairs, at intervals, to cover the one hundred and six miles that separated them from the Windy City. All wanted to dodge the sand stretch, so they searched round for the best detour, with the results that they only got into still worse going—additional mileage being the self-inflicted penalty. A. Schroeder, one of the contestants, covered twenty miles that brought him no honor.

Taken as a whole, there was little mechanical trouble in the run, the only cases reported being that of R. Stoffer, who experienced some motor trouble and sprang a leak in his tank, and of H. Parker, who punctured his tire at Michigan City. Though the rain interfered with the pleasure of the run, the contestants seemed to have gotten a lot of fun out of the grind and finished in good time.

# PLAN CANADIAN ASSEMBLY PLANT

### Militaire Autocycle Co. Aims to Offset Heavy Import Duty by Locating a Branch Over the Border for Handling Dominion Trade

TORONTO, Ont.—Two of the directors in the new motorcycle manufacturing concern, the Militaire Autocycle Company of America, with headquarters at Buffalo, N. Y., are Toronto men. One is N. R. Ferguson, formerly a local real estate man, who has gone to Buffalo to be the manager of the company, and the other is Gideon Grant, a prominent Toronto solicitor. In a recent interview Mr. Grant declared that an assembling plant would be established in due time to take care of the Canadian trade, as it had been found that the present Canadian import duties would boost the price of the machine in Canada to an unreasonable height.

N. R. Sinclair, president of the Militaire company, was formerly an assistant manager of the Traders' Bank of Canada, and Canadian stockholders include a number of prominent business men. Some of them are W. Frank Goforth, president of Ladies' Wear, Ltd.; R. G. McLean, and J. Robert Page, the latter being of the firm of Elgie & Page, Ltd., Toronto.

Practically all of the directors and stockholders are Buffalo and Toronto business figures.

No arrangements have yet been made for the placing of agencies anywhere in the Dominion.

### CHANCE TO HELP A FRIEND

Fred G. Milligan, who did such excellent work on behalf of the motorcyclists in this state in the New York State Legislature last Winter, is the Republican candidate for re-election in the Fifth Assembly District of Brooklyn. Had it not been for Mr. Milligan's efforts a five dollar license bill would have undoubtedly been enacted into law. As it was, in order to protect the interests of riders in this state, Mr. Milligan did not hesitate to antagonize some of the party leaders. Under the circumstances, motorcyclists who live in Mr. Milligan's district have an excellent opportunity to prove their appreciation by casting their votes for him on Election Day.

### PREPARING NEW CATALOGUES

Louisville, Ky., October 16.—R. E. Hickey, manager of the sporting goods department of the Dow Wire & Iron Works, reports that the company is now preparing a new catalogue of bicycles and sundries which the company will job during the coming season. The lines will be carried on the road by the company's regular salesmen, who handle other lines which are manufactured by the concern. The demand for the company's Louisville-made bicycle luggage carriers has been very good during the past year, and it was decided to job bicycles and sundries. Hence the catalogue will be a big one.

# MORE ACRES FOR FIRESTONE TIRES

### Akron Company Contracts for 110,000 Square Feet of Additional Floor Space and Will Increase Output to 12,000 Tires Per Day.

AKRON, Ohio.—Continuing its policy of rapid expansion, which has been so consistent during the last year as to attract widespread attention, the Firestone Tire & Rubber Company, of Akron, O., has just placed contracts for additional floor space amounting to 110,000 square feet. When it is considered that this new area will be nearly three acres in extent, and that it supplements the five new wings which were begun last spring, and which are now nearing completion, a fairly good idea is obtained of the broad lines upon which the company is working.

A total of ten acres of floor space has been added this year, and when the additions above mentioned are finished the total floor space of the plant will be somewhat over 31 acres. It was believed that the five new wings would enable the company to keep abreast of developments for at least a year, but it became evident not long ago that further material extensions would have to be made without delay in order to maintain the pace that is being set by the rapid-fire sales organization. With characteristic promptness the company took steps to provide the 110,000 square feet of new area for which contracts have now been let.

These new additions will permit of increasing the Firestone tire output from 7,500 tires daily to 12,000 per day, a manufacturing expansion of 60 per cent. Just how the production of Firestone motorcycle tires will be affected by the vast extensions now under way, and in prospect, is not stated in the company's official announcement of its plans, but it is understood that the rapidly broadening market for its motorcycle tires will necessitate the setting aside of considerable sections in the new additions for these products.

### HERRINGTON AND STEVENS RETURN

Newark, N. J.—Art. Herrington and P. W. Stevens finished their round trip from Newark to Milwaukee, Wis., on October 2, on their Harley-Davidson sidecar, having covered 1,201 miles in all. They left Newark for the Chicago show, arriving at the Coliseum on September 20, and afterward visited the Harley-Davidson factory in Milwaukee. They left that city on September 28 and came on in four days. One of the day's trips consisted of over twenty hours of constant travel.

The itinerary for the return trip was: Milwaukee to Bryan, O., first day; Bryan to Erie, Pa., second day; Erie to Syracuse, N. Y., third day and to Newark for the final day's run. They experienced no trouble except having to change over the rear tire to the side wheel, owing to the excessive wear on the shoe.

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# CYCLE MEN PLAN MORE ACTIVITY

### Standardization Committee of Cycle Trades at New York Meeting Asks All-Around Co-operation — to Entertain Manufacturers on January 6

VARIOUS lines of activity with a bearing on the general upbuilding of the cycle field were discussed at length by the Standardization Committee of the Cycle Trades at its meeting in the Hotel Astor, New York City, on Thursday morning, October 14. Letters from leading manufacturers were read expressing willingness to co-operate with the committee in its work, and in this connection it was decided to extend a special invitation to the manufacturers to attend the luncheon which will be given at the Hotel Astor on Thursday, January 6, 1916, during the week of the National Automobile Show. At that time reports will be given on the results accomplished and interesting addresses will be delivered by trade men.

It was the opinion of the Standardization Committee at the meeting that bicycle manufacturers should be helped to market more of their machines, which would naturally enliven all the allied branches of business. To this end the Standardization Committee will receive liberal appropriations from the Cycle Parts Association and the Jobbers' Association to permit of carrying on the good work now under way. Satisfaction was expressed over the progress already made and over the helpful attitude assumed by cycle and accessory manufacturers in general. It was argued that the upbuilding influence exerted by the committee will soon make itself felt along broad lines inasmuch as hearty co-operation has been promised from all quarters.

The Standardization Committee states that the work ahead had been fully planned and the assistance of the trade in general is asked along the following lines:

1. To eliminate waste and added expenses through standardization.
2. To obtain more publicity for the bicycle.
3. To help the dealers market bicycles more profitably.
4. To have the parts makers and bicycle manufacturers co-operate in the fullest sense with one another and with the jobbers who handle their products.
5. To encourage the cycle trade journals to lend their aid and devote more space to the bicycle.

The next meeting of the Standardization Committee will be held at the Hotel Astor on Wednesday afternoon, January 5, 1916, at 3 o'clock, when reports will be heard and action taken on several matters of great importance to the cycle field, which will come up for discussion at the mid-winter luncheon to be given by the Cycle Parts and Accessories Association on the following day.

Those in attendance at the meeting on October 14 were as follows: Keyser Fry, J. W. Grady and John Henry, representing the Jobbers' Association; D. F. Printz, C. Lovell and W. J. Stokes, representing the Cycle Parts Association; W. J. Schack, J. W. Ash, Horace Huffman and F. W. Starr, for the Cycle Manufacturers. Keyser Fry, as chairman, presided at the meeting and J. W. Ash acted as secretary.

"THEY ALL THINK IT'S FINE"

"As long as I own a motorcycle," writes Neil H. Campbell, of Arlington Heights, Mass., "I would not be without that helpful paper. **Motor Cycle Illustrated**. It always has a lot of good dope for riders and dealers. Quite a few of the boys around here look over my copy each issue. They all think it's fine."

## GUTERMAN TO TRAVEL FOR READING STANDARD COMPANY

Lou Guterman, formerly traveller for the A. O. Smith Company, Motor Wheel Division, has signed up with the Reading Standard Company to travel in R-S interests during the 1916 season. Guterman will cover New York, New Jersey and upper Pennsylvania for the present, and will later travel through Georgia, Florida and Alabama, Michigan and California.

Guterman is one of the veteran riders on track and road in the East, having started in competition work in the days when 2¾ clutchless singles were "high powered" motorcycles. He was a star rider at Guttenberg, N. J., track during 1910-1911, and was prominent in road events and endurance runs season after season since 1908. He was president for several years of the Harlem M. C. of New York.

## BRITISH DISTRIBUTOR FOR R-S

Albert T. Otto & Sons, the well-known importers at the Motor Mart building, New York, and in London, England, have taken the distribution of the Reading Standard product for Great Britain. The contract for this territory was signed with E. W. Theurer, assistant treasurer of the Reading Standard Company, Inc., Reading, Pa.

# DAYTON HERALDS 3-SPEED MODELS

### Davis Company Adds Four De Luxe and Dayton Motored Twins to Extensive 1916 Line—Two Are Electrically Equipped.

FOUR three-speed models, fitted with Dayton and De Luxe motors, are announced by the Davis Sewing Machine Company, of Dayton, O., in addition to those introduced at the Chicago and the New York Shows. These models are the D-3, three-speed Dayton motored, priced at $265; D-4, three-speed electric, with Dayton motor, $305; D-7, three-speed De Luxe motored, $265 and D-8, three-speed electric, De Luxe motored, $305.

Coincident with this announcement is another referring to the reduction in prices on the two-speed Dayton models. This reduction has been made possible by the large number of orders already received by the company and the evidence of an increased business during the coming season than in previous years. All improvements previously announced as pertaining to the 1916 Dayton line will be included in the new models, regardless of this reduction in price.

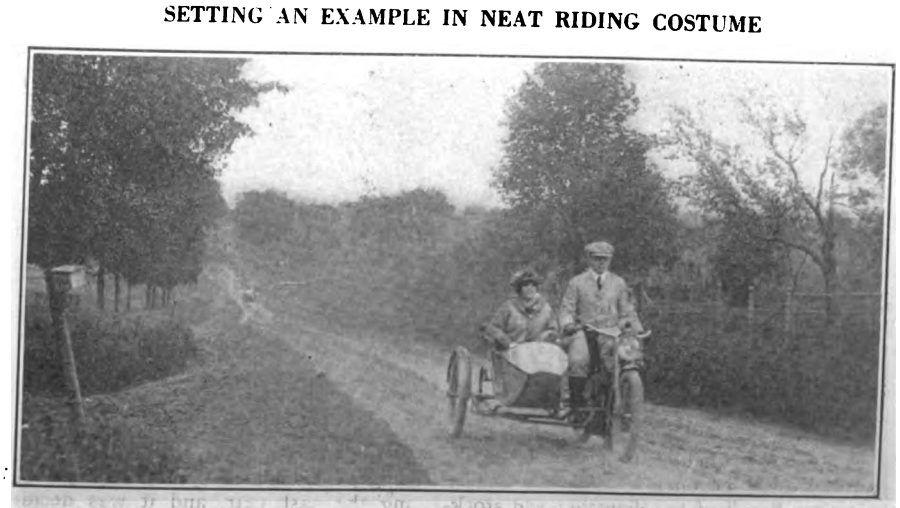
The D-2 model two-speed is now listed at $250, instead of $265 when it was catalogued as D-3, while the D-6, with De Luxe motor, formerly the D-7, is listed at $250, a reduction of $15 from the original 1916 figures. The revised Dayton line for 1916 is then:

D-1, Dayton motor, single speed, $240; D-2, Dayton motor, two-speed, $250; D-3, Dayton motor, three-speed, $265; D-4, Dayton motor, three-speed electric, $305; D-5, De Luxe motor, single speed, $240; D-6, De Luxe motor, two-speed, $250; D-7, De Luxe motor, three-speed, $265; D-8, De Luxe motor, three-speed electric, $305.

## ENFORCING LIGHTING RULES

Akron, O.—Motorists of this city have gone definitely on record in favor of assisting the police to enforce the dimmer and tail-light regulations.

## SETTING AN EXAMPLE IN NEAT RIDING COSTUME



**S. Lacy Crolius, Advertising Manager of Harley-Davidson Motor Company, of Milwaukee, Wis., with Mrs. Crolius in Recent Milwaukee M. C. Tour**

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ODDS ARE 10 TO 1 ON THE POPE MOTORCYCLE

# AUSTRALIANS IN BIG ROAD EVENT

**Stellar Feature of the Year Brings Out Strong Club Teams and Enfield-Burwood Crew Wins Again—Other Doings in New South Wales.**

SYDNEY, N. S. W.—One of the most important road events of the year in Australia has just recently been concluded, this being the Dunlop Interclub Premiership of the N. S. W. Cyclists' Union. This is a run for teams of five, each team nominated by a club, and the trial is over a 24-mile course at Homebush, near Sydney. The result is decided by the points scored by the first four of each team to finish.

The returns for this year's run were as follows: Enfield-Burwood team, T. Tracey, 1; R. A. Munro, 4; C. Walton, 5; J. J. Hogan, 6; giving a total of only 16 points off in penalization for this team. The Central Cumberland team, being penalized 20 points on the first four men to finish, was in second place, the riders checking out as follows: S. Patterson, 2; J. Smith, 3; L. J. Banks, 7; J. N. Doody, 8. Tracey won by a minute in 1 hour 5 minutes 52⅗ seconds.

Out of deference to public opinion the N. S. W. Cyclists' Union will not sanction any more open races until the war has at least taken a more favorable turn for the Allies. It is probable that no Australian Amateur Championships will be held during the coming season for the same reason.

The Queensland Cyclists' Union Interclub Premiership, a 25-mile team race, on similar lines to the N. S. W. feature, has been won by the Hamilton Wheelers for the third time in succession. Their time for the quarter-century was 1 hour 17 minutes 24 seconds. The Junior Premiership was won by the Brisbane Juniors, and the individual championships went to S. C. Ashley (senior), and M. Flint (junior). A. J. Lewis won the 25-mile amateur road championship of Western Australia.

### MACHINES IN QUINCY PARADE

Quincy, Ill., October 18.—The largest industrial parade in the history of this city was staged here on Friday, October 15, and was led by a motorcycle division. The parade was over six miles in length and took two hours to pass the reviewing stand. Carl Futterer, local Harley-Davidson agent, had three decorated machines in the line, while the Excelsior agency was represented by a racing motor mounted on a float, and the Henderson short-coupled model, adorned with colored bunting, also made its appearance in the march.

### AN INDIANA LIVE-WIRE

State F. A. M. Commissioner Jack Carr

# NEW AGENCIES FOR TORONTO

**Reported That Dayton, Cleveland and Tiger Will Help Boom Things There for 1916—Other Trade News of Canadian Metropolis.**

TORONTO, Ont.—Dame Rumor has passed the confidential tip that several new agencies are to be established in Toronto in the not far distant future. These will include, it is declared, selling arrangements for the Dayton and the Tiger and Cleveland lightweights. None of the established local dealers will reveal the inside information for the present.

The Dunlop Tire & Rubber Goods Company, Ltd., has been sending out literature to dealers in the principal centers in which encouragement is given for the formation of local trade associations.

Many Canadian motorcycle or bicycle dealers have had special Goodyear or Dunlop tire displays in their windows during the past month.

There are now 4,176 motorcycles in use in the Province of Ontario, or slightly more than one-tenth of the number of automobiles registered in the province.

The military authorities took no chances during the running of the twenty-second annual Dunlop Trophy bicycle road race from Exhibition Track, Toronto, on October 11. The course outlined took the fifty-odd starters through some military property where Germans and Austrians are interned as prisoners of war. During the race a small army of soldiers with fixed bayonets were on guard to check any dash that was not on the program.

Art. Spencer, the Canadian bicycle champion, has decided to take a needed rest as the result of his poor showing against Hans Ohrt, the world's champion, at the Dunlop meet here. Spencer blames overtraining at Newark for his downfall.

### CARR'S TRIP A SUCCESS

Indianapolis, Ind., October 18.—The first leg of the tour of Jack Carr, F. A. M. commissioner, over the state of Indiana has been completed. Carr met with excellent success. A great many old members, who had allowed themselves to become delinquent, were gathered back into the federation, while several new members were gained during the trip. Carr encountered a great deal of gravel on the trip and rode during the last two days in a driving rain. The towns touched on were Shelbyville, Rushville, Connersville, Morristown, Richmond, Hagerstown, New Castle, Muncie, Anderson, Fortville, Pendleton and Greenfield. Fred Dyer accompanied the F. A. M. commisisoner.

As a result of Carr's missionary work, the Indiana F. A. M. has had an increase in membership of over 170 per cent. since the first of June, when the present officers were installed. Indiana riders who do not belong to the F. A. M. are requested to address the State F. A. M. office at 325 N. Delaware street, Indianapolis, as the state organization has a special offer to make to all new members.

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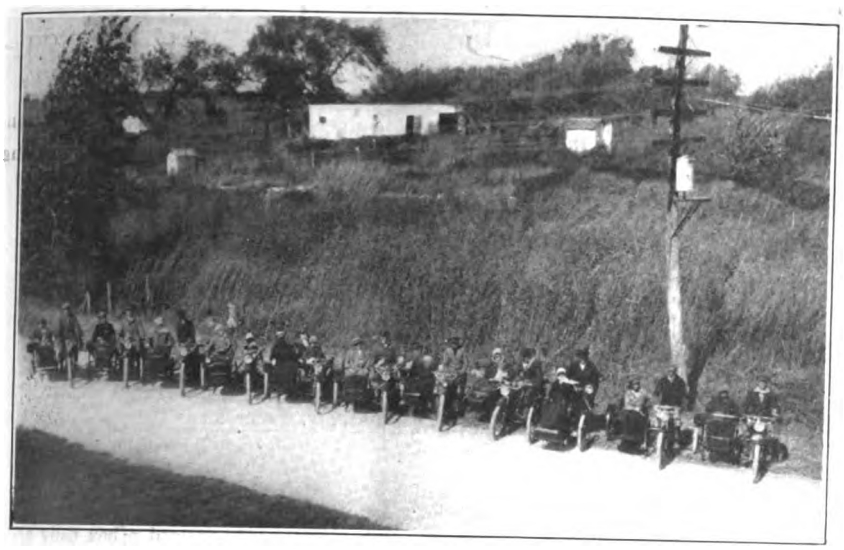
KANSAS CITY DEALER GIVES PICNIC TO SIDECARISTS



Lineup of Third-Wheel Outfits for Outing Given by Charles Hanson, Local Indian Representative; There were 25 Picnickers in the Party

# MOTORISTS PLAN TARIFF FIGHT

**Motorcyclists of Quebec Will Join Campaign to Reduce 42½ Per Cent. Import Schedule Now Imposed on Their Machines and Accessories.**

MONTREAL, Que.—Steps have been taken in Montreal to organize automobilists and motorcyclists of Quebec to take up a more or less exclusively original campaign which is designed to fight down the Canadian tariff regulations which compel Canadians to pay practically 50 per cent more for everything in the shape of motor vehicles or accessories. Local motorcyclists feel, more and more, that they are the objects of discrimination when they see themselves compelled to pay at least 42 1-2 per cent more for machines or supplies than the United States consumer pays for the same motorcycle or accessories.

It is proposed to hold a convention during the Montreal Motor Show to discuss the situation. The Government will be urged, in all probability, that a reduction in the tariff and war tax would mean more business and yet the same amount of Government revenue because of the increased imports.

### MOTOR WHEEL HAS 2¾-INCH BORE

In an article on the Smith Motor Wheel which appeared in the October 7 issue, the bore of the motor was stated as being 2¼ inches and the wheel as being fitted with a 1⅝ inch tire. The bore of the motor is actually 2⅜ inches, while the stroke is 2¼ inches and the disc wheel is fitted with a 2 inch tire instead of the size mentioned.

E. H. Beltzig has been appointed office manager of the St. Louis branch of the Firestone Tire & Rubber Company, of Akron, O.

# DON JOHNS GETS THE PRO. BACON

**Grand Rapids Meet Brings Out Field of Top-Notchers Who Keep Don on the Hop Throughout—Johnny Foster Corners the Amateur Events.**

GRAND RAPIDS, Mich., October 10.—The race meet held at the mile track here this afternoon by the Grand Rapids Motorcycle Club was a wonderful success, viewed from the standpoint of competition, as practically all of the first-rank stars were here with their fastest cruisers.

Don Johns was the big noise in the professional events, going home with the best of the bacon in his knapsack, but the rest of the pack were on his heels all the time and any of them fully capable of trimming him if he eased up the pace for an instant.

In the Indian camp were also Morty Graves and Ray Creviston, each possessed of certain renown; Dave Kinnie and Beltram sailed the Cyclone craft; in the Excelsior crew were Perry, Wolter, Stokes, Lockner and Frank Montgomery.

In addition, the State F. A. M. amateur championship races were staged, and these developed some fast work, as witnessed by Foster's time of 4:38 for five miles.

Don Johns started by winning the five-mile open in 4:14, with Graves second and Kinnie, Cyclone, third.

Next he pocketed the ten-mile open, winning in 8:41, with Boy Perry, Excelsior, second, and Stokes, Excelsior, third.

The final event, 15 miles open, was won by Don Johns, while Ray Creviston showed on the scoreboard for the only time in the day by taking second. Bob Perry, with his Excelsior, was third. The time, 13:00.

The amateur championship events were all Johnny Foster and his Harley-Davidson, with Byrne Hull, Excelsior, running a close and consistent second. It was thus in the three-mile event, time 2:46; also in the five-mile race, time 4:38; and again in the ten-mile battle, time 10:10.

PARTICIPANTS IN RUN OF THE INDIAN M. C. OF CHICAGO TO KANKAKEE

Four Riders Finished the 150-Mile Course with Perfect Scores; For Details See Club Page

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# With The New York Show Boosters

**Personal Paragraphs Which Help to Explain Why the Show Was the Best of Its Kind on Record**

Sales Manager Horace M. Huffman was in charge of the exhibit of Dayton Motor Bicycles and twin motorcycles. He was assisted by J. N. Young, A. T. Brown, R. K. Larsh, W. Harland, and H. W. Webb. Colonel G. A. Huffman was a visitor to the Show and was well pleased at the results.

President W. G. Schack headed the Emblem forces, which included M. Welpe, Ray Frawley, who rode the light twin from the Angola factory to the Show, G. McCune. The little Emblem was a comer, if the order books are any criterion of a season's sales.

Pope forces, led by Publicity Manager Fred W. Starr, and Sales Manager L. D. Harden, included B. A. Edgar, D. W. Corbet, Edwin Sala, H. A. Stillman, E. V. Hanagan, Carl Leander, D. J. Marshall, W. H. McGrath, and D. G. Ryan. The Westfield coterie was kept busy showing the Pope motorcycle models as well as the large collection of Pope and other Westfield-made bicycles.

Norbert H. Schickel was at the head of an efficient force composed of W. Treat, B. Benziger, Frank Albert, and H. Weinert. The lightweight with spring fork and the commercial model with its undergear kept the stand attendants busy in explaining matters to the trade and other visitors who crowded the exhibit.

R. F. Rogers, president of the Rogers Manufacturing Company, with Eastern Representative Irving Beck did the honors at the booth showing Rogers sidecars. B. Riddell and Gus Rotholz lent their able assistance in demonstration.

Hugo H. Young and A. Norris took care of orders at the Flxicar booth. They were kept on the jump demonstrating the salient features of the Loudonville passenger-carrying attachment.

Under the leadership of Sales Manager W. V. C. Jackson, the Smith Motor Wheel staff had its hands full answering all the questions and booking the orders that came to them. The staff included William F. Cahn, Lou Guterman, Harmen Carpen, Charles Singer, Jr., and K. A. Muirhead.

At the stand of the Excelsior Motor Mfg. and Supply Company were Frank Schwinn, Sales Manager Fred Mathis, Stanley Kellogg, "Art" Rochow, T. J. Sixsmith, and Gus Rotholz. The Midco generator at this exhibit was under the direction of John S. Milton, the inventor. A large number of Excelsior motorcycle and bicycle dealers registered throughout the week.

President Tom Henderson was on hand at the booth where the four cylinder Henderson models were staged, and had as his assistants, Harry Immel, David Kunz, and Felix Lewin, the latter being the New York branch manager. Otto Rosenberg and Irwin Lewin, with George Scheren and A. H. Jackson gave able assistance to the factory men.

Sales Manager Frank Weschler, assisted by J. Howard O'Brien, John McDowell, Advertising Manager R. L. Harriman, E. M. Jackson and John A. Priest of the factory forces were ready to welcome braves at the Hendee Mfg. Company's exhibits. In addition, E. A. Robertson, Hal Noyes, Harvey Snyder, L. J. Mueller, Orrie Steele, John Steele, J. L. Seidell and O. V. Atwood were on hand, as well as Edward Buffum and Herb Kipp, from the Toronto tepee. Dealers who visited during the week were Louis Goldsmith, Frank Baker, the Hanna Brothers, and H. Raoul.

Headed by Sales Manager Arthur Davidson, the forces at the stand of the Harley-Davidson Motor Company, included Jes Campbell, New England branch manager; Walter Koch and E. R. Durkee, of the travelling staff; T. A. Miller, of the sales staff; Fred Steirhoff, George Wood, E. J. Mueller, Bob Brazenor, W. A. Ford, and Carl Bush, dealers. Later arrivals were Gene Coughlin, Bronx representative, Art. Herrington, P. W. Stevens and Elmer Havenstrite.

H. N. Kirk, the genial Thor sales manager, headed a group of assistants who made things hum. They were R. S. Cooper, J. D. Hurley, H. G. Pruett, Wm. F. Connell, and W. H. Spear. Their sales sheets showed the efficacy of the force at the end of Saturday's session.

Corbin products were under the charge of A. H. Harrop, with able aid by F. K. Hess, L. E. Barton, J. F. Shelton, R. J. Smith, and W C. Brown.

C. A. Van Doren, with Advertising Manager H. K. Forster and Ralph Webster did the honors at the Miami stand, with the assistance of Harry Gliesman and a number of dealers. Van Doren closed up ten contracts in succession on Wednesday, one being for 100 bicycles of the various lines made by the firm.

Messrs. H. G. Alexander, W. S. Quinlan, B. S. Dougherty, and O. Ling were on hand to tell about the Cleveland lightweight, with the able assistance of Herbert F. L. Funke, eastern distributor, E. A. Derby and C. W. Waughop, now with these forces. Chief Engineer C. R. Neracher was busy at the exhibit during the time he was present.

Joe Merkel, assisted by Harold Sweet, demonstrated the fine points of the Auto-Ped to the large crowd that blocked the exhibit each day.

W. F. Emerson was in charge of Atherton coaster brake interests at the exhibit of the Buffalo Metal Goods Company. He was assisted by Bob Lawson, the trans-continental bicyclist, whose machine with full equipment and with a Smith Motor Wheel hitched on occupied a prominent position in the stand. Lawson has used the Atherton brake during the entire 18,000-odd miles of his tours and is more than enthusiastic about its performance.

In addition to Mr. Emerson and Bob Lawson, who is travelling the entire country, the Buffalo Metal Goods Company was also represented at the Show by John McKenneth, who travels the Eastern territory.

Some of his many friends may not know that Mr. Emerson is the owner of a large apple orchard, located on his Summit farm. This year's crop has been large, no less than between six and seven thousand boxes having been shipped by Mr. Emerson. He received a box daily at his booth at the Show and distributed the contents among the visitors.

H. A. Flagg, with A. F. Stengle and W. C. Voss were on hand at the exhibit of the Standard Welding Company during the entire week. Fred Wilhelmy stopped in during the early part of the week and greeted his many friends in the trade. The Standard Welding exhibit created more than the usual amount of interest, the showing of motorcycle parts at the Garden being a very large one, embracing as it did parts for the great majority of models shown.

Kokomo Kord and other models of tires made by the Kokomo Rubber Company were displayed under the direction of Clyde and D. L. Spraker. The exhibit was a most attractive one.

Splitdorf exhibits are always interesting and well crowded, and the present one was no exception to the rule. Advertising Manager D. R. Walls headed a contingent which included Mike Toepel, C. O. Dail, C. H. Lincoln, John O'Hara, M. J. Dooley, F. S. Perrin, and M. J. Murray, among others.

At the stand of the New York Sporting Goods Company, were Irving Barnard, J. F. Pope, H. Lanhorn, W. J. Dowse, Wallace Stuart, A. O. Brown, and Melville Bernhardt. Vice President Fred A. Baker and President Powhatan Robinson were daily visitors to the Show.

Schebler carbureters were demonstrated by a picked staff, which included R. W. Doherty, B. A. Okey, and Jonas Jensen. The attendants were kept busy explaining the action of the Model H motorcycle Schebler to the many riders who thronged the Garden.

Walter F. (Jimmie) Walker and Charles Stevens were at the stand of the Weed Chain Tire Grip Company. Walker was kept busy telling what good things the chains are, with photographic evidences from his recent 12,000 mile trip right at hand as proof. The pictures drew big crowds at all times.

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**If You Don't Already Believe That Folks of All Classes and Ages Are Interesting Themselves in Motorcycles and Bicycles, Five Minutes' Consideration of This Page Ought to Convince You. The Sketches Were Made from Life by Our Staff Artist at the New York Show and Tell a Big Story in Themselves Concerning the Scope of Interest in Cycling**

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# WITH THE NEW YORK SHOW BOOSTERS

**More Light on the Personal Side of the Garden Exhibition—Cont. from Page 18**

H. A. Gould and C. F. Johnson took care of Exide battery interests during the Show. They came in for plenty of questioning, showing that electricity is a big feature in motorcycle lighting these days.

The John S. Leng's Son contingent included George Hess, R. D. Hance, and L. H. Kent, with T. C. Leng in charge.

A. H. Patterson, the Brooklynite, had as assistants at his exhibit, John A. Hall, Leo Wichoff, and S. Henderson.

Frank Chase and H. E. Ring were at the Mossberg stand, ready to explain the fine points of the line of tools made by the Attleboro firm.

A. A. Bliss, S. E. Hayes, and P. D. Sedley were at the Heinze Electric Company's booth to inform all comers about the Heco horn and Heinze magnetos.

H. A. Jackson, F. K. Pierce and George Schneider were ready to talk saddles at the stand of the Superior Metal Products Company, and were accordingly kept pretty busy by those interested in both motorcycle and bicycle seats.

Harry Svensgaard and W. D. Rumsey demonstrated Pullman sidecars at the stand of the Svensgaard Corporation. The pleasure models vied with the commercial car in attracting attention, which was followed up by numerous orders.

Reading Standardites were headed by Assistant Treasurer E. W. Theurer and Sales Manager G. W. Atkins. Factory Superintendent E. J. Wilson, and J. S. Deysher of the testing staff, were on hand, as well as a number of dealers from all parts of the country.

G. A. Hosmer, Fred S. Wood and George Schneider were on the jump most of the time telling about the Hosmer compounds and other things which the Buffalo Specialty stand had on exhibition.

The J. W. Grady forces included Harry Howe, and J. W. Grady in person, at the head of a staff of bicycle enthusiasts.

F. H. Jones had charge of the Persons exhibit of saddles, in company with Charles A. Persons, president of the company.

Haverford Cycle Company interests were looked after by Fred Jaffe, C. W. Smueller, Hyman Landau and Harry Michelofsky. President Max Sladkin was on hand to meet friends and generally see to things during the entire week.

Old Sol lamps in a dazzling profusion were exhibited at the Hawthorne stand, with C. A. Mackey, Henry Biren, and A. Horace Hawthorne to do the honors.

The Militaire Autocycle was described to all comers by E. E. Richter, Charles Eden and Harry Schnauffer.

Eclipse clutches and Morrow coaster brakes were in charge of F. M. Ball, J. C. Ferguson, A. C. Rice and W. M. Ingalls. Both the bicycle and motorcycle contingents were naturally interested in these products.

Renold chains, at the Frasse booth, were demonstrated by John R. Cautley, assisted by Jos. Joeg, E. W. Mills, and others from the firm.

A. E. Lonn headed the Great Western staff, which included F. H. Leng, J. Katz, and G. A. Winslow. They were all kept busy showing the Crown, Adlake and America bicycles.

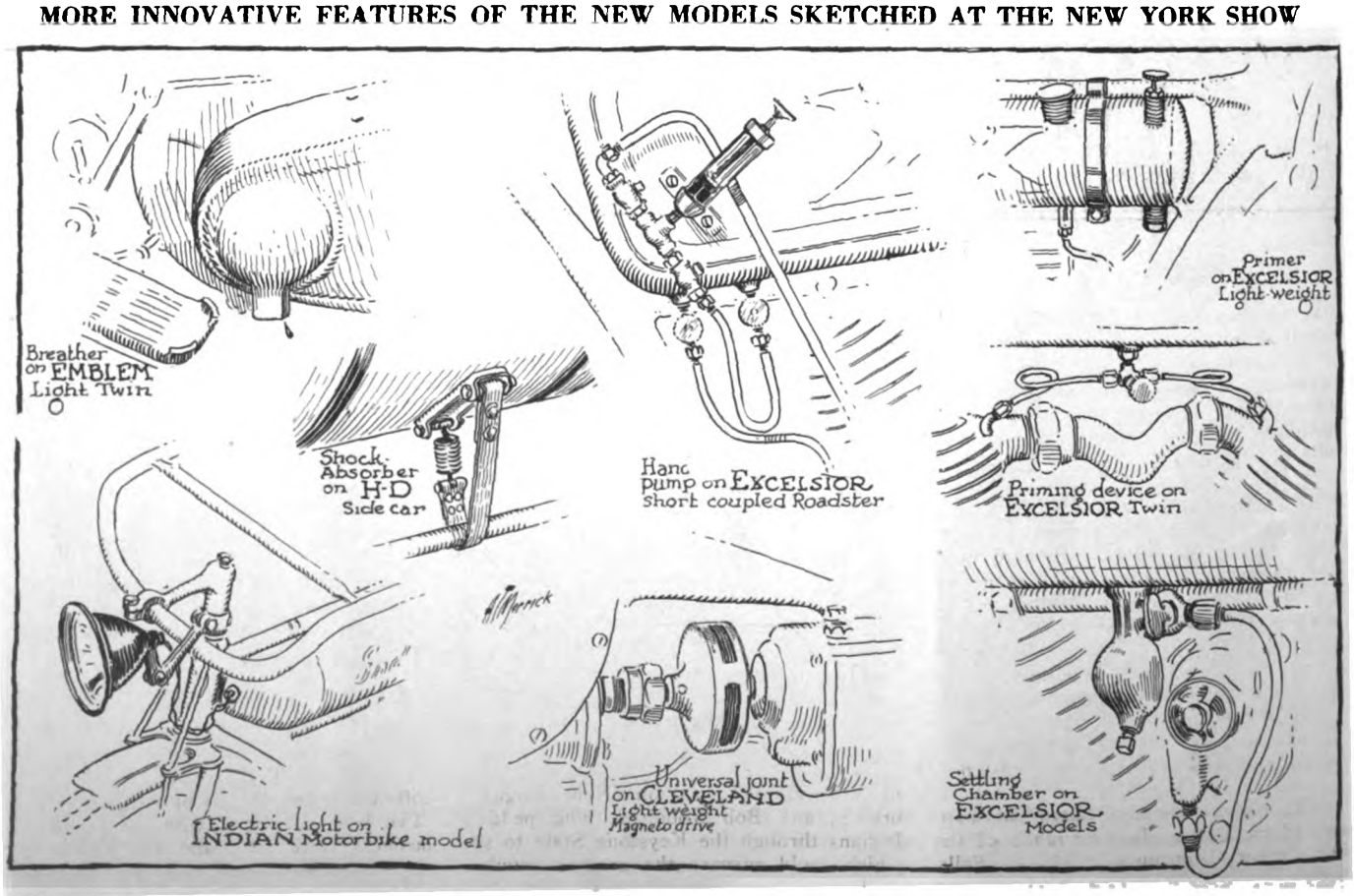
M. J. Horton and E. W. Mink were among those who showed New Departure goods at the booth of that company.

Fred Mesinger, Jr., with W. Mesinger, N. Palto, Alexander Sciasion and A. Erb was at the Mesinger exhibit. It goes without saying that Henry Mesinger himself was present and was greeted cordially on all sides.

J. L. Brothers was to be seen at the stand of the Ericsson Mfg. Company, in charge of the striking display of Berling magnetos for all kinds of motors.

P. J. Fisher presided over the booth devoted to Duckworth chains. The wide variety of these products kept him busy explaining things to both bicyclists and motorcyclists.

## MORE INNOVATIVE FEATURES OF THE NEW MODELS SKETCHED AT THE NEW YORK SHOW

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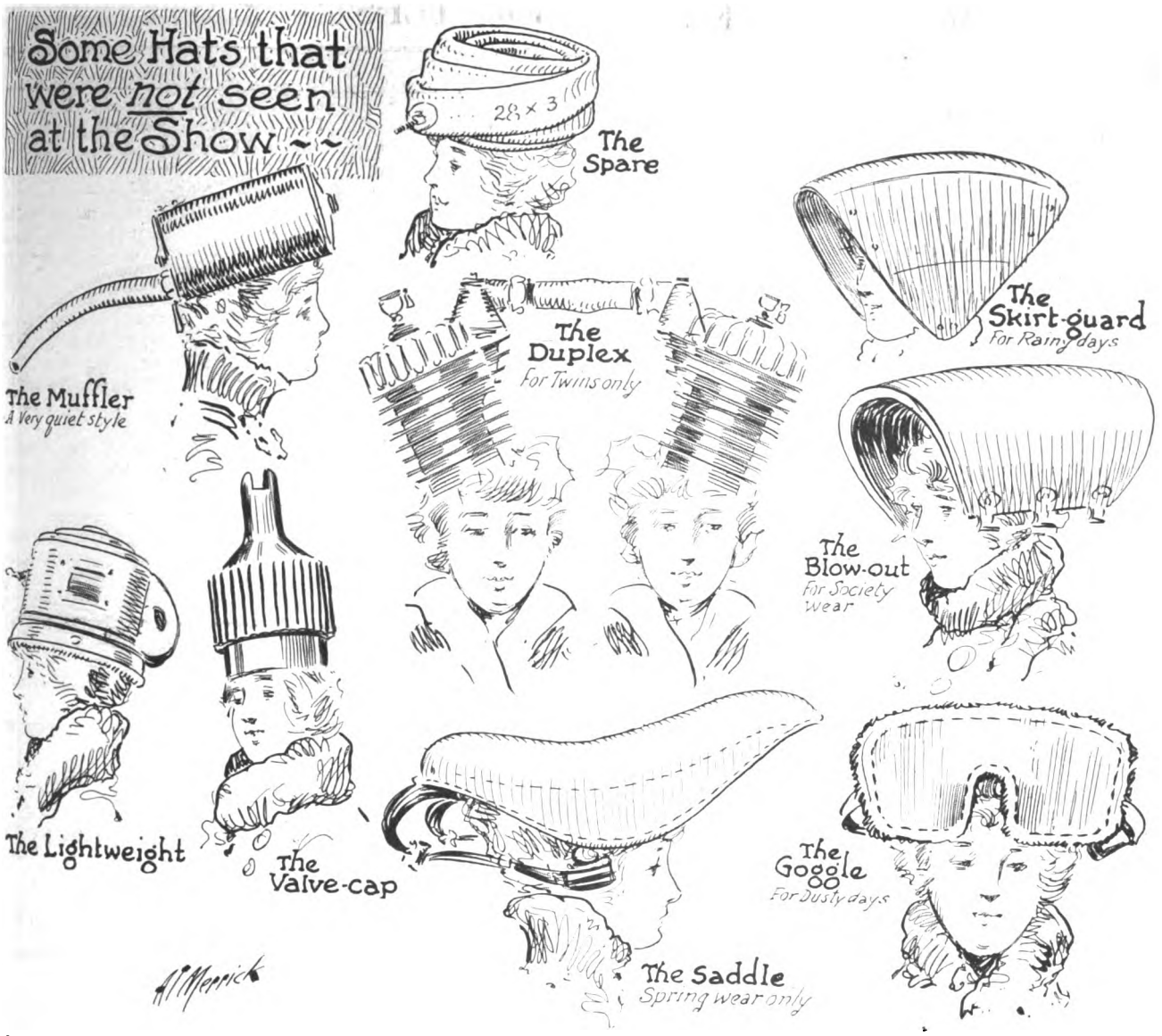


D. W. Wetzel, of the Mott Wheel Works, was a visitor to the Show during the week in the interests of Mott products. He renewed many old acquaintances during his stay at the Garden exhibition.

W. W. Shoemaker, of the Graton & Knight Mfg. Co., came into the Garden for a day's visit and was cordially welcomed on all sides. He took particular notice of the belt and combination drive machines, most of which use Spartan belts.

C. B. Brooks, of the 20th Century Company, of New York, was a Show visitor during the week. He combined both business and pleasure during his inspection of the various exhibits.

Walter P. Coghlan is now sales manager for the Lovell-McConnell Mfg. Company, makers of Klaxon horns in Newark, N. J. He was formerly in charge of Klaxon sales in the Northwest. Mr. Coghlan succeeds W. O. Turner, resigned.

E. E. Rhoads has been appointed manager of the Dallas, Texas, branch of the Fisk Rubber Company, of Chicopee Falls, Mass. He succeeds Wayne Murray, who goes to the Fisk Chicago branch. Rhoads was for the past two years manager of the firm's branch in San Antonio, Texas.

Fred Clark, who used to be the main squeeze on the old Bi-World, and who follows the "society" dope through to a finish every time he gets hold of a newspaper, told Arthur Davidson that he (Arthur) had been mentioned as subject to a personal tax on a few millions and some more odd change. Arthur spent the odd change buying up back date Brooklyn papers, but failing to find the item, left it in the hands of the F. A. M. publicity bureau for immediate attention.

Joe Merkel was not the only person on the floor who had a carbureter "in hiding" throughout the better part of the week. Charles Hagsted, of 77 East 52nd street, New York, seeing Joe with the new Motsinger device, pulled out a Claudel gassifier—also for lightweights—and right there the gassing began.

The keen rivalry between Jess Campbell, of the Harley-Davidson New England branch, and Bob Robinson, who peddles Indians through the Keystone State to see which could ensnare the greatest number of F. A. M. members between Thursday afternoon and Friday night at the New York show, had its "raison d'etre." It was not pure unadulterated love for the F. A. M., either. Bob, who was the least efficient ensnarer, bought the fish supper for Mr. and Mrs. C. and Mr. and Mrs. R., and the Federation banked a bit over $100 in celebration of the occasion.

R. F. Rogers, maker of the sidecar of that name, left on Thursday night. Rogers did not explain his haste, but Irving Beck, in charge of the exhibit, said it was due to the number of cars sold at the show. Rogers got nervous lest the factory could not turn them out on time and made tracks West to speed the plant up.

Heard at the Mon Auto booth: "Why do they make it so low?"

"That's so you can ride under the horses and not get hurt."

"Well, at last!" exclaimed W. L. McGrath, mechanical engineer for the Westfield Manufacturing Company and designer of the Popes, when the F. A. M. collector poked out his paw for two bones. "I've been connected with the motorcycle business since 1907, and this is the first time I've been asked to join; I thought it never was coming, but here's the two."

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# THESE WERE AMONG THE BUSY BOOTHS AT THE NEW YORK SHOW

**At Top Left, Booth of the Buffalo Metal Goods Co., Where Atherton Coaster Brakes Were Featured; at Right, Persons Saddle Display; Center, the Superior Saddle Exhibit, the Lineup of Mesinger Saddles (on Exhibiting Frame), and the Haverford Cycle Co.'s Side-Seat Offerings; Bottom, Heinze Electric Co., Exide Batteries and Duckworth Chains.**

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# PUTTING 12,418 MILES BEHIND A SIDECAR

## Last Installment of the Story Telling What Happened on a Five Months Trip

By WALTER F. WALKER

FROM Chambersburg to Harrisburg is only a short ride of 53 miles and a very pretty one, but the roads are not the best. I arrived in Harrisburg in good time and spent the night there. Next day I was around early and started for Philadelphia. There are some very fine roads through this section and the contrast was so great from the roads I had been getting over, that I sat up and looked around and greatly enjoyed the riding.

Between Harrisburg and Philadelphia are a number of toll gates. At the first one I bought a string of tickets—one to be left at each gate I had to pass. I stopped at the first two and handed in my ticket; then I would only get going good when I had to stop again. Therefore, I decided to drop off the tickets on the run. I tried this and the first time it worked all right. I rode by and dropped the ticket on the stoop. At the next gate I was moving a little faster and I tried to throw the light piece of paper where the gate-keeper could get it, but I must have failed, for I heard someone yelling at me. I looked back and saw a man standing in the road, but I was in a hurry so I did not return. I was going to try the same stunt at the next gate; but when I came up close I saw the keeper standing in the door with a shot gun, so I changed my mind, stopped and gave him the ticket. In Lancaster I had another scare.

### "Jimmie, You're Pinched"

I was riding down the main street; the traffic was rather heavy. At the turning point I waited for the traffic officer to give me his signal to cross; he blew his whistle; but motioned for me to stand still. Then he let the traffic move the other way and started on a brisk walk towards me. The crowd on the street, thinking I was to get a lecture, began to gather around; while I was saying to myself, "Jimmie, you're pinched."

Well, I was never more surprised in my life when this big policeman walked up, put out his mit to shake hands, and began to ask about some one I did not know. I shook hands with him but told him I thought he was mistaking me for someone else. I was relieved when the traffic congested so that he had to signal the vehicles to move on. And then I put on all speed, was up the hill and on the rest of the way to Philadelphia. I was not really alarmed, but a little uneasy, for I had visions of "Good morning, Judge," and parting with some of my bank roll. I had been very lucky all summer and had never even been "touched" by the guardians of the law.

I found my way to Philadelphia in good time, where I remained several days. Nothing unusual happened here, and on September 23, I headed my machine towards "Old New York Town." The ride was very fine; the new State road, just finished, was surely a treat, and the old motor hummed while I fairly flew over these splendid roads. I made a number of stops in the towns along the way, and when I drew up for a visit with my friend Saunders, at New Brunswick, N. J., I was persuaded to stay there for the night. Next day I made the short run to New York and breathed a sigh of relief when the ferryboat touched the dock on the New York side. As usual I made straight for the office of **Motor Cycle Illustrated,** where they awaited my coming, and after pictures had been taken and we had had a short chat I then started my motor once more for the fifty-nine miles that would bring me home to Bridgeport, Conn.

This ride holds no terrors now like it did a few years ago, when the Boston Post Road was known to tourists as the worst road anywhere in the East. So after leaving New York City behind I settled down to a slow gait and began to review all I had passed through since going over the same ground five long months before. As the familiar sights of Bridgeport began to loom up, I gazed down at the faithful old motorcycle that had shared my many bumps and troubles, and thought what a wonderful piece of machinery it was to withstand over 30,000 miles of all kinds of road conditions and all sorts of weather. As this is the second season for the same motor, it doubled my admiration for what a motorcycle can do.

**Walker with Branch Manager A. Crocker in Front of Indian Headquarters in Kansas City—Riding Into Kansas City Was Fairly Clean Going, Said Jimmie**

THE COMBINATION NEEDED A WASH IN THIS SECTION

Gumbo Clay Picked Up on Old Santa Fe Trail in Kansas Necessitated Frequent and Copious Cleanings of the Whole Rig—The Rider's Clothing Also Suffered

### CLEVELAND SPECIFICATIONS

In our review of 1916 models published in the October 7 issue, an error crept into the specifications of the Cleveland lightweight. These should have read as follows:

Two models: 1-A, two stroke, two speed model, with unit power plant, including motor, two speed set, clutch, countershaft and magneto, $150. Model 1-B, two speed machine, with unit power plant, including motor, countershaft and magneto, $140.

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# JULY SHIPMENTS SHOW INCREASE

## Total Value of Motorcycle Exports for the Month is $304,801

WITH the one exception of shipments to Porto Rico, the month of July, 1915, shows a gain in motorcycle shipments over the month of July, 1914. In comparison with the month of June, 1915, July of this year shows very favorably, such decreases as are noted being offset by increases on other items. Shipments of motorcycles are considerably in advance of last year and only slightly below the figures for June, 1915. Bicycle shipments are in excess, July, 1915, being greater than both July, 1914, and June, 1915. Imports have fallen off considerably.

Shipments of motorcycles for the first seven months of this year are far in advance of the shipments for the seven-month period of 1913 and 1914. The bicycle shipments for the seven-month period shows 1915 to be below both 1913 and 1914. Imports of motorcycles and bicycles are considerably below both 1913 and 1914. While the shipments to Hawaii, Porto Rico and the Philippine Islands for the seven-month period of 1915 do not aggregate as much as the periods of 1913 and 1914, the monthly shipment for July of this year, with the exception of Porto Rico, shows an increase over July, 1914.

### Good Showing in June

June, 1915, showed a total of 2,133 machines, valued at $389,964, shipped to foreign countries. July, 1915, totals 1,806 motorcycles, valued at $304,801, while July, 1914, shows but 501 machines, with a valuation of $104,091. For the first seven months of 1915 the figures show shipments of 8,432 motorcycles, valued at $1,506,597. This is far in excess of the period in 1913, when but 3,010 machines, valued at $579,183, were shipped. The seven-month period of 1914 shows 5,517 motorcycles, with a valuation of $1,064,039.

Bicycle shipments for July, 1915, show a valuation of $43,735. This is an increase over both June, 1915, and July, 1914, the figures for the first being $33,561, and for July, 1914, $39,829. Notwithstanding this monthly increase, the figures for the seven-months periods show 1913 to have lead with $447,978, followed by 1914 with $353,243, and 1915 showing a valuation of $281,028.

### The Falling Off in Imports

Imports continue to show a decrease, the month of July, 1915, showing a valuation of $2,712, as compared with $3,802 of June, this year, and $14,755 during July, 1914. This decrease is reflected heavily in the seven-month periods, 1915 being $27,060 as against $161,651 for 1914, and $111,352 for 1913.

Motorcycles and bicycles remaining in the warehouse as of July 31, 1915, show a slight gain over July 31, 1914, and June 30, 1915, the figures being $1,050, $610 and $258, respectively. Shipped to this country to be exported to other countries in July, 1915, were mounts valued at $24. None were shipped during July, 1914, and only a $2 valuation was placed on those received during June, 1914. The seven-month period of 1915 shows a total valuation of $56, as compared with $644, covering imports to be exported during the seven-month period of 1914.

### Hawaiian Shipments Growing

A substantial increase is noted in the shipments of motorcycles and bicycles to the Hawaiian Islands. The valuation for the month of July, 1915, reached $8,000. During the month of July, 1914, it was $4,044 and for June, 1915, total valuation was $4,044. The seven-month periods, however, show 1913 to have lead with $79,008, followed by 1914 with a valuation of $40,594, and 1915 with $37,563.

While the valuation of motorcycles and bicycles shipped to the Phillipine Islands during the month of July, 1915, was higher than for the month of July, 1914, a decrease is noted when comparing the month with June, 1914. For July of this year the valuation is shown as $8,712. July of last year had a valuation of $7,555, while the month of June, 1915, showed a valuation of $11,170. The first seven months of 1914 showed $47,387 as the valuation, compared with $47,216 for 1913, and $28,216 for the period during 1915.

Shipments to Porto Rico have fallen off considerably, July, 1915, showing a decrease when compared with both July, 1914, and June, 1915. During July of this year motorcycles and bicycles shipped reached a valuation of but $1,196. During July, 1914, the valuation was $3,344, and for June, 1915, it reached $2,822. The decrease is also shown in the seven-month periods, 1915 having a valuation of $12,062, as compared with $22,489 for 1914, and $26,250 during 1913.

## NO NEW YORK CITY LICENSE

Largely through the efforts of Fred Baker, of the New York Sporting Goods Company, of this city, the proposed city ordinance licensing motorcyclists will not be adopted. Mr. Baker assured the city authorities that a special city license would cause a lot of confusion, and was hardly worth while, in any event, on account of the prospective passage of a law by the legislature covering the entire situation in the Empire State. The coming State legislation, as elsewhere, will prohibit and dispose of all local licensing of motorcycles.

From present indications, a bill will be introduced into the New York State Legislature soon after it convenes in January and a special effort will be made to have the bill enacted into a law so that it will be effective February 1.

## TIRE MAKERS PARTICIPATED IN DISPLAY WEEK

Cincinnati, O.—Practically all the leading makers of tires took part in the recent "Newspaper Display Week" celebration, in which goods nationally advertised in the daily papers were specially featured in window displays. Goodyear, Goodrich, Fisk, United States, Firestone and other well-known makes of tires which have become familiar to readers of newspapers were shown prominently in the windows of motorcycle and automobile dealers, and much valuable publicity was afforded as a result.

## STROGONOFF IS ENTHUSIASTIC

A. P. Strogonoff, Emblem agent in Schenectady, N. Y., was very enthusiastic over the new Model 106 Emblem with its seven horsepower motor. "The only thing that gives me any uneasiness about the little fellow," said Strogonoff in a talk with **Motor Cycle Illustrated's** representative, "is that I may not be able to get my full allotment of them, for the demand is going to be huge. Other representatives with whom I have spoken agree with me in this."

## FIRST LADY SIDECARIST TO FINISH SIDNEY-MELBOURNE TRIAL

Mrs. Hastings, Wife of "Teddy" Hastings, Indian Representative for Australia, Who Rode in Passenger with Husband—She Was Awarded a Number of Handsome Prizes

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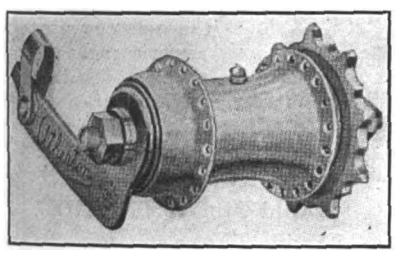
# With the Manufacturers

## MOTOR-BIKE BRAKE MODEL FOR ATHERTON LINE

Designed to effectively brake any heavy-service, commercial or lightweight motor bicycle, as well as two-wheelers fitted with the Smith Motor Wheel, is the Atherton Motor-Bike coaster brake, the recently produced product of the Buffalo Metal Goods Company, of Buffalo, N. Y. In principle this brake is the same as the well-known Atherton bicycle coaster model, but of course is made stronger and has a stouter sidearm than the latter.

The spoke flanges on the Motor-Bike model are extra heavy and drilled for large



**Motor-Bike Brake**

spokes. The sidearm is very strong and is attached to the rear fork by means of a stout clip with a unique fastening. The braking efficiency is approximately greater by 50 per cent. than any bicycle brake. Like the other Atherton models, this brake follows the firm's slogan, "It always works." It is, furthermore, the only heavy-service coaster brake on the market.

The brakes made by this firm have two driving contacts, giving instant action to the driving movement and doing away with any chance of slipping. There are three braking surfaces, combining the cone principle with that of flat surface friction, thus giving double braking power.

## WENGATZ PARTY AT DENVER

Denver, Colo.—Mr. and Mrs. R. W. Wengatz, with their Dayton sidecar combination and special trailer, arrived in this city recently, having covered about 4,200 miles since leaving their home in Albany, N. Y. Mr. Wengatz stated that he had used 126 gallons of gasoline and 41½ gallons of oil up to his arrival in Denver.

"Since leaving Ohio," said Mrs. Wengatz, "we found Colorado roads better than any others. Nebraska had the worst surfaces we encountered so far; ruts two feet deep, any quantity of sand and lots of streams to ford. We got lost several times by leaving the railroad grade on which we had to run. At one place we had to run downhill on low gear for 2½ miles, the sand being too deep to allow of any other way of going at all."

In this city, the Wengatz' are camped out in one of the public parks. A part of this park has been devoted to tourists, for camping purposes, and there are rarely less than 60 machines parked every night. The city supplies the wood for fires, free of charge.

The Wengatz pair will shortly leave Denver for Salt Lake City, Reno and San Francisco. They will come East next winter by way of New Orleans.

## SPLITDORF INSTRUMENTS FOR ELECTRICAL MEASUREMENTS

Electrical measuring instruments especially adapted to service on motorcycles, automobiles and motor boats are being put out by the Splitdorf Electrical Company, of Newark, N. J., makers of the Splitdorf and Dixie magnetos. The line consists of ammeters, voltmeters and voltammeters, all being made with standardized parts. Each instrument has a uniform scale division and is accurate within one per cent. There are extreme high-torque springs in each meter which give strong controlling force, and the temperature co-efficient is low. The indication is dead-beat.

The meter used in connection with motorcycle outfits has a 2½-inch scale length and a range of 10-0-10. It is marked in discharge and charge from a central zero, with graduations in units. The finish is dull black enamel. A special bracket for attaching the instrument to the top tube of the motorcycle frame is furnished.

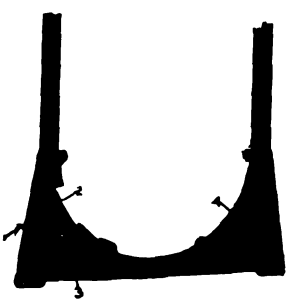
## CHAPPLE IN TEXAS

Dallas, Texas.—A. J. Chapple, southern representative of the Miami Cycle and Manufacturing Company, is now covering Texas, placing agencies for the Miami power bicycle. This machine is proving very popular, especially among the boys.

## INDIAN-PIONEER STARTER AND ADJUSTABLE STAND

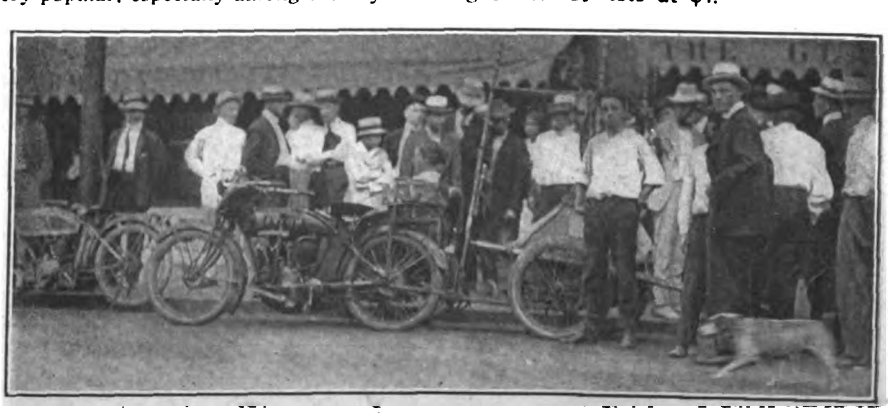
Riders of single-geared Indians of 1913 or 1914 models will be interested in the Indian-Pioneer starter, produced by the Pioneer Manufacturing Company, of Milwaukee, Wis. This starter, which is of the kick type, is to be fitted to the clutch on the chain sprocket and incorporates a front plate with starter ratchet-pinion, an anchor plate for the starter arm and the arm itself.

The starter resembles that used on 1915 Indian models, having a toothed arm meshing with a ratchet-pinion on the clutch unit. The arm has a folding pad or tread, the same as the regulation starter. The anchor plate is fitted direct to the crankcase. The starter incorporates a clutch-operating device which enables the rider to fit his control on the right hand side, using a lever.



**Ideal Stand**

In addition to the starter, the firm is putting out the Ideal stand. This stand is so arranged at its base as to enable the machine to be kept upright on uneven ground, levers at each side enabling the base to be shifted out of the perpendicular position or to be returned to it when set at an angle. It has a wide base so as to prevent digging into the ground. It lists at $4.



**The Wengatz Dayton Sidecar Combination and Flxible Trailer Halting in Denver, Col., on Way to Pacific Coast—Complete Radio Outfit Is Carried**

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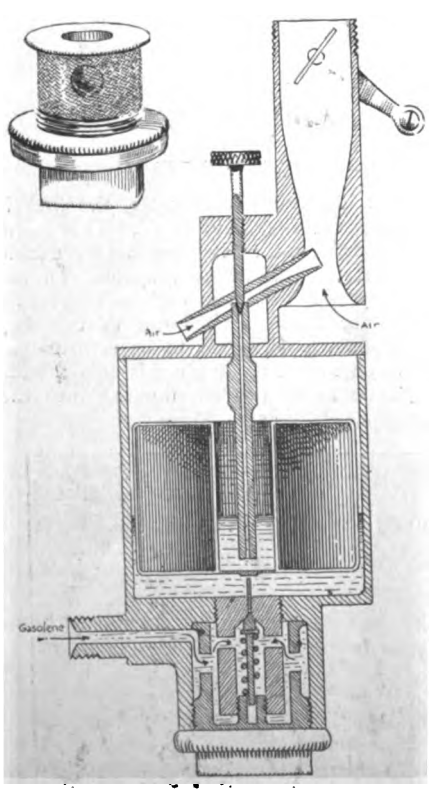
# FEW PARTS IN NEW MOTSINGER CARBURETER

WHAT is probably the most recent addition to the carbureter field is the Motsinger carbureter for lightweights, produced by the Motsinger Devices Manufacturing Company, of Lafayette, Ind. It made its debut at the stand of the Auto Ped Company of America during the New York Show.

This carbureter, which has been designed by Homer Motsinger—the head and shoulders of the Motsinger firm—is extremely simple. It consists of a vaporizing chamber of the straight-through Venturi type, so that apart from the taper in the Venturi itself and the varying friction occasioned by the butterfly throttle valve, there is nothing to obstruct the free passage of air. The Venturi is inclined at an angle and into it projects a central jet with a vertical needle-valve, the latter being controlled by a knurled knob at the top of the instrument. The higher end of the Venturi projects into the vertical mixing chamber, at whose lower end is taken in the air for mixing. At the top of the latter is the butterfly throttle valve.

### Action of Carbureter

As will be seen by reference to the illustration, the suction of the motor creates a partial vacuum in the main mixing chamber, also of the Venturi type, and this in turn gives rise to reduced air pressure in the vaporizing Venturi. The gasoline is then forced from the jet into the inclined tube. At the same time, air is drawn into the inclined tube below the jet and vaporization takes place. The vaporized air then passes into the large Venturi and so to the motor. The arrangement is such that the gas is quite thoroughly mixed with the air before reaching the mixing chamber and in the latter the mixing process is completed.




**Section of Motsinger Carbureter Showing Jet Needle Valve, the Only Adjustment —Inset Shows Gauze in Settling Basin In Lower Part**

Aside from the jet needle valve the Motsinger carbureter has no adjustments. It is claimed that in spite of the simplicity, the instrument is perfectly capable of producing a correctly-proportioned mixture for every condition of motor speed and power. The Motsinger firm therefore recommends this carbureter for lightweight two-stroke motors.

### Concentric Float Chamber

The float chamber surrounds the jet and the float valve is directly operated. The float, which is of hollow metal, does not touch the vertically-acting valve when the level is correct, but only contacts with it when the level falls below a certain point. This arrangement does away with any movement of the valve due to jarring the machine. There is a lug on the center of the float base which touches the pin of the valve and presses it down against the action of a spring to open it. A settling basin is formed at the lowest point of the carbureter, and this basin surrounds the float valve. The basin has a fine gauze cage to prevent foreign matter entering the float chamber. The float is made of a special non-corroding alloy, as is the jet, while the rest of the carbureter is of brass.

The Motsinger carbureter will be used on the Auto Ped motors for the 1916, according to the statement of the designer of this unique little vehicle, Joe Merkel.

## FIRESTONE MEN GIVE LECTURES ON BUSINESS TOPICS

Akron, O.—Officials of the Firestone Tire & Rubber Company, of this city, are becoming popular as preachers of the gospel of better business methods, judging by the addresses of two members of the staff made recently. Edward S. Babcox, advertising manager of the concern, gave a highly interesting talk before the Young Men's Business Club last week, the subject being advertising. R. E. Lee, manager of the company, addressed the Young Men's Business Club of Canton on general business topics a week or so ago.

## BIG INCREASE FOR HENDERSON

President T. W. Henderson, of the Henderson Motorcycle Company, certainly had no fault to find with the early show. Mr. Henderson himself is authority for the statement that his 1916 business exceeds by fully 200 per cent. that done in 1915 machines up to this time last year. This applies to both domestic and export business, the combination of improved machine and lower prices making it practically certain that 1916 Henderson sales will establish new records.

## STEWART-WARNER 8-HOUR DAY

All the plants of the Stewart-Warner Speedometer Corporation, Chicago, have been placed on an 8-hour basis. With the change in hours has gone a readjustment in the wage schedule to assure that the men will receive as much per day as they did under the previous 9-hour basis.

## NEW MOSLER PLUG HAS DOUBLE WIRE ELECTRODES

A. R. MOSLER & COMPANY, of Mt. Vernon, N. Y., have brought out a new type of Mosler motorcycle plug, obtainable in both metric and S. A. E. (⅞-18) threads. This plug made its debut at the New York Show, it being displayed and described by Sales Manager Fisher of the Mosler concern.

The new plug has double wire electrodes which offer a continuous knife-edge sparking surface with numerous contact points. The arrangement is such as to produce a wide brush-discharge instead of the usual line-discharge due to employing pointed electrodes. The insulation is provided for by a solid core of East India mica, hand wound on the center electrode.

This insulation construction is such that the new Mosler plug is claimed to entirely eliminate the old "out of adjustment" trouble experienced in many plugs, particularly on the motorcycle, by reason of the terrific vibration. The plug will sell at $1.00 whether metric or ⅞-18 size.

## HARLEY-DAVIDSON DEALER

Descriptive of many long distance rides and tours, runs and records is the October issue of the *Harley-Davidson Dealer*, the house organ of the Harley-Davidson Motor Company, of Milwaukee, Wis. In addition to these there are over two pages devoted to timing the motor and tuning up the battery on the 1916 models, and illustrations and descriptions of new accessories, the latter being in the line of caps and mitts in preparation for cold weather riding. The R. F. D. men get two pages in their interest, the subject being the decision of Postmaster-General Burleson anent sidecars. It is needless to say that the pictures are well up to the usual Harley-Davidson standard of artistic taste.

## VICTOR RUBBER CO. INCREASE

Springfield, O.—Stockholders of the Victor Rubber Company have authorized the firm to increase the capital stock from $150,000 to $300,000, in order to meet the increased demand for its products by running night and day for the next six months. Two shifts of men are now being employed, each 200 strong.

## SPRAKER SELLS SOME STOCK

D. C. Spraker, founder and president of the Kokomo Rubber Co., Kokomo, Ind., has parted with the greater part of his interest in the company to a group of stockholders. Most of the stock has been acquired by Lon Spraker, John Neary and A. V. Conradt. A sum of approximately $200,000 is mentioned as the selling price.

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# News of the Clubs

## FOUR PERFECT SCORES FOR INDIAN CLUB RIDERS

Chicago, Ill., October 11.—Four perfect scores were made in the fifth endurance run staged by the Chicago Indian Motorcycle Club last Sunday to Kankakee, Ill., and return; distance, 150 miles. Those making perfect scores were Leemhuis, Hertzer, Kolb and Hauser.

Nine riders started on the run. At 7:11 a. m. all the boys had gotten under way for Joliet, Ill. They all got off the road somewhere enroute to the first control, and it was a case of cutting loose on speed once they got on the right road again.

All checked in on time at Joliet and then hit the high places for Kankakee, the noon control, where a grand rush was made for dinner.

Bill Chalowski was trying to negotiate one of the numerous ruts going out and had a mix-up with a "bossy" which laid Bill out with a sprained ankle. No damake was done to the machine. Nelson, the only sidecar entrant, came through this run with only minor trouble. Going at the rate of 40 miles an hour, the sidecar wheel came off, sending the machine into a fence, but the crew escaped. Hannon proved himself the "goat," getting lost at every cross-road. His chances went glimmering after he arrived in Kankakee. Johnny Morris proved himself a sticker; getting a puncture 12 miles outside of Chicago Heights, he rode on a flat tire into the Heights where it was found he was several minutes late. Kolb was chicken hungry and gathered two fries en route for future use. Houser came through with a perfect score, making him the leader with 950 points for the five runs so far this season.

### PLAN HALLOWE'EN PARTY

Milwaukee, Wis., October 12.—The appearance of the first snow flurries as early as October 9 caused the entertainment committees of the Milwaukee Motorcycle Club to get busy and begin plans for the winter's social activities. The first big event scheduled is the annual Hallowe'en party of the club to be held in the club rooms, Thirty-fifth and Wells streets, October 30.

Miss Lillian Hauerwas, official hostess of the club and the only feminine rider in the organization, has been appointed chairman of the Hallowe'en committee with the other members Irving Janke, Harry Grande, Leslie Garrow and E. Harrisburger. Last year's party was a social event par excellence and one of the best affairs ever staged in the local clubhouse. The committee this year has a hard task ahead to make this year's party better than last. Paul Bruess has promised to furnish an orchestra for the affair. Pumpkin pies and apples will be donated galore and the success of the eats end of the Hallowe'en party already is assured.

### TO HOLD ANOTHER MEET

Milwaukee, Wis., October 12.—Encouraged by the tremendous success of the first exclusive motorcycle show held here last spring, the Milwaukee Motorcycle Club will stage another next spring. The determination to hold a show again is prompted to a large extent by the requests of Milwaukee dealers and accessory men for another exhibition larger than last season's.

### POLITICAL SPEECH TO READING M. C.

Reading, Pa., October 15.—At a meeting of the Reading Motorcycle Club, George M. Jones, a candidate for mayor, gave an unusual feature to the program by making a political address. He pledged himself to the improvement of more streets if elected, and was vigorously applauded by the riders.

### BAY CITY M. C. TO MOVE

Bay City, Mich.—New quarters are to be taken by the Bay City M. C., of this city, as soon as a proper location is decided upon. Several are now under consideration by a special committee.

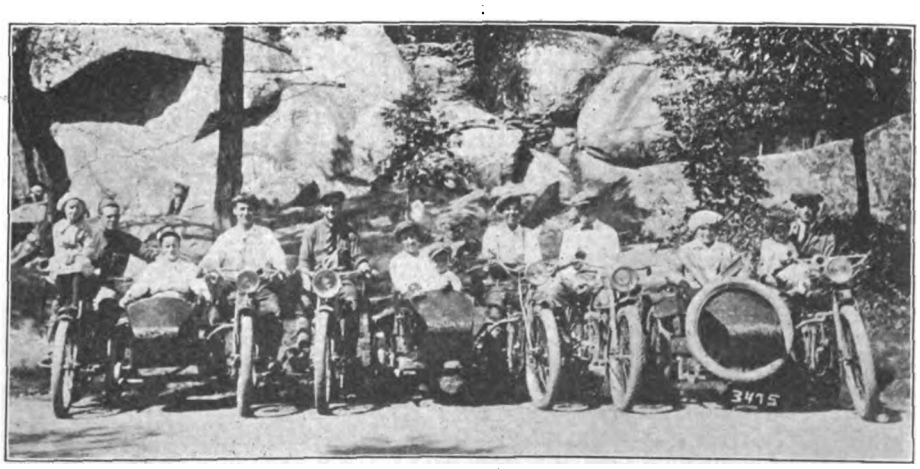
## CONSOLIDATED M. C. FATTENING ITS TREASURY

Indianapolis, Ind.—The membership of the Consolidated Motorcycle Club of Indianapolis has reached the coveted 99 mark. The membership campaign now being waged briskly by the members is bringing fine results. Each meeting night between ten and fifteen members are added to the roster.

A Ways and Means Committee has been selected and given the important job of putting money in the club's treasury to defray expenses over the winter months. The chairman has made arrangements for placing the club on a strictly business basis, and every member will be extended the usual sixty days' credit and then dropped from the roll if he does not show a good reason for failure to pay up. A statement of the condition of the club's treasury will be mailed to each member of the club after the auditing committee has finished its work.

One of the plans of the committee to improve the club's treasury is to ask every member by mail to pay his dues at least three months in advance. Most of the riders approached have signified their willingness to assist the club in that way. Another plan of the committee is to call for volunteers to act as collectors.

## VISITED SCENE OF FIERCE THREE-DAY CIVIL WAR BATTLE




**Members of Keystone M. C., of Harrisburg, Pa., at Little Round Top, Gettysburg, on Recent Run—The Number Three Played an Important Part in This Affair**

Harrisburg, Pa., October 5.—It was a rainy day and but few of the many riders of the Keystone Motorcycle Club participated in the run to Gettysburg, where the accompanying photograph was taken. Perhaps that was why the number "three" played such an important part. It was almost uncanny to see how "three" asserted itself every now and then. For instance, in the photo there are three Indians, three Harley-Davidsons, three sidecars, three solo riders, three ladies, three children. Then it required three hours to reach Gettysburg, because of the bad roads, and last but not least one unfortunate rider had three falls.

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Indian Motocycles alone will pay to the dealers during the season at hand $2,000,000. Indian Bicycle earnings will be in addition to this.

At the factory we are already driving the final nails in Indian 1916 sales and advertising plans. We don't need to tell you how much factory support you will get in 1916. Every Indian dealer knows how the Hendee organization stands by him.

It is enough for us to say that we are going to do our part with characteristic Indian liberality.

Beyond this it lies with the Indian dealer to get a satisfying share of the $2,000,000 profit paid on 1916 business.

Ask yourself the question *"How much am I going to get?"*

And please realize that the answer rests most of all on your own powers as an aggressive merchant.

## Hendee Manufacturing Company

*(Largest Motorcycle Manufacturers in the World)*

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A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# SNAP-SHOTS OF THE DAYTON-NEW YORK ENDURANCE RIDERS

Dayton-New York Run Contestants Entering New York City

FOUR days of real riding were chalked up by those who came through to the New York show on the Dayton-New York run last week. While full details of this event have already been given in these columns, photographs were difficult to obtain, due to poor weather conditions and lack of opportunity to get satisfactory pictures. Those seen on this page illustrate some of the conditions under which the seven solo riders and the lone sidecar outfit traversed the 800 miles from Dayton to the metropolis.

At the finish, the mud-smeared mounts were taken into the show and displayed for the benefit of the thousands who thronged the Garden. This was the first run from any great distance to a motorcycle show, and will undoubtedly establish a precedent.

Jack Neis, of Splitdorf Forces, with Only Sidecar Entered in Run

E. G. Baker Riding Sand in New Jersey

Contestants Stopping at a Secret Check in Ohio—Neis' Sidecar Combination Is in Background—Solo Riders Are Part of Indian Contingent

### BUILD CAMP AT HARP LAKE

Two Rivers, Wis., October 12.—Fifteen Harley-Davidson riders of this city have organized a club and have leased a camp at Harp Lake, Gibson, where they have built a shack which has been furnished up and equipped in fine style. Lounging and sleeping quarters are provided and the kitchen has been stocked up to suit the most fastidious chef. There is good hunting and fishing in the vicinity of the Harp Lake camp and the boys propose to make it an all the year round rendezvous.

### MOTORCYCLE PROVES VALUE

Passaic, N. J.—Albert Marshall, a special officer of the Passaic County S. P. C. A., is an enthusiastic motorcyclist and uses an Indian in running down offenders against the cruelty to animal laws. In an interview Mr. Marshall said that he would be unable to do his work without the aid of a motorcycle.

### CINCINNATI SPEEDWAY SITUATION

Cincinnati, O.—At a meeting of the stockholders of the Cincinnati Speedway Company, held last week, additional subscriptions to the capital stock of the company were pledged, bringing the total amount up to $348,000. This sum will ensure the speedway being built. Much secrecy is maintained regarding the site of the track, although it is understood that options have been taken.

### A SPEEDY MOTOR COP

Clifton, N. J.—Motorcycle Officer Anthony Battell caught two motorcycle riders speeding through town on Sunday. They were traveling at the rate of fifty miles an hour but the officer overtook them on his Harley-Davidson. Each paid a fine of $5.

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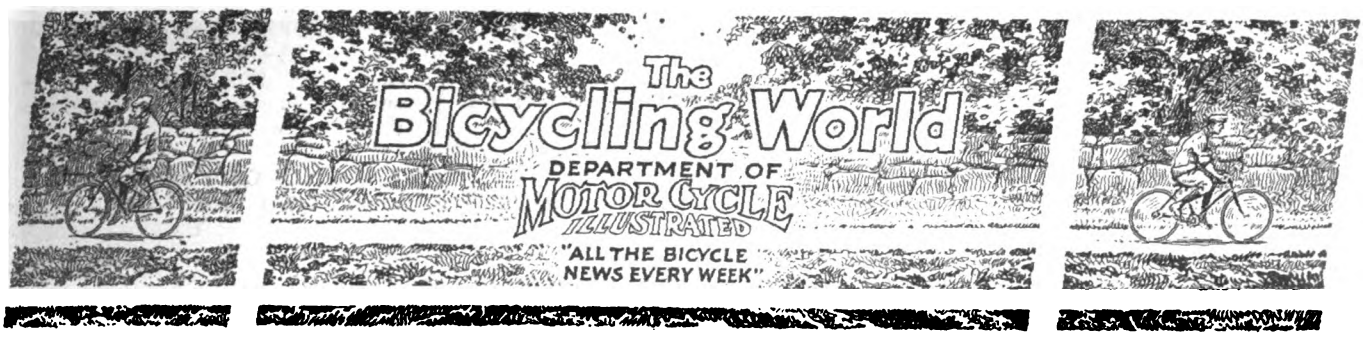


# JENSEN CAPTURES INTERCLUB TITLE

### C. R. C. A. Rider Takes Inter-Club Championship by Making Clean Sweep of Races—New England Wheelman Second.

EDWIN JENSEN, champion of the New York division of the Century Road Club Association, accounted for the premier title of the Inter Club Amateur Cycle Road Racing League, when he captured the two final races of the series of four, which were staged over the Eastern Boulevard, Bronx, New York, on Sunday, October 17. Jensen made a clean sweep of the entire series of unpaced events which were at distances of one, three, five and ten miles, the last two events having been run off on Sunday, October 10.

The field was one of the best which had ever turned out for the Inter Club championship races and gave hard battle to Jensen. In this series the young cyclists broke both the five and ten mile records; the five miles were covered in 12:47⅗, and the ten miles in 26:00⅗. Jensen was the winner of last year's Inter Club championship and still holds the fifteen and fifty mile amateur records.

Jensen with his team mates, Nelson Johnson, John J. Marquart, and Ray Caldwell, also accounted for the mile team championship race, covering the distance in 24 minutes and 12 seconds. This victory was made in spite of the fact that considerable time was lost on one of the turns owing to a recklessly driven automobile, which ran into them, but luckily did not cause any great damage to either the riders or their wheels.

The course this year was over the Eastern Boulevard in the Bronx Borough, New York, on which several hard hills had to be mastered. The northern turn was at the foot of a hill, so that the times made were considered excellent—in fact, in each instance they bettered the times made last year over the famous Southfield Boulevard in the Richmond Borough, New York. The runner-up in the individual championships was Eugene Aickelin, of the New England Wheelmen, of New York, who finished in second place in both the one and three mile races, and in third position in both the five and ten mile events.

The runner-up in the team race was the team of the Unione Sportiva Italiana, composed of James Papesca, Tony Pace, J. Alfonzo, and Charles Rabbino. Jensen, Marquart and Caldwell rode Iver-Johnsons.

The summaries:

*One mile (unpaced):*

| | |
|---|---|
| 1—E. Jensen, C. R. C. Asso., N. Y. Div. | 2:37⅗ |
| 2—E. Aickelin, N. E. Wh. | 2:38⅘ |
| 3—J. Papesca, U. S. I. | 2:42⅘ |
| 4—P. Reinike, Acme Wh. | 2:45⅖ |
| 5—J. G. Schmidt, C. R. C. of A., N. Y. Div. | 2:46⅘ |
| 6—A. L. Everard, C. R. C. of A., N. J. Div. | 2:49⅖ |
| 7—R. Henderson, B. V. Wh. | 2:50⅖ |
| 8—H. Garbade, Glunz Wh. | 2:55⅕ |

*Three mile (unpaced):*

| | |
|---|---|
| 1—E. Jensen, C. R. C. Asso., N. Y. Div. | 7:20⅗ |
| 2—E. Aickelin, N. E. Wh. | 7:42⅕ |
| 3—P. Reinike, Acme Wh. | 7:48⅖ |
| 4—J. Papesca, U. S. I. | 7:49 |
| 5—A. L. Everard, C. R. C. of A., N. J. Div. | 8:01⅗ |
| 6—J. G. Schmidt, C. R. C. of A., N. Y. Div. | 8:02⅖ |
| 7—H. Garbade, Glunz Wh. | 8:22 |
| 8—R. Henderson, B. V. Wh. | did not finish |

*Ten mile (unpaced):*

| | |
|---|---|
| 1—E. Jensen, C. R. C. Asso., N. Y. Div. | 26:00⅖ |
| 2—J. Papesca, U. S. I. | 26:58⅗ |
| 3—E. Aickelin, N. E. W. | 27:36⅖ |
| 4—P. Reinike, Acme Wh. | 27:58⅘ |
| 5—A. L. Everard, C. R. C. of A., N. J. Div. | 28:47 |
| 6—J. G. Schmidt, C. R. C. of A., N. Y. Div. | 28:54 |
| 7—H. Garbade, Glunz Wh. | 29:56⅘ |

*Five mile (unpaced):*

| | |
|---|---|
| 1—E. Jensen, C. R. C. Asso., N. Y. Div. | 12:47⅗ |
| 2—J. Papesca, U. S. I. | 13:13⅘ |
| 3—E. Aickelin, N. E. Wh. | 13:14⅗ |
| 4—P. Reinike, Acme Wh. | 13:29⅗ |
| 5—A. L. Everard, C. R. C. of A., N. J. Div. | 13:47⅖ |
| 6—J. G. Schmidt, C. R. C. of A., N. Y. Div. | 13:49⅕ |
| 7—H. Garbade, Glunz Wh. | 14:08⅗ |

*Ten mile team race (unpaced):*

| | |
|---|---|
| 1—Century Road Club Association, N. Y. Div. | 24:12 |
| 2—Unione Sportiva Italiana | 24:41 |
| 3—Acme Wheelmen | 24:49⅕ |
| 4—Bay View Wheelmen | 25:24⅖ |

# KRAMER FAILS AT PACE FOLLOWING

### McNamara Beats the Veteran Champion By One Lap and a Half—Goullet Retains Brassard Title By Defeating Jackie Clark.

NEWARK, N. J., October 18.—Frank L. Kramer, for fifteen years the sprint cycling champion, proved to be a failure at following pace. He stacked up against Reggie McNamara, of Australia, in a five mile tandem paced race here on Sunday afternoon and was beaten decisively, McNamara winning the race by a lap and one-half. Kramer was all right for two miles, but as soon as the pace started to get red hot he was all in, losing his pace.

Alfred Goullet continues to ride in splendid form and defended his Brassard title by defeating Jackie Clark in a one mile match race. It was on last Sunday that Goullet won the Brassard title from Clark, but he got it on a technicality, Clark being disqualified for giving Goullet a high ride. There was no fluke about Sunday's race, and "Goullie" won in a clean cut manner, leading Clark over the finish line by about a length.

In the tandem paced race, Kramer rode behind McNamara for two miles. Alf Grenda and Freddy Hill them came out on the track and started to rip things up with McNamara behind them. They went so fast for two laps that Kramer was shaken off and soon was trailing. At three miles, the champion was a half lap behind. He avoided being lapped until four miles and four laps were covered, when McNamara, riding behind Grenda and Hill, went by him. They continued a stiff pace to the finish, and at the end of the race Kramer found himself one lap and a half behind.

In the Brassard race, Clark was leading

**Winners of Team Race in the Inter Club Contest. Left, C. R. C. A. Team; Right, Unione Sportiva Italiana Riders**

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two laps from home. On the first turn of the fifth lap, Goullet went to the front; he showed the way, going into the last lap. Clark trailed him to the back stretch, and at this point started to give the blond Australian a battle. They raced almost even to the last turn when Goullet worked his way in front and beat Clark down the home stretch.

Francisco Verri was credited with a victory in the one mile open for the professionals, after Alfred Grenda had been disqualified for switching. Verri was coming hard around the last turn and the fans were watching for him to go by Grenda, but the crafty Australian switched and Verri was forced up the track, while Goullet, who was riding behind him, suffered the same fate. Frank Corry, Bob Spears and Harry Kaiser finished fourth, fifth and sixth respectively, but these places were moved up one on account of the disqualification of Grenda.

Hans Ohrt, of the Olympic Club of San Francisco, won two races, which is nothing out of the ordinary for this youth from California. He led the way home in a three mile race and also crossed the line first in the half mile handicap for the amateurs. Freddy Taylor, the Newark boy, pressed Ohrt in both races, finishing second each time. The novice race was taken by Anthony Lapero. The summaries:

One-third-mile novice (amateur)—Won by Anthony Lapero, Newark; Charles Schapiro, Newark, second. Time, 45s. Roy Nestor finished first, but was disqualified for foul riding.

One-mile open (professional)—Won by Francesco Verri, Italy; Alfred, Goullet, Australia, second; Frank Corry, Australia, third; Robert E. Spears, Australia, fourth; Harry Kaiser, New York, fifth. Time, 2m. 40s. Last eighth mile, 12s. Alfred Grenda finished first, but was disqualified for switching.

Half-mile handicap (amateur)—Won by Hans Ohrt, San Francisco (scratch); Fred Taylor, Newark (scratch) second; Walter White, Newark (40 yards), third; Chester Smith, Baldwin, L. I. (30 yards), fourth. Time, 55⅘s.

Half-mile handicap (professional)—Won by Marcel Dupuy, France (25 yards); William Hanley, San Francisco (25 yards), second; Harry Kaiser, New York (20 yards), third; Edward Rupprecht, Newark (65 yards), fourth; Alfred Goullet, Australia (scratch), fifth. Time, 53s.

Three-mile open (amateur)—Won by Hans Ohrt, San Francisco; Fred Taylor, Newark, second; Chester Smith, Baldwin, L. I., third; Eddie Kane, Newark, fourth. Time, 6m. 56⅕s.

The Brassard race at one mile (professional)—Alfred Goullet, Australia, vs. Jackie Clark, Newark. Won by Goullet. Time, 3m. 2⅖s. Last eighth mile, 12s.

Five-mile tandem-paced match race (professional)—Reginald McNamara, Australia, vs. Frank L. Kramer, East Orange. Won by McNamara. Time, 8m. 56⅗s.

## LAWSON'S CYCLE AT ATHERTON BRAKE EXHIBIT

AT the stand given over to Atherton Coaster Brakes, the most noticeable feature was the cycle ridden by Bob Lawson across the continent and for intermediate distances, making a total of 18,854 miles in all. This bicycle was fitted with an Atherton brake, and Lawson himself was on hand to show its good points. Sectioned coasters were on display, one very interesting model being that adapted for use on lightweight motorcycles.

The Atherton coaster brake has been on the market since 1892 and is quite close to its original design at the present time, the thoroughness of the first model doing away with the need of radical changes in subsequent constructions.

## SMITH COLLEGE GIRLS ARE ARDENT ROAD RIDERS

That bicycling for ladies and girls is on the increase once more is known pretty much all over the country, but photographic evidence of the girl riders in a group seems very difficult to get. However, Thomas Purseglove, a dealer in Northampton, Mass., has taken the picture herewith which shows a number of students of Smith College about to start off for an afternoon spin. The scene is laid alongside Purseglove's establishment, about one mile from the big girls' college.

"I persuaded one of the Smith College girls to ride a bicycle some two years ago, and the example she set led others to take up wheeling," said Purseglove in a recent interview. "Now, I have to keep 20 machines ready for the girls, and at least twelve to fourteen are in use every Saturday afternoon that the weather is good. It isn't only the girls themselves, but the teachers, too, who use the wheel as a means of health-giving recreation.

"Either I or one of my men teach anyone to ride, and of course we sell quite a number of ladies' mounts as a result. Most of the wheels are rented to the girls. Some of the girls who own their own bicycles bring the same ones year after year, and some bring the wheels their mothers used to ride.

"I think that if every dealer went after the girls on the bicycle question there will be more of the fair sex riding," continued the dealer, "and this would popularize the bicycle with both sexes more than one would think. There are big possibilities in this direction."

**Smith College Girls Taking Their Machines at Purseglove's Agency**

## KAISER PARDONS DOERFLINGER

Berne, Switzerland, October 15.—C. A. Doerflinger, the Swiss professional cyclist, who was condemned by German court martial to die as a spy, has been pardoned by Kaiser Wilhelm, following the intervention of the Swiss government with a request for clemency.

Doerflinger was accused of furnishing military information to foreign agents, and it is said that he bribed the wives of German soldiers to reveal secrets of great importance. Another account has it that Doerflinger, through an acquaintance with a German aviator who had conducted a factory at Freiburg at which military aeroplanes were manufactured, was able to take a trip in a war plane and thus obtained some valuable information.

## PIANTEDOSI FUND GROWS

The New York Division of the Century Road Club Association acknowledges the receipt, up to October 18, of twenty-four dollars and seventy-five cents for the Piantedosi Fund, while the Century Road Club of America has accumulated eighteen dollars. This fund is being raised by the friends of Amelio Piantedosi, who was recently killed at Greenwich, Conn., by a speeding automobile while participating in the tri-state run of the C. R. C. of A. The contributions will be given to Piantedosi's widow. Riders of the C. R. C. of A. will act as witnesses in the suit that will be brought against the reckless automobilists. Further contributions can be sent either to the S. Segal, of C. R. C. of A., at 1842 Seventh avenue, New York, or to the E. E. Fraysee, of the C. R. C. of A., at 724 Syms street, West Hoboken, N. J.

## C. R. C. A. THEATRE PARTY

West Hoboken, N. J., October 18.—The New Jersey Division of the Century Road Club of America will give a theater party to its members on Monday, October 25. The past season has been a very prosperous one for the New Jerseyites, and the club officers have decided upon a theater party as the best way of lowering the fat surplus in the treasury. All members are being requested to notify E. E. Fraysee, of 724 Syms street, of their intention to attend the party.

## HIGH SCHOOL BOYS' CLUB

Reading, Pa., October 15.—Students of the Boys High School, to the number of 53, formed a bicycle club, with the following officers: Prof. R. N. Kocher, of the faculty, guide; captain, Wilbur Heck; first lieutenant, Emerson Rasbridge; second lieutenant, Paul Stetson. Trips to rural towns will be made every Wednesday afternoon and Saturday.

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# AWHEEL FROM VANCOUVER, B. C., TO SAN FRANCISCO

## Story of a Rambling Bicycle Trip That Was Taken by Two Canadian Cyclists to the Exposition City

By A. FRASER REID

Charles Stride and Robert Barr, Vancouver Cyclists, Starting on Their Trip

VANCOUVER, British Columbia, October 18.—Writing from Chico, Cal., Charles E. Stride, of Burnaby, gives a most interesting running account of his trip from Vancouver to San Francisco, by the cycle route. Along with Robert J. Barr, a companion, the writer left on the morning of August 25 on the long trip of 1,200 odd miles. They were but scantily outfitted for the long arduous trip, both wearing long pants and one of the duo sporting a boater straw as a lid. The machines were ordinary wheels of an inexpensive type. The photo accompanying was taken in front of the City Hall at New Westminster, a suburb of Vancouver, and gives a particularly fine idea of the equipment carried by the boys. Stride's machine, as shown in the picture, weighs 39 pounds, the carrier in front, with the contents, weighs 25 pounds, and the rear one 36 pounds—in all a total of 100 pounds, quite a heavy weight to push uphill and an ample test of the machines handled by Fred Deeley, the B. S. A. agent for British Columbia. I give the experiences of the two intrepid wheelmen in the following paragraphs in the words of Charlie Stride as far as possible:

### Through Washington and Oregon

The trip through the states of Washington and Oregon was a most enjoyable and interesting one; many digressions were made en route, visiting interesting places off the main trunk roads. So far my only trouble has been a few broken spokes; the continual jumping of the front carrier, due to the rough nature of the roads, has fractured the front mudguard, which has had to be spliced. The first day out, as we were riding easily and slowly through the dust, I tripped a piece of wood, which retaliated by ripping out six spokes and bending the front guard. As the rims were extra strong, I managed to ride slowly the three miles to Lynden, where I replaced the spokes and riveted up the guard before proceeding to Bellingham.

Two days were devoted to sight-seeing in Seattle, the Sound city; one and a half days sufficed for the delights of Olympia; while Portland, the Rose City, claimed a couple of days, and Salem one and a half. On the night of August 30 we stayed in Tacoma for a short while, finally coming to anchor in South Tacoma about 8 o'clock. As it was by this time fairly dark, we were reluctant to go to the bother of pitching the light silk tent, carried for evening shelter, as this was an absolutely pioneering trip. About two blocks behind the main street we located an empty foundry warehouse with the sliding doors securely locked, but the windows completely shattered. Inside we crawled, lifting our machines gingerly through the vacant window frames with their jagged glass margins. Here we snuggled up to rest for the night, but not in peace—oh, no! Along about 4:30, as the watery rays of dawn began to glimmer in the east, something more vivid than these same rays penetrated the gloom of the warehouse and flashed in our sleep-encrusted eyes.

### Along Comes the Constable

Rubbing the sleep from our heavy eyelids, all that we could perceive at first glance was a piercing beam of light, behind which shone brilliantly a sparkling silver star. As our eyes became gradually accustomed to the blinding flashlight, a big, bulky body in blue became visible and a raucous voice threw out the interrogation: "Well, boys, is this a place for respectable citizens to pass the night?" Explanations were made, the plea put forward that it was too late to erect our tent, the legend on the carriers spoke eloquently as to our bonafides, and in answer to our query, "Is it all right?" the gruff voice answered, not unkindly, "I guess so," and the big powerful frame of the constable vanished from sight and we were once more left in peace to resume our disturbed rest.

Early on September 1, we essayed the run from Olympia to ten miles north of Toledo, Wash., a distance of only 40 miles, amid a pouring rain, this run taking up practically the whole day. In the early part of the morning a ride of 15 miles to Tenino preceded breakfast, a call being made at a lineman's camp en route, where hot water was requisitioned in order that a light visitation of soft downy fluff might be erased from the cheeks of the riders.

### A Real Muddy Test

At three o'clock, a quarter mile of pavement, immersed in three inches of clay of a rabidly glutinous composition, had to be negotiated. This so badly clogged the wheels of our bicycles that they locked absolutely tight, with the natural result that they had to be carried to a stream in the neighborhood of the mud hole. Here both

**Palmer Keith and Jasper Bryant, Bessemer, Ala., Who Have Just Completed One of the Longest Motor Wheel Trips on Record**

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of us and the machines were formally baptized in the cool waters, and, counting the time necessary for the washing of the bicycles, and the complete elimination of the mud, the crossing of this awful quarter of a mile had consumed one and a quarter hours of good valuable time. After riding ten miles or so on our now spotless bicycles, another stretch of some two miles of newly torn-up clay roadway was encountered. Profiting by experience, we lifted our mounts into a field, which helped considerably. The field was tough going, but even at that it was infinitely preferable to the mud, and we managed to reach the end of the bad stretch by 7 p. m. It was once more raining hard and almost dark, and a kindly farmer came to the rescue by proffering the use of an antiquated barn for the night, into which we crawled to bed—supperless! Next morning Toledo—and a much-needed breakfast—was reached after a short spin over a rough country road.

**Caught in Thunderstorm**

On the evening of September 10, we became involved in a thunderstorm, about six miles north of Oakland, Ore. We took hasty shelter in a farmhouse for awhile, but started again as soon as the rainfall had ceased. But not for long did we ride, however. The viscid clay clogged our wheels so badly that we had perforce to give in and to spend the night in a handy empty shack—supperless and dry (the latter only as far as the inside was concerned).

Six miles north of Burlington, I struck a sharp stone, causing a blowout and consequent gash on the rear tire. I patched the tube and wrapped the casing with electric tape and had no trouble in making Seattle a day and a half later. Those Stadium tires have carried me 1,125 miles; the front one is still in apparent good shape and is stored in Seattle for future use. Had it not been for the Burnaby oiled roads, over which I travel when at home, they would have lasted much longer and traveled many more miles.

**"Bread and Cheese, and———"**

On Sunday morning, September 12, we breakfasted sumptuously on a couple of loaves of bread and a pound of cheese. To use an Irishism, our only meat was a crawfish, which we espied crawling along the bed of a stream. The crawfish raised such a kick at being thus summarily removed from the confines of his Sunday morning tub, that we returned the poor sucker to his native element and feasted on the memory of what might have been.

That night again we were stranded, many miles from nowhere, and came to rest upon the slopes of a mountain. A profusion of pine needles carpeted the mountainside, and these we used as a mattress—not in all respects an admirable one, as experience proved. Of course, we tired wanderers slept with our heads pointing towards the crest of the mountain, and more than once during the cool night hours we awoke to find ourselves slipping down the slope underneath our coverings, showing a rather indecent display of calf and only pulling up when our bare understandings braced against the log to which our light tent was anchored.

**NEW JERSEY TITLE HOLDER**

C. Hanson, Champion of Hudson Co. Wheelmen, of Jersey City

**The Portals of the Golden State**

We entered the Golden State on the morning of September 15. The hill up the north side of the Siskiyou Range proper is seven and a half miles, with a six per cent. grade; so, with our loaded machines, we had to foot the entire length of the ascent. Several hills of from two to five miles afforded us splendid coasting, and on two or three occasions we went down some rather lengthy and precipitous slopes having a twenty-eight per cent. grade. Our coasters held all right, but they sure did get hot on some of these inclines. We had a sublime view of lordly Mount Shasta as we traveled along the base of this magnificent landmark. My pal, Barr, says when he has seen the 'Frisco Fair he is coming north again to settle in the Sacramento Valley—but not for me! Now that I have come thus far, I wish to see the rest of California, and will most probably go clear through to Mexico.

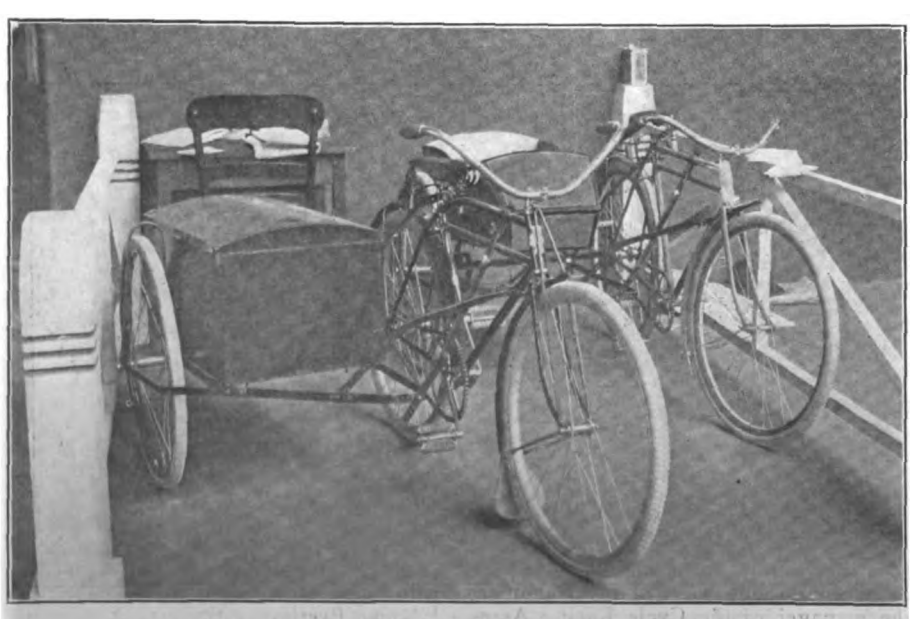
**Nearing San Francisco**

We are now within 200 miles of the Exposition city, and about 1,030 miles from home. We have only been actually 18 days on the road, and if we went straight ahead we could do the balance of the trip in three days, making it a 21 days' trip in actual running time from British Columbia to San Francisco.

The best day's travel was 68 miles, and the lowest 32 miles. September 17 proved the toughest day on the calendar, when the 15-mile ride to Delta and breakfast occupied three whole hours and ten minutes. Starting about 10 again, we did not hit another town where we could get anything to eat until 7 in the evening, when we arrived at Kennet, absolutely dead beat, with a total of only 40 miles for the day. It seemed a continual repetition of pushing the bicycles up the north sides of the dozen and one mountains which skirt the canyon of the Sacramento River, and then in turn coasting down the other sides through a wealth of truly magnificent scenery.

**Among the Prune Orchards**

We are now staying in the prune orchards of Sacramento, awaiting the return of some friends who have gone to a visit to the Exposition. While working in these orchards, cedar poisoning commenced to bother me—a return of the trouble which got into my system last fall, when I was incapacitated with it for nearly a month. Then it was centered in my right hand, but this present attack is located in my left knee and has kept me a prisoner indoors for six whole long days. I am getting medical attention, and expect that we will be able to resume the trip in a few days at the most.



The Booth of Houghton Bi-Cars at the New York Cycle Show

## HOUGHTON BI-CARS FOR PLEASURE AND BUSINESS

TWO of the Houghton Bi-Cars were on display at the stand of Houghton, one of these being a passenger model and the other a delivery van. The Bi-Cars were shown attached to bicycles, the frame in each case being of flat steel stock, and giving means of adjustment to any bicycle on the market.

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### DESIMONE WITH U. S. I.

Anthony Desimone, the Inter-Club League home trainer champion for 1915 and crack track and road rider, will hereafter wear the white and green colors of the Unione Sportiva Italiana, of New York, having been granted his release from the Century Road Club Association. Among the cyclists now members of the U. S. I. are "Jimmy" Papesca, the Rabbino brothers, Tony Pace, T. LaRossa, J. Alfonso, L. Bizzoni, C. Zoccola, A. Terrero, A. Ramezzano and S. Maccanio.

While an old club in general athletics, the Unione Sportiva Italiana entered the cycling field about six months ago and is steadily adding to the bicycle members. George Bieregel, who is one of the most active leaders in the bicycle sport about New York, is the U. S. I.'s manager in athletics and takes an especial interest in cycling. The Italian club has a splendidly equipped house at 410 Eighth avenue, with home trainers, shower baths, rubbing tables and lockers for each member.

### N. J. CYCLIST REACHES PEORIA

Peoria, Ill., October 15.—Percy V. Hendricks, of Bound Brook, New Jersey, enroute across the United States to the Panama-Pacific exposition on a bicycle, came into Peoria yesterday afternoon. He is a young lad twenty-one years of age, and left home on June 17. He expects to reach the Pacific coast before the close of the fairs.

Enroute young Henricks has been working at various cities making sufficient money to carry him through on his trip. Before reaching Peoria, he stopped at Eureka, Ill., where he was employed for three weeks in a canning factory. He has been riding twenty-six days, covering over 1,063 miles. He averages from twenty to sixty miles a day, according to the weather and road conditions. The young rider has completed about one-third of his trip. His complete outfit of camping utensils and bicycle weighs 105 pounds.

### WINQUIST CAPTURES MEDAL FOR GREATEST SEPT. MILEAGE

William M. Winquist, of Brooklyn, N. Y., has won the medal offered by Centurion Jacobson, of the New York Division of the Century Road Club Association, to the member riding the greatest number of miles during the month of September. In striving to win this medal, Winquist has boosted himself from third position to the second place in the Annual Century and Mileage Competition of the Century Road Club Association.

The positions of the contestants in the competition to the end of September are indicated in the following list:

1—Fred M. Sanborn, Baltimore, Md.
2—William M. Winquist, Brooklyn, N. Y.
3—Sylvain Segal, New York, N. Y.
4—George Steppello, Long Island City, N. Y.
5—Duane W. Moore, Bayonne, N. J.
6—Andrew N. Segal, New York, N. Y.
7—Joseph Caldwell, Brooklyn, N. Y.
8—Adolph Weiner, New York, N. Y.
9—Charles Hansen, Jersey City, N. J.
10—Carl O. Bonhardt, New York, N. Y.
11—Howard V. Carroll, New York, N. Y.
12—Ray Caldwell, Brooklyn, N. Y.
13—Harry A. Whiteman, New York, N. Y.
14—George H. Segal, New York, N. Y.
15—Lawrence Smith, New York, N. Y.
16—Louis Zemo, Elberon, N. J.
17—William Feil, New York, N. Y.
18—Robert Wolfson, New York, N. Y.
19—Ralph W. Zarr, New York, N. Y.
20—George Harvey, Brooklyn, N. Y.
21—Alfred Knipling, New York, N. Y.
22—John M. Mitchell, Greenwich, Conn.
23—William F. Thompson, New York, N. Y.
24—Alexander Thomson, New York, N. Y.

### A BELGIAN CHAMPION

**A Van Der Palt, Premier Rider of Chicago Belgian Cycling Club**

### EIGHT PROFESSIONALS RIDING TO CHICAGO FOR SIX-DAY RACE

Newark, N. J., October 19.—Amid the tooting of fire whistles and clanging of fire bells, eight sturdy professional riders on their bicycles started out from in front of the local Velodrome here on Monday morning for Chicago, where they will compete in the Chicago six-day race which will start on November 19. The riders in the party were Iver Lawson, of Salt Lake City; Worthington Mitten, of Davenport, Ia.; Percy Lawrence, Ernest Ohrt and Lloyd Thomas, of San Francisco; Charley Miller, of Atlanta, Ga.; Norman Hansen and Martin "Grassy" Ryan, of Newark. Hansen is a Dane, but he makes his home in this city.

Alfred Goullet, Alfred Grenda, Tommy Grimm and Ray Eaton accompanied the riders as far as Paterson on their wheels, while Frank Mihlon, the president of the Cycle Racing Association, along with Frank L. Kramer, Peter Drobach and Eddie Root rode as far as the Silk City in Kramer's automobile. In another automobile was Johnny Chapman, the manager of the Cycle Racing Association; Jimmy Hunter, the motorcycle rider, and a number of other riders. They went as far as Suffern, N. Y., with the bike riders.

The automobile in which Kramer and his party was riding set an awful pace and every one was shaken off with the exception of Grenda. He stuck behind the automobile when it was making forty-five miles an hour, but when it went forty-six miles an hour he was left by the wayside also.

The riders expect to travel at a moderate gait and expect to reach Chicago in eleven or twelve days.

### WRIGHT BREAKS CRESCENT MILEAGE AND CENTURY RECORD

Baltimore, Md., October 16.—Every previous monthly mileage and century record of the Crescent Bicycle Club has been broken by Wm. T. Wright, who as the leading competitor in the annual century mileage contest of the club reported in September the greatest number of miles, the greatest number of centuries and the greatest number of total points ever accumulated by any member of the club in the nine years of the club's existence. Wright pedaling in this month the phenomenal total of 2,601 miles and 14 centuries for a total of 4,001 points, one point being given for each mile and one hundred points additional for each century ridden.

In making his record Wright broke the best previous record for the number of miles ridden in a month by 407 miles, Fred Welsh holding the old record of 2,194 miles, made in December of 1907, and bettered by two centuries the best previous mark of 12, made by Fred. M. Sanborn, in December, 1913, surpassing his own record, hung up in December of last year, for the greatest total number of points by 928 points. One of the most remarkable features of Wright's accomplishment in establishing the new mark is the fact that he did not lose a single day from work, being on the job every day in the month but September 13, which is a state holiday in Maryland.

Wright, who is 39 years old, has been riding a bicycle for 29 years and has been a member of the Crescents for three years, joining the club in 1913, in which year he finished eleventh in the century mileage competition. He improved his standing the next year, however, finishing third, and has been in the lead in this year's contest since early in the spring, and will no doubt remain in that position if he continues to travel at his present rate of speed. Wright's mount is an Emblem bicycle, equipped with Palmer Armstrong tires and geared to 84 inches.

### 16,574 MILES IN SIX MONTHS

Dallas, Texas, October 18.—Sixteen thousand five hundred and seventy-four miles on a Pierce bicycle without any repairs is the sworn record of John T. Dickson, a messenger boy of this city, for his riding during six months beginning March 31, 1915. His minimum mileage during this period was 84½ miles per day and the maximum was 121. The wheel was bought from the Cortines Supply Company, and is equipped with an Atherton coaster brake and Kokomo Everlasting tires. Dickson is still using his bicycle in the messenger service.

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## AMERICAN SALES INCREASING

During the year 1914, imports of bicycles and parts into British South Africa totaled $760,411, of which Great Britain imported $709,093 and the United States only $7,290. Motorcycles and parts were imported to the valuation of $797,439, $698,635 coming from Great Britain and $63,532 from the United States.

American Consul Edwin Gunsaulus, at Johannesburg, South Africa, reports that "up to this year practically all the motorcycles sold in the Union of South Africa were of British manufacture, and although the dominating influence of Great Britain as an exporter of motorcycles to South Africa still prevails, it is to a lesser extent than before." This is apparent from the fact that although exports of motorcycles from the United States into South Africa were valued at $32,430 in 1913, they reached a valuation of $63,532, or practically doubled, last year.

## THE SPANISH MARKET

Wilbur T. Gracey, American Consul at Seville, Spain, advises that there seems to be a good market there for the sale of American-made bicycles. Up to the present most of the bicycles sold in that Consular district have been imported from France and England. The demand for motorcycles is not very large, on account of the high cost of gasoline, which retails for about 65 cents a gallon.

## PORTUGAL NEEDS U. S. CYCLES

There is an excellent opportunity for the sale of American-made cycles, parts and accessories in Portugal, according to Consul-General W. L. Lowrie. He states that those of our manufacturers who have agencies in Portugal are doing well. In a recent competition to supply the government with 29 motorcycles and 5 sidecars, the Indian was selected and the order was placed with the Hendee Manufacturing Company.

During 1913, there were imported into Portugal 392 motorcycles, valued at $68,878, from the following countries: Germany 127, Belgium 105, Spain 4, United States 35, Brazil 2, France 99, Holland 3, England 10, Sweden 7.

No statistics are available as yet as to imports of 1914. But it may be noted that several of the countries which have heretofore supplied a considerable number of motorcycles to Portugal are not now in a position to do so. American machines are in high favor, because of their extra power, excellent workmanship and fine appearance. According to the Consul-General the obstacles in the way of increased sales of American-made machines are high freight rates, a low exchange, and the difficulty of shipping with tires on account of the agreement now existing between American tire manufacturers and the English Government.

Owing to special provision in the Portuguese tariff law and foreign agreements, the duty is higher on machines imported via England than by direct steamer from New York or any other American port.

"However," concludes the Consul-General, "all these difficulties are being overcome and sales of American motorcycles are increasing."

## IN NEW SOUTH WALES

There are few better fields for the importation of American-made motorcycles and bicycles, than New South Wales, particularly at the present time. Until now Great Britain has sold more than nine-tenths of the motorcycles imported into that country. During the first six months of 1914, the value of imports of motorcycles by British manufacturers was $136,822, as against $7,353 for Belgian machines and $1,893 for American-made motor driven two-wheelers. As a result of the war, however, British imports into New South Wales show a material loss, that is, from $136,822 to $92,035. Belgian imports are practically nil, being only $68, representing a few parts. On the other hand, there is a material increase in the imports of the United States, viz.: from $1,893 in 1914, to $6,691 for the first six months of 1915.

There is probably no other country in the world in which the number of motorcycles so closely approximates that of automobiles, the registration figures for June, 1915, showing that there are in use 6,461 motorcycles as against 10,507 automobiles. There are 8,463 motorcycle riders licensed, as against 17,432 automobile drivers.

## INQUIRY FROM LONDON

From the Albert Harman Company, of 26 Hamilton Road, Highbury, London, England, comes an inquiry for bicycle bells, lamp and other accessories of American manufacture. In addition to this, the firm desires tools suitable for the bicycle and motorcycle trade, this line to include wrenches, pliers and other small tools. The company wishes to obtain control for these products for the European market on an agency basis.

## GAIN OF MORE THAN $100,000,000

The total exports from the Port of New York for the month of August approximated $141,971,554, a gain of $109,130,311. England was the largest purchaser, the exports to that country from the Port of New York alone exceeding $50,000,000 in value, as against about $12,000,000 in August last year. France was second, with more than $25,000,000; Russia third, with more than $10,000,000; Italy fourth, with nearly $10,000,000, and the Netherlands fifth, with nearly $4,000,000. Exports to North and South America, Asia, Africa and Oceania all show substantial increases for the corresponding period a year ago.

## IMPROVING CANADIAN ROADS

The building of good roads in Canada, while stopped to some extent by the lack of funds, continues in many sections of the country. During the fiscal year ending 1914, Quebec Province expended $3,303,882 on the good-roads movement, ample provision being made out of revenue for meeting sufficient annual interest and sinking fund charges to repay in a term of years the whole amount borrowed for this service. A fairly large amount was spent last year also. This betterment of country roads is adding largely to the value of farm lands, and to the comfort, contentment and prosperity of the farmers, and the popularizing of agricultural pursuits.

Saskatchewan is another Province making excellent progress with the building of good roads. Ontario for some years has made a policy of better roads of primary consideration. It is building roads to assist settlers in Northern Ontario and also in the more settled communities. Now being constructed is a concrete highway from Toronto to Hamilton, a distance of about 40 miles.

## BRIEF FACTS ABOUT NEW ZEALAND

Consul General Alfred A. Winslow, of Auckland, New Zealand, has prepared a circular letter which covers some of the "pertinent facts American exporters should know about New Zealand trade." This may be had from him on application. Mr. Winslow comments: "If American interests will come after this business in earnest, they can have 25 or 30 per cent of it instead of 9 per cent. The tide has turned, but it needs pushing along."

## BALANCES ON THE RIGHT SIDE

During the week ending September 4, 1915, imports reported from thirteen principal customs districts of the United States totaled $32,454,477. The exports were $60,071,198 during the week in question, showing a favorable balance of $27,616,721. For ten weeks ending September 4, imports have totalled approximately $300,000,000, and exports, more than $480,000,000, there being a favorable balance of approximately $180,000,000 for a little less than three three months ending September 4.

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### SALES FOLLOW FAIR DISPLAY

Louisville, Ky., September 30.—The Dow Wire and Iron Works, local agency for the Merkel as well as the Pope, Waverly and Greyhound bicycles, reports that two motorcycles and several bicycles were sold as a direct result of the display at the Kentucky State Fair, held at Louisville September 11 to 16. The Dow Wire and Iron Works is publishing a handsome catalog of supplies, bicycles and various models of the Merkel.

### GETS PUBLICITY FOR NEW MODEL

Youngstown, O.—When Garnet F. Howard, of the Mahoning Cycle Company, Harley-Davidson agent, wanted to get a little publicity for his 1916 Harley demonstrator, he had a photographer snap the new gray fellow in the "bucking act." The daily newspaper reporter when he saw the picture, which is reproduced on this page, immediately realized its news value and rushed it to the editorial office. Howard got a splendid write-up in the Youngstown Telegram and the picture was used.

The stunt was a simple one which has already been tried by many of the dealers throughout the country. The rear of the machine is loaded down with two or three people and then the throttle is opened wide, the two-wheeler being started suddenly under full power. The dead weight on the rear acts as a brake for the moment, and the front wheel rises about forty degrees. Then the rear wheel begins to revolve and the motorcycle shoots through the air and is on its way.

### LIGHTWEIGHT FOR DELIVERY WORK

Dallas, Texas.—Three models of the Miami lightweight motorcycle, with vans, have been received by the Charles Ott Company, which has secured the agency for this machine in Dallas and nine surrounding counties. Mr. Ott is confident of heavy sales of this motorcycle, as it meets the requirements of druggists and other business houses of the city for a lightweight for quick delivering at very low cost.

### WESTING VETERAN WEDS

Indianapolis, Ind.—Elmer Myerose, the oldest motorcycle man in the employ of the G. H. Westing Co., was married on October 6, to Miss Esther Bronke, a former stenographer for the firm. The bride and groom were given many handsome presents, chief among which was a silver dining room set presented by the employees of the Westing Company.

Mr. Myerose has been in the motorcycle department of the local motorcycle firm for seven years, and has worked his way up from a delivery boy until he now holds the position of manager of the Parts Department, one of the biggest branches of the business. Myerose has become so thoroughly acquainted with the various parts for the Indian and other makes that he is classed as one of the few experts in this line in the country.

Mr. and Mrs. Myerose are taking a typical motorcycle honeymoon, a la sidecar, and are visiting all their relatives in the state.

### IS HARLEY-DAVIDSON AGENT

Toronto, Canada.—Walter Andrews has taken on the Harley-Davidson for his territory, Central Ontario, having given up the Flying Merkel for 1916. He is looking forward to a good season, stating that there is practically no competition from English models now. His repair business is rushing and he has taken on several men to care for it.

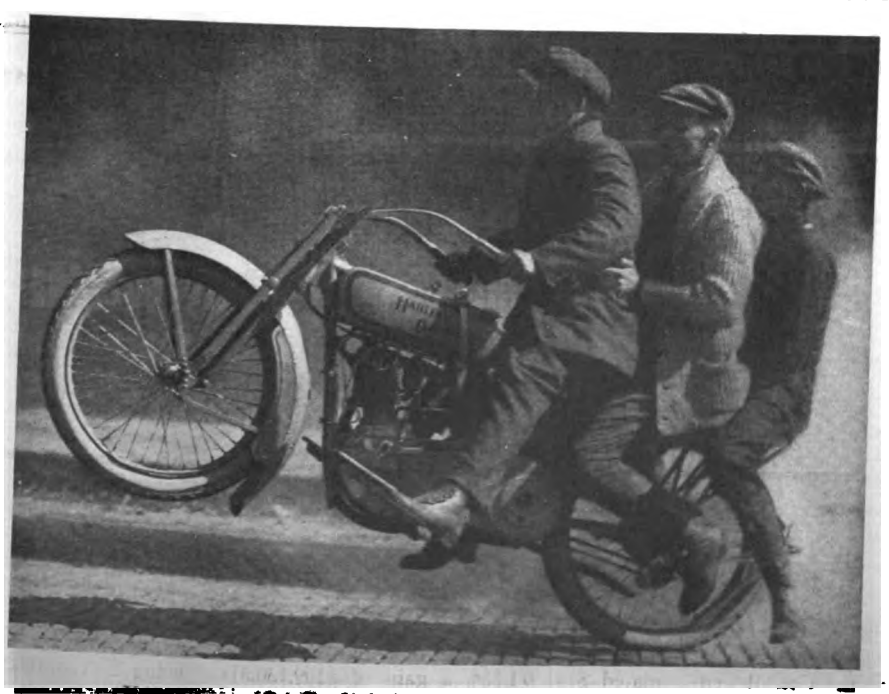
### NOW GENERAL MOTORCYCLE SALES

Boston, Mass.—The Henderson Motorcycle Sales Company, which is New England distributor for the Henderson product, has changed its name to the General Motorcycle Sales Company, and taken on the Excelsior representation. The new firm has increased its capital stock from $15,000 to $25,000.

Ben C. Straube, treasurer and general manager, has just returned from a trip to the Excelsior factory and to the Chicago Show. He reports conditions as very favorable for a busy 1916 season.

### WILL TRAVEL TO MILWAUKEE

Paterson, N. J., October 11.—Following a successful season, E. S. Havenstrite, the local Harley-Davidson dealer, will take a sidecar trip to Milwaukee, Wis., to visit the home of the gray fellow. Havenstrite will be gone for two weeks and will take with him Mr. Louis Weible, of the Haledon M. C. The route of the trip will follow the Lincoln Highway.



Youngstown (O.) Dealer's Novel Publicity Stunt; Item at Left

### SELLS 1916 DEMONSTRATOR

Washington, D. C., October 11.—A. Zimmerman, Washington agent for the Harley-Davidson, received a 1916 model twin last week, and placed it on display in his window, flanked by a big sign reading: "The new Harley - Davidson is here." This machine was the first of the new crop to get here.

The new machine looked so good to one rider that he induced "Zimmy" to part with his demonstrator. Then "Zimmy" exhibited $265 in bills in his window, and told what happened.

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# DEALERS' SECTION

## PATTERSON TO HANDLE BIG LINE OF CYCLES

BROOKLYN, N. Y.—A. H. Patterson, the veteran cycle distributor of this city, who has recently entered the wholesale field as a manufacturer and jobber of Buckhead specialties, has secured the distribution rights for Brooklyn and Long Island for the Reading-Standard and Cleveland lightweight motorcycles, as well as the Smith Motor Wheel. He is also Brooklyn agent for the Excelsior. In the bicycle line, Mr. Patterson has also been appointed distributor for the same territory for the Houghton Bi-Car and the Crown line of two-wheelers. The Buckhead line includes bicycles and specialties manufactured especially for him.

Patterson has already started his salesman out on the road and particular attention is being paid to the Long Island territory. A feature of the Patterson establishment is to fill all roadmen's orders in quick time by motorcycle and sidecar from the Brooklyn headquarters. With the Reading-Standard van, Houghton Bi-Car and other similar delivery outfits, plans are under way for an active campaign among Brooklyn merchants on delivery service. A special booklet, entitled "Let Us Solve Your Delivery Problems," is a part of this campaign.

On the closing night of the New York show, Patterson purchased practically every bicycle displayed by several manufacturers and moved a large van load at daybreak on Sunday to his Bedford avenue store. The framed white Cleveland lightweight shown at the Garden was removed to Patterson's headquarters and is on exhibition there during the present week. It is needless to say that it attracts wide attention. This exhibit will be transferred to the new Flatbush avenue branch, on the corner of Parkside, when that establishment is opened on November 1.

Patterson announces that John A. Hall, former New York State F. A. M. Commissioner, will take charge of sales and publicity for the Patterson interests, with the title of sales and advertising manager. Patterson and Hall have been personal friends for over ten years, and the new connection is most pleasing to both. Hall is very enthusiastic regarding prospects for the coming year and looks forward to a big season.

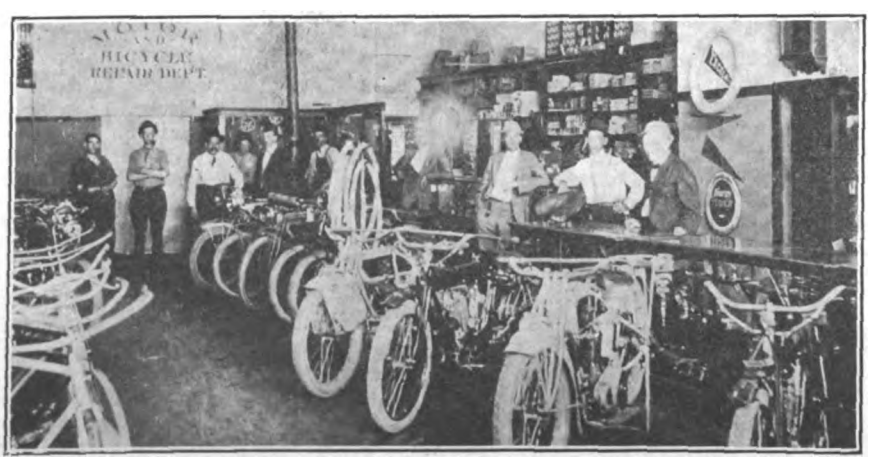
**Part of Indian Contingent, Members of Which Were Guests at Recent Picnic Given by Higginbotham & Douglas, Local Wigwam Proprietors at Phoenix, Ariz.**

### ACKERLY ON THE JOB

New Castle, Ind.—The New Castle Motorcycle Company has changed managership with the coming of A. C. Ackerly from Los Angeles, Cal. The old owners, Meyers & Burk, have gone out of the cycle game and turned over to Mr. Ackerly the entire business, including the agency for the Harley-Davidson and the Cyclone motorcycles.

Mr. Ackerly has had several years' experience in the cycle business, having operated shops in Los Ageles and Rockford, Ill. He is one of the old-time F. A. M. members and is pushing the movement strongly in this city for the forming of a motorcycle club that will be affiliated with the F. A. M.

The repair shop of the firm has been renovated and some of the latest machinery installed to further the handling of the repair business. At present New Castle boasts about seventy riders.



**Where Indians and Excelsiors Are Handled in Oklahoma City, Okla.—Headquarters of Oklahoma Arms & Cycle Company, Who Also Sell Bicycles**

### SHEBOYGANITE ON LONG TRIP

Sheboygan, Wis., October 12.—Charles H. Cone, manager of the Charles Cone Cycle Shop, has returned from a 600-mile motorcycle trip on his Indian motorcycle. Mr. Cone visited the show at Chicago and visited relatives in the Windy City and in Michigan City, Ind., Lake Geneva, Wis., and Kenosha. Cone made the trip between Sheboygan and Chicago, about 115 miles, in six hours, which is considered excellent time in view of the poor highway between Milwaukee and Chicago.

### BURLESON ORDER GOOD NEWS

Louisville, Ky., October 12.—Motorcycle dealers of Louisville were considerably interested in the recent announcement of Postmaster General Burleson to the effect that motorcycles equipped with sidecars may be used in handling rural delivery. Several rural carriers in the vicinity of Louisville have been using motorcycles and sidecars to advantage during the past two or three years in delivering mail, and the former order from Washington was a severe blow to both the carriers and dealers.

### WALKER IN NEW HOME

Boston, Mass.—W. J. Walker, local Harley-Davidson representative, is now located at 178 and 182 Columbus avenue. In addition to carrying a complete line of the Silent Gray Fellow, Walker will handle bicycles and bicycle supplies.

### ONE RIDE DID IT

That just one ride on a machine fitted with a Miller-Triplex side-seat is sufficient to close an agency is proved by a letter recently received from Abe Bernstein, of 443 South Broad street, Trenton, N. J., to the Haverford Cycle Company, of 827 Arch street, Philadelphia, Pa. Mr. Bernstein, who handles the Excelsior, got his ride on the Belmont Park track on Thanks-

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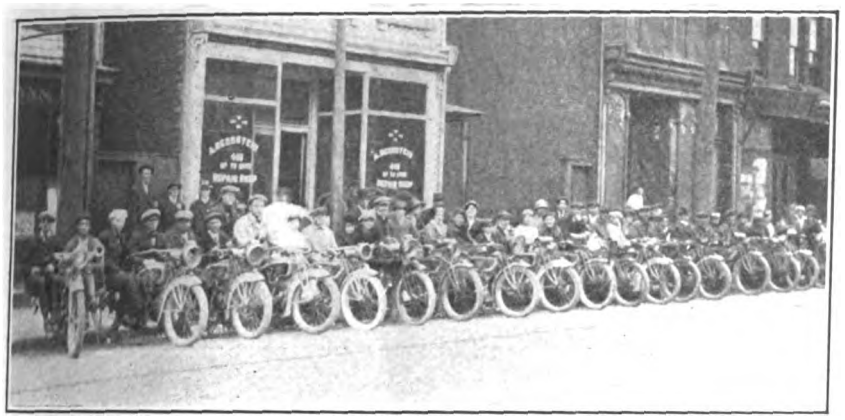
# DEALERS' SECTION



**Excelsiors Sold by A. Bernstein, Trenton, N. J. Dealer During Spring Season, Lined Up at His Agency—All but Two Have Triplex Side Seats Fitted**

giving Day, in 1914, at the invitation of Mr. Miller, the inventor of the device, and immediately afterward signed up with the Haverford firm for a number of these seats.

"This ride was the one best chance I ever took," said Mr. Bernstein in his letter, "it being in the way of finding out that this invention was the missing link in motorcycle comfort. I have sold 32 pairs of these seats since my ride, and have had each purchaser give full endorsement to the comfort and satisfaction of a ride taken on them. I never thought that it was a woman's place to ride on a machine until I got a pair of these seats, and my wife and I go for a ride almost every Sunday and we get as much pleasure out of those rides as friends of ours do in their big automobiles."

In the photograph are 21 machines sold by Mr. Bernstein, of which 19 are fitted with the Miller Triplex seat.

## LIGHT CO. TAKE FIRST 1916 INDIAN FROM HANSON

Kansas City, Mo.—L. Hanson, who is in charge of the local tepee, has delivered the first 1916 machine ordered by the Kansas City Electric Light Company some short time back. There are three others to come, according to Hanson, and the four will make over a dozen Indians used by the power and lighting firm in and around this section.

## NEW MOTOR WHEEL DEALERS

Milwaukee, Wis., October 18.—Among the new Smith Motor Wheel dealers added last week were: Brounde Motorcycle Company, Enid, Oklahoma; Arizona Sonora Motor Sales Company, Douglas, Arizona; Thom-McLeod Company, Rushmore, Minn.; W. B. Penn Co., Browerston, Ohio; Zakarevicz and Bossell, Shenandoah, Pa.; J. L. Swiggett, Highpoint, N. C.; Keystone Supply Company, Newark, N. J.; P. Larum, Los Angeles, Cal.; S. LaGrenade, Lacona, N. Y.; Ed. Lebrecht, Valatie, N. Y.; F. R. Holmes, Kendallville, Ind.

## GOLDSMITH HAS TIGER AGENCY

Louis Goldsmith, of 94 St. Nicholas avenue, New York, has taken the agency for the Tiger Autobike in addition to his Indian representation. Goldsmith is one of the best known of the metropolitan hustlers and has already started to corral the prospects on his two lines for the new season.

## EXCLUSIVE HENDERSON AGENT

Baltimore, Md., October 15.—The Excelsior Motor and Supply Company, West North avenue, has obtained the exclusive right for the distribution of the Henderson in this territory. The machine had been handled for some time by Howard A. French & Co.

## WANDSTRAT HAS NEW EX. TWIN

Cincinnati, O.—Joe Wandstrat, of the Brendamour firm, is exhibiting a brand new "16-3" Excelsior twin, and is busy demonstrating the same to admiring riders and prospects. He is booking orders for this and other models of the "Big X" for delivery in a short time.

## OVER ENDURANCE RUN COURSE

Bessemer, Ala., October 18.—F. B. Bryant, of Bryant Bros., Smith Motor Wheel dealers here, and James Reid, gave the Smith Motor Wheel probably its most gruelling test on a trip to Atlanta, Ga., and back. The route taken was the famous Birmingham-Atlanta motorcycle endurance run route, which has the worst possible roads most of the way. To add to the hard going, a heavy rain followed the motor wheelers to Atlanta and back. The distance covered was 462 miles.

## CAPITOL CYCLE CHANGES

Madison, Wis., October 19.—An announcement which has created more than ordinary interest in local motorcycle trade circles states that the Capitol Cycle Company has become the Harley-Davidson dealer for this city. The Capitol company, under the management of M. J. Morrissey and G. W. Hammar, has been handling the Excelsior here for several years and is one of the oldest dealers in this section of the state. The 1916 Harley-Davidson demonstrator has arrived and tryouts are the order of the day.

## ROTHOLZ CONTINUES R-S FOR 1916

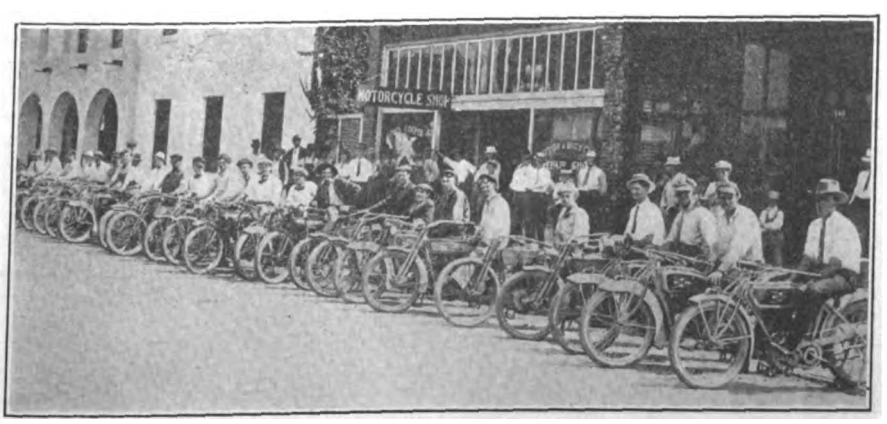
Gus Rotholz, the veteran New York agent, has again signed up for the metropolitan distribution of the Reading Standard product. Rotholz will handle the "Reliable Brown" machines from his headquarters at 1491 Fifth avenue, near 120th street, New York.

## NEW HENDERSON PLEASES RIDERS

Washington, D. C., October 15.—The first 1916 Henderson has been delivered by Osborn & Leishear, local agents. The machine has attracted a great deal of attention, much favorable comment having been heard among Henderson riders on the foot starter, new location of spark plugs, mechanical oiler and other new features.

## NEW REPAIR SHOP

Quincy, Ill., October 15.—William Childers and Ralph Stegnan, two well-known riders of this city, have opened a first class repair shop and garage at 719 Main street.




**Some of Fred Cooper's Patrons in Front of His Excelsior Agency at Ponca City, Okla.—Cooper Sold 79 Machines in All During 1915 Season**

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# Along Technical Lines

## WHERE THE LIGHTWEIGHT COMES IN

### Newcomer in Motorcycle Field Is Designed for the Moderate Rider, and Has Its Distinctive Place

By COURIER

THAT the lightweight will be seen in large numbers during 1916 is a foregone conclusion, and nobody rejoices more in the widespread use of this class of mount than I do. To be frank, I have had the lightweight germ in my system since the days of the old Riley 2¾ single with its combination carbureter and fuel tank, accumulator ignition and belt drive. That was way back in 1905-6, and the "bug" has been with me ever since, in spite of the good qualities of the large twin and the sidecar rig. Something that I can pick up and carry across a stream on my shoulder if the need arises and yet will climb steep hills and ramble along at 30 miles per hour at a pinch, seems to me to be about right for a solo machine.

But right here comes up something with regard to the lightweight that everyone ought to read, mark, learn and inwardly digest. The lightweight is not a machine for "beating it" along the roads. As a speed proposition, it is not in the class of the 6 to 8 horsepower twins, and no rider should use one of the little fellows to burn up the roads. In the first place, no motorcycle motor will stand over-driving for any considerable time, whether the motor is a 2¼ horse single or a 9 horsepower twin, and to force a light machine to the speed normally traveled by the "highway incinerators" is to shorten its life appreciably.

#### Not Meant for High Speeds

Then there is the question of comfort to be considered. A light machine at high speed (considering its power, of course) will not afford such easy riding as a big twin, for example, at the same pace. Not having the weight to hold it close to the road it will bounce on anything but smooth surfaces, and this bouncing is not good for either the machine or its rider. The best proof of this statement of mine is for the owner to get out and "open her wide" on an average dirt road; he will quickly note the difference in the riding of the little fellow and of a bigger and more weighty mount, and will find it more comfortable to travel at a slower pace.

The manufacturers and designers have considered all these things when they got out their lightweights and did not build a machine for the rider who has the speed mania in an aggravated form. In fact, it is safe to say, they did design and build their little fellows for riders who like a moderate speed, coupled with good hill-climbing ability and ease in handling under all road conditions. And this class not only includes the moderate riders of today and yesterday, but also a new class, those who for various reasons do not desire a heavy and powerful mount.

#### A New Class of Riders

How big this class is and will become before the end of 1916 it is impossible to estimate. Certainly, it will include many people who have not ridden before, and the age limit will be that of inability to control the machine only, at both ends of the scale. We may outdo our English cousins, too, in the number of girl motorcyclists before another two seasons pass, for a light and handy mount is an ideal one for a fair motorcyclist.

Now there is another thing that ought to be pasted in the rider's cap. This is in regard to carburetion. It doesn't matter to many riders of large twins whether they are getting the best mixture possible or not. The motor will whirl them along at a fine clip, for there are oodles of power in those cylinders just the same. But if the mixture for the lightweight motor is not tip-top, she won't run anywhere near her speed, and if it is much too rich or too poor she probably won't perform at all. The same applies to keeping the cylinders clean of carbon, to keeping the transmission in first-class shape and all the bearings properly oiled. With the little motor, you can't afford to lose power if you want good speed and economy, and you have to see that everything is in top-notch order to get the best results. There is no margin for extravagance or carelessness on the little fellow.

#### Easy to Keep in Condition

Possibly all this sounds formidable, but it isn't. The carbureters fitted to lightweights are all good, for if they weren't the machines would not give satisfaction. The oiling systems, particularly on the two-strokers, are as good as anything put out on a bigger model, and the ignition is the same as regards constant and long-lived production of current. So the care needed for a lightweight is no more than that which should be given a larger machine, with the difference that there is less surface to work over and consequently less time to be consumed in any operation. In other words, it is easier to care for a lightweight than for a larger mount, and it naturally pays better in the long run.

There seems to be a rather general idea that the heavyweight is the only machine for cross-country touring. I need not say that this arises from lack of acquaintance with the lightweight. Twin machines of 2¾ horsepower and 130 pounds weight have been in use over the war-scarred roads of France and Belgium; roads which, while once the pride of Europe, are now crushed by ten-ton trucks, the enormous weights of siege guns and their wagons. Besides, they are full of shell-holes and are never repaired. Any road left alone for a year will go to pieces—so what must a series of roads not only neglected but literally beaten out of shape by loads for which they were never intended look like? Yet these lightweight motorcycles perform day in and day out in the hardest kind of service: Despatch riding and escort duty.

#### A South African Experience

South Africa is not noted for its boulevards. In fact, roads there are mostly wagon-tracks or foot-trails. I know a young mining engineer who took a four-day motorcycling trip in 1911 through The Rand. Of 355 miles, this rider on a twin 2¾, with total load of 160 pounds (machine and luggage), covered 45 miles of wagon-tracks and the rest was river fording, prairie riding and traversing buttes along foot-paths. In places he had to carry the mount down 40-foot river banks and up on the other side. Of course, he had some work to do, but he got through just the same. I hardly think that we have much worse riding conditions in this country, and if an Afrikander can get along with a lightweight with hand-controlled carbureter and 2½-inch tires, an American rider can do the same with an automatic carbureter, bigger tires and somewhat better country to traverse. The mixture is taken care of for him and there are plenty of supply places all around, so its only a case of riding.

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### VOELZ CHANGES HIS LINE

A. L. Voelz has resigned from the sales force of the Harley-Davidson Motor Company, of Milwaukee, Wis., and is now in the hotel business in Okauchee, Wis.

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# THE TWO-STROKE MOTOR—ITS OPERATION

## Including Some of the Individual Characteristics of This Type

By D. R. HOBART

**This is the First Article of a Series of Three Dealing with the Two-Stroke Motor**

WITH the general introduction of the lightweight to the American motorcycling public has come a type of internal combustion motor about which only a handful of riders really knows anything. This is the two-stroke motor, so-called because *two strokes*, one up and the other down, complete the full *cycle* of its operation. It differs from the better-known four-stroke motor in having twice the number of power-strokes for a given number of revolutions, in being valveless (except in one or two cases) and in having only the following moving parts per cylinder: piston, connecting-rod crankshaft and flywheel. These four in some motors can be reduced to three moving parts, as the flywheel and crankpin are practically integral.

All gasoline motors have to complete a regular cycle of operations in order to produce power. These are: admitting the charge, compressing it, exploding it, and finally getting rid of the burnt gases to let the next charge in. In the four-stroke motor, about which every rider is, or should be, familiar, the charge is admitted (1) on a down stroke of the piston, (2) it is compressed on the next upstroke, (3) it is expanded by being exploded to get power, (4) the charge is expelled on the next upstroke. An inlet and an exhaust valve are used to admit and expel the gases, each being operated at the proper time. Now, in the two-stroke motor, these four operations are performed two at a time; the piston descending on a power stroke compresses the next charge in the crankcase, and on rising again, draws a fresh charge into the crankcase and compresses the one which has entered the cylinder through a special passage ready for the next explosion. As there are only two strokes to complete the cycle, the motor is called a *two-stroke*.

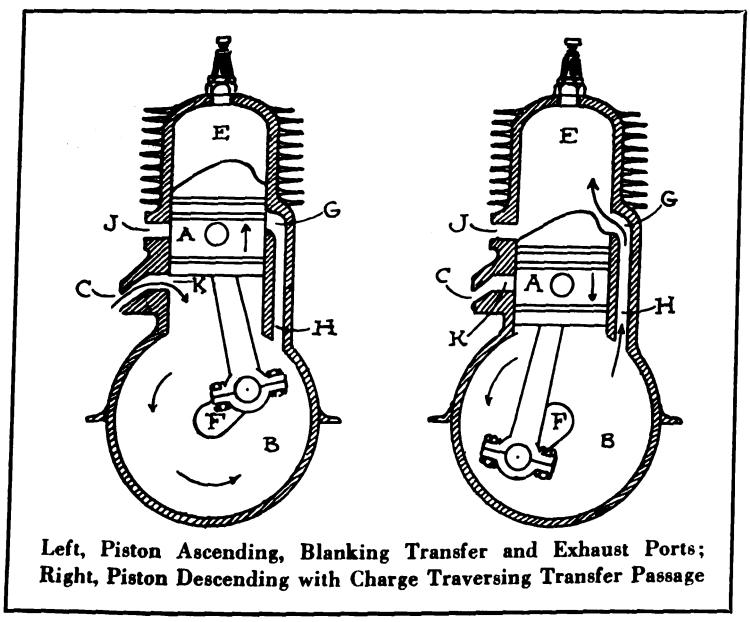
### Three-Port Type of Motor

The type of two-stroke motor used on lightweights with but few exceptions is what is known as a *three-port* type. In other words, in the cylinder itself there are formed ports, one to establish communication between the carbureter and the interior of the crankcase (admission port), a second to give the charge in the crankcase access to the cylinder (transfer port) and a third to let the burnt gases pass out of the cylinder (exhaust port). The transfer port is at the end of a passage known as the *transfer passage*, which opens near the bottom of the stroke at one end and into the crankcase at the other.

Looking at the first figure, you will see that there is a piston A moving in the cylinder E. G is the transfer port and H the transfer passage, while B is the crankcase. The inlet port communicating with the carbureter (not shown) is C-K, while F is the crankshaft. J is the exhaust port. This motor has an outside flywheel. An arrow on this piston shows that the latter is ascending.

### Action on Upward Stroke

Supposing that there is a charge in the cylinder E, piston A is compressing it in the figure. The piston is blanking ports J and G, thus closing off the crankcase to anything but the carbureter and sucking in a fresh charge under the piston. On reaching the top of the stroke, the charge in the cylinder is exploded and the piston descends until it reaches the position shown in the second figure.




**Left, Piston Ascending, Blanking Transfer and Exhaust Ports; Right, Piston Descending with Charge Traversing Transfer Passage**

At this situation of the piston and other moving parts the exhaust port J is opened, permitting the burnt gases to escape, and right afterward the transfer port G is opened. The piston in descending has compressed the charge in B and as soon as the piston uncovers port G the compressed charge rushes through the transfer passage H-G into the cylinder. The top of the piston is formed with a curved plate called a *deflector*, to prevent the new charge being set fire to by the hot exhaust gases and also to cause the new charge to rush upward toward the top of the cylinder.

### The Two-Stroke Cycle

Admission port C-K is blanked all this while, and is not uncovered until the piston reaches the position shown in the first figure. Successive strokes are a repetition of these in the same order. We can now describe the strokes of the two-stroke motor thus:

(1) Upward stroke: Charge in cylinder is compressed and new charge is drawn into crankcase. Admission takes place during this stroke.

(2) Downward stroke: Charge in cylinder explodes and descending piston compresses new charge in crankcase. Exhaust and transfer of fresh charge into cylinder take place successively near end of this stroke.

As these two strokes make up one revolution, there is one explosion per revolution in place of one *every other* revolution in the four-stroke motor. Hence ignition occurs twice as often in a two-stroke as in a four-stroke motor, and the carbureter has to make up a mixture twice as regularly.

There are several types of lightweight motorcycle two-stroke motors which are arranged with a slight modification of the above. This has a port cut in the tail of the piston opposite the inlet port, and the charge enters the crankcase through this piston port after traversing the admission passage. The action is, however, the same as before, a saving of height of the cylinder being effected by this construction. Another arrangement has the piston with a port corresponding with the two ends of the transfer passage and this prevents any gas going from the crankcase into the cylinder too soon, as the piston port acts as a valve to let in the compressed charge only at the proper time.

So much for the action of the two-stroke motor. Now as to some of its characteristics. As regards balance, it is the equivalent of a two-cylinder vertical four-stroke motor, and is smoother-running than a V-twin four-stroke. The two explosions occur at regular intervals in two revolutions the same as in the vertical two-cylinder type and not at unequal intervals as in the V-twin. There are twice as many explosions in any number of revolutions as in a four-stroke motor of the same cylinder dimensions, and in theory the power developed should be twice as great. However, there are certain details about the two-stroke motor that prevent its doing this, and only about 65 per cent. more power is actually developed than in the four-stroke.

**(To Be Continued)**

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### TWO MORE AFFILIATE

Two recent additions to the list of F. A. M. affiliated clubs are the Stone City M. C., of Bedford, Ind., and the Washington M. M., of Washington, Pa. The secretary of the Stone City club is W. E. Smith, whose address is 610 R street.

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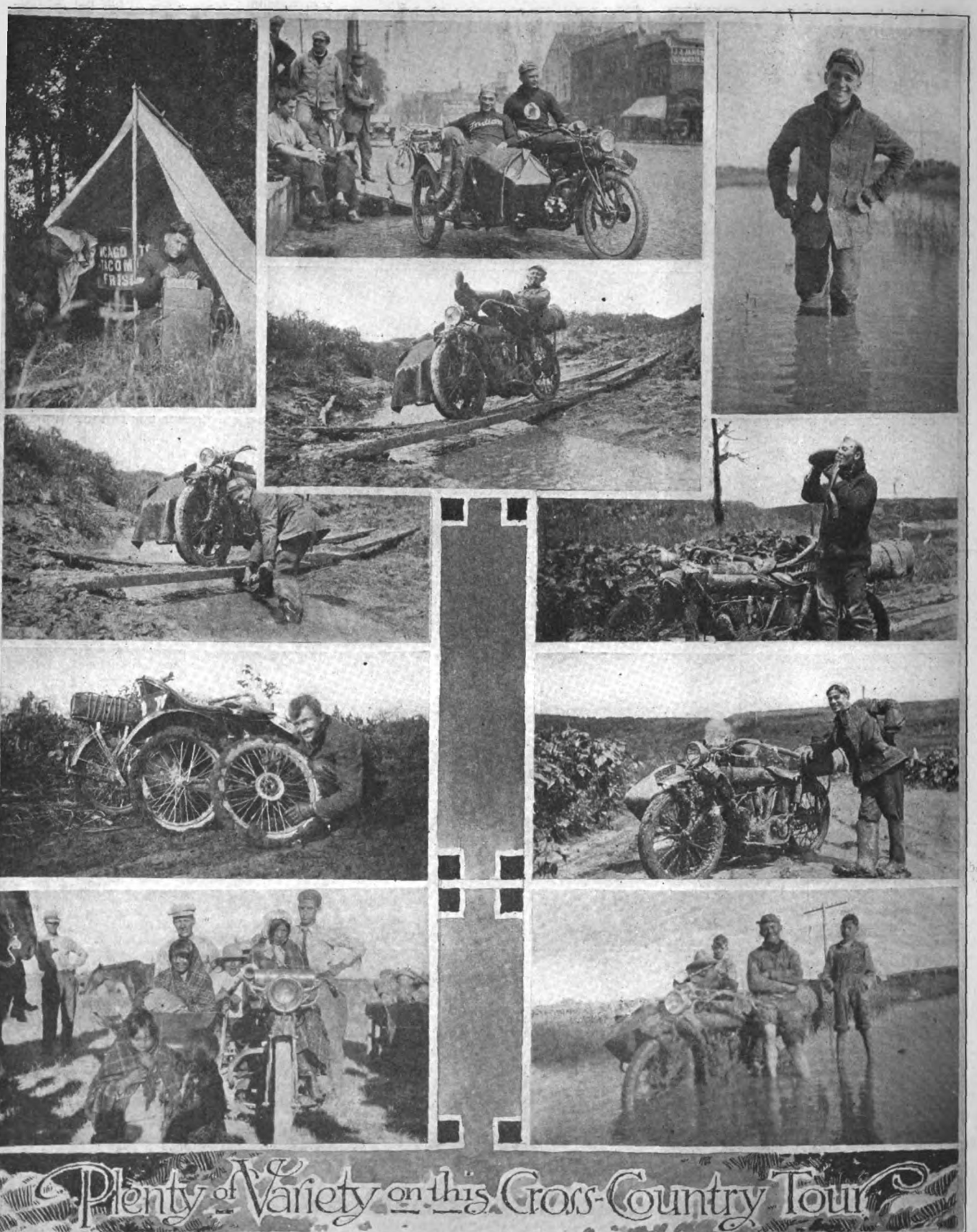

# Plenty of Variety on this Cross-Country Tour

ARL KIENZLE and a companion recently took a trip on an Indian sidecar combination through Illinois, Wisconsin, Nebraska and Iowa, camping as they went. In the upper left-hand picture is Kienzle writing a letter home; directly below he is constructing a bridge in Nebraska. The third picture shows the driver putting in a new hub and is eloquent of the mud found on the Lincoln Highway. At the bottom is Kienzle among the Indians at Fort Duchesne.

The view at the top shows the party starting from Elgin, Ill., and right below it is Kienzle on a Nebraska "highway" bridge. At the right the genial sidecarist shows the depth of water found on some of the Middle Western roads, but the real thing is shown in the lowest picture, taken in Iowa, while an average road in that State is seen directly above. Note the sticky mud over everything. The canteen was frequently called into play after a hard ride or mud-plug.

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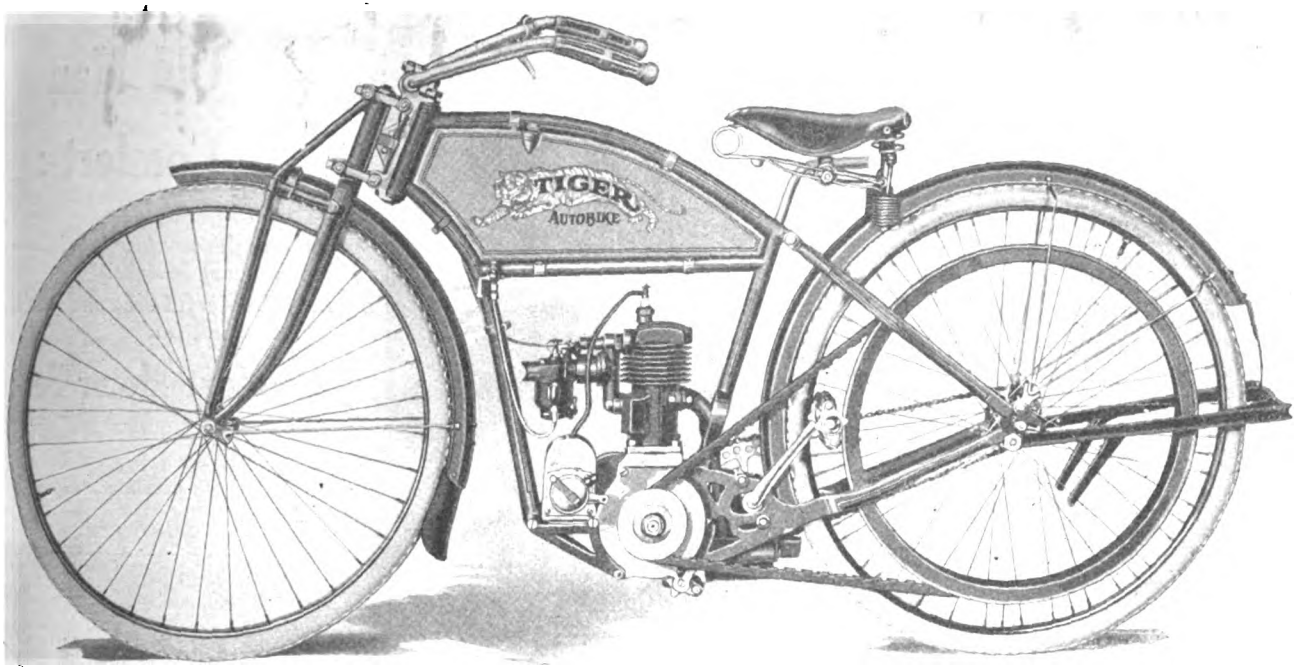
# THE TIGER AUTOBIKE

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By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

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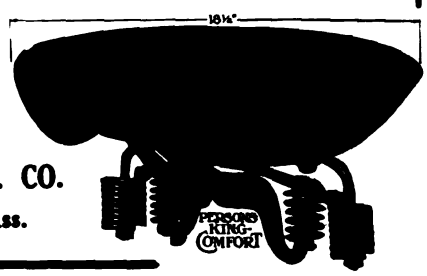


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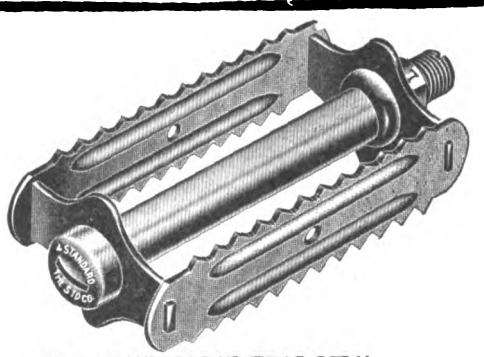

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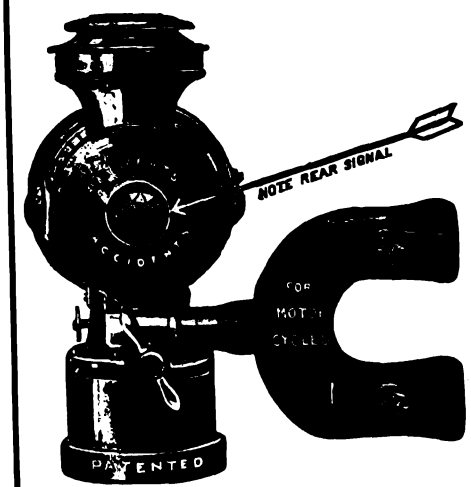


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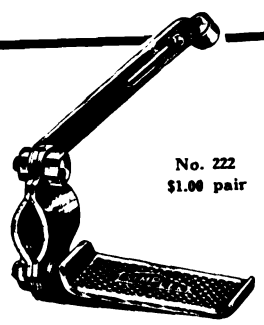

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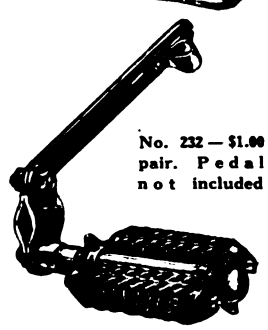

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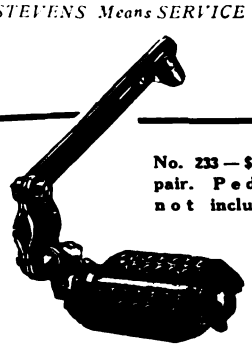

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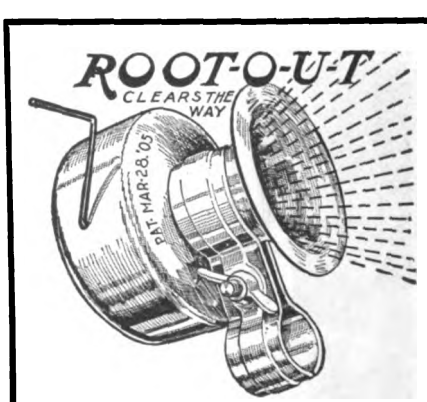


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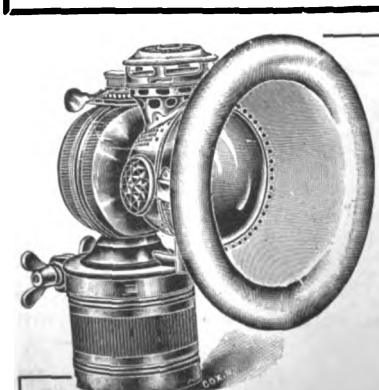

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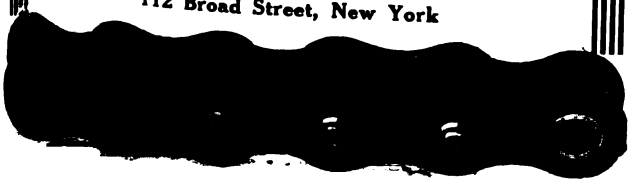

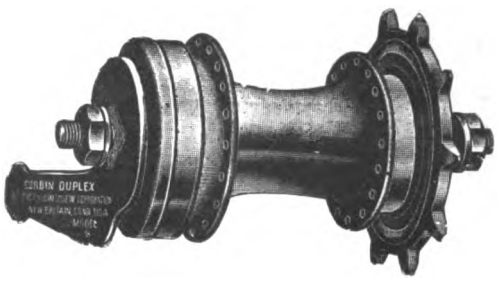


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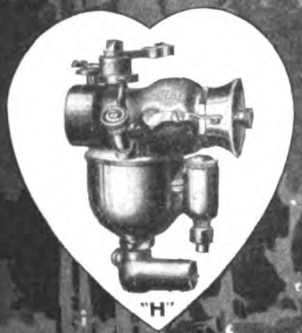


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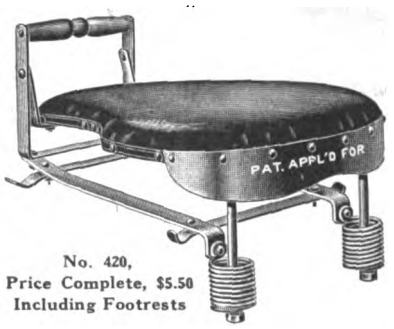
INDIANAPOLIS, INDIANA, U.S.A.

*BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES*




No. 420,
Price Complete, $5.50
Including Footrests

**No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.**

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**Dealers and Jobbers, write us for our new Proposition.**

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**Dept. F** **SHEBOYGAN, WIS.**

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Gentlemen:—
Beg to say that the rider is using this on his three speed Indian and that he finds it extremely useful.
Respectfully yours,
Neal, Clark & Neal Co.,
B. E. Neal, Vice-President,
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**We have other letters just as convincing**

**WEED FOLDING BACKREST CO.**
**Stamford - - Conn.**

Price $3.75

## SCHWARZE
## Electric Motorcycle Horns

**Nos. 7 and 7A**

**Reduction in Price Same Quality**

Special proposition to jobbers and dealers.

Write for descriptive circular and new prices.

## SCHWARZE ELECTRIC COMPANY

**Adrian, Mich., U. S. A.**



# MOTOR CYCLE ILLUSTRATED

**With which is incorporated THE BICYCLING WORLD**

Published Weekly by the
Motor Cycle Publishing Company, 13 Park Row, N. Y.

J. LEO SAUER, President and Treasurer
H. N. CONDICT, Secretary
J. H. DONEHUE, Editor

TELEPHONES: 1436 and 1437 Cortlandt
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Subscriptions—Domestic, $2.00 a year; Canadian and Foreign, $3.00 a year. Ten cents a copy




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# Cyclemotor

INCREASE your bicycle sales by selling the *Cyclemotor*. The *Cyclemotor* converts any diamond-frame bicycle into a light-weight motorcycle.

Territory being taken rapidly by live dealers. Act NOW before it is too late.

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Cyclemotor Corporation

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*A Dealer says:*

Your brake is the least troublesome handled.

*Send for Literature*

**Buffalo Metal Goods Company**

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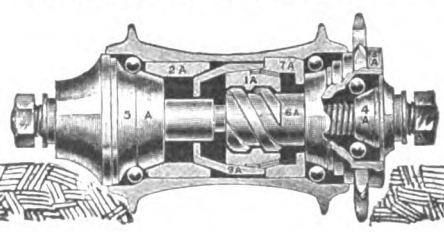

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Low Amperage Easy on Your Batteries

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Badger Brass Mfg. Co.

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EM-2—$5.00




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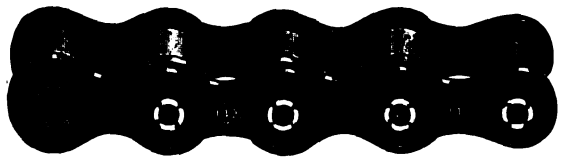

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An unexcelled motorcycle chain for every motorcycle service.

The No. 149 was not placed on the market until exhaustive tests had proved that the materials and design were right.

As a result, thousands of riders are enjoying the very best of chain service from No. 149.

Remember, when you specify No. 149, you get the motorcycle chain with Rollers that DO NOT BREAK.

Look for This
TRADE ◇ MARK
On Every Link

**Diamond Chain & Mfg. Co.**
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# DIMMER GOGGLE

RETAIL AT 75c. EACH

Constructed entirely of Parisian Ivory. Durable, unbreakable, washable, sanitary. Bound in solid rubber, which gives that cool touch to the face. Self-adjusting head band.

Mr. Dealer:

Ask your Jobber to include in your next order a dozen Chicago Dimmer Goggles, No. 1 style, they are Non-Breakable, made in clear, amber, or orange color, with green, or orange Dimmers.

Manufactured by

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Firestone Net Prices to Motorcycle Owners

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|---|---|---|---|---|
| 28x2½ in. to fit BB rim | $6.50 | $7.00 | $1.70 | $1.90 |
| 28x2¾ in. to fit BB rim | 7.50 | 8.00 | 1.75 | 2.00 |
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## Motorcycle Tires

Whether the road flies beneath, hills flatten out and trees become a blur—whether it's the quick start, stop or sharp curve on city streets—Firestone Tires prove their "grip" and endurance—
Built in by the Firestone skill and specialized experience which spells

**Most Miles per Dollar**

Two styles tread—corrugated and regular Firestone non-skid.
Four sizes—28 x 2½, 29 x 2¾, 28 x 2¾ and 28 x 3.

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Branches and Dealers Everywhere
"America's Largest Exclusive Tire and Rim Makers"

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The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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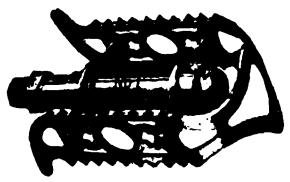
No. 1 Rat Trap



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Look Better—Are Better—Cost No More

Your Jobber will supply you if you specify MAJESTIC.

Write us for sample order, we will bill them thru your jobber.

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The Very Latest in

BICYCLE TIRES

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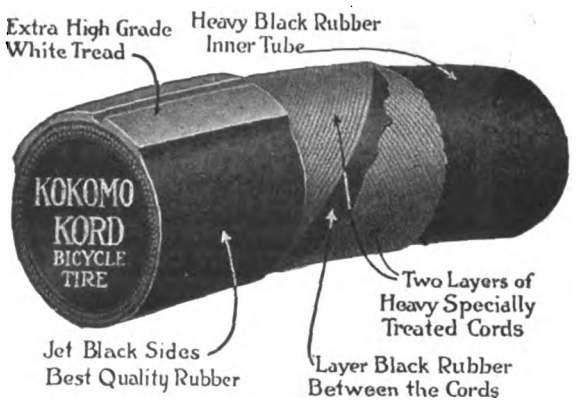
Thoroughly tested and tried out, and found to be an entirely practical tire.

Notice the cut; it tells the story—Most resilient and easy riding tire made. Be up-to-date and let us send you a section of the latest

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Kokomo, Indiana

Pullman The Quality Side Car

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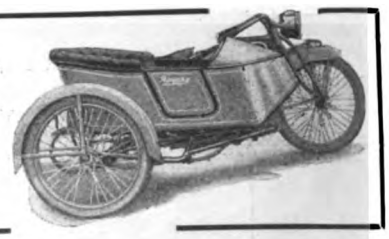
Wise Dealers will appreciate this and act accordingly.
Catalog and terms to established dealers on request.



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The short, substantial, electrodes are made from specially imported wire, and are guaranteed not to burn off.

"Ignition Absolutely Sure"

Price with thumb-nut terminal $1.25 Postpaid.

RAJAH AUTO SUPPLY CO., Bloomfield, N. J.

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No. 60 Motorcycle Supplies
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The most complete books of their kind ever issued.

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We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish.
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Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah
Spokane Cycle & Supply Co., Spokane, Wash.
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5,000 pounds breaking strength. Here's a husky, reliability-proven chain that is yet the lightest on the market. Holder of more world's records than any other chain made. Write for booklet.

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You can't be up-to-date without it.

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The Oldest Supply House in America

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*Cyclone Riders and dealers always lead.*
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Motorcycle Mica
75c Can't Break
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Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

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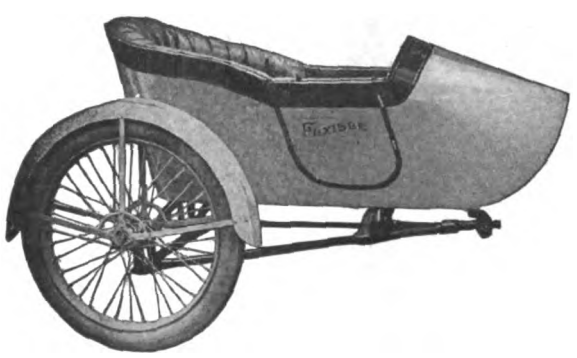

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Our F-N Tandems and Back Rests are popular favorites and offer a ready sale. There's a good substantial profit in selling them.

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209 W. 126th St. New York.
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Repairing Storing
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All Makes of Bicycles—Expert Repairing.
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Cash—Installment—Exchange
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Distributing Agents for
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Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

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**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
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The Only All Night Service in the Bronx.
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parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

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28 x 3 Firestone Non-Skid.....$6.25
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These tires are fresh stock practically perfect, but slightly discolored in spots
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All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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**D. & D. MOTOR SUPPLY CO.**
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Full Line of Accessories—Used Machines.
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Full Stock of Supplies—Used Machines.
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All makes of bicycles—expert repairing.
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**JOHN STEELE**
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In Passaic and Bergen Counties
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Real Values in used machines

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Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

**EDWARD RYAN,**
233 Main Street | DISTRIBUTES | Poughkeepsie, N.Y.
**EXCELSIORS**
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
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**W. W. WHITING**
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Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

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MOTORCYCLE ILLUSTRATED
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Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
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Largest Cycle and Motor House in the West.

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*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
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*Finest Stores on the Coast*

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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Phone, 8556 Bedford.

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*Distributors N. California and Nevada*
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**SMITH MOTOR WHEELS**
General Jobbers Motorcycle, Bicycle and Auto Supplies, Sporting Goods
Our big catalog free for the asking
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SACRAMENTO, CALIF.

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Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
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1914 Indian; electric equipped; 2-speed twin; with speedometer; has 1915 heavy forks; with front mud guard; 1915 kick starter; 1915, ⅜ wide chains and spockets; 1915 hand and foot clutch control; 1915 gear shift. Really a 1915 machine run very little and in excellent condition throughout. A remarkable bargain for only $150.00. H. C. Wing, Greenfield, Mass.

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WANTED.—Salesman, motorcycle experience; must be capable establishing agencies for lightweight machine. Give full details regarding experience, etc. C. H., MOTORCYCLE ILLUSTRATED.

STOLEN.—Indian Motorcycle, motor No. 82 E 356; spring frame, 1913 model, silghtly used and in good condition; color, red; seven horsepower, twin cylinder, single speed with pedals; Ohio state license No. 1389; United States tires, rear tire chain tread, front tire studded tread; has 43-tooth sprocket on rear with 16-tooth sprocket on engine. Arrest and hold the thief. Notify James S. Whitworth, or the Chief of Police at Zanesville, Ohio.

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# Electric light for your motorcycle

The Remy Motorcycle Lighting-Ignition System is a complete success, both in providing light and in furnishing strong synchronized ignition.

Thousands and thousands of motorcyclists throughout the country have for more than a year been putting it to the hardest kind of tests.

It has made good in every way. Its success is completely established.

# REMY

## Motorcycle Lighting-Ignition System

reduces the bulk of the machine, without adding to its weight.

The wiring is thoroughly protected and unaffected by vibration. The battery can't spill.

It provides ignition which will increase the efficiency of your engine. In addition to the high and low head-lights and tail-light, it operates the horn.

See it on the **HARLEY-DAVIDSON,** and you will realize that it is perfect.

Remy Ignition-Generator

*Service stations in all motoring centers*

**Remy Electric Company**
**Anderson, Indiana**
**Engineering Laboratory, Detroit, Mich.**



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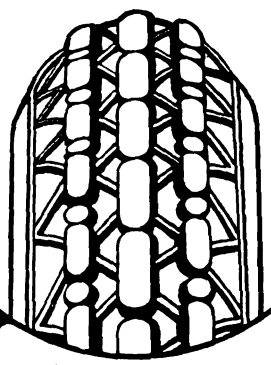
JUST as the famous Vacuum Cup Bicycle Tires brought into being a new and larger conception of real tire value, a proportionate degree of superior quality, at more available prices, is assured by the

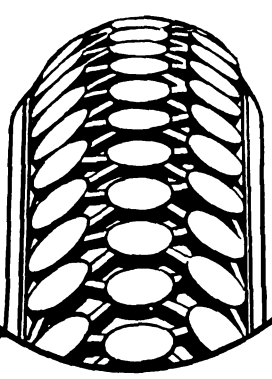
# ★THREE★STAR★
*LINE OF*
# BICYCLE TIRES

These are sturdy factory brands—three grades of quality, three popular prices, three attractive designs—each guaranteed in a way to protect the dealer and the user.

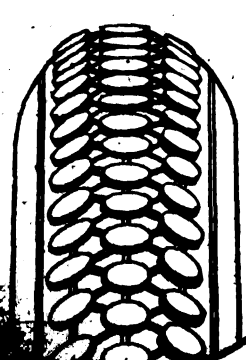
TRIPLETREAD



STURDY STUD



SUCCESS

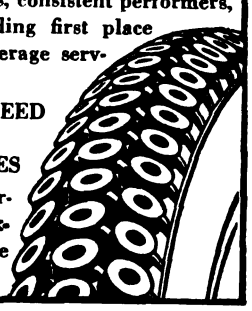


YOUR TERRITORY MAY BE OPEN—WRITE

**VACUUM CUP**
*Oilproof*
**MOTORCYCLE TIRES**

Fine lookers, consistent performers, always holding first place for high average service.

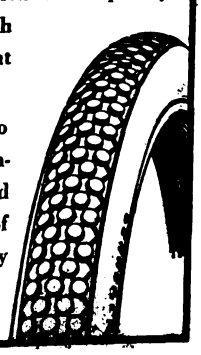
GUARANTEED FOR 5,000 MILES with an average far exceeding the guarantee.



**STURDY STUD**
*Oilproof*
**MOTORCYCLE TIRES**

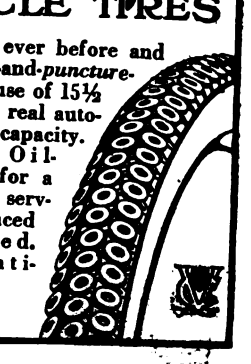
Latest addition to the Pennsylvania line of distinctive quality products. High service quality at moderate price.

Sold direct to dealers. Guaranteed Oilproof and for 4,000 miles of most satisfactory service.



PENNSYLVANIA
**VACUUM CUP**
*Red Oilproof Tread*
**BICYCLE TIRES**

Better than ever before and *stone-bruise-and-puncture-proofed* by use of 15½ oz. fabric of real automobile tire capacity. Guaranteed Oilproof, and for a full season's service or replaced or repaired. Strongly anti-skid.



**Pennsylvania Rubber Co. - Jeannette, Pa.**

*Direct factory branches and service agencies throughout the United States and Canada*



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This new arrival in the KOKOMO tribe *will put more satisfied bicycle riders on the road.*

BECAUSE:

1st, It will last longer than other bicycle tires made.

2nd, It is the smoothest-running, most resilient tire ever placed on a bicycle wheel.

3rd, Its attractive appearance will convert a legion of riders to the KOKOMO KORD.

KOK
KORD

Then look at the white tread, with its jet black sides. There's a good-looking tire! A tire that will please the eye and sell quicker because of its manifest quality. Its high-class appearance gives a hint of the quality of service to be found in the KOKOMO KORD.

Kokom
Kokom



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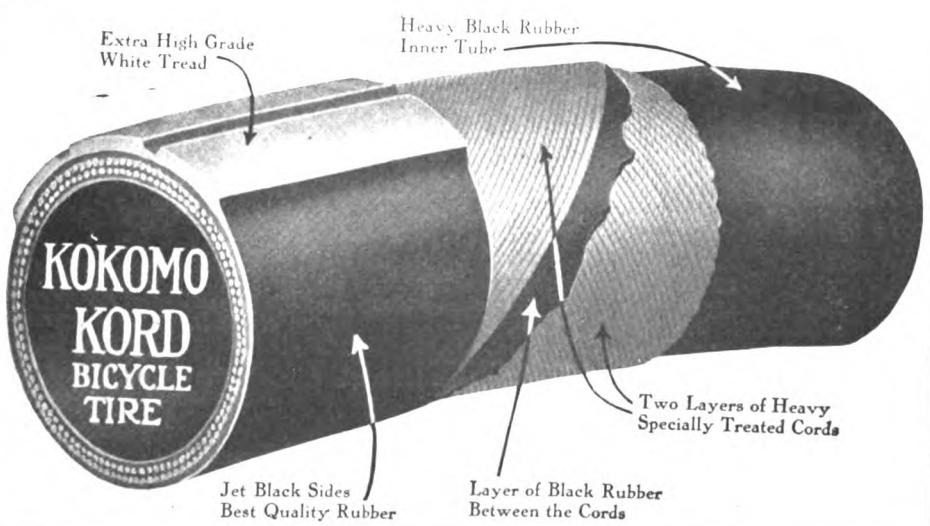
We say "It will last longer than other bicycle tires" —advisedly. For its construction is unique in that *real cords*—not threads—are used in the building of KOKOMO KORD. These cords lay diagonally and transversely—they're so strategically placed that they give a toughness to the tire that *turns off* stone bruises and punctures as if it were armored with steel. This means vastly increased mileage—less wear and better service.

# OMO Lasts Better

In the KOKOMO KORD TIRE you'll find more rubber and *better* rubber than is generally put into *motorcycle* tires. This gives a resiliency and smoothness of running like nothing else on wheels. It means easier pedalling for the rider—less jolts on road bumps—hence, greater satisfaction and comfort.

*Get in touch with us at once, dealers! This tire gives all the indications of beating even the high sales and service records reached by the famous EVERLASTER tire. It is the one best bicycle tire sales bet for 1916. KOKOMO KORD is sure to be a winner. Join the procession now!*




**Rubber Co.**
**Ind.**



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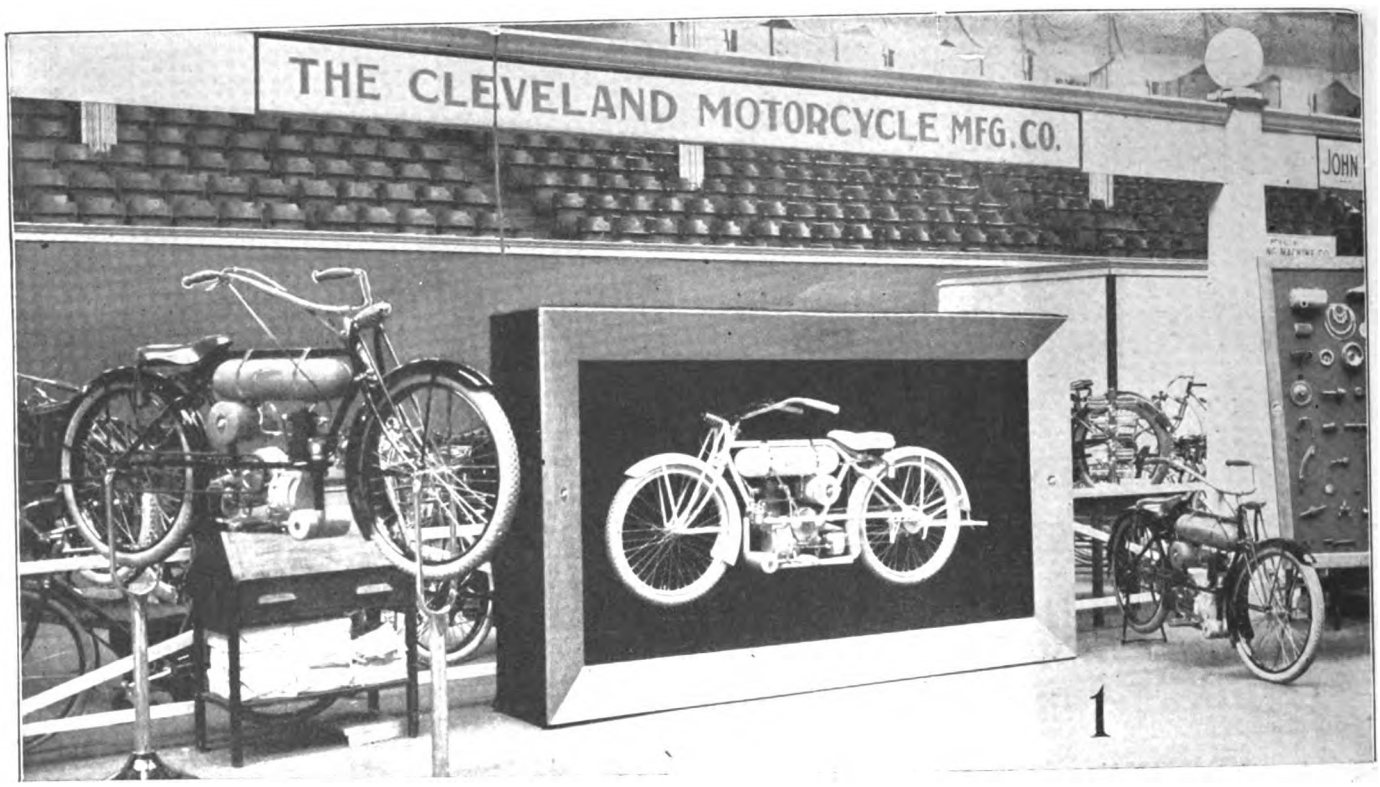


Cleveland 2 STROKE 2 **$150**

# The Talk of the New York Show

If you were there you know the sensation created by the Cleveland Light Motorcycle at the New York Show. And you also know that it was not only due to its exhibit, which was easily the most striking of the show.

You know that the hundreds of dealers, riders and jobbers who visited our display were quick to appreciate these exclusive features of Cleveland construction—

**Two-Stroke Valveless Motor**
*Explosion at every revolution. Smooth—silent—economical. Runs like a "twin."*

**Worm-Driven Countershaft**
*Eliminates set of sprockets and chains. Adds much to smoothness of operation.*

**Direct Drive Magneto**
*Also eliminates set of sprockets and chains. Positively the highest type of motorcycle ignition.*

**Unit Power Plant**
*All moving parts enclosed in dust proof casings. Clean—simple—accessible.*

## Two Speed Transmission

They went over in detail the following accessories combined only on the Cleveland—

Eclipse Multiple Disc Clutch—Bosch Magneto—Brown Barlow Carburetor—Troxel Truform Saddle—Coventry Chain—Full Ball Bearings—Drop Forged Frame Fittings—Aluminum Castings.

The consensus of opinion was that in construction and equipment the Cleveland is today alone in its field and fully **a year ahead.**

Follow the lead of the live dealers at the Chicago and New York Shows and get in touch with us at once.

**Cleveland Motorcycle Mfg. Co. 7306 Platt Ave. Cleveland, Ohio**

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

## Prepare For Cold Weather

Winter is hard on spark plugs.

Every time you start your engine the explosion hits the icy cold plug a violent blow.

Ordinary spark plug porcelains frequently crack and become worthless before the engine is fairly started. But Champions are built to withstand such hardships.

These plugs have been tried and proved winter and summer under every condition. The porcelains are baked in our own ovens—we know they are right.

And we back our confidence in them by an out and out guarantee:

Complete satisfaction to the user—free repair, replacement or money back.

**Champion Spark Plug Company**

**2315 Upton Avenue** **Toledo, O.**

**Champion Heavy Duty**

**$1.00**

One Piece

Can't Leak

Heavy Construction Throughout

**Champion Motorcycle Mica**

**75c**

Can't Break

Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**

**75c**

The Ever Popular Two-Piece Plug

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# It Sells

## Harley-Davidson dealers say the 1916 Harley-Davidson *sells on sight.*

## Many dealers profited by ordering demonstrators at the very opening of the season.

They had *something to show,* and got the business on the strength of it.

Many Harley-Davidson dealers have profited *immensely* because they had *demonstrators.*

One eastern dealer has ordered out nine machines, as against one in the same period last season.

A large western dealer has ordered out more than twice as many machines as in the same time last season.

We could mention almost any number of similar cases.



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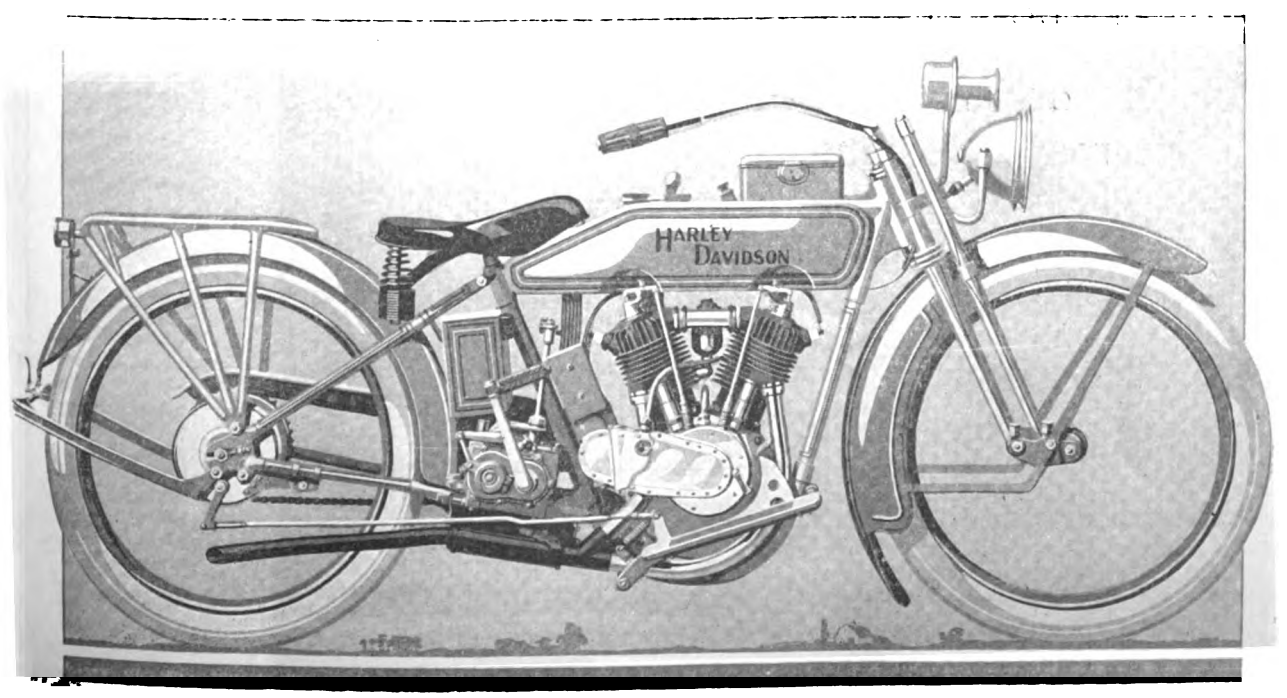
# on Sight

## 1916 Harley-Davidson shipments are far and away ahead of 1915 Harley-Davidson shipments during the like period at the beginning of the season a year ago.

## One important reason for the big sales of the 1916 Harley-Davidson is the fact that *it sells on sight.*

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**



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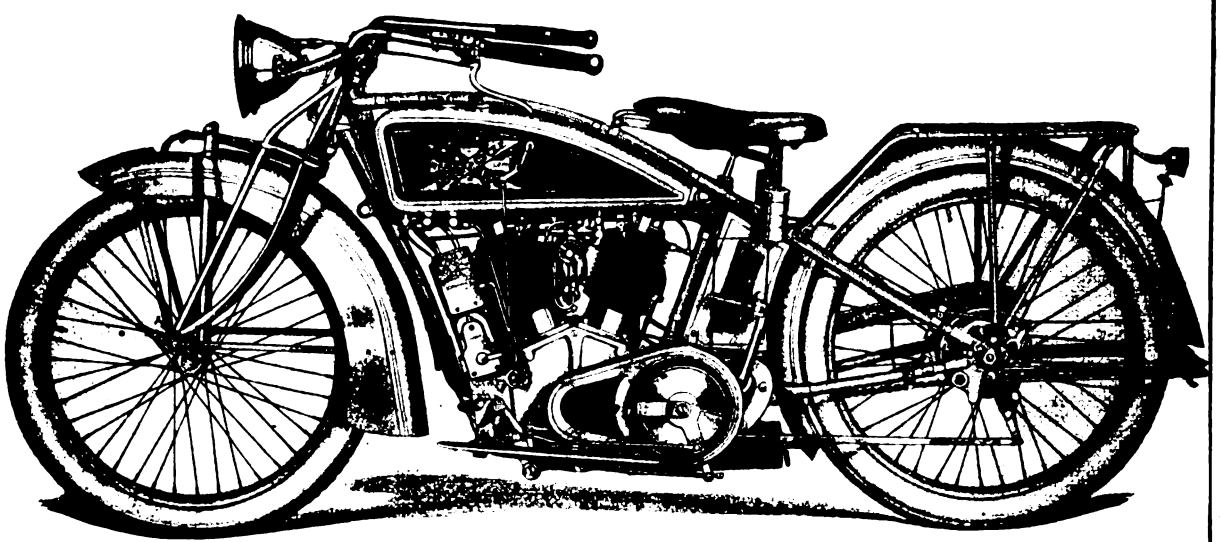
EXCELSIOR MOTOR MFG. & SUPPLY AUTO CYCLE — ALWAYS MAKES GOOD

# MODEL 16-3
# Excelsior Auto Cycle



## The Colossus of the Motorcycle World

**wise Dealers who want the Best Motorcycle and the best seller are getting in line for 1916.**

**If you are not fixed right, get busy, we have some open territory for live ones.**

**Six models including a Real Light Weight, all described in our new catalog. Write for it.**

**We are making immediate delivery on all models in any quantities.**

**Excelsior Motor Mfg. & Supply Company**
**Office and Factory, 3703 Cortland Street, Chicago**



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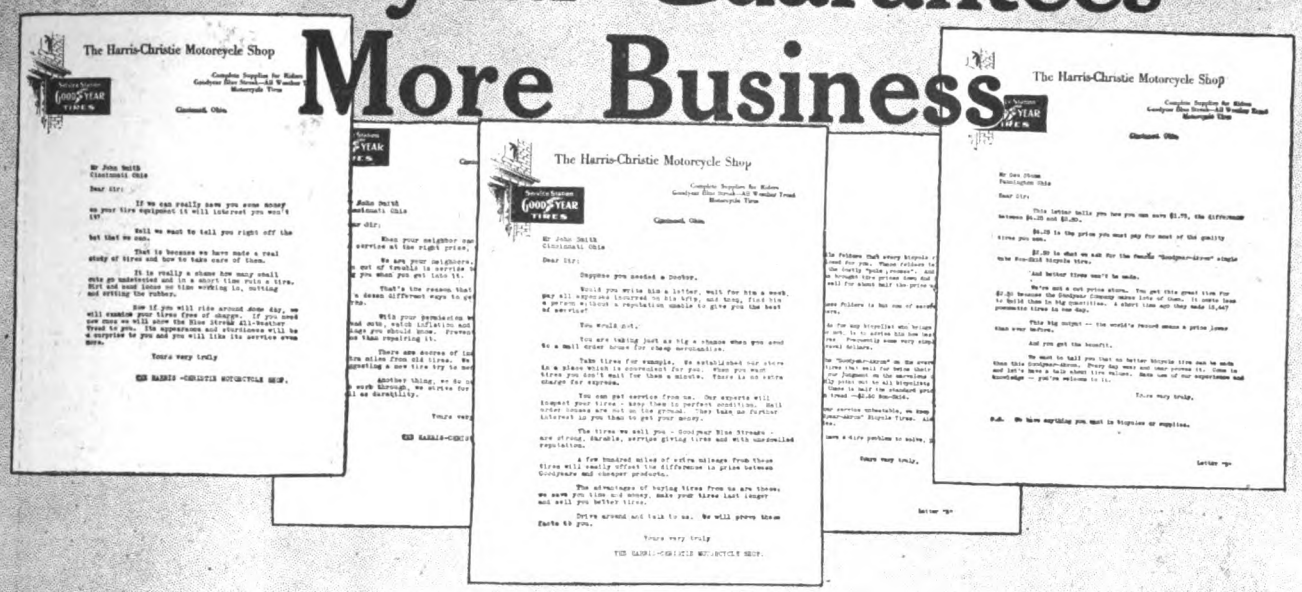
# Goodyear Guarantees More Business




## To Dealers Who Use This Expert Letter Service

## Win Trade From Motorcycle Riders—From Bicycle Riders

These letters—stamped, and addressed to your customers or prospects—come all ready for you to sign and mail. And with them we give you this guarantee—

**All money back unless the letters pay for themselves through increased business.**

You take no risk whatever, remember that. But you stand every chance of winning increased business, just as thousands are doing. Read this:

### 400 Answers from 1300 Letters

Scores of dealers are having remarkable results with these guaranteed letters. One man in a large city received 400 answers to 1300 letters. These brought over 40 jobs at once, besides a large number of tire sales.

Dealers in smaller towns are doing nearly as well in proportion. For results from these letters are limited only to the number of riders and prospects in the community.

### 115,155 Sent in One Month

We launched this guaranteed sales plan last June. Hundreds of dealers seized it. Since then the demand for these letters has trebled. In one month alone Goodyear dealers ordered 115,155 of these trade-winning letters.

### Complete Campaigns

For motorcycle or bicycle dealers, vulcanizers, accessory stores, etc. Each campaign consists of from 3 to 6 letters and includes almost any subject you want to talk about to motorcycle or bicycle riders, as shown by coupon attached.

We also write special letters, at your request, to fit special conditions.

You are to be the judge of whether these letters bring in enough business to pay their cost to you—2c for postage and 1c for labor, a total of 3c each.

We furnish the handsome stationery *free* for this letter service and print your name and address on it. All you have to do is sign the letters and drop them in the mail box.

### Don't Put Off

Dealers each week are besieging us with more requests for this guaranteed sales plan. It is too remarkable for good, aggressive men to neglect. If you want to make sure of more business, check, sign and mail this coupon *right now*.

**The Goodyear Tire & Rubber Co., Dept. 301**
**AKRON, OHIO**
**Makers of Goodyear Fortified Automobile Tires**

(2679)

## Mail This for Guarantee Plan

**The Goodyear Tire & Rubber Co.,**
**Dept. 301, Akron, Ohio**

Tell me all about your Guaranteed Letters to help me to

- ☐ Increase Repair Business
- ☐ Increase Tire Business
- ☐ Increase Accessory Business
- ☐ Collect Money
- ☐ Increase Motorcycle Business
- ☐ Increase Bicycle Business
- ☐ Fight Mail Order Competition
- ☐ Win Trade Against Price Cutting
- ☐ Special Letters _____

*Name* _____

*Address* _____

*City* _____ *State* _____



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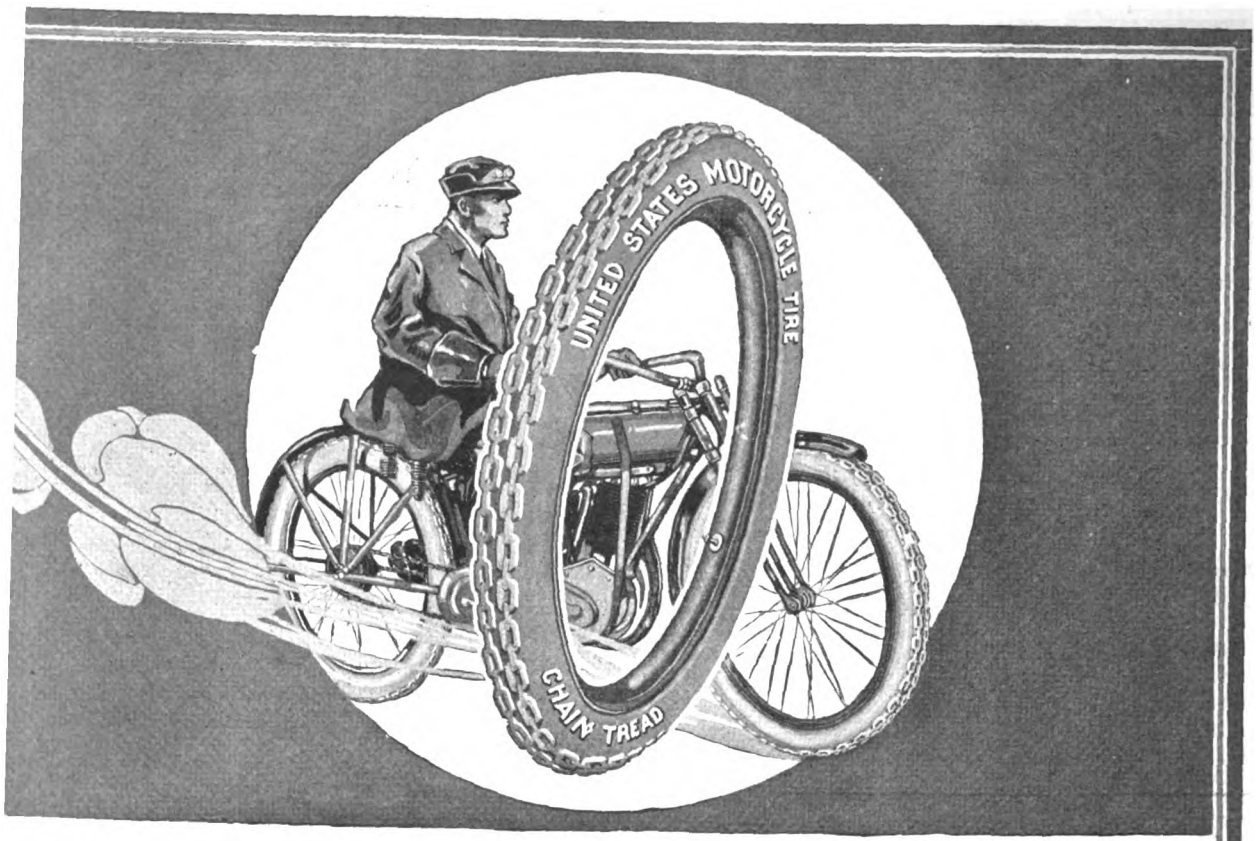


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED

The Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, October 28, 1915 No. 43


## BAKER TO RIDE IN AUSTRALIA

### Record-Holder Plans to Hang Up New Marks There As Well as in New Zealand and the Hawaiian Islands; Carries Two Indian Motors

E. G. BAKER—"Cannonball" to motorcycle enthusiasts the country over—started a few days ago for a tour of Australia and the islands of the South Pacific. He took with him the Indian Powerplus motor with which he established the Three Flag record, as well as another 1916 Indian motor for emergency service, and aims to hang up a few new records before he again sets foot on United States soil. Chief among the speed trips which Baker intends to make is one from end to end of Australia, Sidney to Melbourne, about 600 miles. The records on this course are now held by the Douglas and Triumph, English machines. Another course on which Baker hopes to do something sensational is that which follows the Australian coast-line all the way round, a distance of about 1,200 miles.

When he is through with Australia, Baker will start for home by way of New Zealand. At Wellington, N. Z., on the north island, there is a run of 1,000 miles which he is anxious to tackle, and when that is over with, he will find waiting for him a run of 500 miles on the south island. Later Baker will put in at Honolulu and try out the roads in the Hawaiian Islands. The South Sea Islanders can be assured of rare sport if the Hoosier meets another big boy from Yankeeland, Lieut. Hoffman, of the United States army forces, who is something of an endurance rider, for a match race is on the cards if Hoffman is game. Then the Indiana rider will start for home.

Baker left Springfield, Mass., the middle of last week for his home at Indianapolis, where he will spend five days before starting via Chicago over the Santa Fe to call on his friends in Los Angeles. He will sail from San Francisco on the "Sierra," November 10, stopping at Honolulu on the outward trip to make arrangements for some runs on his return trip, and will then proceed to Australia. He plans to be back in this country in April. In the meantime he carries the good wishes of riders for his success abroad.

## TRADE TOURISTS REPORT ADVANCE SALES

LOS ANGELES, Cal.—The first 1916 machine to make a complete tour of Southern California has just returned to this city. It was a three-speed Harley-Davidson with sidecar, driven by H. A. Lillie and E. E. Welborn, the latter being sales manager for the Appeal Mfg. & Jobbing Co., State distributors. The pair visited Pasadena, Pomona, San Bernardino, Riverside, Redlands, Colton, Corona, Santa Ana and Orange, and went down as far as San Diego and across the border to Tia Juana, Mexico.

At San Diego, Welborn and Lillie found that Bruschi & Pierce, the local Harley-Davidsonites, had already sold 18 of their allotment. At Riverside, the Jones' Cyclery had disposed of six, and at San Bernardino, William Gurr had sold three. Messrs. Clem and Hunsaker, of Uplands and Pomona, sold respectively three and four of the 1916 Gray Fellows. "In fact," said Welborn, "all the dealers are running ahead of last year."

### GUTERMAN TO TRAVEL FOR SCHICKEL

An announcement was made in these columns recently that Lou Guterman was to travel for the Reading Standard Company, the information to this effect having been obtained from an apparently authoritative source. Guterman now states that he is to travel Florida in the interests of the Schickel Motor Company, of Stamford, Conn., demonstrating the lightweight.

### OFF FOR AUSTRALIA

**Indian Veteran Who Counts Upon Hanging Up a Few New Records**

## FLECKENSTEIN MAKES CLEAN-UP

### Cyclone Rider Captures All Three Events in St. Joseph (Mo.) Program with McNeil and Graves Hot on His Trail Throughout.

ST. JOSEPH, Mo., October 24.—L. Fleckenstein, of Denver, riding a Cyclone, proved the sensation of the racing program here on Sunday, carrying off the three events of the day and the lion's share of the prize money. Fleckenstein's closest competitor was McNeil, on an Excelsior. The latter was always well up and his brushes with "Fleck" furnished many a thrill.

The first event carded was at 3½ miles, run in two heats, and was easily taken by Fleckenstein. In the final of the second race McNeil entered a protest because Fleckenstein had been permitted to change places with Al Ward, of the Indian team. McNeil failed to qualify against Fleckenstein and Graves. The matter was patched up by the withdrawal of Ray Creviston, of the Indian team, and the race went to Fleckenstein.

Fleckenstein then captured the free-for-all race at 4¾ miles, which closed the program. The summaries:

Three and a half mile race—First heat at 1⅞ miles, won by McNeil, Excelsior; Roy Shaw, Excelsior, second; Ray Creviston, Indian, third. Time, 1:21.

Second heat won by Fleckenstein, Cyclone; Graves, Indian, second; Meyers, Excelsior, third. Time, 1:14⅗.

Final won by Fleckenstein, Cyclone; McNeil, Excelsior, second; Graves, Indian, third. Time, 2:13⅕.

Four-mile race—First heat of 2⅛ miles won by Shaw, Excelsior; Creviston, Indian, second; Kenny, Indian, third. Time, 1:41.

Second heat won by Fleckenstein, Cyclone; Graves, Indian, second; Meyers, Excelsior, third. Time, 1:30. McNeil was retired by motor trouble.

Final won by Fleckenstein, Cyclone; McNeil, Excelsior, second; Graves, Indian, third. Time, 2:33.

Four and three-quarters miles, free-for-all.—Fleckenstein, Cyclone, first; Graves, Indian, second; McNeil, Excelsior, third. Time, 3:00.

### GRAVATH WINS SOCIABILITY RUN

Atlantic City, N. J., October 25.—Frank Gravath, Indian, won the sociability run of the Atlantic City M. C. to Camden and return yesterday. Edward Willitts, Harley-Davidson, was second, and David Parks, Thor, came third. Fourth place is credited to Howard Arthur, Harley-Davidson. Twenty riders started in the affair.

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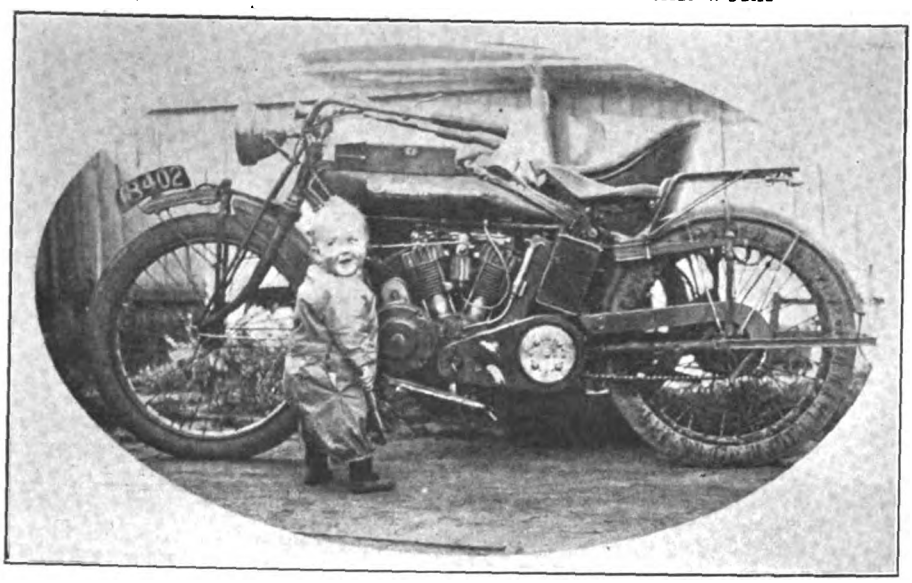
READY TO ASSIST HIS FATHER IN ALL REPAIR WORK



Son of Thomas Whitelaw, Chief Electrician to Melbourne City Council at Melbourne, Australia—The Youngster is Enthusiastic About the Indian Sidecar Combination

# BECK REPORTS RECORD SALES

## Rogers and Fentress-Newton Traveler Returns to New York Loaded Down with Orders After Middle Western and New England Trip.

AFTER a business trip which kept him on the road since the Chicago Show, and which included St. Louis, Indianapolis, Dayton, Springfield, Columbus, Toledo, Elyria, Cleveland, Pittsburgh, Erie, Buffalo and Boston on the way back to New York, Irving Beck, sales representative for Rogers sidecars and Fentress-Newton products, reports the finest crop of orders he has reaped in years. Mr. Beck, radiating optimism from head to foot, breezed into the office of **Motor Cycle Illustrated** a day or two ago and supplied figures which point to truly remarkable trade conditions in the districts he traversed.

"I am sufficiently conservative when I state that the trade outlook in the cities I visited is better than it has been in years," said Mr. Beck, "and that all indications show a marked upward trend. As far as Rogers sidecar business is concerned, we have enough orders already in hand to keep the factory mighty busy until Christmas, and on my trip I found the demand for the Fentress-Newton line equally good. Mills and factories all over the Middle West and in New England are rushed with work, and many of them are operating on day and night schedules. The natural result is improved financial conditions. Money is much looser and the cycle and accessory men are beginning to feel the benefits. That they will continue to feel them, and on an increasily broad scale, is only a fair assumption."

An interesting sidelight on Rogers and Fentress-Newton business in the East is obtained from Mr. Beck's statement that his orders taken at the New York Show, with their explanatory notes, were so voluminous that it was found necessary to forward them by express. Beck is now back at his New York headquarters, 1493 Fifth avenue, where the Rogers Mfg. Co. recently opened a service station under his management.

### WASHINGTON HEADLIGHT RULING

The law of the District of Columbia prohibits the use of any electric or acetylene headlights on the streets, avenues or public highways of the District, unless the rear reflectors are removed from them, or the front glass either ground or covered with some material of sufficient density to prevent the light being dazzling.

# GOTT MAKES A 24-HOUR TRIAL

## Peoria Dealer Covers 488 Miles with a Tandem Passenger Through Fog and Over Heavily Rutted Illinois and Indiana Roads.

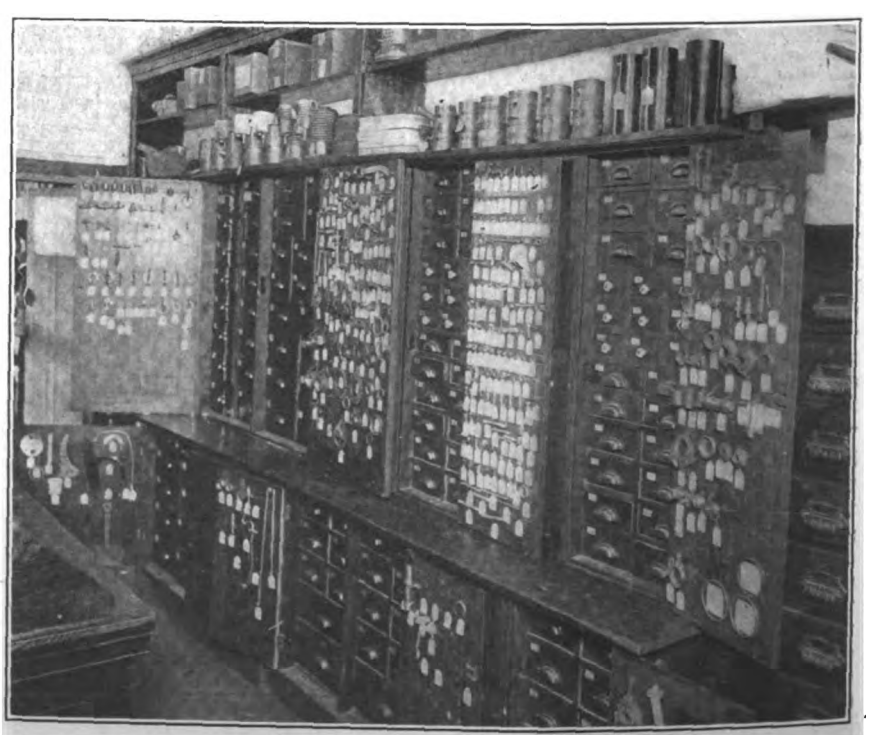
PEORIA, Ill.—Paul Gott, local Harley-Davidson dealer, accompanied by Arthur Opie, of Tivoli, on a tandem seat, left here on Thursday afternoon, October 21, at 12:30, with the aim of crowding as many miles as possible into 24 hours of riding. When the period had expired Gott's cyclometer showed 488 miles, although he had traveled much of the time through a heavy fog and over roads which were deeply rutted.

The plans designated Richmond, Ind., as the end of the first twelve hours' run, and the remaining twelve hours were to be devoted to the homeward trip. The stretch of 71 miles to Springfield was full of ruts and mud-holes.

At Newman another stop was made for oil and fuel and before Montezuma was reached it began to grow dark and a dense fog settled over the countryside. A puncture was added to the other troubles at this point. When repairs had been made the ride was continued and Indianapolis was reached at midnight. The riders were wet from the heavy fog and pretty well exhausted, but they hunted an hour for a garage, loaded up again with oil and gas and at 2 p. m. started on the return run.

They had another puncture near Danville and finally reached Springfield at 12:30 the next day. Then time was up and Gott had covered 488 miles.

ARRANGED WITH EACH PIECE PRICED AND READY TO HAND



Neat and Effective Parts Cabinet at Headquarters of Oklahoma Arms & Cycle Company, of Oklahoma City, Okla.—Tagged Articles on Doors

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# 1,000-MILE RUN FOR HUB RIDERS

**Bay State M. C. of Boston Makes Early Start on Big Three-Day Event for Next May Which Will Take Contestants Through Seven States.**

BOSTON, Mass.—Something entirely out of the ordinary in the way of an endurance run is being planned by the Bay State Motorcycle Club, of Boston, Mass., for May 28-30, 1916, when riders from all parts of New England will be taken over a course of about 1,000 miles. The route has not been fully mapped as yet, owing to the fact that the special committee to handle the affair was only named at the last regular meeting of the club, but it is understood that the endurance riders will have to struggle for their points through the states of Massachusetts, Maine, New Hampshire, Vermont, New York, Connecticut and Rhode Island. Judging from the rough plans which have so far been outlined, it is evident that the Hub organization is determined to set a high-water mark for such contests in the United States, both as to the length and diversity of the course and the number of riders who will participate.

The club officials state frankly that it is their desire to demonstrate the durability of motorcycles and the stamina of riders to all who may be interested, and that their idea of the proper way to approach the task is to provide the stiffest all-round contest of the kind on record. A rumor that the contestants will be required to ride a few miles in the Atlantic Ocean on their way back from Maine has been indignantly denied by the committee. "There will be plenty of variety in the course we select without dragging in the poor old Atlantic," say the committeemen.

Gold medals will be awarded by the club to all who finish the three-day run with perfect scores, while every survivor will receive a silver medal. A loving cup will be awarded to each member of the team of four which makes the best showing, and another cup will go to the individual rider who has the most consistent score. Special prizes will be given to sidecar entrants, and in addition there will be a number of valuable merchandise awards.

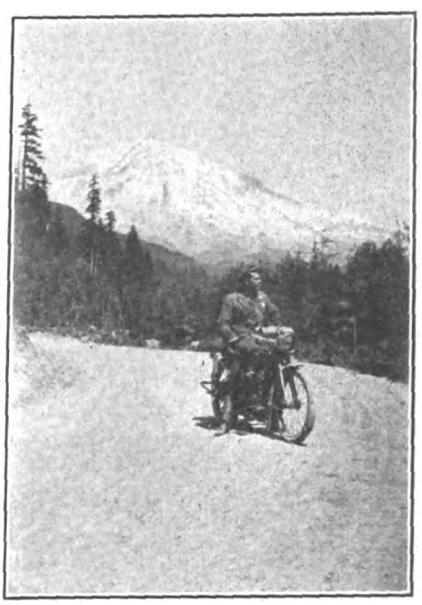
The contestants will be expected to ride fifteen hours on each of the three days, and at each night control all the machines will be locked and sealed. No repairs can be made during the night. Each rider will receive his mount half an hour before starting in the morning, thus allowing him time to fill his tanks and tune up a bit.

There are indications that the run will receive much attention from the motorcycle manufacturers and that each factory will be represented by one or more teams of four men each. Communications should be addressed to the following committee: Ben C. Straube, chairman; Donald Pope, L. W. Norwood.

## FIVE MINUTES WITH THE CAMERA MAN

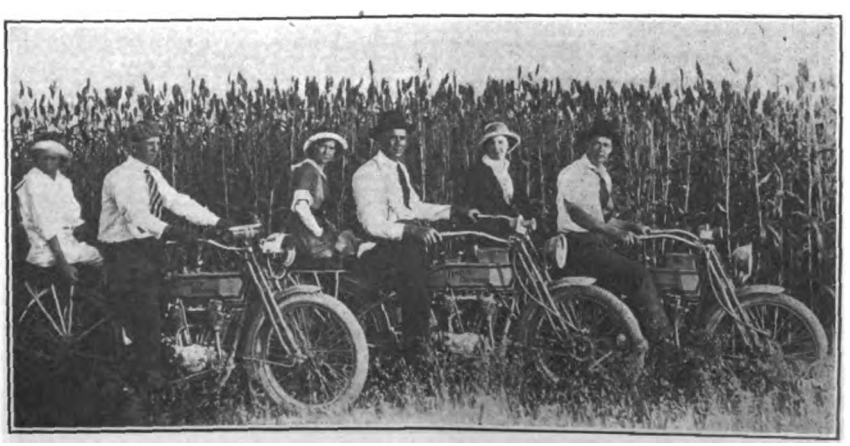
ABOVE is shown a squad of motorcyclists connected with the New Mexico Military Institute at Roswell, N. M. Ordnance Sergeant B. F. Leonard is introducing the motorcycle there and has created an excellent impression.

Below are M. W. Kibbe, traveler for the Henderson (in the sidecar) and I. L. Kibbe, new Henderson agent in Keene, N. H., on the machine. They are both hustlers. The former is traveling in northern Massachusetts, New Hampshire, Vermont and Maine and placing many agencies.



Directly above is a picture of Art Holmes, of Los Angeles, snapped in Rainier National Park, Ore. Mt. Rainier is seen looming in the background. Note the excellence of the road, despite the rugged country.

In the panel below are seen (from left to right) J. E. Sanders and Miss Edna Sanders, Mr. and Mrs. J. A. Ward and Mr, and Mrs. R. O. Robinson, all of Clovis, N. H.



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# JERSEYITES TO HELP UNCLE SAM

**State F. A. M. Commissioner Holton Starts Movement to Line Up New Jersey Motorcyclists for Volunteer Military Service.**

AIMING to have motorcyclists of New Jersey keep pace with the New Yorkers in applying the power two-wheeler to military service, State F. A. M. Commissioner E. B. Holton, of Newark, has communicated with the American Legion, 10 Bridge street, New York City, and suggested that official steps be taken to include New Jersey's riders in the general plan for national preparedness. Commissioner Holton's idea is to have a representative of the American Legion visit Newark and address the members of the New Jersey Motorcycle Club and all other motorcyclists who care to be present, thus working up patriotism and paving the way for a definite organization of motorcyclists that could be relied upon for field service in the event of war.

The New Jersey club, which has its headquarters in Newark, has long been the most active motorcycle organization in the state, and there are indications that it will take up the military idea with the same enthusiasm that has marked its undertakings in the past. It has been suggested that drills of motorcycle volunteers could be held in the larger cities throughout the state during the year, under regular army officers or the National Guard, and that the riders from all districts could gather at an annual encampment to work out on a broad scale the manoeuvres practised by the various clubs.

The success attending the participation of motorcycle volunteers in the recent manoeuvres at Van Cortlandt Park, New York, has inspired F. A. M. and club officials in several other Eastern states to prepare for action along similar lines, and Commissioner Holton is the first booster to get after the folks in charge of the national movement. The purpose of the American Legion is to line up men in all walks of life whose services, on the firing line or otherwise, would be valuable to Uncle Sam in war time, but so far it has taken no definite action with reference to the motorcycle.

Commissioner Holton stands ready to put his 180 pounds of concentrated enthusiasm behind the military movement as far as it applies to motorcyclists of New Jersey, and feels that the state will be able to show a formidable detachment of volunteer riders as soon as uniforms, equipment and officers to take charge of drills are assured.

## THIRTY-FIVE FINISH JAMAICA ENDURANCE RUN

JAMAICA, N. Y., October 26.—Thirty-five out of thirty-eight entrants finished the endurance run of the Jamaica M. C., over the course, Jamaica-Greenport-Jamaica, on Sunday, October 24. The final scores are not yet available, owing to check-sheets from various points along the course not having been sent in to club headquarters, but it is expected that several contestants will have perfect scores. Complete results are expected before the end of the week.

The run led from the clubhouse, at 447 Fulton street, this city, through Rockville Centre, Freeport, Amityville, Babylon, Islip, Bayshore, Patchogue (check), Moriches, Eastport, Quogue (check), Riverhead and Mattituck to Greenport, a distance of 105 miles. Five hours were allowed for this leg. Leaving Greenport, the noon control, the contestants returned via Mattituck and Riverhead once more, but turned off and came to Jamaica through Wading River, Shoreham, Port Jefferson (check), Smithtown, Huntington (check), Roslyn and Mineola, a distance of 103½ miles. Five hours were allowed for this leg also. The departure was slated for 7 a. m., and the finish time at Jamaica at 6 p. m., one hour being allowed at Greenport for lunch. Riding schedule called for 20.7 miles per hour outward bound and 21 miles per hour for the return trip.

The finishers included seven Harley-Davidson solo riders and one Harley-Davidson sidecarist, seventeen Indian solo riders and one sidecarist, two Thor solo entrants and six Excelsior entrants. Those who did not finish were one Harley-Davidson sidecarist, one Excelsior solo rider and one Harley-Davidson.

## ADD 100,000 SQ. FT. TO SPLITDORF PLANT

NEWARK, N. J.—Plans for a new building 300 feet long, 50 feet wide and six stories high have just been approved by the Splitdorf Electrical Company. When the structure is finished the company will have added 100,000 square feet to its floor space, and will be enabled to keep pace with trade developments no matter how fast the demand for Splitdorf products continues to grow.

For some time it has been evident that the present Splitdorf buildings were outgrown. Although the manufacturers of Dixie magnetos, Splitdorf spark plugs and mag-dynamos have been located in the present quarters only about three years, the growth of the business has been so rapid that calculations as to the length of time the existing plant would meet the demands were upset. The output of magnetos now is 315 a day, and it is the intention to increase this to about 2,000 a day when the new addition is completed next spring.

## EARL BECOMES A MEMBER OF WILLYS-OVERLAND OFFICIAL STAFF

Clarence A. Earl, who recently resigned from the Hendee Mfg. Co., to join the Willys-Overland Company, was elected a director and one of the vice-presidents of the latter concern at the annual meeting of stockholders on October 26. Representatives of 165,000 shares of common stock voted.

## POPULAR TRADE MAN TO WED

Mr. and Mrs. John Hassett announce the engagement of their daughter, Mae C., to John W. Henry, president of the Vim Cycle Hardware Co., of Buffalo. The wedding will take place soon.

# GOODRICH CO. TO INSURE EMPLOYES

**Tire Firm to Put Into Effect Plan Providing Life and Disability Insurance and Old-Age Pensions for All Workers on November 1.**

AKRON, O.—The B. F. Goodrich Company, of this city, is to insure all of its 15,000 employees on and after November 1, 1915, according to a recent announcement. The insurance is to be of the group type, and by means of funds especially set aside by the firm for this purpose. The idea is to provide a pension after a stated term of service, compensation in case of disability, and life insurance in the event of death.

As regards the pension and disability forms of insurances, the Goodrich company will set aside certain funds for these purposes. The life insurance is to be taken through the Equitable Life Assurance Society in the form of a policy for each employee, valued at $500 for the first year of service, and increasing $100 with each subsequent year until a maximum of $1,000 is reached.

A recent bulletin to the employees explains the plan. The pension is to provide for those employees who have earned an honorable retirement in their old age. The disability compensation will afford some protection to the employee during periods of illness. In announcing the insurance plan the company states:

"In providing these benefits, the corporation is expanding its plan of developing the mental and physical efficiency and well-being of its employees, so successfully begun in the physical examinations undertaken in 1914.

"To this end the corporation is establishing its department of health and these forms of social insurance, believing them all to be in accordance with the sound underlying principles of American industry and honest workmanship.

"The corporation provides these safeguards in no way as a gift, but rather as a fine example of the mutual service possible through co-operation."

## IMPROVED CONSTRUCTION IN LEONARD BRACKET

For the 1916 season, the Leonard's Prest-O-Bracket, produced by the G. A. Leonard Manufacturing Company, of Burlington, Vt., has a most useful improvement. This is in the extension of the bands holding the tank down to the fork of the motorcycle directly under the tank and securely fastening to the fork. The arrangement makes for added steadiness, thus doing away with any vibration.

The Leonard bracket has the form of a curved trough to whose rear and upright portion are fitted clamping devices to attach to the forks of the motorcycle. At each end of the lower portion of the bracket are bands for affixing the Prest-O-Lite tank in position, these bands being fitted with a simple device to enable the tank to be changed when exhausted.

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# PAGE IS HEAD OF NEW DEPARTURE

**Elected to Presidency of Big Bristol (Conn.) Company After 23 Years of Successful Service; A. C. Hitchcock Succeeds Him As Secretary.**

BRISTOL, Conn.—At the annual meeting of the board of directors of The New Departure Manufacturing Company, held on Tuesday afternoon, October 19, DeWitt Page was elected president; Frank P. Furlong, of Hartford, vice-president; C. T. Treadway, treasurer, and A. C. Hitchcock, secretary. The following directors were also elected: DeWitt Page, C. T. Treadway, F. P. Furlong, Charles F. Pope, E. R. Burwell, A. C. Hitchcock and Townsend G. Treadway.

Mr. Page succeeds Albert F. Rockwell as president, and Mr. Hitchcock succeeds Mr. Page as secretary. The new directors are Mr. Hitchcock and Townsend G. Treadway.

Mr. Page, the newly-elected president, has been identified with The New Departure Manufacturing Company practically since the first days of its existence. He came to Bristol from Hartford twenty-three years ago and accepted a minor position in the office of the then New Departure Bell Company. In the succeeding years he won promotion from one position to another in practically all departments, so that he brings to the presidency an extraordinary and comprehensive knowledge of the business. In the earlier days he was paymaster, then purchasing agent and later advertising manager. Soon after he assumed the duties of the last mentioned position, he was appointed assistant general manager and his duties became general throughout the factory.

About ten years ago he was elected secretary and entered the directorate of the company. Shortly after this the business grew to such proportions that it was deemed desirable to change the method of marketing the company product. Selling through a New York agency was discontinued and a sales force established at Bristol, Mr. Page becoming the head of that department. This change proved to be thoroughly successful, the company's business showing a handsome increase each year.

**De Witt Page**

In December, 1913, Mr. Page was unanimously elected general manager of the company. He will continue in the duties of this office in addition to his executorial work.

The selection of Mr. Page for the head of one of the most important manufacturing concerns in New England shows the confidence of his associates in the abilities, methods, and policies which have marked his management of the company's affairs.

Mr. Page is a native of Meriden, Connecticut, but spent practically all of his boyhood and youth in Hartford where his two brothers now reside—Bertrand A. Page, as first vice-president of the Travelers' Insurance Company, and Ralph E. Page, of the Page Hardware Company.

Mr. Hitchcock, the newly elected secretary, came to the company six years ago as assistant sales manager and succeeds Mr. Page as secretary and sales manager. Mr. Hitchcock was born in Cheshire, Egland, of American parents. He was educated abroad and returning to this country held responsible positions with the American Brass Company for twelve years. For three years previous to his coming to Bristol, he was a maker of bicycle accessories in Boston.

## HARRY JACOBS LOSES INFANT SON

Their many friends in the trade will regret to learn that the son born last week to Harry and Mrs. Jacobs died shortly after birth. Mrs. Jacobs, however, went through the ordeal splendidly, and is making very satisfactory progress toward complete recovery.

**HAS IT EVER STRUCK YOU—**

**That All Detours Seem to Be Rocky and Winding and That the Gradient Is Usually Only a Few Degrees Off the Perpendicular?**

# AFTER BIG SALES IN NEW ENGLAND

**General Motorcycle Sales Co. of Boston Increases Capital, Takes on the Excelsior and Prepares to Open a String of Up-to-Date Branches.**

BOSTON, Mass.—Following the announcement that the Henderson Motorcycle Sales Co., of this city, New England distributors for the Henderson motorcycle, has also secured the agency for the Excelsior line, comes the statement that papers have been filed with the Secretary of State changing the corporation's name to the General Motorcycle Sales Co. At the same time the capital stock was increased from $15,000 to $25,000. The officers of the company have not been changed. They are as follows: Charles A. Hubbard, president; Ben C. Straube, treasurer and general manager, and Charles A. Waterman, secretary.

The company states that its purpose is to open branch stores in Lynn, Waltham, Cambridge, Brockton and a number of other surrounding towns where both the Henderson and Excelsior sales will be pushed. Arrangements are already being made for the first branch, which will be in Cambridge.

The General Motorcycle Sales Company has already sold and delivered 19 of the 1916 model Hendersons and has orders on hand for several more. Fourteen sub-agencies have been arranged for, three of these being closed by Treasurer Straube at the New York Show. Although it has just taken on the Excelsior the company has found it necessary to place a carload order.

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# On the Pacific Coast

## AUTOS IN RELAYS TRY TO BEAT BAKER 3-FLAG MARK

LOS ANGELES, Cal., October 9.—An effort to beat the three-flag record set up by E. G. Baker on his Indian machine, equipped with the new "Powerplus" motor, was recently made by the Chandler Automobile Company. In spite of the fact that the distance from Tia Juana, Mexico, to Vancouver, British Columbia, was made by several relays of automobiles, the drivers of which stopped only to replenish their oil and gasoline supplies and to get refreshments, "Warhorse" Baker's time wasn't even approximated. The four-wheelers, with all the huge advantages they had, traveled over the distance of 1,655.5 miles in 124 hours. Baker's time for the same distance was 81 hours and 15 minutes. Local motorcyclists who heard the news were enthusiastic over the superior qualities of the two-wheeler and weren't at all backward about "rubbing it in" on the autoists.

## FLETCHER MADE GOOD AS SALESMAN AND MECHANIC

John A. Fletcher, of the sales staff of T. Will Risden, Indian agent at Los Angeles, Cal., has been both a shop man and demonstrator before going on the road. He started his mechanical career in Detroit as a mechanic in the Packard Motor Car Company's factory, but on coming to Los Angeles later, worked as a mechanic with Risden. Staying two years in this capacity, Fletcher was not satisfied and wanted to sell, so as soon as a vacancy presented itself in the Risden jobbing organization, he was given his opportunity. He made good on his first road trip and did even better on the second, and now is considered one of the best of the Risden outside men.

## SAN FRANCISCO M. C. DOINGS

San Francisco, October 20.—The San Francisco M. C. staged a club run to Niles Canyon last Sunday. Thirty riders participated, taking along a sidecar filled with good things to eat and drink. The outbound trip was made by way of Lake Chabot, over excellent roads. Returning, the party separated, some of them journeying to San Jose and thence home by way of the Peninsula route; others returned by way of Oakland.

The club members are enjoying a swim night, every alternate week, at Sutro Baths, out at the beach. Some of the boys say they are taking the "bawths" whether they need them or not, just to be in the swim.

## CHELINI FUND INCREASES

Two dollars were contributed last week to the Chelini Fine Fund, making the total receipts eleven dollars at this writing. The contributions, which were for one dollar each, came from Mr. Gibson, secretary-treasurer of the F. A. M., and Arthur B. Croft, the proprietor of the Indian agency at Ouray, Colo. Fifty dollars is the amount of money which the friends of A. Chelini are trying to raise in order to reimburse him for the fine he had to pay for speeding while covering the last leg of the Transcontinental Motorcycle Relay. Contributions should be sent to the editor of **Motor Cycle Illustrated.**

## APPEAL COMPANY BOOSTS CAMPAIGN FOR NEATER RIDERS

J. D. FRASER, manager of the Appeal Mfg. & Jobbing Company, distributors of Harley-Davidson motorcycles, with headquarters in San Francisco, Cal., forwards the accompanying photograph of Mr. and Mrs. George Chenoweth, with the remark that these riders are doing much to set a high standard of neatness for motorcyclists in Los Angeles and vicinity. Mr. Chenoweth is an employee of the Appeal company's Los Angeles house, and it is explained that the manner in which he and Mrs. Chenoweth attire themselves for roadwork has elicited many approving comments from both riders and non-riders.

"We have always noted," writes Manager Fraser, "that when a motorcycle and sidecar or motorcycle with tandem passenger passes along any city street with closed muffler and with the motorcyclists neatly attired, the face of every pedestrian reflects surprise; the latter is amazed because he has just learned that a motorcycle can run quietly and be ridden neatly. We are heartily in favor of the campaign to improve the appearance of the riders, for we believe that it will go a long way toward removing some of the prejudice which exists in the minds of non-riders concerning the motorcycle."

**Mr. and Mrs. George Chenoweth**

## SO. CALIFORNIA F. A. M. OFFICIALS

Los Angeles, Cal.— C. F. Gates, Commissioner of the F. A. M. for Southern California, has made up his advisory board as follows: Chairman Competition Committee, Paul J. C. Derkum, Los Angeles; Chairman Legal Action Committee, Perry F. Backus, Los Angeles; Chairman Membership Committee, O. B. Bray, Los Angeles; Chairman Press Committee, John E. Hogg, Los Angeles.

Derkum has had some success as a promoter, Attorney Backus is one of the directors of the L. A. Motorcycle Club, and Bray is secretary of the L. A. M. C.

## RISDEN TO SELL INDIAN PRODUCTS IN ARIZONA

Los Angeles, Cal.—Arrangements have been made between the Hendee Mfg. Company and C. Will Risden for the latter to be distributor of Hendee products for all of Arizona except Maricopa County.

Risden has also pushed his activities into Lower California, having established agencies at Mexicali and another at Tecarte. The latter covers the Guadalupe Valley.

## LITTLE DAYTON IS TAKING

San Francisco, October 20.—The new Dayton motor bicycle has caught on in the West with a vengeance. According to W. E. and W. H. Jackson, of this city, who are Pacific Coast distributors for Dayton motorcycles and bicycles, dealers from Denver west are clamoring for agencies for the new Dayton motor bicycle. Judging from the interest displayed in the new motor wheel, the coming season promises to see a large number of these machines in operation on the Pacific Slope.

## T. & H. COMPANY OPENS

Seattle, Wash.—The T. & H. Cycle Company has just entered the field in this city, at 1533 Eleventh avenue. H. D. Taintor and A. E. Hagan compose the firm and are both familiar with all makes of motorcycles. General repair work will be carried on.

## MADE SALES AT FAIRS

San Francisco.—The Hendee Manufacturing Sales Company of this city exhibited the 1916 Indian models at the recent county fairs at Merced and Fresno and, according to B. Anderson, manager of the company, a large number of sales were made. "Happy" Alzina was in charge of the exhibits.

## MOTORCYCLE SUPPLY TO ADD

Portland, Ore.—The Motorcycle Supply Company, of 209 Fourth street, is shortly to build a modern garage and repair shop with club rooms on its own property. The firm is headed by Percy Abbott, one of the best-known of Portland's motorcycle men.

## LILLIE ESCAPED LUCKILY

Los Angeles, Cal.—Herbert A. Lillie, the well-travelled "misisonary" of the Appeal Mfg. & Jobbing Company, came out of a recent collision with an interurban electric train with nothing but bruises, and he and his friends consider him specially protected by Providence. The train hit him at a crossing and hurled him and his mount for 37 feet into the Tules river. Lillie is still wearing bandages, but will soon be none the worse for his encounter.

## GOOD MOTOR WHEEL DEMAND

San Francisco, October 20.—A. Freed, president of the Pacific Motor Supply Company, reports a very good demand for Smith motor wheels and bicycles throughout Northern California.

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MOTOR CYCLE ILLUSTRATED
With Which Is Now Incorporated
The Bicycling World
NEW YORK

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J. LEO SAUER, President and Treasurer
H. N. CONDICT, Secretary J. H. DONEHUE, Editor

TELEPHONES: 1436 and 1437 Cortlandt
Western Representative, HARRY G. JACOBS
1535 First National Bank Building, Chicago

## HE NEEDS BOTH WHEELS

EVIDENCE that the New York Motorcycle, Bicycle and Accessory Show was the most fruitful exhibition of the kind ever held, continues to accumulate. Almost daily come sales reports showing that the business stirred up at Madison Square Garden was definite and plentiful. There was no lost motion. Trade men who attended the Show were repaid for their time and efforts, orders went back to the factories in sheaves and cycling spirit in the East received a big impetus.

Under the circumstances there appears to be no reason for depriving the trade machine, as symbolized in the cartoon above, of one of its wheels. We consider it a highly efficient piece of business mechanism as it stands and another season with its present equipment should make it an all-around record-breaker. We feel that the rear wheel has fully justified itself.

### SIGNED ALL CHECKING SHEETS

Editor: Apropos of the recent endurance run of the Buffalo Motorcycle Club I wish to state that I signed checking sheets at all the controls of the course and that after being in the lead up to Arcade, I encountered some mechanical trouble, my inlet valve breaking and puncturing a hole in my front piston when it dropped into the cylinder. I took three hours to remove the broken parts and to get my motor to turn over freely. And then with only one cylinder in use, I plugged on to Jamestown, my home town, covering about 115 miles in this crippled condition, checked at every control and arrived in Jamestown about two hours and forty-five minutes after the leading man. There I took my motor down, replaced the broken parts in less than one and a half hours and left the town at nine in the evening. I arrived in Buffalo at 2:15 the next morning. Your correspondent stated that the last place I had signed checking sheets was at Arcade.

VERN F. SQUIER.

Jamestown, N. Y.

### MORE ABOUT MILLIGAN

Editor, **Motor Cycle Illustrated**—I was very glad indeed to note your mention of Assemblyman Milligan in your last issue, and just want to add a few words. I have had quite some experience with politicians and various legislatures, but I can say without fear of contradiction that Fred G. Milligan, member of Assembly from the fifth district of Brooklyn, is more truly a representative of the people who elected him than any other man I have ever known. During my ten weeks' experience in Albany attending the sessions of the legislature I had the opportunity to watch the various members at close hand and know that Milligan stood for the interests of his constituents at all times.

In regard to motorcycle legislation I have received several letters to the effect that if the motorcyclists had not had a representative on the ground we would have had one of the unjust bills enacted into law and the riders of this State would now be paying without doubt a five dollar registration fee. But I can say and have no fear of contradiction from any source that if I had not been able to secure the interest and aid of Assemblyman Milligan that we would have such an unjust law now. It was Milligan who at the last minute, on the last day of the session, found an error or trick in the bill that finally passed corrected but which in the original form would have provided a registration fee of five dollars. It was only Milligan's forcefulness and absolute independence that won the day for us in the Assembly by having the Fuess bill amended reducing the fee to two dollars after the three dollar Cristman bill had been made a party measure in the Senate. This Milligan did against the tricks and crack of the whip of the bosses, and so aroused their disfavor and they would be glad to see him defeated at the coming election, and it is for this reason that every motorcyclist and everyone in fact that believes in a true representative of the people to do their utmost to have Mulligan re-elected by the largest majority ever known in the district.

J. A. HALL.

Brooklyn, N. Y.

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# POWERPLUS-

## Here's What Some Representative Indian

"The new Powerplus motor is one big roar. I did 44 miles in 50 minutes going from Providence to Worcester. Eddie Lutz took one of them into a recent endurance run and he said that his experience was that it took the hills so easily that he thought the machine was geared low. Then, on the other hand, in riding on the level he thought the machine was geared high. Can you beat it?"

B. A. SWENSON, Providence, R. I.

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"Everybody who has covered the road from Springfield, Mass., to Brockton, Mass., knows that there are some good sizable hills to roll up. I made the round trip of 228 miles with a new Powerplus motor and never shifted a gear. Two other things which particularly impressed me about this new 1916 achievement is the steadiness and abundance of its power at low speed and its extreme quietness. I can also say that as a sidecar motor it is a world beater."

G. A. GOVE, Brockton, Mass.

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"I am very much pleased to acknowledge your favor of the 12th and also to receive the new 1916 motor mentioned therein. To say that I am pleased is putting it mildly. This new motor seems to be everything that I could desire, having not only power in the first place, but a degree of quietness I hardly dared to anticipate."

A. H. CROCKER, Kansas City.

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# The New Battle Cry!

## Men Think of the New Indian Motor——

"The new Powerplus motor is the slickest thing I have ever seen in all my exeprience in the motorcycle business. Its quietness is truly remarkable and it is so high strung that it seems capable of doing anything."

ROY CROSS, Worcester, Mass.

"During my recent trip from Bridgeport to Niagara Falls and back through the mountains of Pennsylvania I rode a 1916 Indian with Powerplus motor. I want to say right here that it is the fastest and most powerful machine I ever sat on. I never was out of high on the entire trip and I am willing to do it again on a bet with gear locked into high. That is how much I think of Powerplus."

ARTHUR DUNHAM, Bridgeport, Conn.

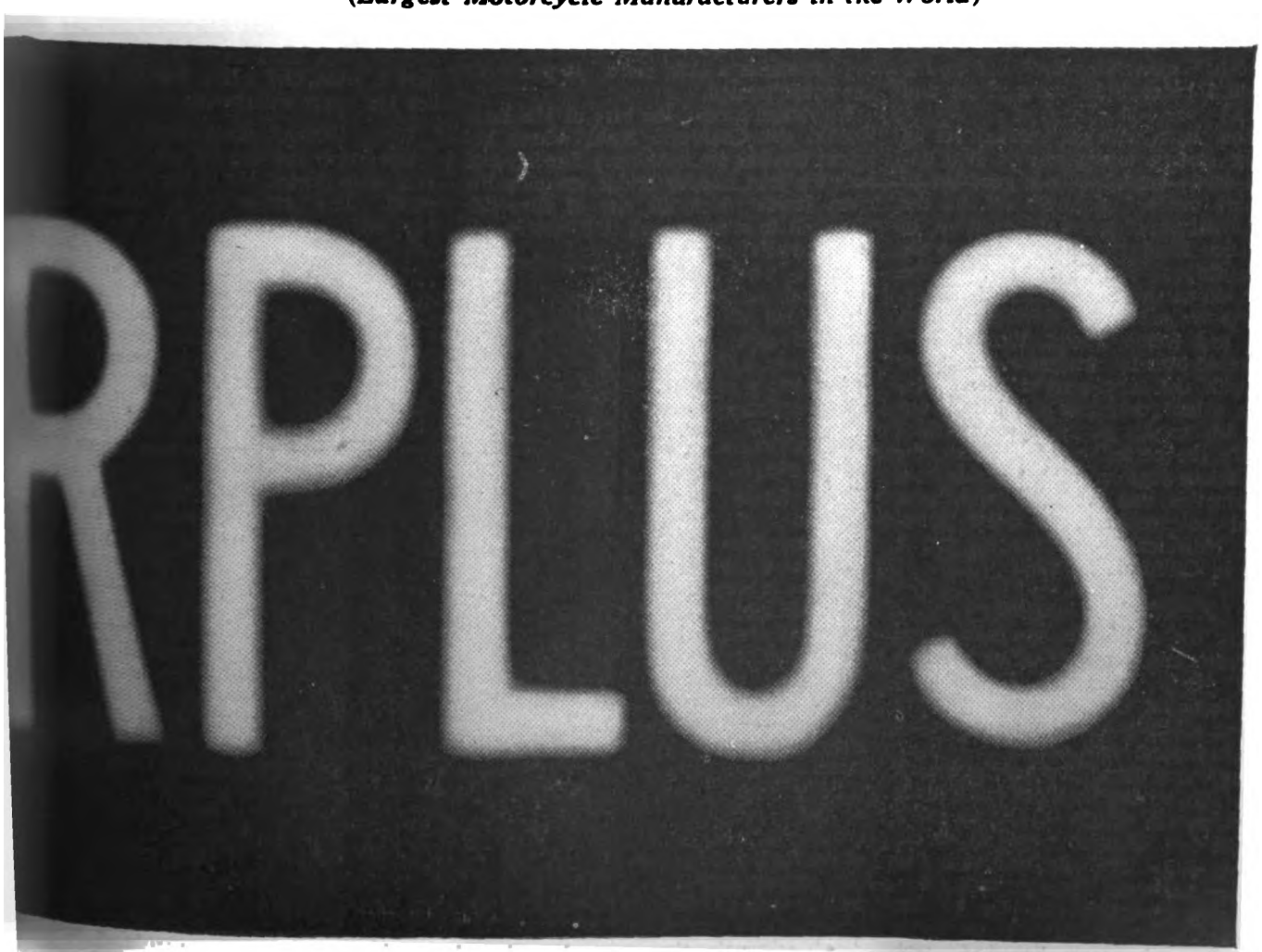
"I can truly call the Powerplus motor a sensation. It has proved to be such everywhere that I have been with it. There was never a time when my machine has been on view that the crowd did not immediately get busy examining and admiring its details. You can take it from me that the factory claims for Powerplus are very modest when put beside its actual performance. I have had it on the road for thousands of miles and I did not strike any cross country rough stuff that the Powerplus motor couldn't easily trim."

E. G. ("CANNONBALL") BAKER, Indianapolis.

## Powerplus—Salesplus—Profitsplus!

## Hendee Manufacturing Company, Springfield, Mass.

*(Largest Motorcycle Manufacturers in the World)*



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# The Valley of the Beautiful and the Land of Dead Things

By John E. Hogg

THE perfect medley of bird-songs awakened me suddenly and I sat up in bed, rubbing the sleep out of my eyes with my fists. It seemed that all the birds for miles around Los Angeles had congregated about my sleeping porch for the express purpose of awakening me. Every tree and shrub seemed to be alive with orioles, mocking birds, thrushes and linnets—all singing as if their lives depended upon it.

### "Big Ben" Speaks

I was just in the act of reaching under my pillow for my timepiece, when "Zing! Bang!-!-!-!" went "Big Ben" out in the hall, and I heard Ruth scamper out and choke it.

An hour later, with the sun not yet up over the eastern mountains, we had finished a dainty breakfast, bade good-bye to home and mother, and were off, up the beautiful palm-bordered Callé Hidalgo, to the Mission Road, where we turned to the east, out through San Gabriel and past the historic old mission San Antonio de Padua.

Twenty-five miles of boulevards through orange and lemon groves, through avenues arched over by eucalyptus and pepper trees, with the snow-covered Sierra Madres as a background, to the left of our road. Add to this picture a motor which ran with the perfection of a watch, the most glorious June morning, and you have a combination that would certainly give joy and contentment to the worst "hard-boiled" individual who ever carried a grouch in California sunshine.

### "Profanity-Provoking Ruts"

Coming out of Pomona, we encountered road repairs and were sent off on a detour marked "Best Temporary Route," but which developed into two miles of deep dust and profanity-provoking ruts before we reached good roads again.

We were now out of Los Angeles county, with the "county cop bugaboo" left behind; so, touching the throttle a bit, we sailed down the San Bernardino road at an exhilerating clip. The last few days had been very warm and we were rather surprised upon rounding the base of Mt. San Antonio ("Old Baldy") to notice how far up the snow line had crept. I told Ruth to note the amount of snow on this side of the mountain and that I would bet her my next week's wages that there was more snow on the other side—although the other side was next the Mojave Desert (pronounced Mohäh-vee). "When we come out at the upper end of the Cajon (pronounced Kahone) pass," I told her, "you will find that I am right."

### No Speed Limit

The rest of our run to Riverside is only the story of a joy-ride over a boulevard along the foot of the mountains, through mile after mile of orange and lemon groves. The road was so smooth that it glistened in the sunlight. There was no speed limit other than the speed limit of the machine, and for miles and miles we simply toured along with the speedometer standing at 65 and sometimes a little more. It was pure joy, unadulterated.

We rattled around the base of Mt. Roubidoux, the California Sinai, where religious services are held every Sunday, and over the long wooden bridge spanning the river, beside which the city of Riverside was built in order to call it Riverside. It is a beautiful city of homes and well-parked yards and streets, but we went right through, hesitating only sufficiently to comply with the speed ordinances.

### Helping Themselves to Oranges

The fifteen miles between Riverside and San Bernardino was over a boulevard that was in sore need of repair, and we encountered several detours that sent us over some abominable roads and delayed our progress. The country was mostly given over to oranges, although we found a fine lemon tree growing at the side of the road, and filled our pockets with the fruit to serve as thirst quenchers on our dash through the dry desert with its alkali and cactus.

**In the Desert, Filled with Sagebrush, Mesquite and Joshua Trees**

At San Bernardino we filled up on gas and oil, inquired the road out to the Cajon Pass and were off again. We were now at the foot of the San Bernardino range—great snow-covered peaks that towered into the very heavens, with Mt. San Bernardino's ten thousand feet of snow and icefields looming up most prominently of all.

We were sailing up the Cajon Pass road at a merry clip when suddenly we dropped into a heavy chuck hole without the slightest warning. In the glare of the sunlight I had failed to see it, and the jar of dropping into it so unexpectedly nearly unhorsed us both, so that Ruth bounced up and came down with her pretty little Grecian nose against my shoulder so hard that it made tears come to her eyes. It hurt a great deal worse than she let on, but she never whimpered.

### Barren-Looking Country

Our road now led up and up—not by very steep grades, but by the long gradual climb. The orange groves merged into hay fields, and the hay fields into sagebrush and mesquite, until at last we found ourselves in a most barren and desolate-looking country, consisting almost entirely of rock.

**Near Summit of Cajon Pass**

As we climbed higher our road became poorer, until by the time we had reached Cajon (a watering tank on the Santa Fé Ry.) we found ourselves on a mere gossamer of a road that wound up and up between great perpendicular walls of rock that gave us much the same sort of feeling that one has as he walks along between the sky-scrapers of lower Broadway in New York.

The curves and grades were simply shocking, as was also the view hundreds of feet straight off the

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edge of our road down into the canyon as we toured along on its very edge for mile after mile.

About half way up through the pass we stopped to snap some photos, and here we became aware of the fact that the pass not only acts as a pass through the mountains for wheeled vehicles, but for the elements as well.

### Air Roars Up Like Hurricane

The air down in the valley, heating and expanding faster than that of the mountains, roared up through the pass in a perfect hurricane that nearly swept us off our feet, and was anything but pleasant.

We started again in low gear, pumped a gunful of oil to the motor, and went growling on up the grade with the open exhaust from the motor sounding like a sham battle as it was echoed back and forth between the adamantine walls.

From the standpoint of the motorcyclist, the Cajon Pass could not be considered safe. In fact one is under a severe nervous strain all the way up, if he plays "safety first." I found myself in a cold sweat before I came to a point where I was reassured by a sign bearing the information —"Summit one-half mile."

It was quite a relief when we came to the summit, and stopped on two edges of the world to rest and let the motor cool. In front of us for miles and miles—as far as the eye could reach—stretched the Mojave Desert; mile after mile of barren sand, with no vegetation except cactus, mesquite and a few great Joshua trees. Back of us was the mountains, with the Cajon Pass road winding down through them like a ball of string that a kitten had played with; and beyond, dim and hazy in the distance, lay the fertile San Bernardino valley.

### Smelled Like Roasting Turkey

We now had 23 miles of desert road into Victorville; that is, "road," such as it is, consisting of fine sand and alkali dust, anywhere from six inches to bottomless in depth. It wasn't such bad going, though. Desert though it was, it was by no means monotonous to us, as we were seeing all sorts of strange things. The ground literally swarmed with horned toads and lizzards that scattered in every direction as we approached. Great Yucca flowers blossomed on all sides and wafted their fragrance in the air, blended with the odor of the sagebrush, that smelled like the kitchen when the Thanksgiving turkey is being prepared.

The Joshua trees were also new to us, and there seemed to be something weird about them. They are positively uncanny-looking things, with their great shaggy branches reaching out like the hairy arms of legendary giants.

We could also see now the back side of Mt. San Antonio, and true to my prophesy, the snow line extended down more than half of its height.

### Made Good Progress

Although we slid about and skidded almost continually from one side of the road to the other, we made fairly good progress, and at two o'clock rolled into Victorville, where, leaving the machine at the Central Garage to be filled with gas and oil, we betook ourselves to a nearby restaurant, or rather the Victorville Hotel.

The town of Victorville is on a little oasis in the desert, and, considering its surroundings, is a wonderful little place. It has some very nice buildings and houses, to say nothing of an abundance of trees, flowers and other vegetation. We were also pleased to find that the hotel sets about as fine a meal as anyone could care to sit down to.

Filling our canteen with fresh water, we struck out once more, this time straight west into the desert with a grim determination of crossing it and reaching the Sierra Madre mountains on the other side. We roared up a big sand dune and down on the other side, and had gone less than two miles before we realized that we were into seventeen kinds of hell and damnation. Oh! no, it is no mystery to us now why men go crazy in the desert!

### Why Men Go Crazy

The air literally crackled with the heat. The sun beat down on the glistening sand in blinding fury, and the wind blowing a perfect gale and laden with sand and alkali dust, was like the blast from a hot-air furnace. The vegetation had dwindled to a clump of cactus and mesquite here and there, while in all directions stretched the glistening sands and great barren hills with rocks of the most vivid colorings.

I soon dispensed with attempting to use the high gear of the machine, and even in intermediate it took half a throttle and a speed of nearly 30 miles per hour in order to be able to turn a wheel.

The sand and alkali was absolutely bottomless, and when we desired to stop, all we had to do was to shut off the motor and step off. The machine would sink in up to the hubs, and, with the motorbase in the sand, would stand without additional support.

### Eyesight Getting Bad

We had little time for lingering, however, for there were 56 miles of desert ahead of us and with only a small canteen of water every minute counts. The heat and brilliancy of the sunlight made goggles out of the question, and I soon found that the alkali dust and glare of the sunlight, with its reflection on the white sand, were playing havoc with my eyesight.

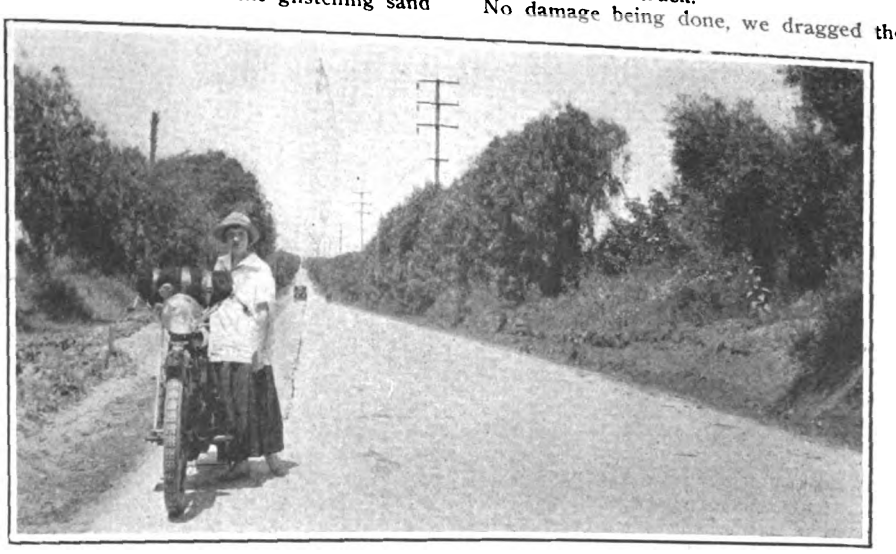
My eyes became terribly inflamed, burned as if they were full of red pepper, and by the time we were 25 miles west of Victorville I became horror-stricken lest my eyes should fail entirely, and we should wander hopelessly about until rescued, or die from thirst with our bones left to bleach in the burning sands.

Although I was in both physical and mental torment, I spoke not a word of it to Ruth, for I knew that to tell her would avail us nothing and would only frighten her.

### The First Spill

As near as I am able to tell, it was at a point some 30 miles west of Victorville that we took our first spill. We came down over the side of a mountainous dune at terrific speed, and due undoubtedly to my inability to see distinctly where we were going, we piled into a bank of fine alkali, the handle bars twisted out of my hands and we rolled like a couple of ten-pins when a spar is struck.

No damage being done, we dragged the machine out of the alkali, and we managed to start again. For the next 15 miles we never got out of low gear. Going it half-blind, it was just a case of making a guess at where the best going was, pumping oil and with the throttle half open, sliding in every direction, but for the most part ahead. It seemed that this stretch would never end, but it finally did, and we found ourselves on the edge of one of those phantom lakes that have driven many a thirst-perishing person into insanity.



**On the Boulevard Leading from Los Angeles**

### See Mirage of Lake

When we first caught sight of it, from a distance of two or three miles, it appeared to be a beautiful body of water, miles in length, and so wide that the other shore was almost invisible; but, alas! Upon coming to it we found our beautiful "lake" to be only a mirage hanging over the dry bed of what had in prehistoric ages probably been the bed of a lake.

It was some six miles across this dry lake, where the ground was cracked up like broken saucers. The dried discs of hard adobe broke under our tires with a perfect roar, and occasionally we would snap and throw a piece high in the air. The going, however, was fine, and it certainly was a pleasure to get into hign gear again and open the throttle.

**(To be continued)**

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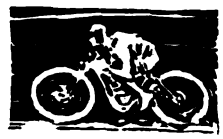
# Student and Speed Merchant

## What the Racing Game is Doing for Me

By BOB PERRY



THEY call me "the student" on the track—and I'm proud of it. Some people are inclined to look down on the professional speed merchant who spends many of his best days in chasing the bacon, and wonder what's to become of him after he has been relegated to the ranks of the "has been." But the right sort of fellow can make good use of the cash he nails, and put it to work in helping him to shape a really worth-while career.

### His First Experience

Perhaps I didn't look upon the racing game in just that light when I started to whip up the dust. I well remember how the speed demon first flirted with me out in Joliet, Ill., about the early part of 1911, when a kind-hearted owner of a single cylinder Armac allowed me to try out his machine on the local dirt track. He told me not to open up until I had gone twice around the track, but just as soon as I hit the first turn and got into the back stretch, I just naturally opened up everything and flattened out on the tank, expecting to smash all the records in creation.

When I got round to the grand stand, I saw the owner of the machine frantically waving his arms for me to stop. I did so and he promptly took the mount away from me, although I had only raced at a speed of thirty to thirty-five miles an hour. But the crowd, not at all used to a real display of "mile eating," went wild at my performance and thought that I had made the Empire Express look like a freight train on an up grade.

### Along Comes the Speed Demon

This experience, together with the fact that I lived near a track where all the local motorcyclists were wont to exhibit their prowess, thoroughly embedded the speed mania in my system. In the Fall of 1911 I became the proud possessor of a single-cylinder, belt drive Excelsior, and rode it for all that I could get out of it and every moment that I could spare for the exciting pastime.

In May, 1911, I saw the races at the Hawthorne track in Chicago, in one of which Harry Nixon was killed. It might seem that this would have put a damper on my racing ardor, but, on the contrary, after those races I felt more determined than ever to ride one of the big twins some day. During the summer months I did considerable practicing, both on mile and half-mile tracks, and met my first accident when I smashed my left foot trying to hug too closely an inside fence.

### Six Entrants—Sixth Place

My first real race was ridden on July 30, 1911, in which there were six entrants, and I managed to get sixth place. That was nothing to brag about, to be sure, but in the next race, on August 20, of the same year, I was more than pleased in winning two firsts, two seconds and one third, with a single, belt drive, at Aurora, Ill. What made me as happy as a lark was the beating I gave Shorty Matthews in the last race of the day, a ten-mile handicap. Matthews was riding an open port; but it is only fair to state that I was given a pretty long lead.

The next year saw me as eager as ever to get in the big races. I saved up and

Bob Perry

bought a new belt drive, single, and on May 30, in a race meet in Joliet, I slipped into fourth place in a century grind for single-cylinder machines and accounted for second honors in a ten-mile open. It was there that I first met "Happy" Allen, of Odell, Ill., who won the ten-mile open.

### Not All "Silk"

But racing wasn't all "silk." While breezing around the track at Minooka, Ill., on June 19, 1912, I fell and dislocated my left wrist. In a couple of weeks I was again in good shape and participated in the Independence Day races at Fairbury, where I became acquainted with Carl and William Goudy, both of whom were riding Excelsiors. While none of us anticipated anything of the sort at the time, it turned out that a year later, Carl Goudy, "Happy" Allen and myself took in a number of races together and rode as an Excelsior team.

Two third places were the best I could get at the August 4 races held under the auspices of the Joliet M. C. The tables were turned a few weeks later when I captured three firsts and one second at Braidwood, Ill., still riding a single-cylinder machine. This closed up my racing season for 1912, and I was more determined than ever to have a real "hot one" for 1913.

### Buys Big Twin

Giving in my old single in part payment, on March 4, I purchased a twin Excelsior, against the advice of my friends, who claimed that a twin was much too heavy for me to handle. During May the Joliet club held another race meet and the dealer at Joliet, for whom I was working, pursuaded the Excelsior factory to send on a stripped stock machine for me. This was done and on the stripped stock, I won all the races except one, in which I took second place. Messrs. Cravens and Walmberg, of the Excelsior factory, attended these races and decided to let me show my mettle again at the Rockford races, held in the early part of June, 1913. I won the majority of the events there and also made my first successful attempt on an open port racing machine.

### His First Road Race

Two tumbles and a cut under the chin were my winnings in the Terre Haute, Ind., one hundred-mile feature, while later at Columbus, Ohio, I romped home a couple of firsts. My first road race was at Elgin, Ill., where, on July 4, I participated in the two hundred and fifty-mile grind. I had wanted to win that race more than any other in which I was entered. But the jinx stopped me. After leading for nearly eight laps my cam shaft loosened and I was forced to withdraw. After that I attended a number of races in Joliet.

My first real mark in the racing world was made when I fought the late Charlie Balke in the national championship races at Denver, Colo., in the middle of the 1913 season. In the ten-mile title race I took second place, first going to Balke, but in the next race I succeeded in reversing the order, taking the ten-mile open from Balke. A new world's ten-mile dirt track record and the capturing of every open event was my performance for the following day. During the remainder of the summer I rode at Fort Wayne, Indianapolis and Richmond, Ind., Columbus, O., and at Rockford and Chicago, Ill., and was fortunate enough to win a majority of the races entered.

With a nice bit of money tucked in my wallet, the latter part of September, 1913, saw me enter within the "sacred" halls of learning of the University of Illinois Engineering School. After putting in some hard licks at college, I made a hurried trip to Savannah, Ga., to participate in the three hundred-mile grand prize race on Christmas Day. I won that race and returned to college,

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staying there until the middle of April, when I went to Sacramento, and won the five-mile championship, defeating Balke again, in addition to capturing every other race of the day, except one, in which I sailed across the tape second. I then returned to college until June.

Early in the summer of 1914 I attended the Chicago M. C. race meet, but I did not ride, for in one of the events fearless Balke lost his life, and I, like practically all the racing men there, refused to ride in deferrence to the memory of a splendid racer whom we all respected and loved as a brother.

The following week I fell while practicing at Toronto, Canada, and sustained injuries that prevented my riding until July, when I entered the races held at the St. Louis convention of the F. A. M. But I was urgently advised both by my physician and friends to keep out of the races and I followed their wishes. My next riding was done at Indianapolis and Milwaukee, but at neither place did I make a good showing.

On invitation I attended the races at Winnipeg, Canada, to participate in the Canadian championships. In spite of my invitation I was barred after I had arrived there and was only permitted to ride in the open events, most of which I captured. From Winnipeg, I went to Hibbing, Minn., one of the livest towns on the map, where I got in a fifty-mile road race and won all the events on the card. After a number of unimportant races, winning some and losing others, I hopped on the train and rode into Columbus, Ohio, to enter the one hundred-mile national championship. I thought this race was going to be an easy win, when about fifty yards from the finish my tire blew out. My last race for 1914 was at Savannah, on Thanksgiving Day. After a discouraging start, I had trouble with my chains and finally finished in fifth place, the event being carried off by my team mate, Joe Wolters.

The races of the current season I presume are sufficiently fresh in the minds of motorcycle fans and I shall not try to make my story unduly long by recounting those in which I took part and in each of which I rode an Excelsior, my good old friend, for which I feel an attachment that nothing can sever.

The racing demon has not deserted me yet—no, not by a long shot! For I still need the bacon with which to lay the foundation for good professional knowledge of engineering. And if ever the day comes when I shall be hailed as a second Col. Goethals, I must give due credit to my speed merchant career.

### RECORD TIME TO BEDFORD

Pittsburgh, Pa., October 25.—Lou Crist, riding a 1915 three-speed Indian, captured a match race on October 17 against Walter Gregg, also a wigwam follower, by covering the 200 miles to Bedford and return in the record time of four hours and fourteen minutes. Gregg completed the grind fully forty-one minutes after the victor. The start was made about six o'clock in the morning in a dense fog, which obscured the road and made the going dangerous. Crist had no trouble of any kind, while Gregg, who defeated Crist in a similar race one month ago, had a couple of spills, ran out of oil once, and saw his machine catch fire at Ligonier.

### BREEZE WINS AT MASON CITY

Mason City, Iowa.—J. Breeze, on his Indian, carried off first honors in the ten mile open, and came second in the five mile event, at the meet held in this city on October 20. Breeze's time for the ten miles was 12:20. Slaby, on a Cyclone, won the five mile event, which was for stock mounts. In the ten mile open, Eggart, Excelsior, came a close second to Breeze, and Whitcomb, Indian, was third. The time made in the ten mile race was considered very fast considering the condition of the track.

### KENOSHA M. C. PROGRAM

Kenosha, Wis., October 19.—Otto Kuball, of this city, was the bright and shining star of the race meet held at Ideal Park, under the auspices of the Kenosha Motorcycle Club, Kuball taking three first places, but losing the last race by a margin of two seconds to Paul Jacobsen. The fastest time was made by Eddie Harmer, who covered the mile in 54 seconds. The fine weather brought out the best crowd that has ever attended a motorcycle meet in this city.

# PERRY CLEANS UP NARBETH EVENTS

**Takes Four Professional Races, with Klebes a Good Second in Each—Bessinger, Harley-Davidson, Proves to be a Crack Amateur.**

NARBETH, Pa., October 23.—Bob Perry astride his Excelsior took the premier honors in all the professional races which were held here on the Belmont track on Saturday, October 16; while John Bessinger, Harley-Davidson, of Chester, Pa., accounted for the majority of the "simon pure" events.

Besides coming within two-fifths of a second of breaking the track mile professional record set up by Harry Klebes last year, Bob captured all four of the professional events—the five-mile, fifteen-mile, ten-mile and twenty-five-mile. Harry Klebes, Indian, won second place in the cash chasers races. It was a nip and tuck affair when both these stars sped around the track, and Perry's superior ability to negotiate the turns was the deciding factor.

The big surprise of the day was the performance of John Bessinger, who, clinging to his Harley-Davidson, captured the five-mile amateur, ten-mile and the time trials. He had a hard time winning the five-mile, for he got away to a poor start, being one-quarter of a mile behind the field; but he managed to open up a pretty wide gap at the finish. The summaries:

Five-mile novice race—Won by A. Vighetti; second, Dipman. Time, 5 minutes, 54 seconds.

Five-mile amateur race—Won by John Bessinger, Harley machine; second, H. G. Rose, Indian; third, Jack Muntz, Indian; fourth, Richard Jocker, Harley. Time, 5 minutes, 7 seconds.

Five-mile professional race—Won by Bob Perry, Excelsior; second, Harry Klebes, Indian; third, Glen Stokes, Excelsior; fourth, John Empfield, Excelsior; fifth, Pancoast, Emblem. Time, 4 minutes, 15 seconds.

Ten-mile race for amateurs—Won by John Bessinger, Harley; second, John Muntz, Indian; third, H. G. Rose, Indian. Time, 9 minutes, 47 seconds.

Ten-mile race, for professionals—Won by Bob Perry; third, John Empfield, Excelsior; fourth, Glen Stokes, Excelsior. Time, 8 minutes, 33 seconds.

Fifteen-mile professional race—Won by Bob Perry, Excelsior; second, Harry Klebes, Indian; third, John Empfield, Excelsior. Time, 12 minutes, 36⅘ seconds.

Amateur time trials (one mile)—Bessinger, Harley-Davidson, won (time, 54 seconds flat); second, John Muntz, Indian (time, 1 minute, 1 second); third, A. Vighetti, Indian (time, 1 minute, 6 seconds).

Professional time trials (one mile)—Won by Bob Perry, Excelsior. Time, 48⅗ seconds). Perry came within ⅖ second of Harry Klebes' record of 48 seconds, made here on an Indian last year.

Twenty-five-mile professional race—Won by Bob Perry, Excelsior; second, Harry Klebes, Indian; third, Pancoast, Emblem. Time, 20 minutes, 53⅗ seconds.

### BELL COUNTY FAIR RACES

Midway, Texas, October 15.—Motorcycle races proved to be the most attractive features of the Bell County Fair held at Midway, Texas. They were witnessed by an audience of over five thousand enthusiastic motorcycle fans from all over the state. Results were as follows:

Five miles, free-for-all.—Won by A. C. Hilliard, Excelsior; Fred Luther, Indian, second; John Bozeman, Excelsior, third. Time, 6:59⅖.

Ten miles, professional—Won by Fred Luther, Indian, first; Sam Corenti, Harley- second; John Bozeman, Excelsior, third. Time, 12:4. The races were under the auspices of the A. F. M.

### SAN ANGELO FAIR RACES

Motorcycle races will be held on five days in connection with the San Angelo (Texas) Fall Fair, to be held November 2-6. The program will be staged under the auspices of the San Angelo M. C and with F. A. M. sanction. There will be three races Tuesday, Wednesday, Friday and Saturday of the Fair week, and two events on Thursday. Entries close on November 1.

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## ARGENTINA REQUIREMENTS

According to the American Consul at Rosario, Argentina, the principal demand for motorcycles in his district appears destined to come from the country districts, for which twin cylinder seven and eight horse-power American machines are receiving the preference. While roads cannot be called good, the country is level except after heavy rains, and negotiable by motorcycles.

As regards bicycles, local requirements are for a strong, well-built machine, with a handle brake. Coaster brakes are used comparatively little. Rubber pedals are preferred. English bicycles lead the market and the principal objection to other makes is apt to be that they are too unlike the English. One dealer cites the case of a shipment of German wheels which gave little satisfaction for that reason. At his request the manufacturer made necessary changes to conform to the English type and the dealer has since then carried German bicycles in stock. This is of interest as illustrating preference for English wheels, on the one hand, and the readiness of German manufacturers to comply with local requirements, on the other.

Bicycles retail at from $42.50 to $85. The latter price is paid for Italian racing machines. The most marketable bicycle costs from $50 to $60, selling at the factory from $16 to $20. The duty on bicycles is high, $10.42 each, including surtax. Freight and packing are an important factor. Importers state that breakage is frequent. The Consul believes that if an American wheel can be placed in the dealers' hands for $30, it will find a good market, provided it is well built and gives satisfaction under hard usage.

## GENERAL CONDITIONS IMPROVED

As indicative of improved conditions in the South American countries, a record of commercial failures in Argentina during the first eight months of 1915, as compared with the first eight months of 1914, shows a most encouraging reduction every month. The total liabilities involved in the failures during the first eight months in 1914 were $115,000,000. For the first eight months this year, liabilities total only $51,000,000; in other words, a reduction of more than sixty per cent.

## HOLLANDER OFFERS SERVICES

From Arnhem, Holland, comes a letter stating that a Hollander of business experience, fifteen years in the cycle trade, and with good connections among Dutch and Belgian jobbers and manufacturers, wishes to represent American cycle and accessories manufacturers. The writer states that the present situation in Holland offers exceptional opportunities to cycle makers in this country, as the demand there cannot be met for some time to come by Germany or England. Manufacturers who are interested in this opportunity to obtain a representative of experience in Holland are invited to communicate with **Motor Cycle Illustrated.**

## CANADIAN CONDITIONS BETTER

Reports on labor conditions throughout Canada this fall indicate that unemployment has been very considerably relieved as compared with last year. At present there is comparatively little unemployment in urban centers, except in two or three cities in the far West. The outlook for the coming winter is considerably brighter than it was this time last fall. In this connection, it is interetsing to note that at the present time there is not a single strike or labor dispute of any magnitude in the whole Dominion and that wages remain steady.

## FAIR MARKET IN CHILE

Although neither the bicycle nor the motorcycle has been used to any great extent in Chile, we are informed by the American Consul at Valparaiso, that interest in motorcyling is increasing and that the market may be considered a fair one from the standpoint of the American manufacturers.

## SEEKS AGENCY IN HOLLAND

That there is plenty of activity in cycle trade circles in Holland is indicated by the number of letters received of late from companies anxious to represent American motorcycles, bicycles and accessories. Among the latest communications to reach this office is one from Rotterdam, Holland, which states that "a large Dutch firm wishes to have the sole agency for Holland of a good American motorcycle." Those interested are requested to address "W. Z. D.," Care Nifgh and Van Ditmar's Gen. Adv. Agency, Ltd., Rotterdam, Holland.

## A WEEK'S EXPORT BUSINESS

Exports from thirteen principal customs districts of the United States, for the week ending October 2, totaled in value $67.749.531, as against imports valued at $32.279,809, showing a favorable trade balance for the week of $35,-469,722.

## A NEW ZEALAND MARKET

T. M. Lane & Sons, Ltd., Kings Drive, Auckland, New Zealand, are in the market for magnetos, spark coils and storage batteries for automobiles, motorcycles and marine and stationary motors.

## MOTORCYCLES IN CARDIFF, WALES

According to the American Consul-General at Cardiff, Wales, there are something like 3,000 motorcycles in use in that district. He is of the opinion that under present conditions, the opportunities for trade in American-made machines are excellent. He suggests that American manufacturers desiring to enter the field, send over energetic representatives to appoint agencies among the leading dealers. By way of explanation, the Consul says:

"During the last few months, quite a number of American motor car manufacturers, especially those offering runabouts, have done quite a large business over here. In most cases they have sent across direct representatives who have supplied machines for trial to dealers of repute and have given them favorable terms. Purchasers will not send cash against bills of lading, or take any risks in regard to ocean transport, but they will willingly pay promptly for goods that they have an opportunity of seeing and trying before purchase. It is probable that the opportunities for the sale of American-made bicycles are not quite so favorable although there is no doubt a good field is open for business effort in this direction. There is also a growing shortage of accessories."

## GAINING IN MARTINIQUE

While the imports into Martinique are steadily increasing and France and the United States continue to supply 85 per cent. of the products, the percentage furnished by France is decreasing, while imports from the United States are increasing. During 1914 France supplied 48 per cent. of the goods imported into Martinique and the United States about 36 per cent.

## ITALIAN BIKES IN TRIPOLI

According to the American Consul at Tripoli, North Africa, motorcycles have made little headway in that part of the world. Quite a number of bicycles are in evidence, many having been brought from Italy by their owners, others acquired locally. Tripoli dealers now handle Italian bicycles that retail for from $25 to $40.

## WAREHOUSES NEED RESTOCKING

Importers' warehouses in New Zealand contain smaller stocks at this time than for many years. Consul-General Alfred W. Winslow, at Auckland, advises that "there is nothing promising as yet from the European supplies, which leaves a great opening for American goods. This opportunity should be taken advantage of by American exporters, by going after the business in earnest."

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# With the Manufacturers

## ACTION OVER TWO-COLOR GOGGLES IS NON-SUITED

JUDGE HAND, sitting in the United States District Court for the Southern District of New York, on Monday, October 11, rendered a decision which is of vital importance to those who make goggles and eye shields and those who sell them alike. The suit was one brought by the American Spectacle Company and John U. Barr against Strauss & Buegeleisen, both New York goggle and spectacle makers, on a patent granted to the said Barr on spectacles of the type wherein two colors are combined on a single lens, a construction much used in automobile goggles at the present time. After taking the testimony of the plaintiff Judge Hand non-suited the case, not even waiting to take testimony from the defendants. The American Spectacle Company and Barr had claimed that Strauss & Buegeleisen had infringed the patent.

## WHEN WALKER'S DIXIE DEFIED MUD AND WATER

AFTER putting more than 30,000 miles behind his Indian sidecar outfit, over more varieties of bad roads than any other motorcycle tourist ever traversed in a similar period, Walter F. (Jimmie) Walker, the Weed Chain Tire Grip Company's hardy missionary, could think of nothing more remarkable in connection with his trip than the ignition service, which he obtained flawlessly throughout. On one stretch of the route Walker's outfit was ditched repeatedly because of the hub-deep ruts and the numerous miniature lakes, ranging from six inches to two and three feet in depth, and finally after going through a water splash which drenched him to the waist he relinquished all hope that his carbureter would continue to "carb" or his magneto give him another spark. Then came, as the hardy Weed traveler puts it, "one of the biggest surprises of the five-months' journey."

"Somehow," writes the redoubtable Walker, "after I had reassembled the carbureter and dried the plugs (even yet I can't quite fathom the mystery), my motor roared on the first kick, thus proving that my Dixie magneto had come through in fine shape, although it had been submerged for more than two hours.

"While the whole outfit stood up to the terrific strain without a whimper," Walker continues, "it is only fair to say that nothing excited my admiration oftener than the performance given by my magneto. But for its consistent service through mile after mile of slimy mud, and other miles of flooded roads, I might still be fighting the elements somewhere in the Middle West."

## EXPERT GIVES FIGURES ON CRUDE RUBBER OUPUT

Akron, O.—One of the experts of the Goodyear Tire & Rubber Company states that the world's production of crude rubber this year will reach 142,000 tons, a substantial increase over that of 1914. Of this total, 75,000 tons will be used in the United States, and out of this 75,000 fully one-half will find its way into the rubber factories in this city. The acreage of plantation rubber for 1915 is about 1,330,000 as compared with 75,000 in 1905.

By reason of the lower cost, the production of plantation rubber is progressing more rapidly than the output of wild rubber and now comprises close to two-thirds of the world's output.

Near Battle Creek, Mich., Typical of Roads Traversed by Walker on Recent Trip

## WINDOW DISPLAYS FEATURE CHARLES GOODYEAR

AGENCIES throughout the country, as well as Goodyear branches, now are featuring the second in a new series of special displays prepared by the Window Display Department of the Goodyear Tire & Rubber Company. A week ago the display featured a section of the Brazilian jungle, showing where and how the rubber trees grow, how the valuable "blood" or latex (crude rubber) is obtained from the trees, and how crude rubber from various parts of the world looks, when it is ready for shipment. A big feature of the display was a portrait of Charles Goodyear, who discovered the method by which crude rubber was made commercially valuable.

The present display is based on the premise: "If Charles Goodyear could return." Goodyear died in poverty. The world wasn't ready for him then. But the industry as it is now known is largely the result of his discovery. Following out this idea, the Goodyear company has sought to show in the present window display the great variety of articles now manufactured by it, to indicate the vast strides taken since Goodyear's time. Some 44 window cards, designating different articles, are part of the display, which includes automobile, motorcycle, truck, bicycle and carriage tires, and a varied line of rubber goods.

## APPEAL COMPANY WILL DISTRIBUTE MOTOR WHEEL ON COAST

Milwaukee, Wis., October 15.—For the 1916 season, the Appeal Jobbing and Manufacturing Company, of Los Angeles, Cal., according to an announcement just made by the A. O. Smith Co., will handle the distribution of the Smith Motor Wheel in Southern California and Arizona. This same concern is also the distributor for the Harley-Davidson and carries a complete line of bicycles and accessories. J. A. Benson, who boosted the motor attachment on the coast last summer, has joined the Appeal Company, and will have full charge of its motor wheel section. In spite of the fact that he got a late start, Benson says that he sold 329 of the little boosters last season. Benson is an old bicycle man, and has had a broad experience on the coast in both cycle lines.

## NORMAL SCHOOL OFFICIAL VISITS DAYTON PLANT

Dayton, O.—J. P. Culbertson, of the executive staff of the State Normal School, of Eastern Kentucky, was a recent visitor to the factory of the Davis Sewing Machine Company, in this city. He stopped over on his way from Richmond, Ky., to points on Lake Erie. He rides a Dayton twin mount, using it in preference to all other forms of transportation.

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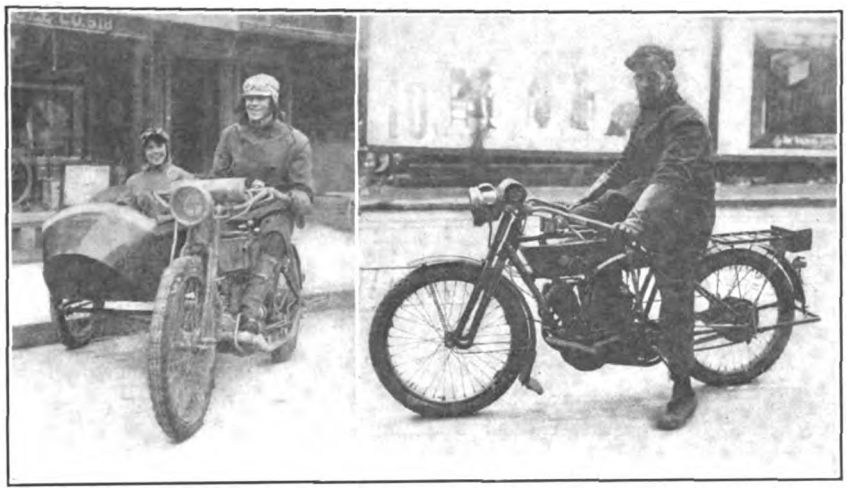
## ONLY TWO CONTESTANTS FINISH MUDDY ST. PAUL RUN



**Left, Carl Boyer, Henderson, with Mrs. Boyer in Sidecar, First to Finish; Right, E. Sandberg on His Reading-Standard Twin, the Other Survivor**

ST. PAUL, Minn.—Carl Boyer, with Mrs. Boyer as sidecar passenger, on his Henderson outfit, and E. Sandberg, Reading-Standard twin, riding solo, were the only ones to finish the endurance run of the St. Paul M. C., held on October 3. The course, 161 miles in length, led through Forest Lake, Center City, Rush City, Braham, St. Francis, Anoka and Minneapolis. Roads were very muddy, due to a week of steady rain.

There were nine starters in the run, but much rain and mud-wallowing eliminated seven at Rush City and Braham. Sandberg on his Reading-Standard struggled on, making the last 80 miles in a downpour. He lost his starting chain and had to make running mounts every time he started, and finished so exhausted he could hardly stand. He came in one hour—55 minutes late, having covered the coures in 10 hours 10 minutes. The Boyer combination came in 50 minutes late.

The first prize of a Corbin-Brown speedometer was awarded to Carl Boyer, and Sandberg got the second premium.

Mr. Culbertson was enthusiastic over roads in Ohio, and spoke at length over the possibilities of riding with the development of the new lightweight machines this year. He paid great tribute to the hospitality with which he was received at the factory where Dayton twins and motor bicycles are turned out.

## BIG VITALIC FAMILY STILL GROWING

One more enthusiast was added to the Vitalic family of boosters when, on October 6, J. C. Zeffer, representing the Continental Rubber Works in the South and Southwest, was married to Miss Nellie Brabender, of Erie, Pa. The popularity of both brought together a large number of their friends who gave them a hearty farewell as they left for an extended trip over Mr. Zeffer's territory.

## GOODYEAR MANAGER WINDS UP TRIP

Owensboro, Ky., October 25.—A. W. Ellis, Louisville manager for the Goodyear Tire & Rubber Company, has just returned to Owensboro, Ky., and other cities in the western section of the state, where he reports he closed up some nice orders for motorcycle and bicycle tires. Conditions in the western section of the state are good and the outlook is for a substantial fall business.

## RUHLE ON HIS ROUNDS

Springfield, Ill.—William J. Ruhle, Harley-Davidson traveler, visited this city on his first trip through his new territory. Ruhle was formerly traveler for New York, New Jersey and Pennsylvania in Harley-Davidson interests, but entered business with a partner in Albany, N. Y., in 1914. He returned to the fold recently, and is now covering Illinois and making new friends.

## GOODYEAR MEN AS SHARPSHOOTERS

A rifle range has been completed on Brittain road, Akron, O., where upwards of 100 members of the Goodyear Rifle Club, organized this year, are holding weekly target practice under the regulation of the United States War Department. The club was organized by C. R. Johnson, assistant factory superintendent.

## CREDITORS HEAR REPORT ON JOERNS COMPANY

ST. PAUL, Minn.—Creditors of the Joerns Motor Mfg. Co. met October 19 and heard a report from a representative of the David Quail Company which has just completed an audit of the business. The report stated that the real estate and manufacturing plant was valued at $36,000, which is regarded as a liberal estimate. The plant, together with the machinery, all fixed tools and the power plant is mortgaged for the purpose of securing an issue of bonds amounting to $21,500 held by the Capital Trust and Savings Bank, of St. Paul. The accrued interest on the bonds is about $1,000.

The total available assets on July 31 last amounted to $32,726.91. Among the items are accounts receivable to the sum of $1,361.97; material in process of manufacture to the value of $18,943 (if completed into motorcycles); merchandise at the branch store, $3,950; raw material, $3,332; patterns and drawings, $1,167.67, and smaller items ranging from two to eight hundred dollars.

It is stated that the material at the branch is made up of supplies and parts for the former Thiem motorcycle, and the value of this material as well as of the rough stock in hand and the patterns and drawings depends upon whether arrangements can be made to continue manufacturing operations. The total liabilities of the company are given as $130,433.52. The heaviest item under this heading is $52,557.56, which is due Fred Joerns for salary and money advanced to the corporation.

There are no plans at present for continuing the company, but Mr. Joerns has expressed the belief that some suitable arrangement can be worked out in the not distant future by which the company can at least take advantage of the materials in hand and thus keep them as assets.

Automobiles and motorcycles constitute 83 per cent. of the vehicles passing over Massachusetts roads, according to a census of vehicles just completed.

## DRIVING HIS COMBINATION TO SAN FRANCISCO EXPOSITION

**M. A. Ruhle, Painter and Decorator of Midland, Mich., Who Is Touring from Detroit and Camping En Route—Tent Is Carried in Sidecar**

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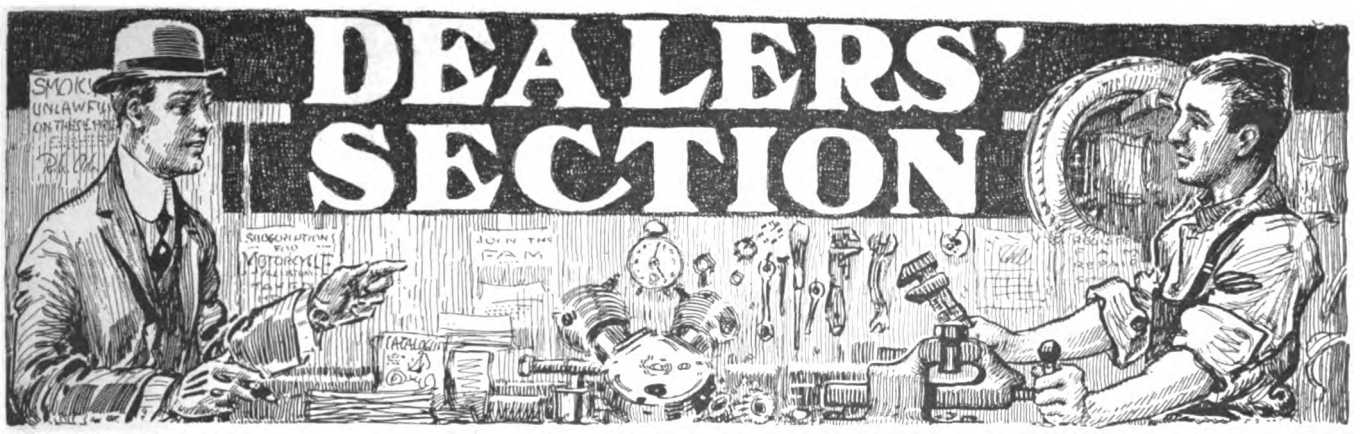


# SOCIAL RUNS VS. THE ENDURANCE VARIETY

## Factory Man Makes Instructive Comparison of Road Contest and Pleasure Jaunt

By PATHFINDER

"BILL, you're just in time."

A dusty but well dressed motorcyclist pulled up in front of Jimmie Saxe's store. His machine bore a license number from another state. At the sight of him the half dozen loungers in Jimmie's front window languidly sauntered out to the curb to exchange greetings and ascertain the stranger's wherefrom and whereto.

Meanwhile Jimmie had spotted the new arrival, and came running down to the curb with outstretched arms. It was Bill Hatch, factory man, and Jimmie's heart was gladdened by the sight of him. "Boys, I want you to meet Mr. Hatch; represents the factory, you know."

"But why am I just in time?"

"Well, you see, I forgot to tell you in my last letter. The club has arranged for an endurance run day after tomorrow You're just the man we need to help bring through a good percentage of our machines with perfect scores. You don't mind, do you?"

"Oh, no," but there was a trace of vexation lurking at the corners of Bill Hatch's mouth. If Saxe detected it he never let on. But he did surmise that Bill's acquiescence did not come from the bottom of his heart, as was subsequently revealed when Hatch got comfortably seated in Jimmie's private office half an hour later.

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AFTER discussing various formalities, factory routine stuff mostly, the talk edged around to the coming endurance run. "Say, Bill, I hope I am not putting you out by asking you to enter that run Sunday. I can see now where you might have had some previous engagement or something. At least I might have asked whether you were disposed toward coming in rather than assuming that you would, as a factory man."

Bill hemmed a little. "W-well, it isn't that."

"What is it then. Come on, come clean; you and I have been good friends for all these years. You don't have to enter if you don't want to. I can press in some of the regulars at the regular rate, you know."

"But that is exactly where the trouble lies," retorted Bill. "You dealers expect too much from the factory man. I have been in too many runs like yours is going to be to hail the prospect with unalloyed joy. It seems just naturally understood that I am going to bring in a perfect score, although the chances against me are as plentiful as against the next man. I'm human, you know. Then there are the other fellows. I'm supposed to get them through within reasonable bounds with perfect scores also. My fingers begin to ache already when I think of the punctures I fixed for helpless guys in the last run I entered—by request.

"Tell me, Jimmie, do you really feel that endurance runs benefit your sales any?"

"Well, er, I think they do. Of course the last one ended up in a wrangle, but we finally got it straightened out to everybody's satisfaction. The referee first awarded the high trophy to George's gang, but we showed him where our protest had the backing of good evidence, and he reversed his decision."

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"YES, but George was the fellow that came out with the big ads the day after the run announcing that he had won, as I recall the circumstances," came back heatedly from Bill. "George banked on the referee's first decision and hollered his head off, and your fellows—what did they get? And what good did it really do after they got it. The whole affair was stale news then, and all the advertising you could do would not offset the big yell that George let out at the time the run was news."

"Well, we had the facts, . . ." and then they argued back and forth for half an hour, bringing back every detail of the run that had ended in a row.

"Let's go over to the motorcycle club," and Bill pushed a tired hand over his brow. He had ridden 135 hot and dusty miles that day, and was not in much of a mood for argument. "I always did like your club here. Finest bunch of fellows in my territory. How is the club getting on?"

"Oh, so-so. Nothing to crow about. It seems hard to keep the fellows together. Before that last endurance run we never mentioned names of machines at all, but *since then*—" and Jimmie stopped when he realized he had underestimated the evil effects of that endurance run. He was beginning to think that Bill Hatch was right after all. The thing had never struck him in exactly that same light before.

He and George never had the same hearty friendship toward one another since that run, either. George's competition did not have that clean-cut aspect that characterized motorcycle sales before that wrangle run spoiled things.

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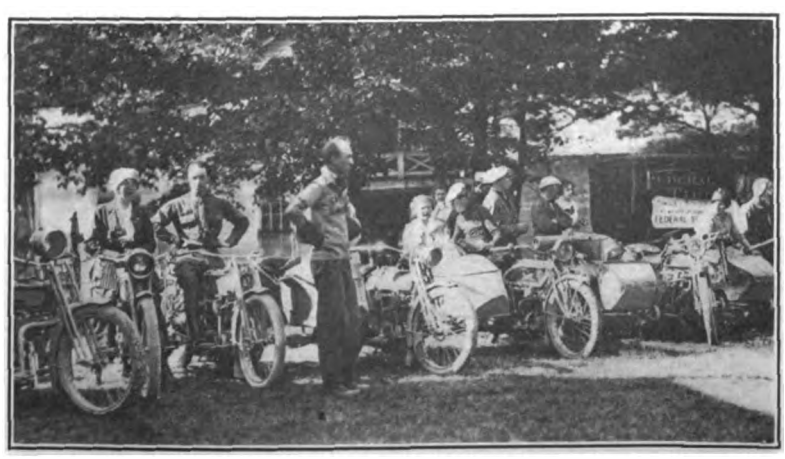
"WHAT your town needs to boost business, and put it back on the clean competitive basis you enjoyed before, is sociability runs, not endurance runs," said the traveling man. "You will find that, with very few exceptions, the towns that harbor enthusiasm for endurance grinds do not have the solidity of friendship among riders and dealers that is evident in other towns where the social side of the sport is boosted.

"Endurance runs are the best little club busters known. They don't create a favorable impression anywhere. The riders dress in the worst-looking clothes

(Continued on page 36)



Club Members Enjoying Themselves on a Typical Sociability Run

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# DEALERS' SECTION

## BADGER STATE CO. LAUNCHED IN MILWAUKEE

MILWAUKEE, Wis., October 22.—The local fraternity regrets the loss of a fine fellow in William C. Chesak, one of the best scouts in the business, who leaves this city to take a position with the Dallas branch of the Hendee Mfg. Co., traveling in Texas, Arkansas and Oklahoma. Chesak was chairman of the show committee of the local club last spring and it was his conscientious efforts in its behalf that made Milwaukee's first exclusive motorcycle show the big success it was. He was head salesman and temporary manager of the Wisconsin Motocycle Co., which went out of business during the latter part of September.

C. H. Hinkley, assistant treasurer of the Hendee Mfg. Co., has been in the city for the past two weeks straightening out the final details in the dissolution of the old Wisconsin Motocycle Co. and getting the Badger State Motorcycle Co., 2220 Meinecke avenue, the new Indian home in this city, safely launched as the new dealer. The Badger people bought most of the machine and parts stock of the old company, while major portion of the accessory stock was bought by Leo Lippow.

The Badger State Motorcycle Co. is one of the oldest motorcycle establishments in the city. R. F. Clarke and Adolph Waech are partners of the concern which hitherto has handled the Reading-Standard and Iver Johnson. They will handle the entire county of Milwaukee for the Indian exclusively it is announced.

## GOOD CROPS; BRISK SALES

Muncie, Ind.—Charles B. Kirk, of Muncie, who has handled the Excelsior line of motorcycles and bicycles since they were first put on the market, has signed up to continue the lines for 1916. Mr. Kirk reports that the motorcycle business was not so good in the last year as it was in 1914 when he disposed of 22 machines up to the month of July. After that date some of the factories ceased to operate on a full schedule and the bicycle business fell off. With the factories working full blast now and the farms producing good crops this year, Mr. Kirk promises to set a new sales record during the next season. Mr. Kirk combines sporting goods with his cycle business with excellent success.

## USEFUL D & D CIRCULAR

Useful gear and speed tables for Indian riders occupy the two interior pages of the latest circular issued by the D. & D. Motor Supply Company, Indian agents, at Radde street and Bridge Plaza South, Long Island City, N. Y. The circular is of four pages, the front cover representing the head of a racing motorcyclist drawn in artistic poster fashion. The table of gears will apply to Indian mounts of all types, no matter what the year. President S. H. Dubon of the company is responsible for the circular, which is furnished to all his patrons on request.

## SIGNS UP FOR HENDERSON

Marion, Ind.—G. C. Harwood, but more familiarly known over Indiana as "Korky," who is the Indian agent at Marion and Anderson, has taken on the Henderson lines at both the stores. Mr. Harwood looked the line over at the Chicago show and contracted for six counties. Harwood is one of the largest dealers in the entire state. His stores are up to the minute in every detail and well stocked. He takes active charge of the Marion store and has G. C. Gadbury to manage the other.

**Indian Agency of Horn & Baird at Minneapolis, Minn.—a Fireproof Establishment on Most Efficient Lines and One of the Most Prosperous in the West**

## MAKING SUCCESS IN CYCLE TRADE

Nashville, Tenn.—One of the most progressive business women in this city is Miss Rosa May Rust, who is secretary and general manager of the Duncan R. Dorris Company, Pope agents. Miss Rust does

**Miss Rosa May Rust**

all the buying for the firm and is a guiding influence in its policies. Through her close watchfulness to the details of the business and her general courtesy, the Dorris firm has more than doubled its business since Miss Rust was connected with it. The Dorris company handles bicycles as well as motorcycles of the different Pope brands.

## TAKE ON TIGER AUTOBIKE

The New York Sporting Goods Company, of 15 Warren street, New York, has taken the distributing agency for the Tiger Autobike for the metropolitan district and vicinity.

## GOES WITH POPE AGENCY

Altoona, Pa.—Dean Finn, of this city, who has made his appearance in many race meets this summer astride the Pope racer owned by Geo. Roth, the local agent for the Pope motorcycle, has accepted a position with Mr. Roth. He will assume charge of Roth's repair shop at once.

## TATHAM'S SALES AT FAIR

Waterloo, Ind.—W. C. Tatham, Harley-Davidson man, showed the 1916 models at the County Fair last week. He booked two orders for fall delivery and several for the spring as a result.

## TIGER AGENCY IN BOSTON

Boston, Mass.—The Cut Price Auto Supply Company, of this city, has signed up with Sales Manager C. S. Beardsley for the 1916 representation in this section of Massachusetts for the Tiger Autobike.

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# DEALERS' SECTION

## BREEZY NOTES FROM NEWARK

NEWARK, October 18.—Walter Goerke, Indian agent, was married on the 12th and enjoyed a brief honeymoon trip hastening back to get those '16 models a-rolling over the road.

Carl W. Bush, Harley-Davidson, has two '16 models that are the target of many admiring glances.

Bert Coryell, manager for F. C, Cornish, was approached by several manufacturers at the New York Show and urged to handle their product in 1916. The Yale has been Cornish's line for years. No decision has been reached as yet.

The Newark police have taken a leaf from the Metropolitan police methods book and are cruising 'round the streets in citizen's clothes on Harley-Davidsons, their regular mount being red Excelsiors. As a result of the disguise several speeders have been hailed to court and compelled to "dig deep." C. W. Bush has closed an order to deliver two Harley-Davidsons to the police department by November 10.

## STARR IS LOCAL COMMISSIONER

Big Rapids, Mich.—Ebar Starr, who handles the Excelsior in this city, has been appointed local F. A. M. commissioner for Mecosta County by State Commissioner Scherer.

## RISDEN SIGNS UP AGENT

Bakersfield, Cal.—C. Will Risden, the Southern California Indian distributor, has closed a contract for the 1916 Indian agency in Kern county with the Burges Motor Supply Company. This firm is headed by Jules A. Burges, a young man with quite a reputation for endurance riding and racing. Burges will handle the Indian exclusively, in addition to a full line of accessories and bicycles.

**Jules A. Berges**

**Extensive Establishment of E. E. Stillabower, Who Represents the Indian and Excelsior in Columbus, Ind.—Line-Up Shows Stillabower's Staff and Several Patrons**

## HAGAN BROTHERS MOVE

Rochester, Ind.—Hagan Brothers, Harley-Davidson representatives in this city, have moved to a new location on Main street, in order to better handle the rush for Gray Fellows which has commenced already.

## SAUFLEY AWAITING NEW X'S

Kansas City, Mo.—E. B. Saufley, of the Saufley Supply Company, Excelsior agent in this city, is anxiously waiting for the new 1916 models to arrive. He says that the Chicago Show and the racing results for the year have sold a number of "Big X" models for him, but deals are difficult to close without the demonstrators.

## WILLIS TO OPEN SHOP

Canton, O.—Dan Willis, former racing man, will open a motorcycle shop at 123 Third street, N. W., in a short time. Willis has taken the Stark county agency for the Thor motorcycles and Knight tires, and will handle a line of bicycles and supplies.

## PARTNERSHIP DISSOLVED

Dallas, Texas, October 22.—The partnership of H. L. Flake and Fred Greenhalgh conducted at Houston, Texas, under the name of Houston Motorcycle and Supply Company has been dissolved. The business will be continued under the same name at 1314 Preston avenue, by H. L. Flake.

## NOVEL TIME PAYMENT PLAN

St. Louis, Mo.—Most useful in the line of caring for time-payment sales of motorcycles is the plan adopted by George H. Schmitt, who distributes the Harley-Davidson in this city. Schmitt issues a book like that of the pass books issued by savings banks to each rider purchasing in this fashion. He enters each payment made in the book so that the rider knows just how his account stands at all times. This does away with giving receipts which are easily lost. The record is kept at Schmitt's office, so that a lost pass book can be quickly replaced.

## TO SHOW AT EXPOSITION

Marion, Ind.—Glenn Scott, local Harley-Davidson dealer, is planning to show the new models at the forthcoming Marion Industrial Exposition. He will have all the 1916 types on display if he can find room for them. "Hap" Scherer, of the factory forces, is expected to be on hand during the Exposition.

## TO OPEN IN EAST ST. LOUIS

St. Louis, Mo.—Harry Losser, of the Olive Motor & Cycle Co., Harley-Davidson representative in this city, will shortly open an agency and repair shop in East St. Louis. He will take care of East Side trade from this establishment exclusively.

## FORM PARTNERSHIP

Hudson, N. Y., October 12.—Loren Stevenson and L. T. Stewart have formed a partnership in the bicycle business and will conduct a modernly equipped establishment in the Stevenson block. Stevenson has had a broad experience in selling and repairing bicycles, while Stewart is a newcomer.

## POLICE AND COMMERCIAL SALES

San Francisco, October 21.—John H. Baumgardner, local agent for the Indian line, reports the sale of three 1916 three-speed machines to San Mateo County, for use by the county traffic squad. Baumgardner also reports the sale of 1916 three-speed to W. P. Barruth, city salesman for the Valvoline Oil Company, who heretofore has covered his territory with an automobile.

Algona, Iowa.—R. E. Scroggins has taken on the Indian for Kossuth County, in addition to several lines of bicycles.

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# Along Technical Lines

## THE TWO-STROKE MOTOR—MORE DETAILS

### Ease in Timing and Peculiarities in Operation of the Type

By D. R. HOBART

**Second Article of a Series of Three Dealing With the Two-Stroke Motor**

IN the first article of this series, the operation of the two-stroke motor was described and some of its characteristics touched upon. The features wherein the two-stroke differs from the four-stroke type were, however, by no means exhausted in that article, and I shall take up several others, beginning with the timing of the motor. When you read about the latter, you will see just how simple this process is.

With a two-stroke motor of the accepted three-port type, the moving parts are: Piston, connecting rod and crankshaft. There being no valves to be operated, the timing consists of putting the piston and other moving parts in the cylinder and crankcase, or putting the cylinder in place should it have been removed from the motor. That sounds pretty simple, I guess. About the only mistake a man could make in assembling the motor would be to have the piston put on the small end of the connecting rod so that the short groove in the deflector does not come in its proper position to open and close the transfer passage. If the piston was so put on, the motor would not operate at all in some models, or so badly as to cause the user to take her apart to see what was the trouble in other cases. However, if the user notices the location of the deflector short curve with regard to the transfer passage on the cylinder, he need not fear of this happening, and besides, a wrist pin bearing rarely needs enough attention to have to take off the piston.

#### Motor Is Reversible

The fact that the motor is timed when the piston is in place in the cylinder, brings up another feature of the two-stroke motor. It is capable of running in the reverse direction from normal, pretty nearly as well as ahead. In other words, with the conditions correct, the two-stroke motor will run in either direction very nicely, if the spark passes at the plug. This might cause some trouble were it not for the fact that magnetos do not give a spark except when driven in one direction, and so any tendency on the part of the motor to start off backwards is promptly checked. This little point is given for the benefit of those who may experiment in the future with combined lighting and ignition systems which do not employ the magneto principle on two-stroke models.

Cold two-stroke motors have a tendency to four-stroke, that is, they fire every other revolution instead of every revolution until sufficiently warmed. Various reasons have been assigned for this, and it is probable that the whole truth on this point is not known among designers as yet. However, the action is the same as that of a very cold four-stroke motor being started on a thin mixture, and the means of overcoming it are simple. Keep the tickler down, or the air inlet closed, thus giving a very rich mixture on starting the motor and then, if four-stroking manifests itself, it will not last long.

#### Four-Stroking Not a Fault

There is nothing wrong in the motor firing every other revolution—nothing that will interfere with its operation when warm, provided of course that the mixture is right for running, but the change from the pleasing purr ordinarily given off by a two-stroke motor to the pop-pop-pop which calls to mind the single cylinder four-stroke is often misunderstood by the user. He, and I am quoting the motorboat "chauffeur"—the most extensive two-stroke motor user to date—feels that she is not performing well and that there is something wrong, when it is only a question of a few seconds at most before the purr of perfect action will commence. The motorcyclist should have no concern at all on the subject, for there is nothing to worry about in this action of the motor.

This brings us to the question of mixture. Generally speaking, have it quite rich for starting, much more so than with a four-stroke motor. The mixture when running has to be very close to perfect, as the rider is not dealing with leviathan four-stroke twins, to whose ability to burn up the roads a shade too rich or too thin a mixture will not make very much difference. The two-stroke is a small motor for the most part and needs every ounce of power to be gotten out of it when climbing or when going through sand or other heavy stuff, so the correct mixture is very important.

**(To be Continued)**

## USING THE KICK STARTER TO BEST ADVANTAGE

WITH the fitting of a kick starter on many different models for 1916, will come an uncertainty in starting to many riders who have used other means of giving the motor its initial impulses. There is no good reason for this, provided of course that the carburetion is in good order, but the fact remains that there have been "kicks" on this ever since the particular form of starter made its debut in this country. For, except with a very cold motor, a failure to start is generally due to lack of skill on the part of the rider.

#### Drop Valves at Proper Time

Of course, there are always hard-starting motors, but these are usually very uncommon. The fault in starting lies in dropping the valves too quickly or too late in the stroke of the starter. It is an easy matter to drop the valves at the right time and it means a snappy purr-off on the part of the motor in the big majority of cases. The proper point in the stroke to drop the valves is when the motor is being turned over at the highest speed at any stroke of the starter and its gear. This point is very easy to find, it being just as one piston passes the dead centre on compression stroke.

This point as a rule is just before the toothed sector leaves the pinion. The foot will be pretty near the end of the stroke at that time, and an instant later it will be too late, for if the valves are then dropped the motor will rumble a bit and you will have the job to do once again. This is not conducive to good temper or to the pleasure of motorcycling and has caused many a rider to wish for pedals again.

#### Wrinkle for Starting Indian

On the Indian machine you have an excellent guide in the little nicks in the spark control sleeve for kick starting: keep your eye on the nicks and when you feel your foot come down to where the starter arm is horizontal twist the wrist and the motor will bark off as the nicks come around. You can practice this manoeuvre to good advantage in the garage and make it a second-nature proposition when out on the road. But whether you have such a guide or not, a little practice will get you into the way of dropping the valves by instinct when the foot reaches the proper position.

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# LITTLE CARE NEEDED FOR STORAGE BATTERY

WITH the increasing use of electric lighting systems on motorcycles comes an increase in the number of users of storage batteries, as these sources of power are part of practically all systems. But, although the storage battery is easy to care for and can stand much abuse, it is very mulish if neglected beyond a certain point and will lay down entirely, to the wrath and expense of the negligent owner. For, neglect of a storage battery spells considerable expense in most cases. It may even amount to replacing the whole battery in extreme instances.

This is not said to "throw a scare" into the present or prospective user of electric equipment, but is a recommendation to give regular attention to the cell or unit in order to keep the same up to the mark. In a system which incorporates a generator, the latter will feed charging current to the battery, but it will not make up the water that is evaporated regularly in spite of the ingenious constructions which are being brought out by the dynamo-sharps. It is in the regular replacing of the water which is evaporated in the cells that the main duty of the user lies, and certainly, the putting in of a thimbleful or two of distilled water is nothing that will strain the muscles or tire the brain of any motorcyclist.

### Keep Up Electrolyte Level

If you look at your instruction book, you will find somewhere in the first part something like this: "Replenish the battery with distilled water so as to keep up the level of the liquid." This is usually a once-a-week job, depending, of course, upon how often the machine is used. It should be performed regularly, and the reason will be understood by reading the paragraphs which follow:

In the first place, any storage cell consists of a series of plates, which are *positive* and *negative*. The plates are kept from touching by *separators*, usually made of wood. On the positive plates are what is known as the *active material*—lead peroxide or oxidized lead. On the negative plates are spongy lead free from oxygen. The electrolyte is sulphuric acid or oil of vitriol, mixed with water. The cell casings are of hard rubber, celluloid or some other substance which is acid proof.

### Action When Discharging

Now when the cell is discharging or giving off current, the lead peroxide on each positive plate is acted upon by the sulphuric acid, and lead sulphate is formed on the plate, with water given off. At the same time, on each negative plate the same lead sulphate is being formed in place of the spongy lead. The result is that the electrolyte grows weaker and less current comes from the cell. If the cell is not recharged, it will become useless, and the maker will have to clean the plates, renew the electrolyte and recharge the cell.

If we stop here, there will be apparently no need of adding water, but the battery has to be recharged in order to get it to give off current. The charging or recharging breaks up the lead sulphate on each plate and restores the material on the positive plates to oxidized lead and on the negative plates to spongy lead. But hydrogen gas in being given off all this time and this absorbs much of the water, and the level of the liquid or electrolyte goes down a little each charge.

### What Low Water Does

If no water is added, in course of time, the plates remain with lead sulphate on them and they may buckle. A sulphated plate cannot always be cured by charging, and in most cases needs to be sent to the makers for rebuilding. A buckled plate means a short circuit and a destroyed cell. Too much acid to the proportion of water may eat off the material from the plates entirely. So you see, adding water will prevent all this trouble, and it is up to you to take care of your battery in this direction. Use distilled water if obtainable, but if not, put in good drinking water, free from iron, salt or chlorine. Any impurities in the water are left behind when the water evaporates, and any metallic substance will cause a short circuit sooner or later.

## GIVING THE NEW MODEL ITS KEROSENE BATH

By DWIGHT B. PANGBURN

IT is generally admitted that nothing is more beneficial for a motor than a kerosene bath, but with the new models it is no easy matter to give one in the usual way. With the old style of pedal machines it was easy to spin the engine against compression. The new ones, however, equipped only with kick starters, lose the momentum necessary to carry the engine over at every return stroke of the starter arm, making it almost impossible to work against compression.

I have found the kerosene bath at frequent intervals, say every 200 to 300 miles, altogether too good a thing for keeping the engine in condition to give it up. As I am no Hercules, I had to do a little thinking. With the old machine I would pedal the back wheel at about 12 miles per hour for a minute or so at a time and repeat about three times, using a fresh charge of kerosene on each occasion. That meant I moved the wheel almost exactly two-tenths of a mile with each injection, or six-tenths in all.

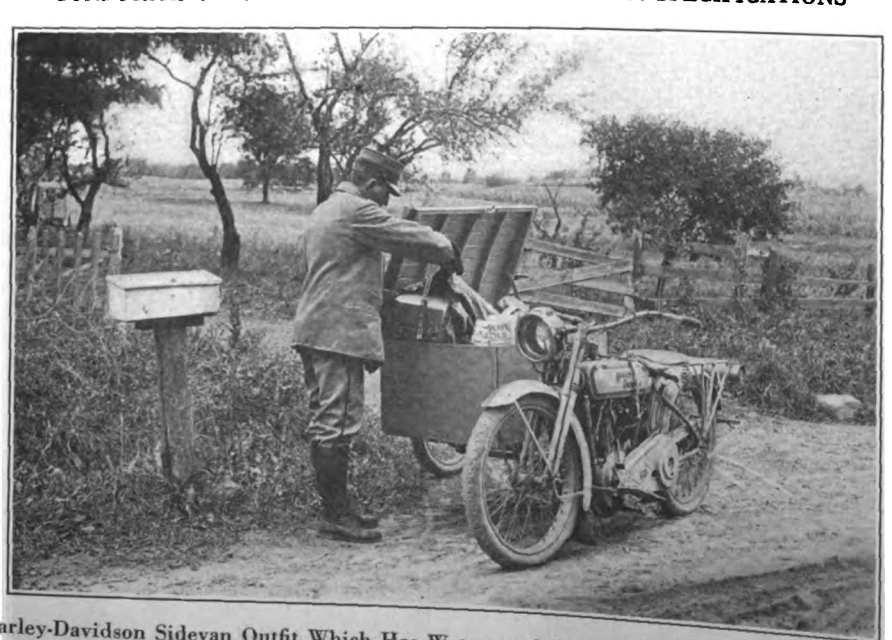
With the kick-starter machine, I put a large-necked (to admit squirt gun) bottle of kerosene in my pocket and rode up a hill nearby, which was about three-quarters of a mile long. The climb insured a proper warmth in the engine. Then I shot in part of the kerosene, grounded the magneto terminals, opened the crankcase drain cock and started coasting. As soon as the machine acquired a little speed I dropped the valves and ran against compression. A third of the way down I stopped and repeated the operation, also at two-thirds. By the time I reached the bottom of the hill the bath was complete—and with the absolute minimum of effort, all that was left to do being to close the drain cock and inject a supply of fresh oil.

A word of advice. If you adopt this plan pick a steep hill. I have found that it takes a grade of about 10 per cent. to 12 per cent. to keep the engine turning satisfactorily against compression.

### PUTTING THE MAGNETO IN TRIM

In looking over the mount for fall use, a little attention to the magneto will generally insure its working properly during the entire season. The small carbon brush which collects the current from the brass ring or "groove" on the armature shaft should have its end slightly roughened by means of a piece of 00-emery cloth or the striking compound on a safety-match box. The platinum points should be cleaned with gasoline and should be adjusted to get the proper gap when opened, by means of the magneto gauge. On four-cylinder magnetos the distributor ring should be detached and wiped down with a gasolined rag and the small brush that distributes the current should be roughened.

**CONFORMING TO POSTMASTER-GENERAL'S R. F. D. SPECIFICATIONS**



Harley-Davidson Sidevan Outfit Which Has Waterproof [illegible] Properly Protecting Contents, [illegible]able Tread and Other Features Set Forth in Recent Order by Post Office Head

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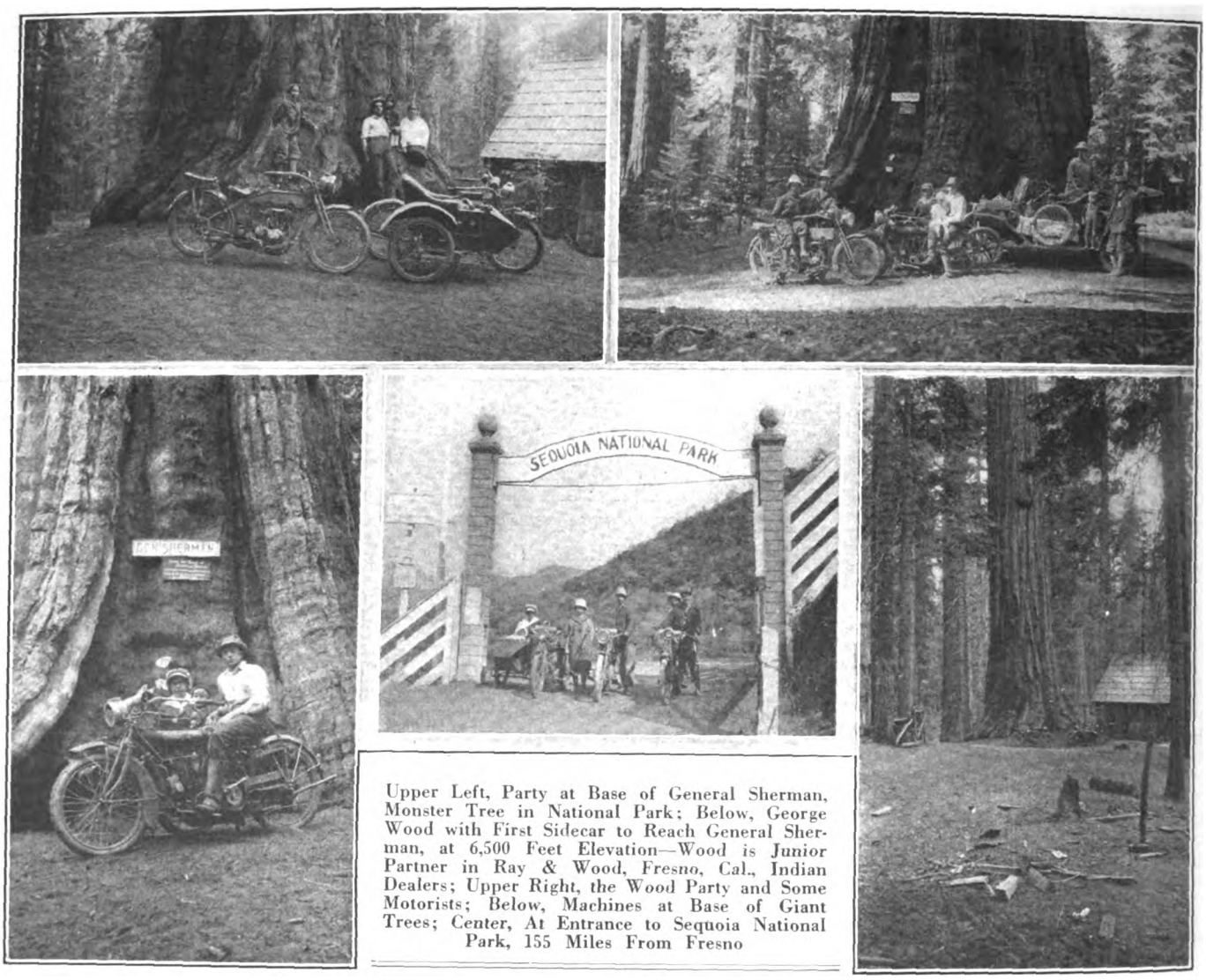
# SOME RECORD CLIMBING AMONG THE GIANT SEQUOIAS




Upper Left, Party at Base of General Sherman, Monster Tree in National Park; Below, George Wood with First Sidecar to Reach General Sherman, at 6,500 Feet Elevation—Wood is Junior Partner in Ray & Wood, Fresno, Cal., Indian Dealers; Upper Right, the Wood Party and Some Motorists; Below, Machines at Base of Giant Trees; Center, At Entrance to Sequoia National Park, 155 Miles From Fresno

### OHIO STATE HIGHWAY ROUTE IS LOGGED BY PARTY

Columbus, O.—The proposed State Highway, linking Cleveland, Columbus and Cincinnati, has just been logged by a party of officials of the Ohio Good Roads Federation and the Ohio State Automobile Association. These two organizations are back of the project to connect portions of the main market and intercounty highways already constructed to establish a through-paved thoroughfare across the State, linking these important centers of population.

It is understood that the co-operation of the State Highway Department is assured with regard to the project. While the proposed highway will link the three most populous counties in Ohio, the money for road-building will actually be spent in the less populous counties where the roads are not already improved. The co-operation of every automobile and motorcycle club and numerous chambers of commerce is to be engaged.

### KENTUCKY ROADS IMPROVED

Louisville, Ky., October 18.—Kentucky motorcyclists are very much pleased with the development that is being shown in Kentucky roads at this time. During the past summer a number of the worst roads in the state were greatly improved, and bond issues are being voted on in various portions of the state in order to build new pikes. The state has made arrangements to aid the various counties in building their roads, and the outlook for road building in 1916 is excellent.

### SUNDAY RIDING POPULAR

Kansas City, Mo.—Sunday rides are becoming popular among the Indian faction in this city, and specially so among the personnel of C. Hanson's Indian wigwam. The advent of the Fall season with its numerous kinds of nuts takes many a party into the country on week-ends, and sacks full are brought back hung over the tanks.

### READING RUN PRIZES

Reading, Pa.—Prizes for the 207-mile endurance run of the Reading Motorcycle Club have been awarded, in the form of gold medals, a follows: Arthur E. Brudereck, first, 989 points; Charles Hart, second, 988 points; William F. Dolch and Alfred Eisenberg, 980 points each. There were 13 contestants in all.

### COLLEGE CLASSES STOP WHEN SIDE SEATERS VISIT SPRINGFIELD

Springfield, Mass., October 22.—Two young men of Syracuse, Wesley Harst and Willard Kinney, farmers' boys, drove through New York State and over the Berkshire Hills on a side seat, single speed Indian, Saturday and Sunday, October 16 and 17, arriving at Springfield at 11 o'clock Sunday. The trip was 256 miles and the young men made it for the purpose of visiting Mr. Harst's brother, Arthur, who is a student at the Springfield Y. M. C. A. College. Classes at the college were broken up for the time being Monday morning, due to the curiosity in the C. & G. side seat machine.

The footrests on the machine are broad and comfortable and were built by Kinney. Coming through the eastern side of the Berkshire, the riders were charged by a huge Holstein bull, but when they braked the machine the bull pulled up short and, catching sight of a brilliant sign in another part of the field, headed for that. The trip otherwise was a smooth one and without special adventure.

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# Our Canadian Letter

## CANADIAN SOLDIERS RETURN FROM FRONT

BROCKVILLE, Ont., October 22.—The first member of the original company of motorcycle signalers of the First Canadian Division in France to return home as an invalided soldier is Corporal Dunham, of Brockville, who has been through some particularly trying experiences.

"It may sound very fine to tell about riding a motorcycle at top speed on torn-up roads and across country carrying despatches during a battle," said Corporal Dunham, "but it is hard work. There is no hiding in trenches for a motorcyclist—you have to trust to speed and to luck, if you have any, to pull you through. The enemy used to watch for us and I have seen a number of riders go sprawling along the road when hit by shrapnel. I was never hit by a bullet, but my motorcycle was not fast enough to permit me to escape the German gas at Ypres. The fumes put me out of business, but the doctors say I will totally recover shortly."

Another Canadian motorcyclist, Sergt. A. Dyas, of Toronto, of a motor supply column, describes a number of thrilling incidents in a letter to relatives. "Late one night I was ordered to take a column of seventeen trucks with supplies up to the trenches," says Sergt. Dyas, "and at daybreak when we were about to beat it back I found that three of the trucks were missing. It was up to me to find out about them and I started out on my motorcycle. I am not at all reckless—not at all—except that I ride about 70 m. p. h. over all kinds of roads and have to take all kinds of chances. Suddenly I came to a road, in the search for the three transports, and the sign I read made my hair raise. It read: 'Danger. This road is in the direct fire of the enemy.' I simply had to use that highway, however, and I made a dash to get through. They opened fire on me immediately and I could hear the bursting shells as I sprinted for my life. I came through without a scratch and found that the three trucks had returned by a circuitous route."

Word has been received that Pete Bert Kennedy, of the First Division motorcycle despatch riders, has not been killed as reported several months ago.

### HE IS SERGT. SELF NOW

Vice-President William G. Self, of the Canada Motorcyclists' Association, who appears in the photo above, is now Sergt. Self of the Army Service Corps of the Canadian Expeditionary Forces. Self is now accomplishing one of his ideals of motorcycle military service, he having organized the first motorcycle corps in Canada years ago.

## MORE ENTHUSIASM IS NEEDED IN MONTREAL

MONTREAL, Que., October 22.—The number of motorcycles in use in Montreal increased fifty per cent this year, but yet the total number is about 300—for a population of over 700,000. The majority of the motor two-wheelers sold this season were Indians which were handled by R. A. Radmore, of the Arlington Bicycle Company. This company also disposed of over 1,000 bicycles during the summer. Sidecar sales during the year have amounted to almost twenty, or in the ratio of one sidecar to every five new motorcycles sold.

A lady who wishes to remain anonymous has presented a motorcycle to the second Universities' company, composed of college students who went to France as reinforcements for the Princess Patricia regiment, a Canadian fighting unit. The machine is to be forwarded to the battle zone in North France.

The motorcycle club spirit in Montreal is as dead as the cool side of the moon in winter. There were two clubs here in 1914, but both starved to death and no motorcycle races of any kind have been staged here this year. Several bicycle contests have been run off, however. The dual population of French and English is a formidable handicap in any endeavor to keep a club alive. Individual riders have done considerable touring, the most popular run being over the King Edward model highway to Rouse's Point. R. A. Radmore, the local Indian agent, has returned from a 2,000-mile jaunt through New England and his ride has been the most spectacular yet taken by a Montrealer.

At the opening of the McGill Stadium recently, one of the features was a burlesque bicycle race in which the contestants were required to disentangle a heap of bicycles to which their costumes had been tied in knots. It was the funniest scramble on the card and proved the most popular event of the day.

### TORONTO MOTORCYCLISTS ARE FOSTERING THE SOCIABILITY IDEA

The Photograph Shows Members of the Toronto M. C. as They Lined Up After Dinner on a Recent Pleasure Run

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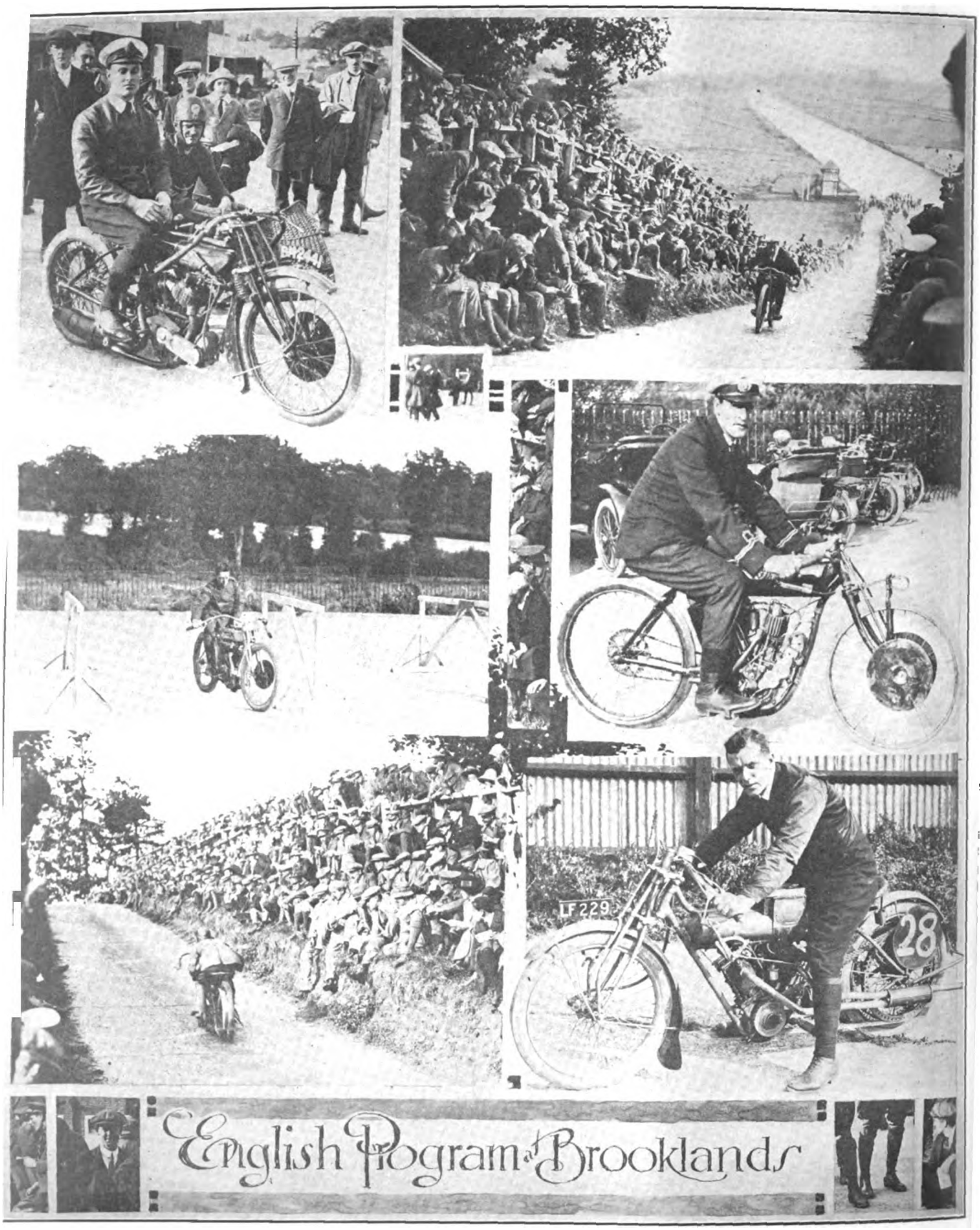


Upper Left, Flight Sub-Lieutenant Openshaw, Zenith Sidecar, Winner of Unlimited Climb and Sidecar Race; Upper Right, Lieutenant McNab, R. N. V., Ascending Test Hill on 1-in-6 Stretch; Center Left, Mechanic M. Newnham, R. F. C., Riding Yale Twin in Serpentine Race; Center Right, Lieutenant McNab on 3½ Horsepower Indian; Lower Left, Lieutenant Houghton on Test Hill in All-Khaki Event—He Rides a Rudge; Lower Right, S. R. Axford, R. N. A. S., on Matchless

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# Trade and Sport in England

By OLD RAMBLER

LONDON, England.—In all probability some of you have seen, heard or written much on the British innovation of a tax on American automobiles, cycle and parts, but one ought to add a few words to the riot of arguments. Nominally and normally, you might fancy Britishers would welcome an import tax on American goods, but opinions are varied, decidedly so. Those who detest the idea of a tax on motorcycles and other motor goods coming from America while our big factories are unable to produce scuch goods due to making war munitions approve of the new taxation on the grounds—such is one of their arguments—that this will protect our firms while they cannot compete in open market.

But many agents, such as the retailers, garage owners and shop keepers, resent the taxation—33⅓ per cent. *ad valorem*. This pushes the price of a motorcycle, hitherto coming into England at £45 ($225) up to £60 ($300) right away. To this must be added the retailer's profit, of course. The retail vendor's point is this, and it applies to the motorcar equally: There is a demand over here for machines, and as our firms are not able to supply the demand, let us get the goods where we can. When the war is over we will be only too glad to buy British mounts again.

### Taxation May Choke Orders

It is felt that taxation will choke off 40 per cent. of orders that would otherwise be given for American goods, but we shall see what we shall see. Meanwhile, advanced prices are now being advertised, although the new tax was only proclaimed a week or two ago.

There has not been the same rush into the British market by American motorcycle firms during the last fourteen months as by the American automobile makers. If others do come after our business, it is to be hoped they will keep the quality high. The Harley-Davidson and Indian people have sent nothing but first-class goods. Anybody who tries to foist cheap, jerry-built stuff on to John Bull will regret the day.

### The Bicycle Invasion

One cannot help recalling the bicycle invasion by the Yankees in the '90s. I remember one huge warehouse in Liverpool where some thousands of American bicycles were stored—and they were never sold. I never had the courage to ask what became of the monster pile. Beware, then, anybody who thinks of cutting down the quality of motorcycles in order to outdo Britishers in price.

I fancy I've wandered a bit from the original topic, but then I have always been a bit of a rambler. Anyway, the chat is all bearing in important affairs. Some folks have an idea that the new taxation is a hit at American motor products, but those who will take the trouble to read carefully will see that it refers to "foreign" goods. So there are others in this category.

### Tax on Gasoline

Not only users of American motorcycles but all riders of motorcycles will have bigger bills to meet in the future. The tax in spirit (or gasoline) has been advanced 3d. (six cents) a gallon, but what is making the riders groan is that the spirit-magnates have also shoved the prices up. As I write first-class gasoline is going up from 1s. 9d. (42 cents) to 2s. 1d. (exactly 50 cents), of which six cents is advanced taxation by the Government and two cents the jump imposed by the gasoline-emperors. But the users of No. 2 and No. 3 grades of spirit get a still nastier knock, for these have gone up 5d. (10 cents), which includes six cents new tax and four cents advance by the aforesaid crowned heads.

### Why Agent Feels Peeved

The retail agent has good reason for feeling aggravated at these extra costs. He used to get 3d. (six cents) a gallon profit on 1s. 9d. (42 cents), or about 14 per cent. He will still get only his six cents on a half-a-dollar, and this works out at 12 per cent. And the average owner of a motorcycle shop and garage can't pay all the overhead charges on such a margin, so, obviously, he must make profit out of something else. But when he tries to ferret out a way of doing that, he only finds himself faced by other difficulties.

Take, for instance, the sale of calcium carbide for lamps. The sale of this has appreciably gone down because of the lighting restrictions that obtain owing to the war. However, business has a trick of balancing itself for those fellows born under a lucky star. A wholesale merchant told me the other day that a big development in the use of calcium carbide had been noticeable in another direction—that of oxy-acetylene welding. Many first-class garages and repair shops have special apparatus for this, nowadays. It has avoided a fat repair bill in many an accident case. Cracked cylinders were at one time not repairable, but today it is otherwise, to cite an example.

An agent complained to me the other day that he could not get deliveries of motorcycles or anything else from the works for which he is the representative. Then, with a malicious bit of facetiousness, he added, "The only things I can get are advice notes, saying prices are advanced five per cent. or ten per cent." Some concerns have issued two, three or more such warnings to retailers. If the policy is repeated a few more times it will reach to the point of *ad nauseam*, and the advances will just about equal the 33⅓ per cent. advance on imported goods.

### What the Trade Experiences

Let me show by a concrete instance the trials of this period. A trade friend sent £30 ($150) as deposit with an order to one of our biggest British factories and offered to send the other £30 as soon as the machine was ready. Delivery was promised in "about" three weeks, but they grew into three months and the firm then confessed that they were so busy they had no prospects of supplying the motorcycle. Accordingly the deposit was returned. You may guess no factory likes to refund money received from a dealer who offers spot cash, money down, like that agent did.

One of the striking effects of the war concerns second-hand motorcycles. Some of these are realizing prices nearly as high as when the machines were new. I was making some special inquiries at retail depots or shops only last month and they will demonstrate the scarcity of new British motorcycles. "We could sell any number of 1914 models at £40 ($200)," said the representative of a big manufacturer, "if they are in anything like good condition. Motorcycles with superior sidecars fetch £60 ($300)." It's true that many old machines are advertised at $100 or less, but you can depend on it that the buyer very often gets no more than he paid for—peradventure, something less.

## COMPLETED LONG NEW ENGLAND VACATION TRIP

**Miss Gabrielle McCracken, of College Point, N. Y., Who Toured for Three Months with Mother as Passenger in Sidecar**

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# Of a Personal Flavor

Walter B. Brady, formerly with the sales staff of the Maxwell Motor Co., has affiliated himself with the sales force of the U. S. Tire Company. He will be a general sales representative.

S. W. Hartley, production manager for the Standard Welding Company, of Cleveland, O., has announced his intention of resigning on January 1, 1916. His arrangements for the future have not yet been made known.

L. G. Hartdorn, formerly production manager of the Emil Grossman Manufacturing Company, Inc., makers of "Red Head" spark plugs, at Brooklyn, N. Y., has been appointed factory representative to cover territory west of Buffalo.

R. S. Bryant, formerly consulting engineer for the Standard Welding Company, of Cleveland, O., has been appointed factory manager for the big tubing firm.

George Maslen, Indian dealer at Philadelphia, Pa., has been visiting the Hendee plant at Springfield. He will handle the Indian bicycles in addition to the regular motorcycle line.

Another visitor at the Wigwam during the last week was Louis Mueller, of Cleveland, who enlivened his stay in Springfield by placing his name at the bottom of a 1916 Indian contract.

H. C. Forster, who has been advertising manager of the Miami Cycle & Mfg. Co. for some time past, has severed his connection with the makers of the Merkel, his resignation taking effect October 21. Mr. Forster has not announced his plans for the future.

Wilmer Reichert, who has a wide circle of friends in Southern trade circles, has signed up to travel for the Thor in Florida, Georgia, Alabama, Louisiana, North and South Carolina and Tennessee. For some time past Reichert has been an Indian traveler.

G. T. Brummit, who has been traveling Kansas and Oklahoma for the Thor and also conducting a retail store in Topeka for the past year, was killed in a train wreck Saturday, October 16, near Randolph, Kan. Prior to joining the Thor staff Mr. Brummit was for two years attached to the Excelsior traveling force

## MOTORCYCLE SCOUTS FOR PENN. N. G.

Philadelphia, Pa., October 26.—Colonel Charles T. Cresswell, commanding the Third Infantry Regiment, N. G. P., has decided to form a detachemtn of motorcycle scouts, it was announced last week.

The organization of a regiment of infantry contemplates a body of especially trained men, designated as mounted scouts, but on account of the difficulty of securing horses for the use of such a body the National Guard has never been able to organize and train a separate detachment for this work.

Colonel Cresswell, however, has determined to surmount the problem of the horse by enlisting and raining for this service some twenty men who will be mounted on motorcycles and who will be especially trained for scout duty.

## SOCIAL RUNS vs. THE ENDURANCE VARIETY

(Continued from page 27.)

they possess, and further spoil their looks by twining inner tubes around their necks and arms. Their pockets bulge with tools. They look 'all in' before they reach the noon control because they are riding under a strain. They don't encourage others to take up riding for a little bit, that crowd.

"The sociability run, on the other hand, gives the women and children of the fraternity a chance to enjoy motorcycling. The presence of the ladies is an incentive for the fellows to make a good appearance and see that their machines are clean. The sociability run stops in every town to give the natives a chance to ask what it's all about. The sheriff is glad to see this kind of motorcycling. On the other hand, endurance riders sort of rile him up, and he takes it out on everybody.

"The social party doesn't dread punctures. There's plenty of time. And in some sociability runs they have a first-aid squad that takes care of the punctures; and there's a tire car handy for bad blowouts. Why, Jimmie, you people in this town don't know what you have been missing in not going in for this kind of run."

But Jimmie had been doing some tall thinking. "Wait a minute; let's go over to George's place first before we go to the club."

"What for?"

"That sociability stuff of your looks good to me. I am going to get together with George, and see if we can't change that endurance run, and . . ." Jimmie was gone.

"Wait at the club," he called from across the street.

Bill chuckled as he reached for a perfecto and headed for the clubhouse. "This is the best day's work I have done in a long time," he remarked, but when Jimmie returned he found the factory traveler taking it easy on the sofa and blowing smoke rings with every evidence of perfect satisfaction.

### "EARNING ITS OATS"

Allyne M. Freeman, the young motorcyclist, who is shown in the accompanying illustration, is making his Indian machine "earn its oats." Freeman has had an exceptional opportunity to see the world, and now spends a great part of what ought to be his leisure time in lecturing on his trip around the globe. When Freeman is invited to speak anywhere, he doesn't wait for a train to take him to his audience, but hops on his Indian and covers the roads at a thirty-mile per hour clip. He has a record of not having been late at a single lecture, though he uses his machine in all sorts of weather. Freeman was one of the forty-seven boys who, under the leadership of Major Peixotto, of California, were authorized by President Wilson to take a 38,000-mile world trip. As secretary of the party, Freeman visited England, France, Italy, Egypt, India, Australia, China, Japan, and the Philippine and Hawaiian Islands, and has covered much of the United States since.

**Allyne M. Freeman, of Trenton, N. J., with Indian Single Cylinder Mount Used to Carry Him on Lecture Tours from Place to Place—Item at Left**

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# BICYCLING WORLD

FOUNDED 1877

ALL THE BICYCLE NEWS EVERY WEEK

*War Correspondent W. F. Bradley Cycling Among the Ruins of Maurupt, France*

*Another Trip with Bradley Through the Marne Battlefield*


*Supplement to*
*MOTOR CYCLE ILLUSTRATED*
*Oct. 28, 1915*


*An Expert's Advice on Training for Long Distance Riding*

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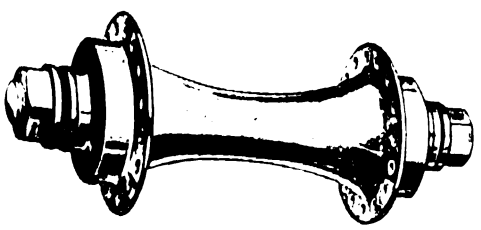
# NOW FOR BIG BUSINESS



The New Departure Front Hub
—— Always Ahead ——

The National Shows staged at Chicago and New York made it plain that 1916 will be the Bicycle Dealer's banner year.

***Our Slogan at the Shows—***

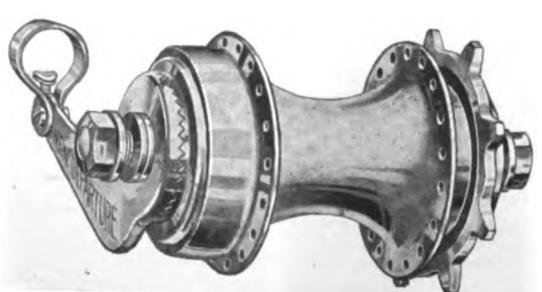
**"A million bicycles in 1916"**

has already become the watch word of more than 9200 Dealers, who have united with us in putting a million bikes on the highways of this country before January 1st, 1917—Team work will do it—Join with us early in the season and let us *work for you* in making the bicycle business the big business of the new year.

# THE NEW DEPARTURE COASTER BRAKE

Each succeeding year adds a new proof of New Departure Quality.

Send for our New Catalog and see what we offer you for 1916 in *wares and ways to sell them.*



The Brake That Brought the Bike Back

**THE NEW DEPARTURE MANUFACTURING CO., BRISTOL, CONN., U.S.A.**



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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# AUSTRALIANS WIN FIFTY KILO. RACE

## Corry and Walker Defeat Crack Teams at Newark by Scoring 37 Points—Kramer Beats Goullet in Brassard Race.

NEWARK, N. J., October 24.—Frank Corry and Gordon Walker, two sturdy Australian cyclists, won the fifty kilometre team race at the Velodrome here on Sunday afternoon. (Fifty kilometres is just thirty-one and one-quarter miles.) The race was run on a point basis and these two riders finished up with 37 points, four more than Alfred Goullet and Alfred Grenda, who were credited with 33 points. The third of the Australian teams, Bob Spears and Reggie McNamara finished in third place with 29 points. Fourth money went to Marcel Dupuy, of France and Peter Drobach, the Boston boy, this team accounted for 24 credits. Frank L. Kramer, the national and world's champion, teamed with Jackie Clark, who was once his bitter rival, finished in fifth place with 14 points.

There was quite a bit of scoring to be done before the final winner was decided. To begin with there were three points given to the team winning at each odd mile, the second team got two points and the third received one credit. The team leading the greatest number of laps in the entire race received 20 points, while the duo leading the second largest number got ten points. In the final sprint to the tape the winning team got fifteen points, second team ten points, third team six points, fourth team four points and the fifth team two points.

Corry and Walker led the greatest number of laps during the race and it was this practically gave them the victory. In the final dash to the black mark, Corry doing the sprinting, finished second, this raised the total to thirty points. In the intermediate sprints, this team twice finished first and second once, bringing the grand total up to 37. Goullet and Grenda had to work a good deal harder for their points. In seven sprints they finished first, four times they came home second and twice they were third. In the final sprint home Goullet was run down on the pole by Cameron and could only get fifth place. In this sprint which ended the race, McNamara was first, Corry second, Hanley third, Clark fourth and Goullet fifth.

Walker and Corry stole a march on the rest of the field when they jumped away from the long train at ten miles. They alternated at setting the pace and were enabled to hold the lead from the ten mile mark to the thirteenth mile. By this time they had chalked up a large number of points and gained a good lead for the point honors.

Frank Kramer competing for the first time in the Brassard race at one mile defeated Alfred Goullet in a great finish in which Kramer passed over the line a winner by a few inches. Going into the last lap Goullet was in the lead. He held this advantage to the first turn when he let out with a great burst of speed. Kramer followed him down the back stretch and around the last turn pulling up on almost even terms as they entered the home stretch. "Big Steve" was there with a final kick, which gave him the race.

Fifty Kilometre Team Race, 31¼ Miles (Professional)—Won by Frank Corry, Australia, and Gordon Walker, Australia (37 points); Alfred Goullet, Australia, and Alfred Grenda, Australia (33 points), second; Reginald McNamara, Australia, and Robert E. Spears, Australia (29 points), third; Marcel Dupuy, France, and Peter Drobach, Boston (24 points), fourth; Frank L. Kramer, East Orange, and A. Jackie Clark, Newark (14 points), fifth. Time, 1 hour, 10 minutes, 4⅘ seconds.

The Brassard, at One Mile (Professional)—Alfred Goullet, Australia, vs. Frank L. Kramer, East Orange—Won by Kramer. Time, 2m. 49⅕s. Last eighth mile, 12⅕s.

One Mile Handicap (Amateur)—Won by Chris. Dotterweich, Newark (125 yards); Bennie Zager, Newark (150 yards), second; Fred Knoller, Millburn (100 yards), third; William Keller, Newark (150 yards), fourth. Time, 1m. 56s.

One-Third Mile Novice (Amateur)—Won by John Best, Irvington; Bennie Clark, Orange, second. Time, 44s.

### GRIMM TURNS PROFESSIONAL

Newark, N. J., October 24.—Tommy Grimm, the Irvington boy, who has been riding amateur here all season, turned professional on Sunday when he rode in the long 31¼-mile team race with Eddie Madden as a partner. He only got five dollars out of the long race, which he copped in prize money.

# HOWELL CAPTURES WASHINGTON TITLE

## Close Fight for National Capital Championship Between Victor and Cy Coffman—Races Promoted by Local Dealer.

WASHINGTON, D. C., October 24.—A red-hot finish between Cy Hoffman, the local champ, and L. Howell, the challenger, contending for the title of District of Columbia champion, marked the close of an interesting afternoon of bicycle racing, witnessed today by a crowd of several hundred spectators. Howell captured the title which carries with it a solid gold medal that the title-holder will defend against all eligible challengers.

The occasion was the first of a series of road races promoted by the Washington Cycle Club, the course being over the road between this city and Marlboro, Md. The races started and finished at Bradbury Heights, on the line between the District of Columbia and Maryland, and the race was over a smooth but somewhat hilly stretch of newly-finished bluestone pike. This road is a popular automobile thoroughfare and many machines were passing during the progress of the races. The riders were further handicapped by a stiff wind on their return from the turning point to the finish line. In spite of these handicaps good time was made.

The first event was a 10-mile race for boys under 15 years of age, the course being out 5 miles from the starting line and return. This race brought out the best of the younger talent, boys who daily cover many

Lining Up for the Fifty Kilometer Team Race at Newark

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bicycles in messenger service. were 9 starters, 3 of them having a minute handicap and the others starting from scratch. The 10 miles were covered by the winner in 37 minutes flat. A motorcycle rider who kept pace with the winner over the final five miles declared that a speed of better than 25 miles per hour was maintained over the straight stretches, and good time made on the hills.

The second event, open to all riders, brought out an entry of 26, of whom two riders started from scratch, the others being given various handicaps up to 9 minutes. The distance was 25 miles, 12½ miles and return. This race was a duel between C. Coffman, the former champion, and L. Howell. The summaries:

First event, 10 miles, open to boys under 15 years: First, Edward Hazelton, time 37 minutes; second, Robert Hazelton, time 39:10 minutes; third, P. Torrens, time 39:45 minutes.

Second event, 25 miles, free-for-all: First, L. Howell, time 1 hour 15 minutes 20 seconds; second, Cy Coffman, time 1 hour 15 minutes 20⅗ seconds; third, R. Darcey, time 1 hour 16 minutes 20 seconds. Coffman and Darcey rode Dayton bicycles, while Howell, the winner, was mounted on a Pierce.

## FRAYSEE-EVERARD WIN FOUR-HOUR RACE

THE Century Road Club of America held its annual four-hour team race at Staten Island, New York, on Sunday, October 25, the affair being run off on a two-lap track. It was only after the hardest kind of plugging that the team composed of L. A. Fraysee and A. L. Everard managed to win the race, covering sixty-nine miles and one lap in four hours, and beating last year's performance of sixty-four miles.

A number of exciting sprints marked the first hour, at the end of which L. A. Fraysee was in the lead. Near the end of the second hour the Fraysee-Everard team was tipped off by its trainer that the time was opportune for "going out after a lap." Fraysee then set a good pace, was quickly relieved by his partner, who opened up a gap which was increased steadily until the speedy pair nailed their coveted lap after eleven miles of stiff going. The end of the third hour, however, saw this advantage begin to dwindle, when a combination was formed that gradually pulled away from the leaders. It required three-quarters of an hour of consistent grinding for the teams of Heisig-Miller and Lock-Hubbard to regain their lost lap. This they accomplished just seven minutes before the four hours were up.

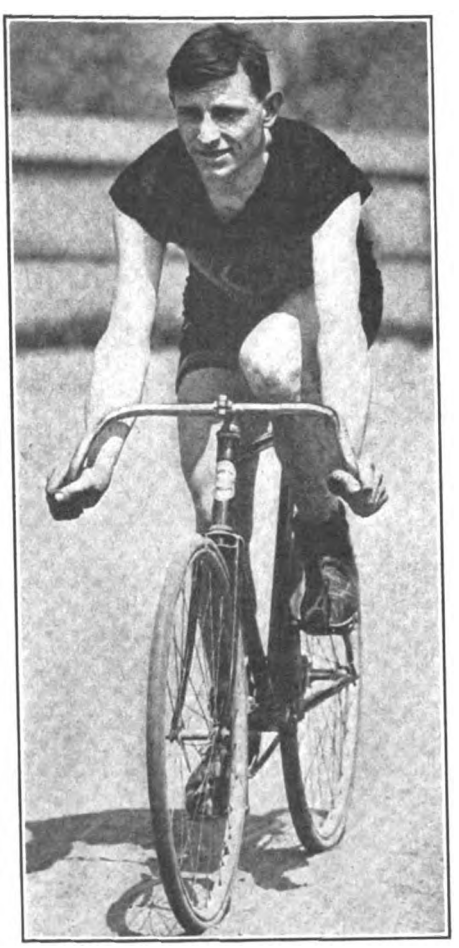
But the point score system obtained, as in six-day races, for the last half hour, so that the Fraysee-Everard team, keeping in the lead until so near the end, captured the race. The day was ideal and the splendid prize list brought out some of the "America's" best riders. Heisig and Lock proved to be excellent sprinters, while Akerman and Reiff showed their sticking qualities, and Hubbard, Kudrle and Muller were dangerous contestants throughout. The winning team cleaned up all the lap prizes. Emile E. Fraysee, the veteran rider, managed the race. The Summary:

| Position. | Team. | Miles. | Laps. |
|---|---|---|---|
| 1. | L. A. Fraysee-L. Everard | 69 | 1 |
| 2. | Heisig-Miller | 69 | 1 |
| 3. | Lock-Hubbard | 69 | 1 |
| 4. | Kudrle-Akerman | 69 | 1 |
| 5. | Reiff-Eisenberg | 59 | 0 |

# McMILLAN TAKES RACE AT TORONTO

### Canadian Vet. Makes Final Appearance Before Joining the Ranks of the Allies in France—Spencer Has Mishap.

TORONTO, Ont., October 25.—Gordon McMillan, the Toronto Bicycle Club veteran, is going away soon to fight for his country. The same McMillan has demonstrated, however, that he is still an expert cyclist and that his enlistment has nothing to do with covering up his retirement from the game. On probably his last appearance in a race, namely in



Gordon McMillan

the first annual road race of the Classic Athletic Club held on Saturday, October 23, McMillan corraled all the chief honors. He won the sixteen-mile grind, over the Danforth avenue course, from the one-minute mark and his time, 41:50, entitled him to the chief time prize as well. McMillan's deadly rival, George Wright, of the Classic club, starting with a 1½-minute allowance, rode into third position, being beaten for second place by C. Coleclough, also of the Classic unit. McMillan and Wright have been arguing about their respective merits all season and the dispute is probably now settled. The real race was between the crack pair.

It is a singular fact that McNamara, of the MacDonald Bicycle Club, who won the Dunlop Classic, was the first rider to reach home in the Classic club's grind, but the scorers discovered that he did not cover the whole route and he was therefore disqualified. The same applies to J. Coleclough of the Classics, who apparently finished in second position.

There were fifty-nine entries for the contest and over fifty cyclists lined up for the dash. The two scratch men were Art Spencer, the Canadian champion, and Norman Webster, both Classic stars. Spencer found a nail on the road and tore a tire. He ripped the rubber from the rim and proceeded to pace Webster his club-mate. He did so at a terrific clip with the result, partly, that Webster took second time prize and landed in tenth place.

A number of racing wheelmen came to Toronto, seven in all, to participate. W. Kernahan, of London, Ont., finished twenty-first and H. Kidd, of Brampton, found twenty-fifth place. The first Classic club rider to finish, C. Coleclough in second place, was presented with a handsome silver trophy, which is his property for a year. About thirty prizes of all kinds were the awards and rewards for the racing. The early finishers were:

| | | |
|---|---|---|
| 1. | G. McMillan, Torontos (1 min.) | 41.50 |
| 2. | C. Coleclough, Classic (2½ min.) | 43.21 |
| 3. | G. Wright, Classic (1½ min.) | 42.22 |
| 4. | F. Harris, Classic (2½ min.) | 43.22 |
| 5. | G. Watson, Classic (2 min.) | 42.53 |
| 6. | P. Brown, H. M. B. C. (3 min.) | 43.53 |
| 7. | R. Golsmith, Salem (2½ min.) | 43.25 |
| 8. | H. MacDonald, H. M. B. C. (1½ min.) | 42.26 |
| 9. | W. Bulger, H. M. B. C. (3½ min.) | 45.25 |
| 10. | N. Webster, Classic (Scr.) | 42.03 |
| 11. | R. Brady, Classic (1 min.) | 43.05 |
| 12. | H. Bounsall, Classic (2 min.) | 44.20 |
| 13. | H. Martin, Salem (2 min.) | 44.21 |

## SIX-DAY RACE FOR BOSTON TO BEGIN NOVEMBER 6

NEWARK, October 22.—A six-day bicycle race will be held in Boston this year and will start on November 6. Manager Johnny Chapman was up in Boston last Thursday and made arrangements for the holding of the affair in the arena. As soon as he got back to Newark he started in signing up riders for the long grind and did not encounter the least bit of trouble. The riders he signed follow: Reggie McNamara and Bob Spears, Francesco Verri and Harry Kaiser, Menus Bedell and Frank Corry, Eddie Root and Willie Hanley, Al Grenda and Freddy Hill, George Cameron and Ray Eaton. Marcel Dupuy has been signed up, but as yet has no partner.

Alfred Goullet teamed with Freddy Hill won the race last season. Goullet has shown a tendency not to enter long races this season, but he may find the lure of the game too strong and mount his bike once more. The addition of Goullet's name to the entry list would add considerable weight.

## EAST ORANGE TO HONOR KRAMER

East Orange, N. J., October 25.—A dinner in honor of Frank L. Kramer, the world and national bicycle champion, will be given at the Woman's Club house Saturday evening, October 30. The principal speaker will be Rev. W. Warren Giles, pastor of the First Reformed Church, whose theme will be "Athletics and Clean Living." The other speakers will be Mayor Mountain and Mayor Redmond.

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# ESSENTIALS OF LONG DISTANCE RIDING

## Points That Should Be Considered By All Road Pluggers Who Are Trying to Better Their Work

By FRED M. SANBORN

Holder of National Amateur Road Record for 500 Miles; Southern Records for 100, 200, 300, 400 and 500 Miles

LONG distance bicycle riding should properly be considered under two heads—first, plugging against time or in competition; and, secondly, pleasure riding, touring, etc. In this article I shall first discuss those factors which I believe go to make a successful long distance cyclist of the competitive class.

My wide experience in this form of riding has demonstrated to me that there are few branches of athletics that demand of the participant a greater degree of stamina, both mental and physical. A strong body is, of course, highly necessary, but mental stamina is certainly a very essential qualification.

### "Stick-to-it-itiveness"

By mental stamina I mean those qualities of resolution, determination and perseverance that keep driving the rider on, despite the many obstacles and difficulties that he may encounter—the spirit that will not allow him to quit, but gives him confidence in his ability to put miles and miles behind him, and makes him forget his fatigue.

A rider's physical condition must be such, of course, that he can endure the strain of plugging along the road. Some cyclists are fortunate in possessing this quality in a degree that makes extended training unnecessary to attain the end of sustained long distance riding; but in the case of others the proper physical condition can only be acquired after conscientious and consistent training. I have known of many cases where those aspiring to be road pluggers had, in my estimation, the proper physical qualification, but they lacked self-confidence and never made any real efforts to get themselves into the right trim. And, on the other hand, there are plenty of fellows who try hard, but lack the foundation on which to build. I believe that where a man makes no progress, due to lack of the proper kind of physique, he is just injuring himself when he tries to exceed his capacity for long distance work.

### Frequent Rides Necessary

But I find that most fellows are too lazy to train properly, or else do not know how. Twenty or thirty miles at a fair rate of speed, once or twice each week, and about sixty or seventy miles on a Sunday at a fourteen or fifteen miles an hour clip—such a schedule is sufficient to keep one in the pink of condition, when once this condition is attained. It is well not to overdo the training, frequent rides at short distances being much better than very severe grinds at too infrequent intervals. This, however, is a danger from which few suffer, the average racing man being more prone to under-train than to over-train.

The question of stamina is an interesting one. Many riders who apparently lack nothing physically fail completely under the strain of continued hard riding, while others in possession of what seems to be an inferior physique appear at their best after prolonged plugging. I believe that the fellow who is able to maintain the continued hard pace is the one whose vital organs, the heart and lungs, work in coordination with his muscles, pumping blood and supplying air as needed by them, and whose system is able to throw off the poisons of fatigue so rapidly through the skin and blood that these poisons do not accumulate and clog the muscles so that the rider becomes "joed." Clean living will do much toward keeping the heart and lungs functioning properly.

Fred M. Sanborn

### Determining Proper Position

There are many other important points, such as equipment, gear, position, etc., that must be considered in connection with long distance riding against time and in competition. It is assumed that the cyclist uses a high-grade machine, equipped with fast and resilient tires. The rider ought to keep a position that can be maintained for a number of hours without becoming unduly irksome. This question of position is one which has always struck me as being mighty important and worthy of more attention than is generally accorded it.

The average rider usually dopes out what he thinks is a "fast position," or else he copies from some other rider, instead of studying the position best adapted to his individual requirements. The inexperienced bicyclist has the idea that all the work in riding is done by the leg muscles, but this is far from being the case, as the muscles of the arms, chest and back all play an important part—those of the back especially. The ideal position is one so balanced that the rider gets the maximum "pull" on the handlebars and "push" on the pedals, with the minimum of discomfort to the arms and back. The saddle should always be a good one, preferably a racing saddle of a type best suited to the individual.

### The Size of the Gear

The size of the gear is another important consideration, worthy of the most careful attention. The character of the course, whether hilly or otherwise, is a big factor in determining the gear size, but generally speaking it will be found that a moderately high gear will produce the best results. However, gears vary with the individual, some cyclists getting very good results from comparatively low gears, as 80 and 84. Personally I find an 88 more useful than any other when riding for time, unless the grades are very heavy; and at that, I used an 88 on my recent record run to Frederick and Hagerstown, Md., from Baltimore, when I was compelled to cross two mountain ridges, each with a steep ascent of about three miles.

The effect of different gears on a rider is very interesting. A low gear when used for fast work seems to burn up energy, but makes comparatively little demand upon the leg muscles, while a high gear, on the contrary, seems to demand more muscular effort and to draw less on the vitality. This appears to have some connection with the age of the cyclist, as most riders find it necessary, as they grow older, to increase the size of their gear in order to obtain the same results formerly secured with a lower one.

### The Question of Pace

The proper judgment of pace is also vital factor in qualifying for long distance work, as the distance performer finds it very necessary to gauge the speed at which he is traveling, too fast a pace at the start often resulting in the cycler riding himself out before his goal is reached, while too slow a pace may result in his holding back too long, so that his efforts will not produce the best work of which he is capable. For the same reasons, the rider should be well acquainted with his own ability, so that while riding at the highest speed which he is capable of maintaining throughout the competition, he should yet be able to reserve enough strength to make a strong finish. This knack of conserving strength and energy, easing up a little on the hard places and opening up on a good stretch,

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ong distance riding.

To sum up, it might be said that what is most needed by every aspirant to long distance cycling honors are lots of determination, plenty of self-confidence, a strong and healthy body, good equipment, a thorough knowledge of his own requirements as to position, gear, and an accurate appraisal of his strength and pace.

### Riding for Pleasure

Long distance riding for pleasure, such as touring, etc., is of course a different proposition altogether. A comfortable position on the bicycle is perhaps the most important consideration, though it must also be borne in mind that the position must be one in which the rider can do effective work should heavy grades and strong winds be encountered. In this connection I might state that my experience has shown up-turned handlebars, when touring, to be ineffective, especially when going against strong winds and climbing steep or long hills.

A low gear will be found to add to the enjoyment of a touring or pleasure trip, for in traveling through hilly country the pace maintained is generally slow and tourists find many objects that they wish to stop and inspect. I find that a 77 gear seems to fill the bill better than any other gear when traveling through almost any kind of country, as it greatly reduces the effort I have to make in order to negotiate hills, and a fair rate of speed can be maintained even on roads comparatively level. Traveling through mountainous or very hilly sections the cyclist will find a still lower gear acceptable, 62 and 68 being effective when covering a country where a succession of mountain ridges or steep hills are encountered for a distance of any great length.

### Ten Miles Without Trouble

These low gears are certainly good only for pleasure riding, and the higher gear is, of course, absolutely essential when fast time is the goal sought, even though the grades be steep. The cyclist on a pleasure run will find, however, that he can average ten to twelve miles an hour on his low gear without any trouble and thus travel sixty to seventy miles per day without any undue exertion. He will even discover that by making an early start each day, he can loaf along at an eight or ten miles an hour clip and still average sixty to seventy miles per day. This distance daily will be found to be about all that the cycler will care to cover, if he really wishes to make his trip a genuine pleasure journey and desires to spend a little time in viewing points of interest.

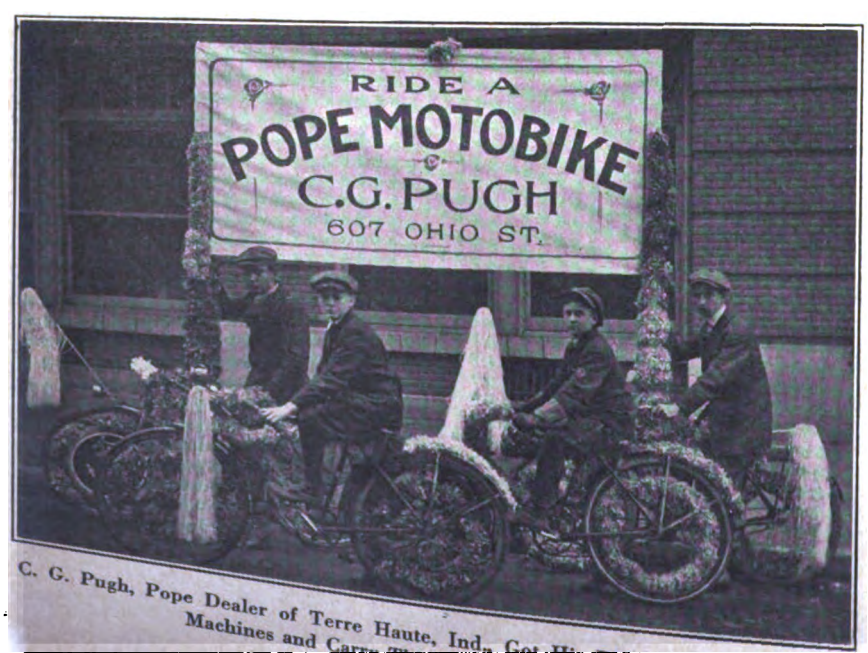
It might be stated parenthetically that the number of riders in a party also has much to do with the enjoyment of a trip. The ideal party should be composed of not more than four, as too large a group of riders makes it difficult to keep the members of the party together and trouble may be encountered in getting the proper accommodations, and there are numerous delays in making repairs, etc. A small party can make a good daily mileage, exceeding the seventy mark.

To put it in a nutshell, the essentials for the fullest enjoyment of a pleasure trip or tour are a low gear, a sensible, comfortable position, and a program that can be lived up to without too much effort. And in this list might well be included a coaster brake, which I have found to add greatly to the pleasure of a run when riding a low gear through hilly country.

THESE BOY SCOUTS CAN REEL OFF THE MILES

Messrs. Brewster and Holman, Who Rode From Great Neck, L. I., to New York and Return

HOW AN INDIANA DEALER NAILED SOME LIVE PUBLICITY




C. G. Pugh, Pope Dealer of Terre Haute, Ind., Got His Riders to Decorate Their Machines and Carry This Sign in a Recent Parade

## ORGANIZE COMPANY OF BICYCLE BOY SCOUTS IN NEW YORK

Plans are now being made for the organizing of a company of boy scouts in New York City, to be called the National Bicycle Scouts of America, for lads between the ages of 13 and 19 years.

The uniforms will consist of campaign hats, khaki shirts, army belts, blue knickerbockers, bicycle stockings of uniform color, and the regulation boy scout shoes.

Application for membership should be made direct to the first lieutenant of the organization, Richard T. Wells, 321 West 116th street, New York City, by mail, or by personally calling on him, any Sunday afternoon, between one and five o'clock. Full details will be published in Motor Cycle Illustrated in the near future.

This is the first bicycle scout company in the United States.

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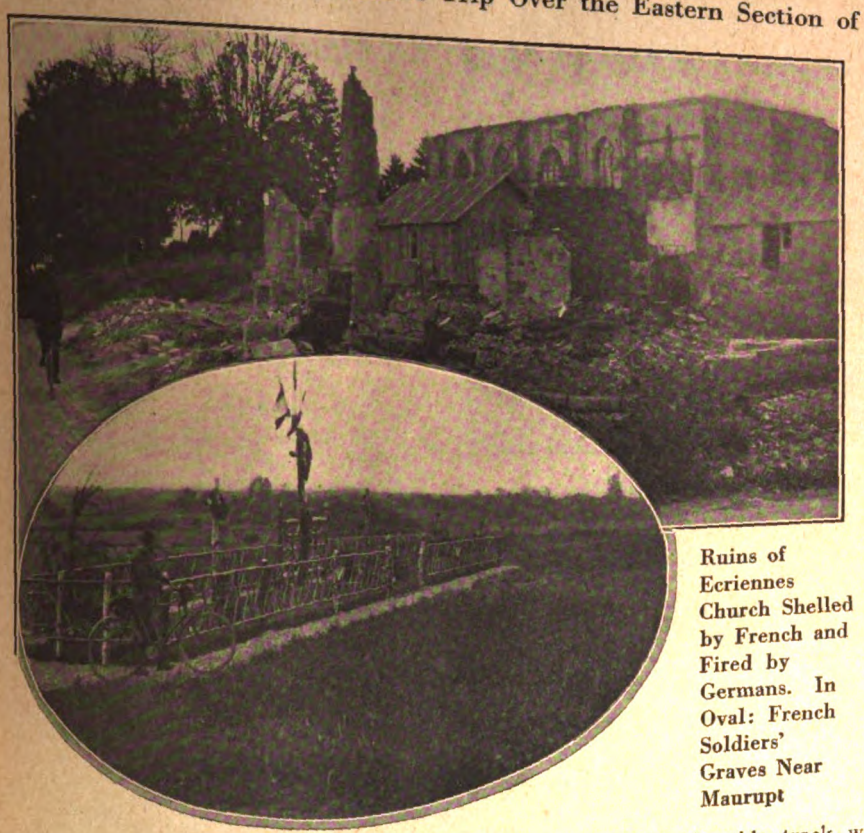
# ON THE BATTLEFIELD OF THE MARNE

## War Correspondent's Trip Over the Eastern Section of War-Scourged France



Ruins of Ecriennes Church Shelled by French and Fired by Germans. In Oval: French Soldiers' Graves Near Maurupt

FOLLOWING is the second and last installment of the interesting tour of the eastern section of the Marne Battlefield, which was taken by Walter F. Bradley, special war correspondent of *Motor Age*, by whose permission the original story and pictures are reproduced here:

Vitry-le-Francois is the biggest town in this district and is about 18 miles from Sermaize. Unlike the villages, the town has not suffered by reason of the war. Pillaging is hardly worth considering by the side of destruction. Yet Vitry was occupied by the Germans for 6 days. The French, who had been retreating for a week, passed through Vitry and made their way towards the south. They had hardly got out of the town when the Death's Head hussars galloped in with wild cries. The French turned and attacked them with machine guns, causing the Germans to gallop off in disorder. This, however, did not prevent the German occupation.

### Stopped by Soldiers

If the town had nothing to show, the country to the southwest bore indelible traces of a great battle. We passed out on the main road going west, and were stopped on the outskirts of the town by a big board placed in the center of the road and bearing words painted on it that were a command to stop. There were such boards, and in some cases chains, at the entrance to every town in or near the war area. Soldiers examined our pass and permitted us to continue. After a detour to the southwest to look at the wrecked villages of Glannes and Huiron, we sought to make a short cut back to the main road without passing through Sompuis.

It was soon evident the side track we had got on was not intended for vehicles. However, as turning was difficult, we continued in the hope of forcing a passage through. Suddenly we ran into a big farm, where soldiers were washing.

"We have got lost; can you direct us to the main road?" we inquired.

"Have you got a pass to travel through here?" queried the sergeant.

We presented two flimsy, but valuable bits of paper covered with official seals and bearing our respective photographs. After reading them through carefully, the soldier handed them back with the remark:

"You are all right; we can have a drink here."

In the big, old-fashioned kitchen a bottle of white wine was uncorked and glasses raised to the success of the allies.

"Where are we?" we asked.

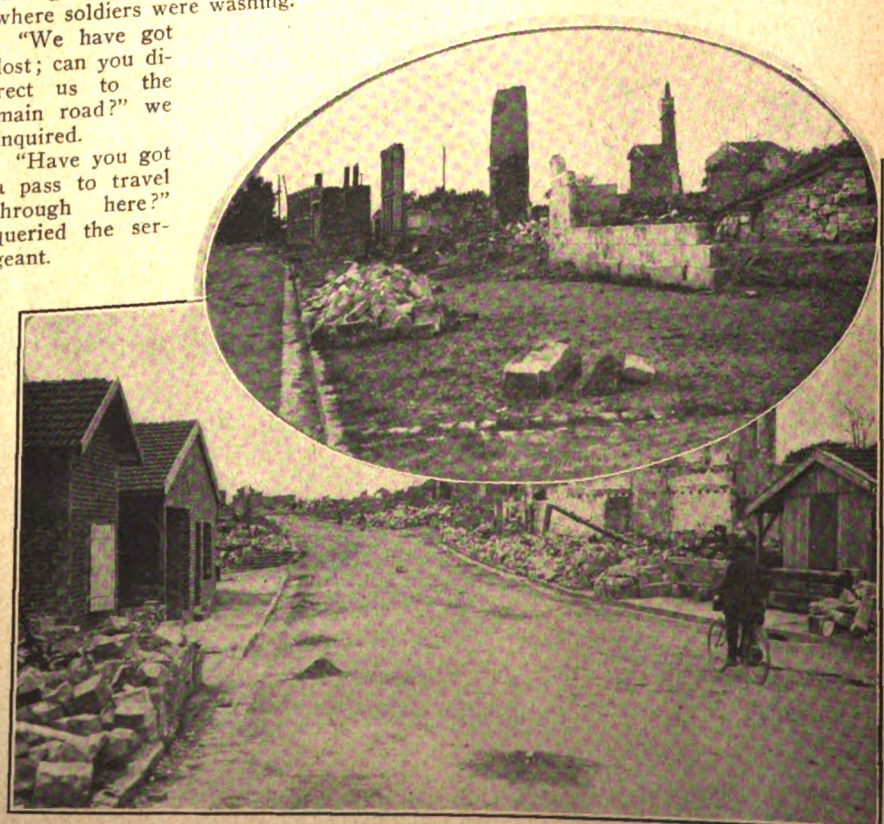
"This is the Ferme des Hirondelles, near La Certine, the bloodiest portion of the battlefield."

It was meagre information, and no more details were available, for all the men were strangers to the district and they did not possess a map. However, a soldier who was described as a native, although he came from above Rheims, 40 miles away, was brought forward to give us all necessary instructions. The soldier suggested that we might pay a visit to the nearby battlefield, and the consent of the sergeant having been obtained, we set out afoot.

### French Relics of Battle

After crossing a deep valley, we began to climb a pine-clad hill along a track possible only for men and mule teams. From time to time bits of military equipment were found: a leather belt, harness, a broken rifle, etc. A German tunic, lying by the side of the track, drew our attention. The soldier turned it over and noticed that the lining was stained with blood.

"Poor devil," one of us remarked, "he probably died in the woods."



In Oval: View of Thiebiemont Faremont, Half of Which Was Wiped Out. Glimpse of Sernaize, Showing Temporary Town Hall, Built Since the Battle, on Left

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**Where German Soldiers Were Buried After the Fight Around Esternay**

"Well, he had only to stay at home; we never asked him to come into France," replied the soldier, abruptly.

Reaching the top of the hill we found ourselves on a plateau which had been almost untouched since the fight which the Frenchmen described as the bloodiest in the battle of the Marne. The dead had been put under a shallow layer of earth, but the plateau was in too wild a country and too far removed from all lines of communication for any of the cleaning up to have taken place, as on other parts of the battlefield. The plateau on which we stood had been held by the Germans and formed a naturally strong position. A few miles to the south, across wild undulating country studded with numerous pine woods, the French had been in position. The German trenches had not been touched since they were abandoned by their occupants and were surrounded by all the refuse attending a body of men in the field. The heights had been heavily bombarded.

### Unknown Soldiers Fell

After the bombardment, there had been a fierce bayonet charge, in which some of the French had fallen. Their graves stuck sad and grim on that wild plateau. Mostly they were unidentified men, as the words, "Soldats inconnus," written on the rough cross, indicated. Their torn kepis indicated to which regiment they had belonged.

"Across there to the southeast is La Certine farm," explained the soldier. "It was the hottest point in the bayonet charge. When we cleaned up the ground we found two pairs had bayoneted one another; each man was standing dead with his enemy's bayonet through his body. At this spot we buried 600 Germans on a length of 300 yards. They had evidently come out of the wood for a bayonet attack and our guns had caught them as soon as they got into the open. The undergrowth being thick, they could not get back quickly and every man must have perished."

We moved to the far side of a little thicket to find there a great heap of German equipment; greatcoats riddled with bullets, a pair of rubber braces cut through by a pierce of shell; knapsacks with the hair left on them; medical bandages, torn trousers, broken rifles, cans, belts, water bottles and an immense quantity of heavy iron-heeled army boots of the kind made only in Germany. One pair of boots was partly buried, merely the toes sticking out. As I was idly kicking the earth away, the soldier said:

"You had better not do that; somebody's feet are in those boots."

### Asked to Come Again

Before we left him, the soldier gave us his address, a little village north of Rheims, where he cultivated vines in peaceful times. He assured us of a welcome if we came through that place after the Germans had been driven out.

With our bearings secured, we ran through Sompuis, then on to the main highway running east and west between Paris and Nancy. Although this was one of the main roads leading up to the battle front, there was surprisingly little traffic. During a week on the road we never saw a private car. Sometimes a whole day would pass with only two or three automobiles being encountered. These would be officers' touring cars driven at high speed, or maybe a light truck towing a dismounted aeroplane on a two-wheel float. On another day it would change and a convoy of several hundred trucks would go by. This was an indication that troops were changing positions. After this the roads might again remain deserted for weeks.

With a fixed battle front, the war cars work within a very restricted area. Supplies are sent by train to within 20 miles of the firing line and trucks have to travel from these points to the neighborhood of the trenches. Everything back of this 20-mile strip is so quiet that were it not for the constant booming of the guns, it would be impossible to believe that a war, or indeed any martial activities, were in progress.

### Nothing Escaped Destruction

Where the main road east and west was cut by the great highway lying north and south, with Chalons and the battle front at the northern end, we put in for lunch. The village was Sommesous, a place not likely to attract the attention of the tourist in ordinary times. When the lunch was disposed of, a run through the village naturally suggested itself. The wreckage was much greater than appeared from the main road; indeed, with the exception of the railroad station, there was not much that had escaped destruction. By the side of the wrecked church we got in conversation with a lad who was doing a man's work.

"I suppose you beat it when the Germans were coming?" we remarked.

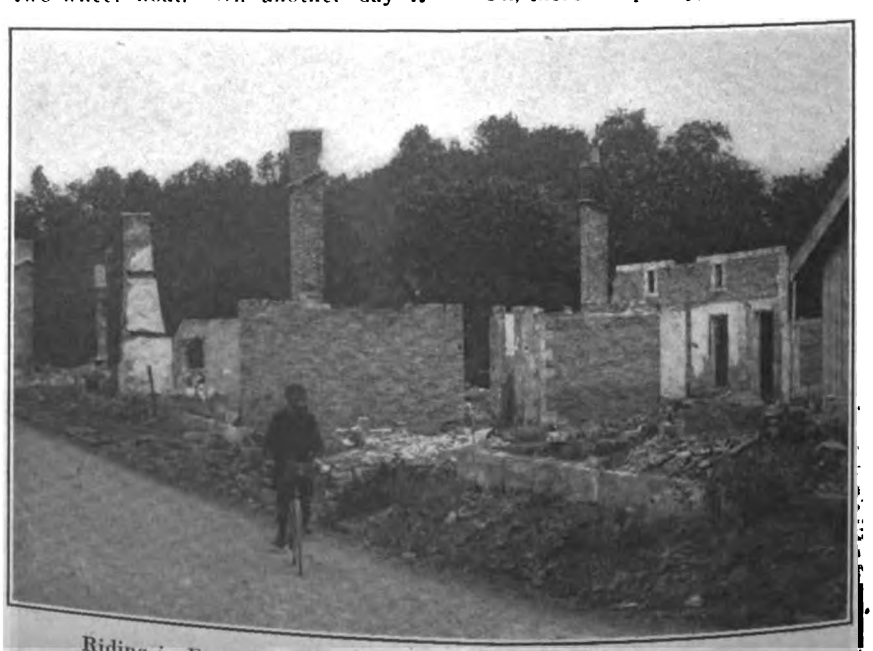
"What do you think; we came back in time to do the cleaning up. The engineers had been in before us, but they left us plenty of work burying the dead and the bodies that had not been put down deep enough. We have a lieutenant-colonel here."

He led us into a field and pointed out the grave of the French officer about a couple of feet from the church railings.

"He was in a motor car down that lane when he was killed by a shell. The driver was injured, too, but another officer brought the car back. The driver died in the village."

"Are no Germans buried here?" we asked. "We never see their graves."

"Oh, there are plenty, but nobody ever



Riding in [illegible] Which Was Razed by the Terrific Bombarding

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thinks to mark them. There was one in that field who came up after he had been down awhile and the crows ate his head. We have a captain in our potato patch. There, don't you see, under that stick, where the potatoes are rather withered."

He noticed our grimace.

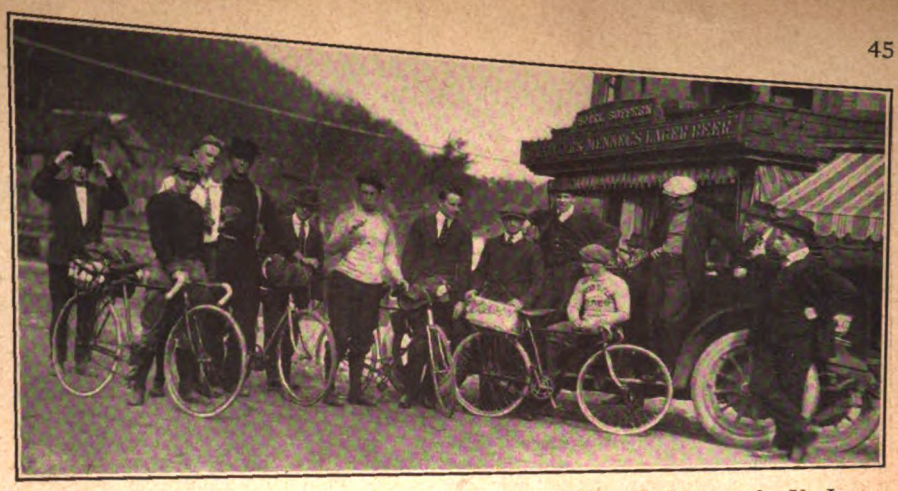
"Bah," he exclaimed, "the potatoes are good enough for the pigs."

He left us and a few seconds later was shouting across the field to one of his mates: "Jean, the stranger here, has taken my picture—true."

National Highway No. 34, from Sommesous to Esternay, might be designated "the bloody road." Both the French and the Germans were a little to the south of it when General French sent out the order last September for the advance which was to produce the great victory of the Marne. As they stood to the impetuous French attack, the Germans made a determined stand on the road itself. Even 8 months after the fight, the German dug-outs can be seen in the southern ditch, varying in intervals from a few inches to a few yards. As they continue for mile upon mile. On the north side of the road there is no such cover, but instead, clearings where the French guns were placed, for when the Germans were driven from the south side of the road they retreated right across and took up positions in the various woods.

## PROS. RIDING TO CHICAGO USE PYE-MUSSELMAN CORD TIRES

Chicago, Ill., October 26.—The Cycle Mfg. & Supply Co., of this city, announces that on the bicycle trip from Newark, N. J., to the Windy City, which a number of professional riders from the Vailsburg Velodrome are now taking, preparatory to their appearance in the Chicago six day race, Messrs. Miller, Iver Lawson and Worth Mitten are among those using the Pye-Musselman cord tires. The strenuous test of the Pye-Musselman is being watched with interest, for the professionals are going at a good clip, and the roads they are now traveling over are in bad condition in some sections. Coincident with this announcement the Cycle Mfg. & Supply Co. stated that the Pye-Musselman tires would be used exclusively at the Chicago six day race, and that each individual rider would pay for his tires. The Pye tires were used extensively with big success at last year's races.



**Professional Riders at Suffern, N. Y., Who Are Cycling From Newark, N. J., to Chicago to Get in Trim for the Six Day Race**

## NEWARK STELLAR RIDERS PASS THROUGH BUFFALO

Newark, N. J., October 25.—The last word received from the professional cyclists who are on their way to Chicago reached Newark on Sunday and was to the effect that the riders had arrived in Buffalo at about noon on Saturday. They stopped at the home of Walter Bardgett's sister and had a hearty meal. Bardgett acted in the capacity of manager of the Chicago Velodrome during the latter part of the season.

By reaching Buffalo the riders covered about 500 miles, an average of about 83 miles a day. They expect to make even better time on the roads along the shore of Lake Erie, through Erie, Cleveland and Toledo.

## JENSEN FIRST IN C. R. C. A. RACE

Edwin Jensen, riding from the limit mark of one minute and thirty seconds, easily finished first in the five-mile bicycle race of the Century Road Club Association over the course at Eastern Boulevard, Bronx, N. Y., on Sunday, October 24. Jensen not only won the race with ease, but his time was one minute and nine seconds faster than that of the first scratch man to cross the line.

On Sunday, November 14, a one-hour team race will be held on the Sheephead Bay Velodrome track, and during the final fifteen minutes of the race, the cyclists will ride in the six-day style, with the members of teams relieving each other at will.

The summaries of Sunday's race are given as follows:

| Name | Handicap | Time |
|---|---|---|
| Edwin Jensen | 1:30 | 13:13 |
| John Marquart | 0:30 | 14:21 |
| Raymond Caldwell | 0:30 | 14:23 |
| George Harvey | 1:30 | 15:10 |
| Ernest Kuno | 1:30 | 15:11 |
| Joseph Naphtal | Scratch | 13:47⅖ |
| Jackie Welton | Scratch | 13:47⅗ |

## EX-BIKE CHAMPIONS ARE NOW GOODYEAR MANAGERS

Akron, O.—Among the branch and district managers who attended the recent sales conference of the Goodyear Tire & Rubber Company, held in this city, were three bicycle champions of the halcyon days of racing. When interest in this sport began to decline toward the beginning of the present century, these men entered the tire field and made good. They are E. F. Jackson, Detroit district manager, who won 44 firsts, 30 seconds and 12 thirds in 1896; H. P. Ziegler, Chicago district manager, who set a new world's record in 1899 for the mile, in 1:40⅖, at Garfield Park track, Chicago, and Eddie Lingenfelder, Los Angeles branch manager, who was ten-mile national champion in 1898.

## FORT WORTH SHOP OPENS

Fort Worth, Texas, October 22.—A bicycle store considered the largest in North Texas, has just been opened at 111-115 Fifth avenue, by H. S. Jary, who has for many years been in the bicycle business in San Antonio, Texas. The new company specializes in the Texas bicycle.

**Line Up of Riders at the Start of Recent 18-Mile Handicap Race, Staged by the Missouri Cycling Club of St. Louis**

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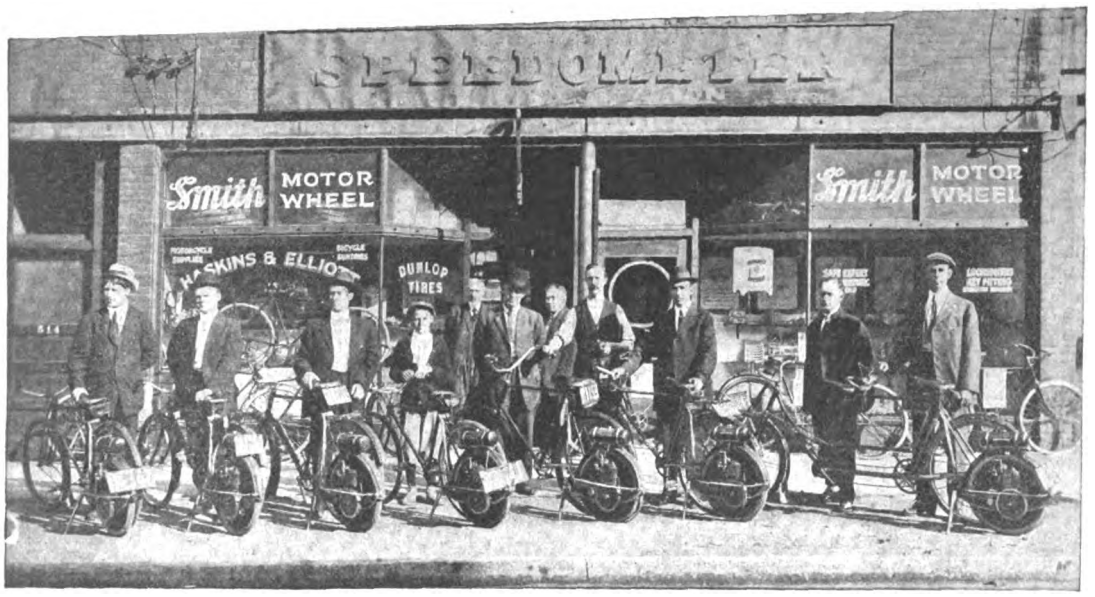


# "The Most Efficient Gasoline Motor Ever Placed On The Market"

Simplicity—Efficiency—Economy. These are the big outstanding features of the Smith Motor Wheel according to one of the most widely known cycle men in the country. He says, "Besides its extreme simplicity and most remarkable economy, the Motor Wheel is proving itself to be the most efficient gasoline Motor ever put on the market and as a natural result, every rider is satisfied and an enthusiastic booster."

Again speaking from the dealer's standpoint, a western cycle man sums up the attraction of the Motor Wheel for the dealer like this:

**Smith Motor Wheel**

(Detachable)

*"The Bicycle Booster"*

**Mr. Dealer:**

Write any of the following leading Bicycle Dealers for their opinion and experience with the Smith Motor Wheel:

J. W. Grady & Co., Worcester, Mass.
Haverford Cycle Co., Philadelphia, Newark, Washington, Norfolk, Buffalo, Cleveland, Detroit.
Sutcliffe Company, Louisville, Ky.
Pettee Cycle Company, Denver, Colo.
Sauffley Supply Co., Kansas City, Mo.
Lakeview Cycle Company, Chicago, Ill.
Hall-Williams Company, Minneapolis, Minn.
Pacific Motor Supply Co., San Francisco, Cal.
Branch, Inc., Stockton, Cal.
A. E. Bregent, Montreal, Quebec, Can.

"One big feature about the Motor Wheel is that sales are almost always on a cash basis and the Motor Wheel is so well made that it stays sold and does not develop mechanical trouble after the sale."

"Another thing—I have sold more high grade bicycles during the six months I have handled the Motor Wheel than I did in the whole year previous."

LIST PRICE $60.00 F. O. B. Milwaukee
Fully Protected by U. S. and Foreign Patents

**Motor Wheel Division "149"**

**A. O. SMITH COMPANY, Milwaukee, Wis.**

**Largest Manufacturers of Automobile Parts in the World**



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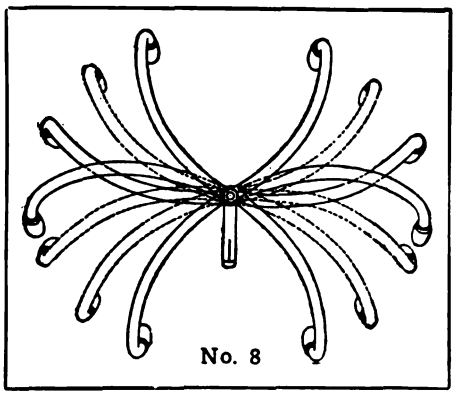
# Kelly Handlebars


No. 8

## Jobbers and Manufacturers Who Seek Standardization

should invariably equip with KELLY HANDLEBARS—the standard of the world. No high-grade bicycle is complete without KELLY ADJUSTABLE HANDLEBARS. With these handlebars, 25 different riding positions are possible. No other bar made allows anywhere near this number of different positions. KELLY HANDLEBARS ARE THE STRONGEST SELLING POINT A BICYCLE CAN HAVE.

They are the ideal bars for racing, distance work, boulevard riding, etc. Adjustable to **ANY** position.

**KELLY HANDLEBAR DEPT.**
**5017 Perkins Ave. Cleveland, Ohio**

TRADE <E> MARK

## DIAMOND "E" SPOKES AND NIPPLES

We have been making spokes and nipples for the cycle trades for many years. Wherever and whenever spokes and nipples are needed DIAMOND "E" are always first specified. Every spoke and nipple bears the trade mark "Diamond E" and is guaranteed for exact fit, measurement, quality and finish.

## THE STANDARD COMPANY, TORRINGTON, CONN.

MANUFACTURERS OF

Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

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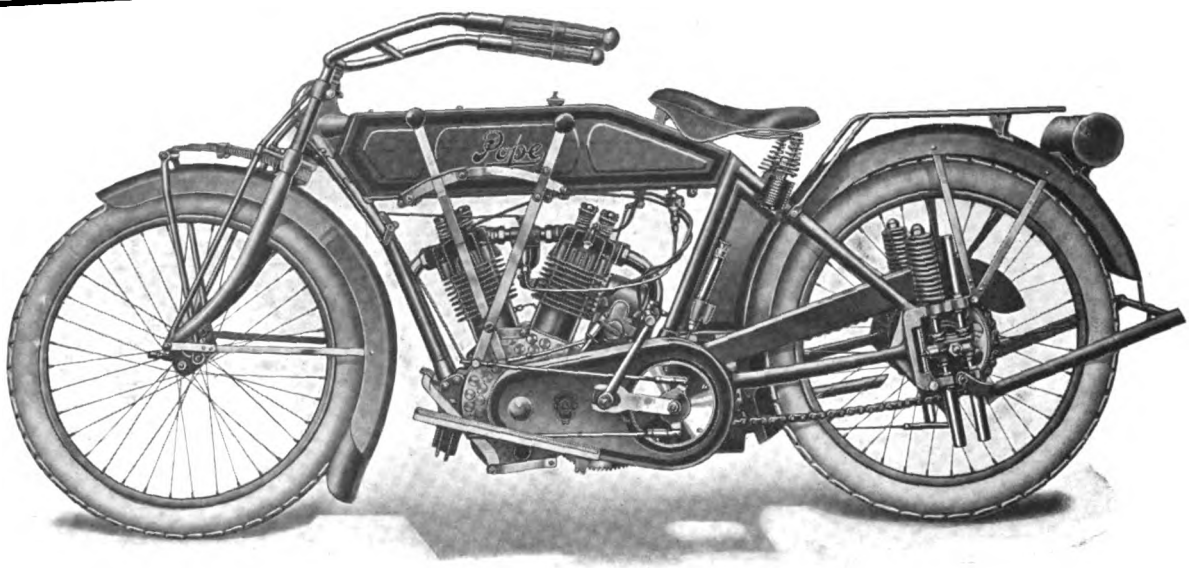


# THREE POINTS OF 'VANTAGE IN OUR NEW "THREE-SPEED"

"Years ahead"—That's what those who know say about the famous Pope Motorcycles.

It was with this pace-making record in mind that we made the new

## Pope Three-Speed Twin Model

Here are just three out of many of its indisputable superiorities:

**POWER** The Pope Overhead Valve Construction gives a motor of 15.4 H. P. with cylinder displacement of only 61 cubic inches—a record which has never been equalled so far as is known.

**SPEED** Pope Overhead Valve Motors have won speed and endurance records that demanded abilities far beyond the ordinary.

**COMFORT** The Front and Rear Wheel Spring Suspension keeps shocks away from both rider and machine.

This is the machine that those who have followed the wonderful progress of Pope manufacture have been looking for. And it's the machine that the farseeing Dealer is bound to carry.

*Write for Our Interesting Dealer's Proposition.*

**WESTFIELD MANUFACTURING COMPANY**

Successors to The Pope Manufacturing Company

11 Lozier Avenue Westfield, Mass.

Largest Manufacturers of High-Grade Bicycles in the World



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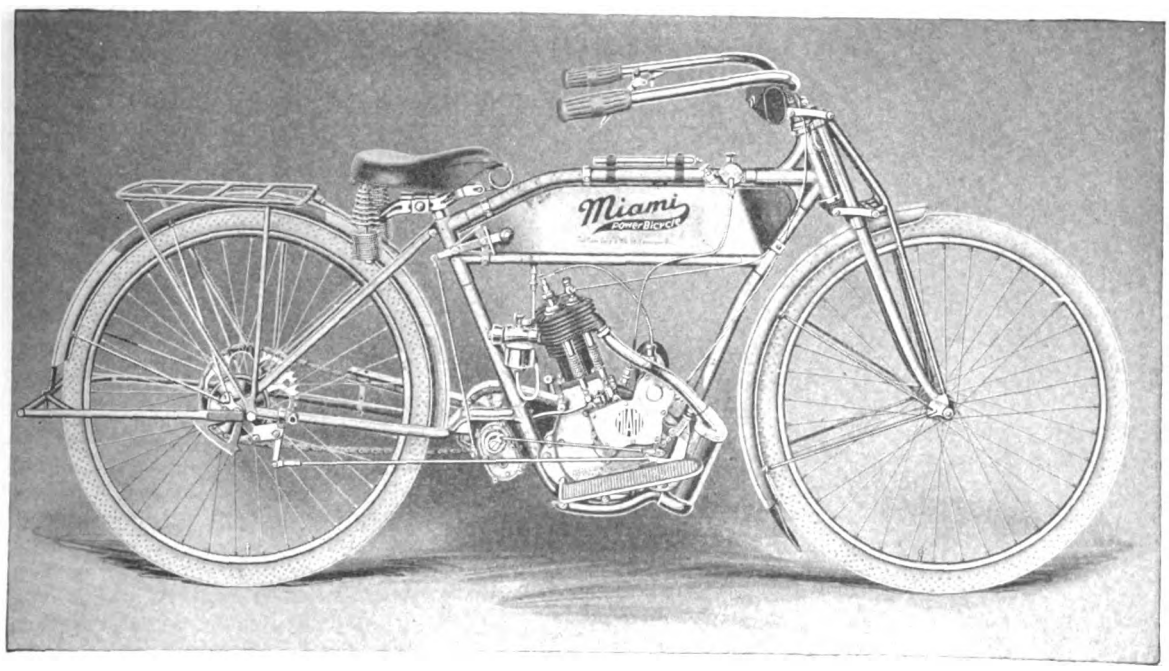
# We led in the lightweight field where others dared to follow A YEAR AFTERWARDS!




THE Miami PowerBicycle

*America's Premier Lightweight*

**has encouraged some odd and queer things, but—claims to priority and bigger value—lavish statements and startling innovations—all fade before the one word**

## *"FACTS"*

***the facts of a year's performance.***

**DEALERS: Write for Booklet "Here's What They Say." It tells the tale.**

The consensus of opinion by the critics at both the Chicago and New York shows pronounced the Miami the most complete lightweight of them all.

## "100 MILES for 10 cents"

**The Miami Cycle & Mfg. Co., Middletown, Ohio, U. S. A.**

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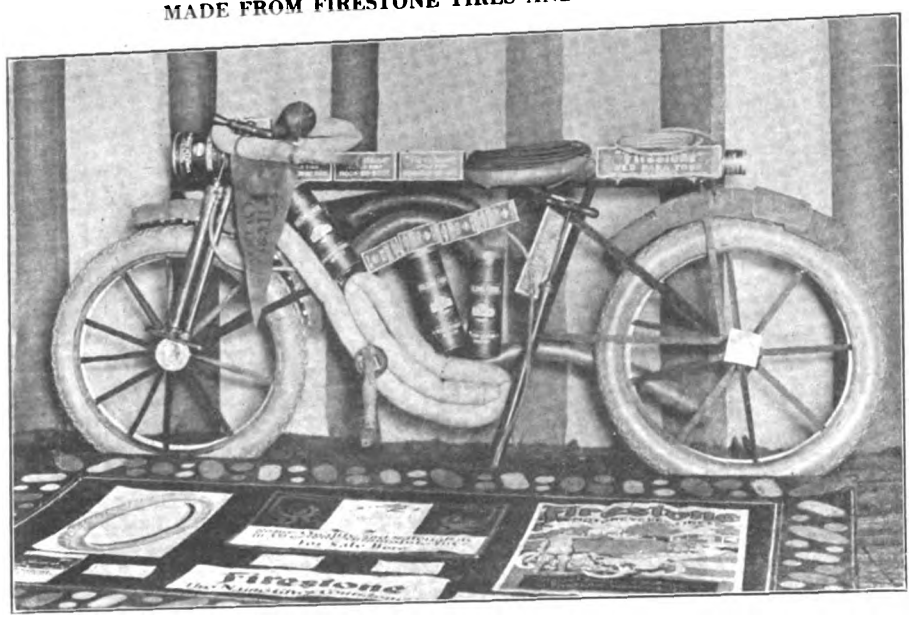
MADE FROM FIRESTONE TIRES AND ACCESSORIES




**Motorcycle Which Is Main Feature of Window Display Suggested to Dealers and Branches by Firestone Tire & Rubber Company, of Akron, O.—Note Makeup of Machine**

### TAGS BOOST MEMBERSHIP

Newark, N. J., October 25.—In order to boost its membership the New Jersey Motorcycle Club is distributing yellow tags, which can easily be tied to the handlebars of the machines or in coat lapels, calling upon motorcyclists to "take a tip from this tag and be square to yourself—to the sport that you enjoy." The card then goes on to invite riders to "tie up" with the N. J. M. C., and thus enjoy the club's "good times" and help in the fight against adverse legislation. The reverse side of the tag states that the cost for membership both in the club and the F. A. M. is but two cents a day, and that all of its members are striving for "good roads, sane laws, sport, companionship, entertainment and instruction." All riders are cordially invited to drop in at the N. J. M. C. rooms, at 847 Broad street, Newark, and get acquainted with the fellows.

### SEMAPHORES TO AID TRAFFIC

Nashville, Tenn., October 25.—Chief of Police Bartlett has announced that as an aid to the traffic regulations of the city a number of semaphores will be installed in the downtown section of the city in order to aid the traffic policemen in properly directing traffic in the crowded districts. Motorists are pleased with the idea, which will aid the "safety first" campaign considerably. The new semaphore system will probably be installed early in December. Safety zones will also be marked off.

### MORE CLUBS AFFILIATE

Recent affiliations among clubs include the Spartanburg, of Spartanburg, S. C.; the Chickasha, of Chickasha, Okla.; the St. Joseph, of St. Joseph, Mo., and the Peerless, of New York, N. Y. The secretary of the Spartanburg club is T. E. Gibson, 115 Magnolia street, Spartanburg, and the corresponding official in the Chickasha organization is Jess Tucker, 122 South Third street, Chickasha. E. R. Young is secretary of the St. Joseph club, at Savannah Road, and Anthony Besio, 1895 Washington avenue, New York, is the Peerless club's secretary.

### INGLES PASSES ON

Springfield, Ill.—Lon Ingles, a prominent member of the Springfield M. C., died on October 20, after a lingering illness, much to the regret of his fellow club members. Ingles was foreman in the shop of his brother, J. Ingles, local Indian dealer. The funeral was attended by a large number of the trade here, the pall-bearers being members of the Springfield club.

### KNIGHT LINES UP SOME AGENTS

St. Louis, Mo.—A. A. Knight, of the Knight Motor Co., which handles the Excelsior and Henderson, and which has just added the Tiger lightweight to its line, has returned from a three weeks' trip through the East, during which he visited several motorcycle factories and a number of accessory makers. He reports having closed the following subagencies in his territory: Park Auto Co., of Cape Girardeau; Ralph Koch, of New Haven, Mo.; A. Baker, of Alton, Ill.; Fred Frost, of Collinsville, and C. H. Berry, of Belleville Ill. Frost is featuring the Henderson in his territory and is also a motorcycle cop for the city.

### HAS NOVEL OIL SCHEME

St. Louis, Mo.—George Schmitt, Harley-Davidson distributor for this city and vicinity, has introduced a novel scheme to interest riders in Harley-Davidson oil. He offers a two-gallon tin of the oil to the rider who makes the best record each month for mileage on oil and gas. Written reports are submitted by each rider entered in the contest, and competition is keen. The two best records so far were made by August Kern, Jr., and Charles Bott, the former covering 540 miles on a gallon of oil and 50 miles on a gallon of gas. Bott made a gallon of oil do for 640 miles and covered 50 on a gallon of gas.

### PERTH AMBOYERS RETIRE

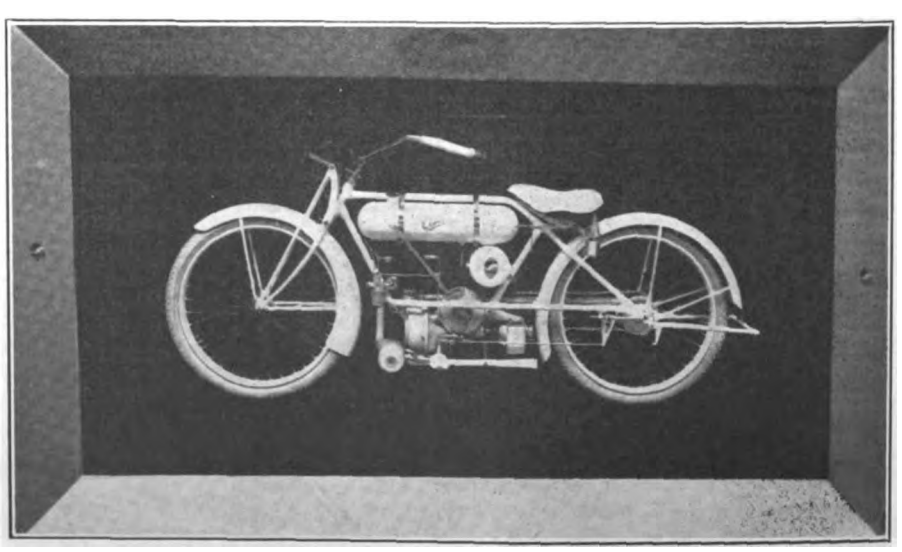
Perth Amboy, October 20.—Arthur La Roe and John Rosenberry, who handled the Indian motorcycle agency for this section of Middlesex County during the past three years, have retired from the motorcycle business.

La Roe is in his senior year at Jefferson Medical College and soon expects to prefix his name by "Dr.," while Rosenberry has accepted an engineering position with the Public Service Electric Co.

### WANTS TO ARRANGE RACES

Trenton, N. J.—John A. Johnson, of the Trenton Post Office special delivery corps, is anxious to arrange a road bicycle race with any local or nearby rider. Johnson prefers to ride fifty miles or upward. Address John A. Johnson, care Trenton Post Office, special delivery department.

ATTRACTED THOUSANDS AT BROOKLYN AGENCY



**Finished in White Enamel with Gold Striping, This Framed Cleveland Lightweight Formed a Most Imposing Exhibit in A. H. Patterson's Headquarters at 1082 Bedford Avenue**

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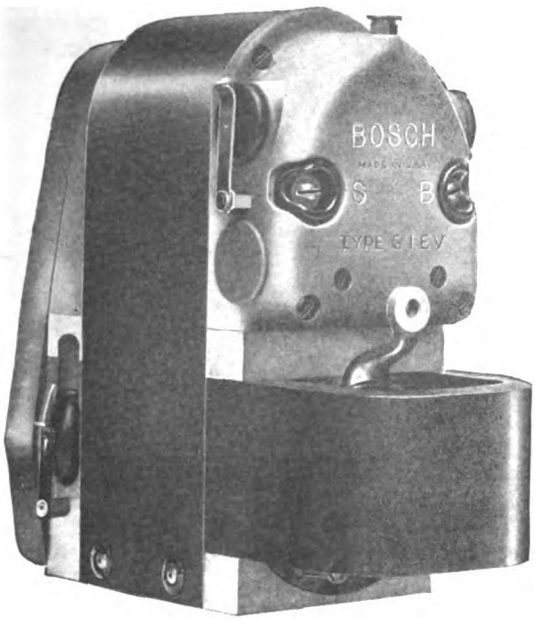


# THE LATEST BOSCH PRODUCTION

## DELIVERIES AFTER JANUARY, 1916

THE much heralded Bosch Ignition-Lighting System has been brought to that state of perfection which warrants its being stamped with the Bosch name. It is now offered to the motorcycling public with full confidence in the satisfaction that will result.

Unlike other devices which attempt to accomplish a like purpose, the Bosch System not only provides ample lighting current but retains the reliable and efficient Bosch Magneto Ignition. None of the Bosch vim, vigor and snap has been sacrificed, and the supply of ignition, that paramount essential, does not in any way depend upon the lighting unit.

You have the same Bosch Magneto Ignition with the addition of a lighting system that provides abundant light. Most important of all, is that, excepting the driving medium, the two systems are entirely independent of each other.

ADVANCE INFORMATION NOW AVAILABLE

**BOSCH MAGNETO COMPANY**

**206 West 46th Street, New York**



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# HELP!

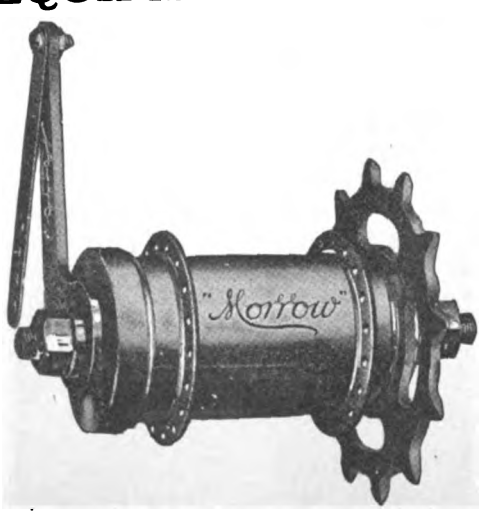
That's what you bicycle dealers want, isn't it? Help to sell more wheels.

Well then, place on your side the tremendous selling force embodied in the

# MORROW

*"The Brake that Cancels Danger"*

So closely woven are manufacturers' reliability claims into MORROW equipment that "perfect coaster braking" is generally understood to mean MORROW EQUIPMENT.




The bicycle is coming back *strong*. Next year will be the biggest bicycle year since the big bicycle boom in the nineties. And the MORROW is the silent selling force that will help YOU sell more wheels than you ever sold before—if you enlist its aid.

*Write for full details*

**ECLIPSE MACHINE COMPANY**

**ELMIRA** **NEW YORK**

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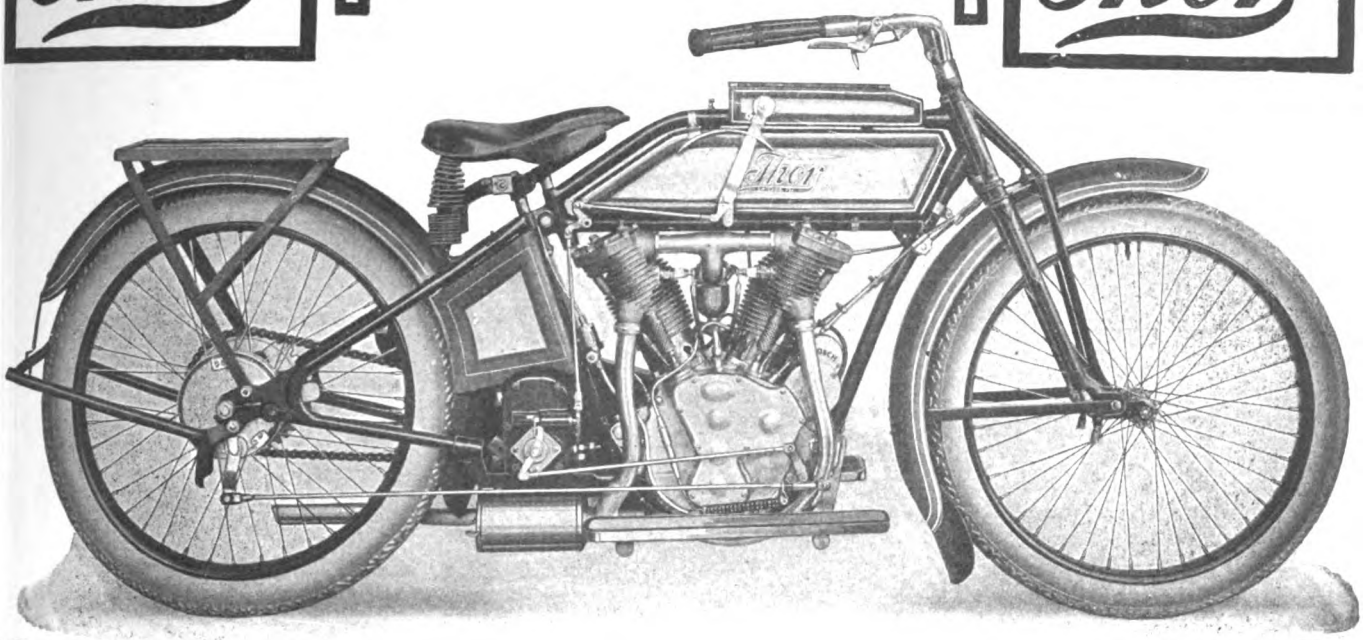
Thor

THE QUALITY MOTORCYCLE

Thor




Model U—12 H. P. Twin

# Model U-12 h. p. Twin $265
## —Heavy Duty—Every Purpose Twin

# Model V-6 h. p. Twin $225
## —The ideal solo machine

RELIABILITY

CONSISTENCY

**These 1916 Thor models have won the dealers' hearts. Rich sales territory is closing fast.**

**Hundreds have laid their plans for big business.**

**Many are already cashing the enthusiasm aroused among riders by these examples of highest motorcycle development.**

***Your application for territory is the first step toward big sales—take it today.***

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago

SPEED POWER



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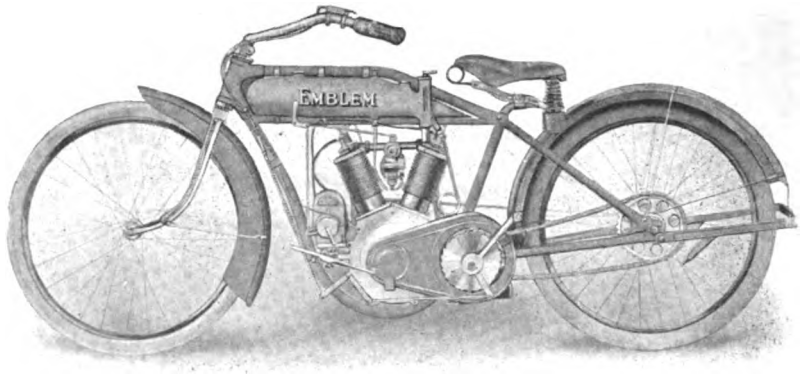
**7 H. P. TWIN**




**$175**

## Emblem—The Only American Twin-Cylinder Lightweight

The most remarkable value ever offered to the motorcycle public. NOT a power bicycle—NOT a throw-back to 1906 and earlier models—but a real, up-to-date 7 H. P. Twin Cylinder Four Cycle motorcycle with all the modern fitments, such as free engine clutch—high tension magneto—kick-starter—spring front forks—chain drive and many other features of the highest priced twins—for $175!

Will you be one of the fortunate EMBLEM dealers? Write or wire today.

**EMBLEM MANUFACTURING COMPANY**
**Angola, N. Y.**

Also makers of the famous line of EMBLEM BICYCLES.

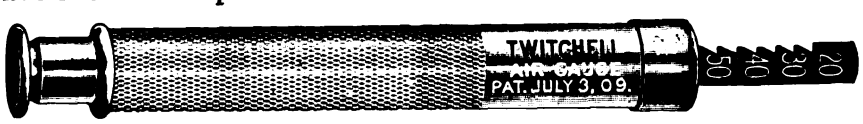
EMBLEM
EMBLEM MFG. CO.
ANGOLA N.Y.

# TWITCHELL
AIR GAUGE

## *Guessing May Cost You Your Life*

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.




Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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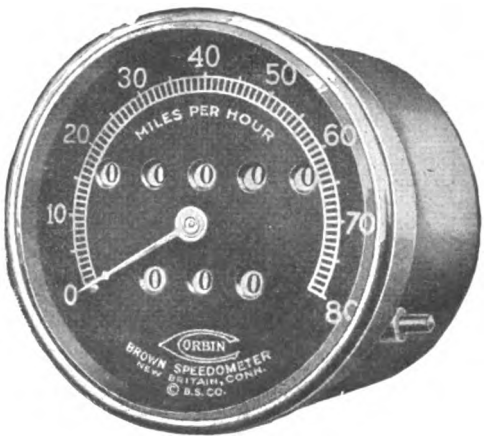


When purchasing a speedometer you aim to purchase accuracy. Not approximate accuracy but absolute accuracy. The

CORBIN-BROWN

SPEEDOMETER

*"The Speedometer of Absolute Accuracy"*

possesses those essentials of principle and construction without which no speedometer can properly fill its functions.

***Investigate of your dealer today.***
***Catalog on request***

**THE CORBIN SCREW CORPORATION**
THE AMERICAN HARDWARE CORPORATION, Successor.
NEW BRITAIN, CONN.
BRANCHES: New York Chicago Philadelphia
Makers of Corbin Brakes and Automatic Screw Machine Parts




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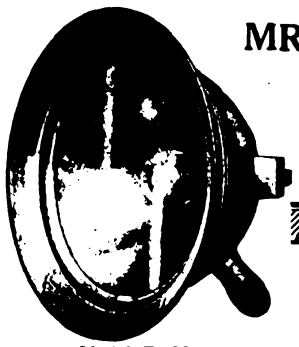


Model E. M. 2

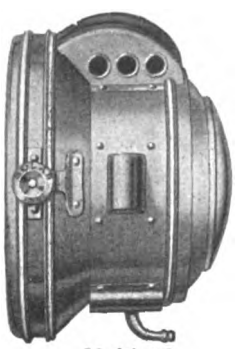
## MR. DEALER :

### "Butter Your Bread" with the Solar Line

As a steady source of revenue for the dealer, SOLARS can easily be classed with preferred railroad stock. SOLARS sell the year 'round. Their proven quality has gained fame throughout the country. The word SOLAR is invariably linked with supreme quality. The dealer can stock heavily with

***"The Lamps With a Pedigree"***

because they are always moving. His profits are not so large, but he makes a smaller initial investment than with other lamps and this initial investment can be turned over many times in a season. Take our earnest advice, Mr. Dealer, and replenish your stock.



Model 156

**THE BADGER BRASS MFG. CO.**
**Kenosha, Wis., and N. Y. City**

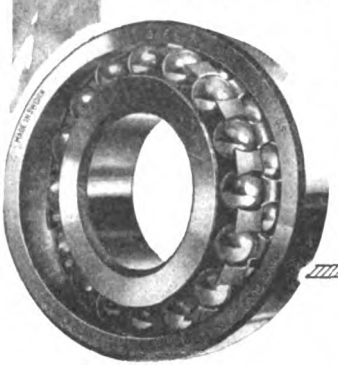
# SKF Ball Bearings Reduce Friction

Ask any repairman what he thinks of the bearings on the Harley-Davidson Motorcycle. HE KNOWS. No matter what his favorite in the way of motorcycles, he will have nothing but unqualified praise for the masterly manner in which the bearing problem is solved in the "Silent Gray Fellows."

It's in the self-aligning feature, that automatically compensates for any shaft deflection and gives a smooth, silent action at any angle. SKF Bearings are the only bearings possessing this unique feature.

HARLEY-DAVIDSON Motorcycles are equipped with SKF Ball Bearings. "There's a Reason."

Get our booklet.



**SKF BALL BEARING CO.**
**50 Church St., New York**

## Says Old Man Comfort :

*Dear Friend—Do you wonder my face is bright—my smile is large and my heart is light?*

*If so, sit once on this wonderful seat and you'll wonder no longer—"It can't be beat."*

## Persons King Comfort Motor Seat

By its shape-conforming top, its luxurious padding, wideness and roominess—its famous Duplex Springs and specially designed form makes possible a saddle of unusual comfort and stability.

**Write for full "dope" on the greatest saddle of them all.**

**PERSONS MFG. CO.**
**Worcester, Mass.**

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Actual demonstration is the Henderson dealer's most powerful argument, for the smoothness and power of the four-cylinder motor convinces more effectively than the most eloquent sales talk.

A postcard will get full information for you.

**Henderson Motorcycle Co.**
DETROIT




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A good chain, like a good child, "should be seen but not heard." A chain that tells you it's there *shouldn't* be there. Silence in service coupled with practically unbreakable strength are the features that have gained popularity for

## "The Coventry" Chain

***"The Motor's True Mate"***

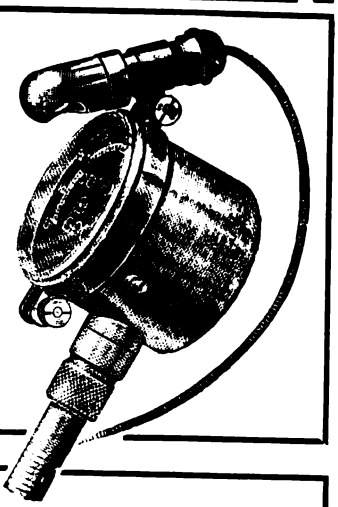
The dealer who recommends "The Motor's True Mate" to his customers is establishing a reputation for *reliable* merchandising.

"Coventry" Chain buyers are discriminating judges who realize true value when it is demonstrated. They are the kind the wise dealer caters to—by handling the chain of invariably satisfactory service, "The Coventry."

***A booklet that will amuse and instruct you will be mailed on request. It contains a reliable treatise on the care and lubrication of chains. Write for it today.***

**Herbert F. L. Funke Co., Inc.**
**112 Broad Street, New York**

# Put it on your Speedometer



—an electric light. You have all other modern motorcycle equipment; choice of speeds, electric head and tail lights, etc., but you should have this STEVENS Speedometer Light, operated from your storage battery or small dry cell. Also used as trouble light. List price, $1.50.

# Equipment that is Necessary

both to comfort and utility. The STEVENS Complete Side Car Equipment includes STREAM LINE WINDSHIELD, B. R. T. SIDE CAR LUGGAGE CARRIER and STEVENS SHOCK ABSORBERS. Adds attractively to any side car. Write for prices and literature. Dealers, ask your jobber or write us direct.

**Stevens & Company**
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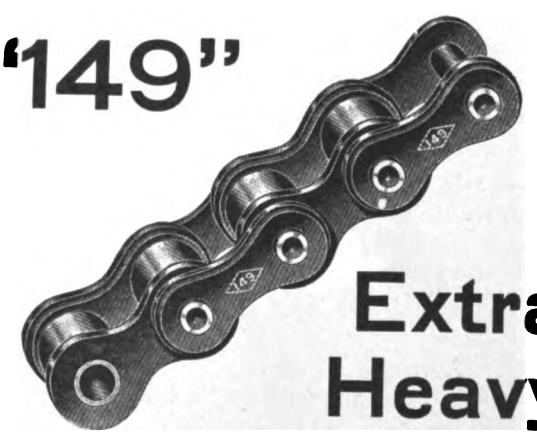
# "149"



## Extra Heavy

The rollers of the No. 149 motorcycle chain are of special alloy steel and positively WILL NOT BREAK under anything like normal service conditions.

Consider what this means in chain service.

Try the No. 149 the next time you need new chains. You will be pleased just as thousands of other riders have been pleased.

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**

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# HOUGHTON "BI-CAR"

## $16.75

**AN ACTUAL NECESSITY**

Dealers everywhere are pronouncing it the only real practical device of the kind. It is not a plaything. Fits any bike. Detached in a minute. Scientifically balanced.

**NO LIMIT TO COMMERCIAL POSSIBILITIES**

Mammoth carrying capacity. No cost for upkeep. Extremely low price. Different styles of bodies interchangeable.

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The HOUGHTON "BI-CAR" will sell more Motor Wheels for you. Every try-out means a sale. It is the first and only low-priced and efficient method of delivery for every merchant. Inquiries coming from every section. Act quickly.

**HOUGHTON - - MARION, OHIO**

WITH
Commercial Body

WITH
Smith Motor Wheel



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For October 1, 1915.

MOTOR CYCLE ILLUSTRATED, published weekly at 13 Park Row, New York. Editor, J. H. Donehue, Jersey City, N. J.; Managing Editor, J. Leo Sauer, 13 Park Row, New York; Business Managers, J. Leo Sauer, 13 Park Row, New York, and H. N. Condict, East Orange, N. J. Publishers and owners, MOTOR CYCLE PUBLISHING COMPANY, 13 Park Row, New York. Stockholders owning one per cent. or more of the capital stock are: J. Leo Sauer, 13 Park Row, New York; H. N. Condict, East Orange, N. J.; W. D. Callender, 5501 Cornell avenue, Chicago. No bondholders, mortgagees or other security holders.

(Signed) J. LEO SAUER, President.

Sworn to and subscribed before me this 18th day of October, 1915.

(Signed) HARRY FRIEDMAN,
Commissioner of Deeds for the City of New York.

(My commission expires November 11, 1915.)

## MOTOR CYCLE ILLUSTRATED

**With which is incorporated THE BICYCLING WORLD**

Published Weekly by the
Motor Cycle Publishing Company, 13 Park Row, N. Y.

J. LEO SAUER, President and Treasurer
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Subscriptions—Domestic, $2.00 a year; Canadian and Foreign, $3.00 a year. Ten cents a copy



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Ride in a Pullman Side Car

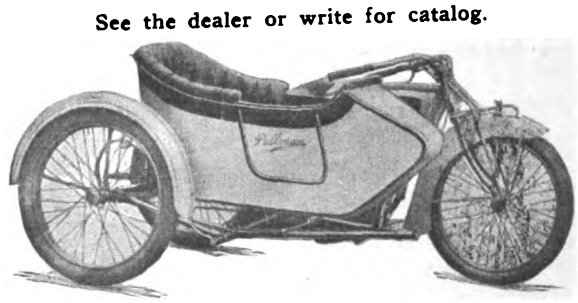
THE HARRY SVENSGAARD SALES CORP. DETROIT.

The coach built body, Drop Forged frame construction, Long, Perfectly Balanced Springs, Extension Axle and Heavy Tufted Upholstering gives the Pullman Side Car all the comfort, safety and stability the name implies.

The new triangular 3 point forward connection relieves the motorcycle frame of all twisting strain.

And they cost no more than the common kind.

See the dealer or write for catalog.



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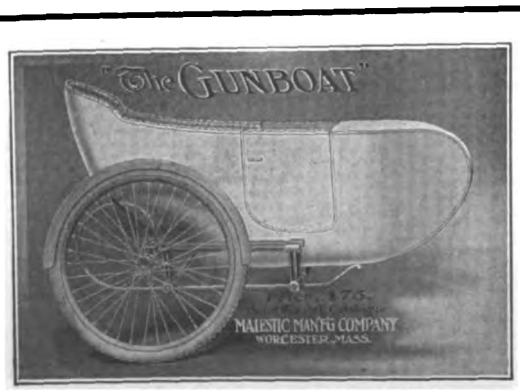
471-473 Woodward Avenue, Detroit, Michigan

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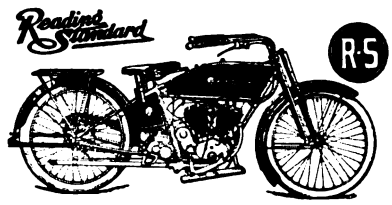
# THE ARISTOCRAT OF MOTORCYCLES

$230  $265


The R-S 3 speed with its 60 improvements is destined to be the most popular motorcycle for 1916.

Are you selling a winner? If not, secure the R-S agency today.

3 speed Twin $265.00
3 " Single 230.00

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Here's the handiest little tire outfit ever put out. Made of the best material money can buy, the Jones' Tire Pump works all the time. Not only do you find in the

## Jones' Tire Pump

a reliable, efficient pump but *in* the pump there is room for a complete tire repair kit. Patches, cement and extra valve parts can be carried inside of the pump. And what's more, the handle can be used as a tire tool. You get the whole business, pump, tire repair kit and tire tool at the price of the ordinary tire pump.

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Standard Equipment on "Harley-Davidson"

**Low Amperage** **Easy on Your Batteries**

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**Adams-Bagnall Electric Co.**
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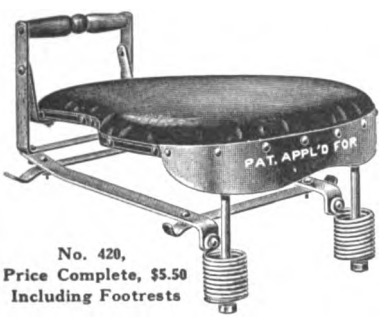
"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee




No. 420,
Price Complete, $5.50
Including Footrests

No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete $5.50

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NEW YORK SPORTING GOODS Co. "INDIAN" Motocycles

Catalogs now Ready

No. 60 Motorcycle Supplies
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The most complete books of their kind ever issued.

FREE TO DEALERS

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**New York Sporting Goods Co.**

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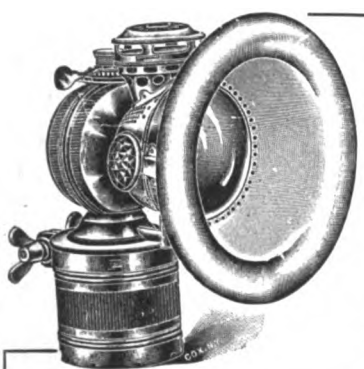

Lighting Safety—
Security—Economy!

Here's the sensible little lamp for ordinary motorcycle use. Strong enough for all ordinary road and city use. One of the

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*The Lamps with a "rep"*

Get our booklet—it's worth while—you'll be enlightened on the light question.

41 Warren St. **20th Century Mfg Co** N. Y.

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The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

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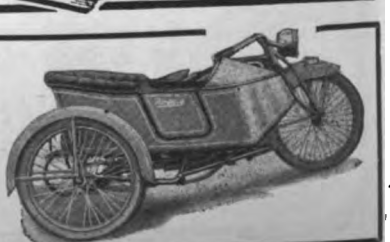
**THE VERDICT OF MEN WHO KNOW**

When one sidecar is selected as standard equipment by half a dozen big motorcycle manufacturers, it is the best evidence of supremacy that can be offered.

Thousands of users of Rogers Sidecars coincide with their judgment. Wise dealers will act accordingly.

Catalog and terms to established dealers upon request.



**ROGERS MFG. CO., 328 West Madison Street, CHICAGO**

Irving Beck (Service Station), 1493 Fifth Ave., New York

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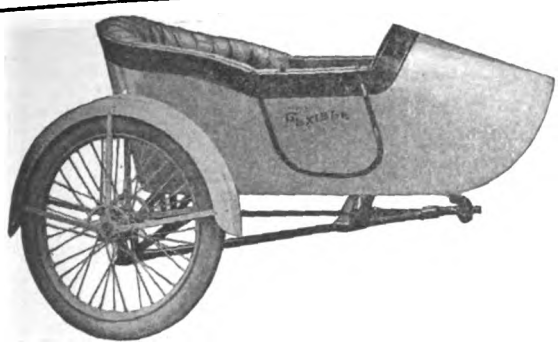
*Everyone likes to be a leader—*
*Cyclone Riders and dealers always lead.*
*Cyclone Deliveries Being Made Daily*

**JOERNS MOTOR MFG. CO.**
**2235 Hampden Avenue** **Saint Paul, Minn., U. S. A.**

THE NEW FLXICAR



The car you will eventually buy. Write for descriptive folders
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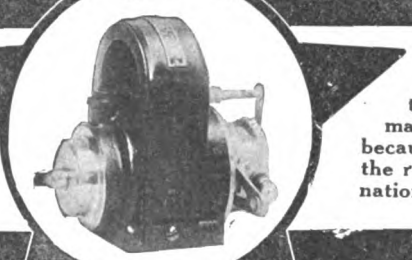
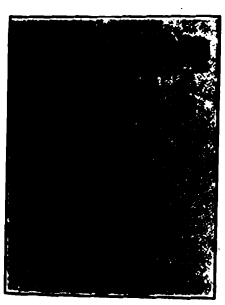


This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

ERICSSON MANUFACTURING Co. 1116 MILITARY RD. BUFFALO, N.Y.

**To The Smaller Dealers**



It is an undisputed fact that practically all of the larger dealers of the United States are now using great quantities of F-N tandems, but many of the smaller dealers have been afraid to order one F-N tandem and find out how different it is from all the rest—why, you can sell one F-N with every machine you put out.

Start the season right—order an F-N for your demonstrator from your jobber or from us—it will fit your machine like a glove, and help you sell motorcycles.

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**EXPERT OVERHAULING**

Cylinder Reboring, Motor and Machine Overhauling, Frame and Fork Straightening, Enameling, Nickel Plating and Rebuilding. Work Guaranteed.

**SPECIAL OFFER**

We will pay the freight charges one way on all motors or machines sent us for rebuilding from October 16th to January 20th.

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**St. Paul, Minn.**

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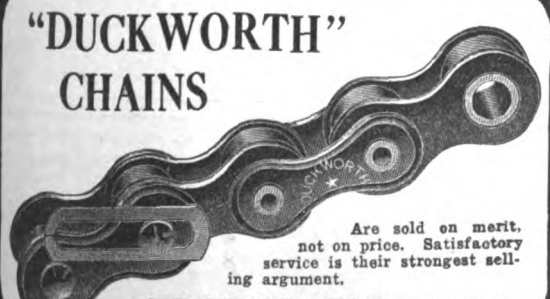

Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

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**THE MOST BICYCLE FOR THE LEAST MONEY**

**Bicycles Exclusively** | IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US | **Capacity 500 Bicycles Daily**

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# National Dealers' Directory

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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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'Phone, 3352 Morningside.

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Agent for INDIAN MOTORCYCLES
Repairing Storing
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M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
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Cash—Installment—Exchange
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Distributing Agents for
HARLEY-DAVIDSON MOTORCYCLES
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15 So. Lexington Ave., White Plains, New York

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

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**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
998 Washington Ave. Near 164th St.
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Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

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**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles.
Parts for the Indian, Excelsior and Pope.
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**Exceptional Offer of Choice Seconds**
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These tires are fresh stock practically perfect, but slightly discolored in spots
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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
1729 1st Ave., near 90th St. Tel. 2183 Lenox

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Brooklyn and Long Island, 1157 Bedford Ave.: 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

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BROOKLYN DISTRIBUTOR
*Indian* Motocycles
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All models on display.
Full line of Parts—Al F. A. M. Repair Shop.
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Full stock of parts. Expert repairs.
B. RUDERMAN
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LIGHTWEIGHT
**SCHICKEL**
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**EXCELSIOR DISTRIBUTORS**
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
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Phone: 2045 Astoria.
Expert Repairing—Gasoline.
Full Line of Accessories—Used Machines.
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Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
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NICHOLAS ROSE
All makes of bicycles—expert repairing.
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1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $36 and up.
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Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
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**JOHN STEELE**
INDIAN DISTRIBUTOR
In Passaic and Bergen Counties
91 Broadway, Paterson
Real Values in used machines



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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
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**EDWARD RYAN,**
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**EXCELSIORS**
in Dutchess and Ulster Counties. Excelsior Parts, Used Machines, everything for the motorcyclist.

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
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F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

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Brooklyn Store, 1160 Bedford Avenue.
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A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
1438-42 Market St., San Francisco.
924 South Main St., Los Angeles.
*Finest Stores on the Coast*

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
533 W. 110th St., Near Broadway, N. Y.

**Parts for all Motorcycles**
Largest stock in West—quick service. Send for big list of used and rebuilt motorcycles and special agency offer.
Everything for Motorcycles.
WESTERN SUPPLIES COMPANY
1448-52 Larimer St. Denver, Colo.
Largest Cycle and Motor House in the West.

# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c. — MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE—1915 Indian and sidecar, Splitdorf generator, Corbin speedometer, new shoe, folding back rest, etc. My entire outfit cost $430. Sell for $275. Cash or late model Ford. H. E. Borzell, 161 N. 62d St., Philadelphia, Pa.

FOR SALE—Guaranteed good paying Sporting Goods, motorcycle and bicycle store in the livest town in the middle west. Proprietor must have time to devote to other lines. Guy W. Campbell Co., Waterloo, Iowa.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

STOLEN, 1914 Twin Harley-Davidson single speed, motor No. 3527-H; equipped with Firestone non-skid tires; Presto-Lite tank, headlight and tail lamp; dent in right front side of gasoline tank; caused by lamp bracket turning against tank; Stewart speedometer; rear shaft drive; shaft was missing; a special made sidecar was attached to machine; Rogers chassis with home-made body, lamp on hood; no fender over wheel. $25.00 reward for information leading to its recovery. C. E. Phillips, 7416 Parnell avenue, Chicago, Ill.

ONE HUNDRED MOTORCYCLES—New and second-hand, all makes, $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

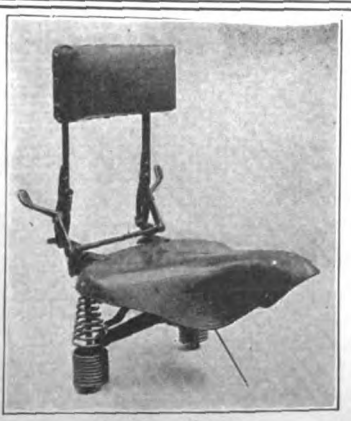
R. S., $35; M. & M. twin, $40; Harley, $35; Yale, $35; twin clutch and magneto, $50; Excelsior twin, 13 belt, $65; Indian twin 12, $70; Merkel twin 1914, $80; Henderson 4, 1912, $110; R. S. single 1913, $65; twin 13, $75. Excelsior '13, $90; '14, $110; '15, $140. All machines overhauled running. Payments. Exchange. Knight Motor Co., 3328 Locust, St. Louis, Mo.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.

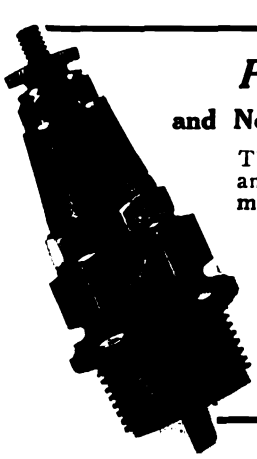
**MUCH SUPERIOR**

Gentlemen:—
Relative to your backrest will say that I find it much superior to any attachment I have used, it fitting the back perfectly.
If you inquire among the riders using this rest you will find that it is very helpful in operating the clutch and brake pedals, serving as a brace. You should do well with this and I give you my full endorsement.
Yours very truly,
C. H. ADAMS,
New England Motor and Supply Co., Worcester, Mass.

We have other letters just as convincing



WEED FOLDING BACKREST CO.
Stamford - - Conn.
Price $3.75



*Put On A*
**and Note the Difference**
WRIGHT SPARK PLUG
That's all we ask—just a fair test and comparison. Wright Plugs must be good or they would not be used as regular ignition equipment on 1916 models
**HARLEY-DAVIDSON**
Get Acquainted Catalog Free
N. Y. Mica Mfg. Co. AUBURN, N. Y.



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# REMY

## Motorcycle Lighting-Ignition System

Proof of the complete success of the Remy Electric Lighting-Ignition System for Motorcycles is furnished by thousands upon thousands of Motorcyclists who have used it during the past year.

In every respect it has fulfilled their highest expectations and met their most exacting demands.

## It is not affected by road vibration

Thoroughly protected wiring and a battery that cannot spill make the Remy Electric Lighting-Ignition System trouble-proof.

It furnishes high and low head-lights, tail-light, operates horn, and provides strong, synchronized ignition which increases engine efficiency.

Remy Ignition-Generator

See this thoroughly successful equipment on the **HARLEY-DAVIDSON.** It has been an important factor in the winning of some of the biggest road races during the past season.

***Service stations in all motoring centers***

## Remy Electric Company

**Anderson, Indiana**

***Engineering Laboratory—Detroit, Mich.***



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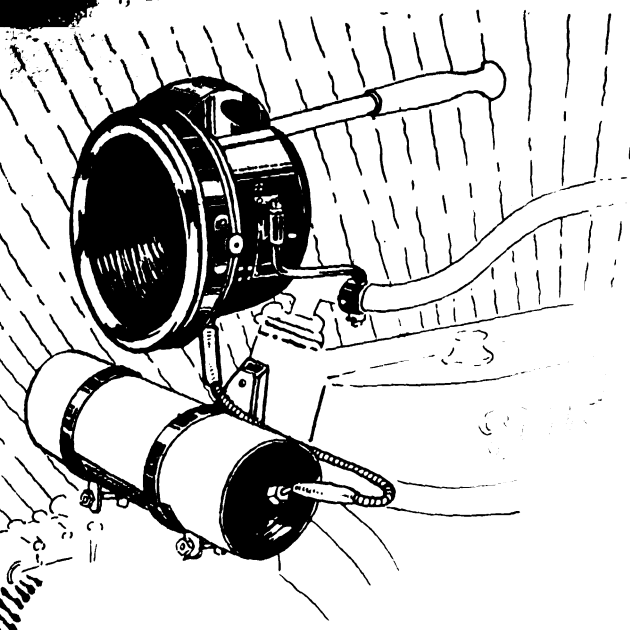


# Where it should be

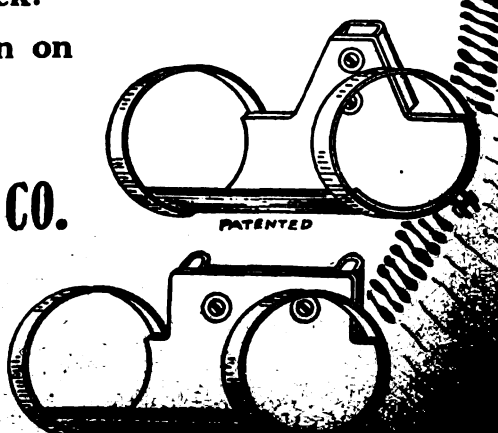
The proper position for the Prest-O-Tank is on the front construction of your machine—as near the headlight as possible. The best method is to use the

## LEONARD PREST-O-BRACKET

because it holds the tank rigidly secure. It gives a direct connection from tank to lamp and insures lowness of pressure and steadiness of light. It adds to the attractiveness of your motorcycle and adjusts itself to the balance of the machine. You can regulate gas pressure from the saddle while riding without inconvenience. You can insert a new tank or remove the old one easier than with any other bracket. No annoying rattle of loose parts—no rusting—no danger of striking the tank if thrown.

We will ship you the LEONARD Prest-O-Bracket on receipt of $1.00, and guarantee perfect satisfaction. It will fit any make of machine. Write now enclosing $1.00, and if not satisfied that it's the biggest dollar's worth of *real equipment* you ever owned return it and you'll get your dollar back.

Jobbers and dealers, proposition on request.




**G. A. LEONARD MFG. CO.**

BURLINGTON, VT.

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# BLUE Motorcycle

# The Tire that Averages 8,422 Mile

Let us settle now the question—which Motorcycle Tire is best?

Claims mean nothing. Riders who want a safe, sure tire should look at past tire-performance.

Blue Streak Racing Tires hold every World's Record for speed and endurance. But the Blue Streak Road Tire now holds a greater record.

Every Motorcycle Manufacturer has adopted Blue Streaks as tire equipment for 1916.

No question now which is best with such endorsers as these before you. But consider these newest tests, made in actual service by the Goodyear Tire Testing Crew.

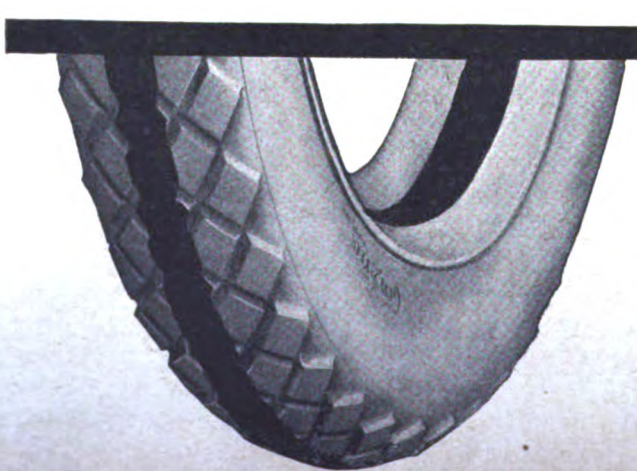
Seven Motorcycles were sent out on Blue Streak Tires over every sort of road. They were run till the tires gave out. Then these convincing facts were noted:

On front wheels Blue Streaks average 9,515 miles—on rear wheels, 7,329 miles So the Blue Streak Tire averaged 8,42 miles. And remember this test was mad on the worst roads a tire encounters.

As made last year, Goodyear Motorcycl Tires excelled all rivals for speed and en durance. As made this year—$50,00 better—these Motorcycle Tires far out-dis tance many Automobile Tires.

Yet our prices are 15 per cent lowe than a year ago—due to the growing de mand for Blue Streak distinction and relia bility.

Go to the Goodyear Service Station i your neighborhood. Examine this Blu Streak Tire and the service that goes witl it. Then join the class procession that nov rides Blue Streak Tires. They will brin you tire satisfaction you have never befor known.



GOODYEAR AKRON

The Goodyear Tire



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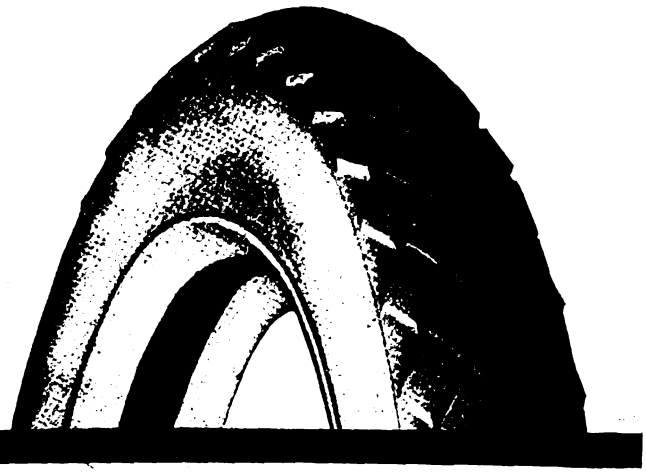
# TREAK Tires



# is Letter Service Free to Dealers

unless it repays its cost to you in increased business.

Have us prepare a complete letter campaign for you—to be sent out during the next few weeks.

If these letters fail to pay you back their cost in increased business, we will return to you the full purchase price, making the Service free.

Never before has such a warrant been given. Never before has such profit-making co-operation been offered to motorcycle dealers.

These letters are written to fit your own special conditions. They increase your sales of standard lines. They help you speed up slow moving goods, collect money, create good will, land new motorcycle orders, bring in new customers, resist local competition, resist mail order competition, turn over stocks quickly, do a volume of business on a small margin, sell to farmers, win confidence, build up a steady, profitable trade.

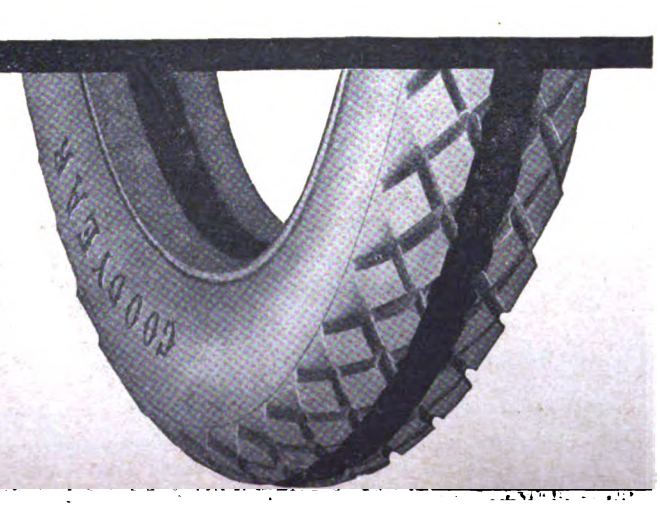
Goodyears are giving Dealers in Blue Streaks the best in motorcycle tires.

Now, besides this quality tire, we offer a letter service that insures more sales and more profits. We show our confidence in Blue Streaks by aiding you in selling them.

In this and other ways we are aiding Goodyear Dealers. We want you to share these newer sales methods with us—and make these greater profits.

We gladly send you on request full particulars about this Dealer Sales Promotion Service. Address Motorcycle Tire Dept.

GOODYEAR
AKRON



ubber Company, Akron, Ohio



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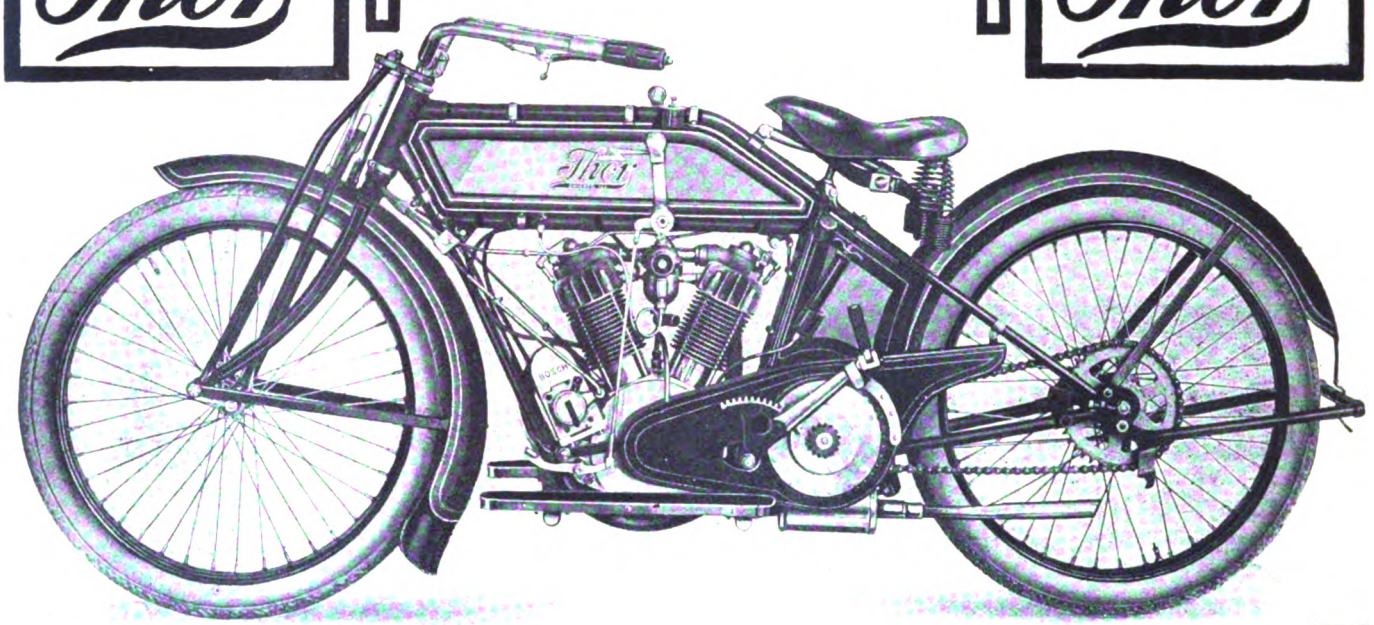
Thor THE QUALITY MOTORCYCLE Thor




Model V—6 Horse Power

# Dealer demand for sales territory still keeps up

## Your opportunity is growing smaller every day you wait.

These 1916 Thor Models

**Model V — 6 h. p. $225**
**Model U—12 h. p. $265**

are already smashing sales records and making good for those who have put their trust in them.

*There is still some rich territory waiting for live ones; yours may still be open. Write today and say you're interested.*

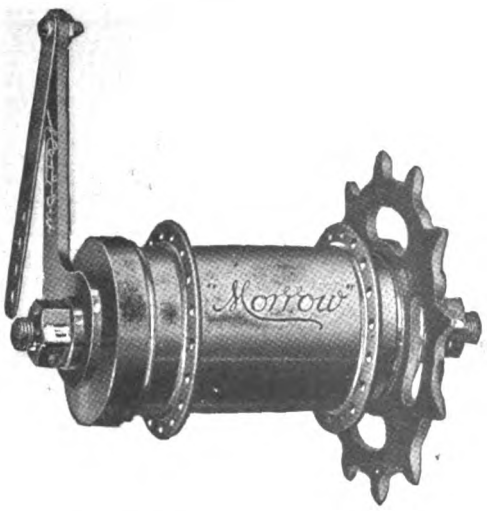
RELIABILITY CONSISTENCY

**Aurora Automatic Machinery Company**

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago

SPEED POWER

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.




# Mr. Dealer—Will the Factory Honor Your Specifications?

**It may be unnecessary for you to insist upon MORROW COASTER BRAKE equipment on your bicycles—but if it is necessary, see that your specifications are strictly followed:**

**Tell your jobber—**

**"I want the brake that's been proven—the MORROW—"the brake that cancels danger!" I want it because in the Morrow I can promise my customers absolute reliability—a positive forward drive—free coasting. I want the MORROW because it has the largest braking surface of any brake made—with an even pull on all spokes at the same time—with 24 quarter-inch balls, assuring wonderful coasting freedom."**

**Tell your jobber this and watch your sales take an upward jump.**

**Write us for further details.**

## ECLIPSE MACHINE COMPANY

**ELMIRA** **NEW YORK**



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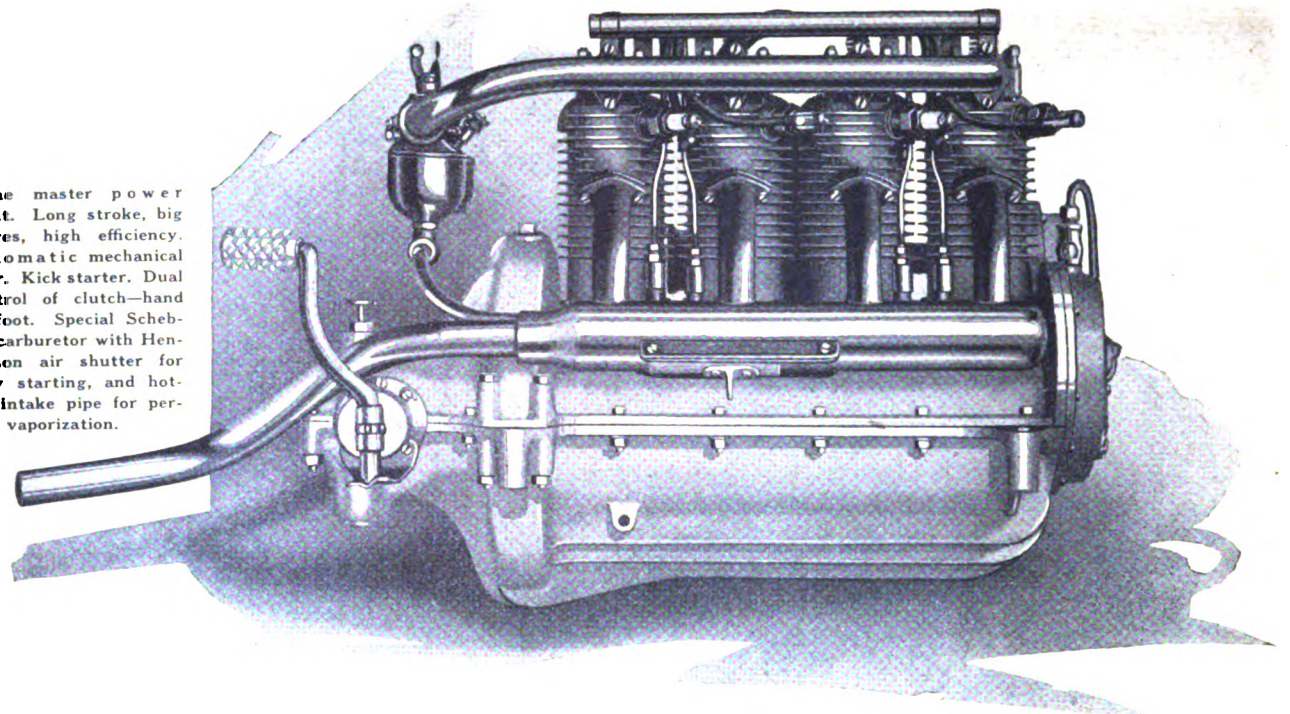


The master power plant. Long stroke, big valves, high efficiency. Automatic mechanical oiler. Kick starter. Dual control of clutch—hand or foot. Special Schebler carburetor with Henderson air shutter for easy starting, and hot-air intake pipe for perfect vaporization.

# The claims of the Henderson dealer may *sound* strong, as he tells of the smoothness and speed and pulling power of the 1916 models of his four-cylinder machine. But Henderson riders soon find that in actual performance the machine even *exceeds* the strongest claims made for it, for mere words simply cannot do justice to the wonderful ability of this master motorcycle. Your own first ride on a Henderson will confirm this.

***The thoroughness with which the 1916 Henderson "makes good" is a powerful business-building influence for every Henderson dealer. A little territory remains open. Write at once to learn if you can arrange to represent us in your vicinity.***

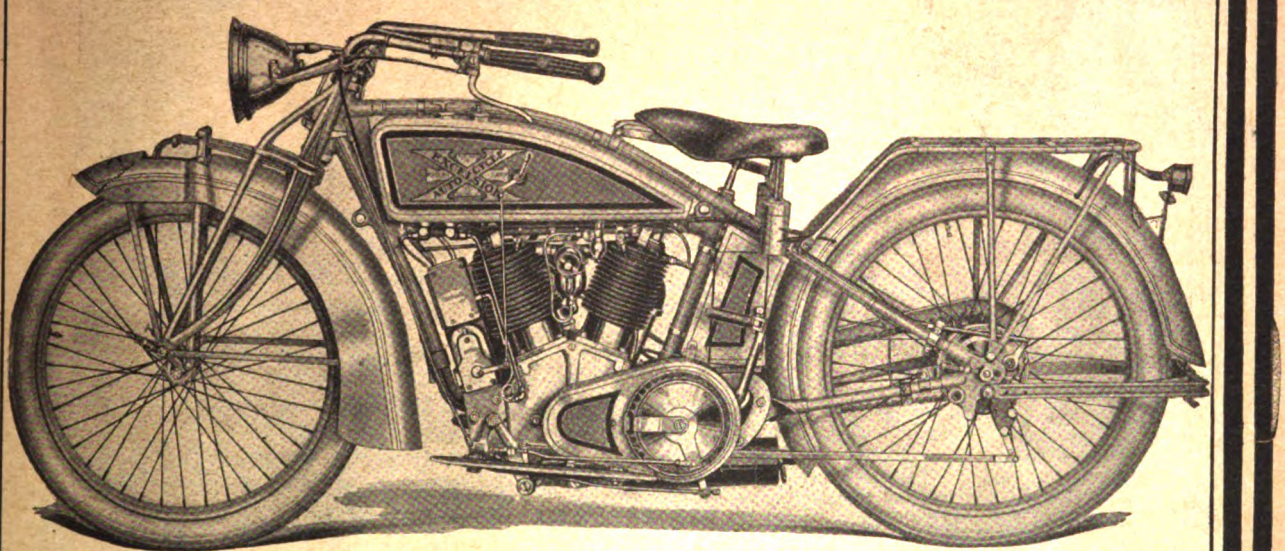
HENDERSON

**HENDERSON MOTORCYCLE CO.**
**DETROIT, MICH.**

EXCELSIOR MOTOR MFG. & SUPPLY AUTO CYCLE
ALWAYS MAKES GOOD

# MODEL 16-3
# ULTRA-POWER "X"

*The Most Powerful and Fastest Road Motorcycle Ever Built*



The Greatest EXCELSIOR and the Most Perfect Motorcycle it is now possible to produce.

When a better Motorcycle is built it will be an EXCELSIOR.

Six models for your selection differing in power equipment and weight, but all EXCELSIOR QUALITY.

The experienced Rider who wants the best and the Wise Dealer who wants satisfied customers and assured profits is getting in line.

Why not you?

The new catalog tells the story of Six Models. Write for it today.

**Excelsior Motor Mfg. & Supply Company**
**Office and Factory, 3703 Cortland Street, Chicago**



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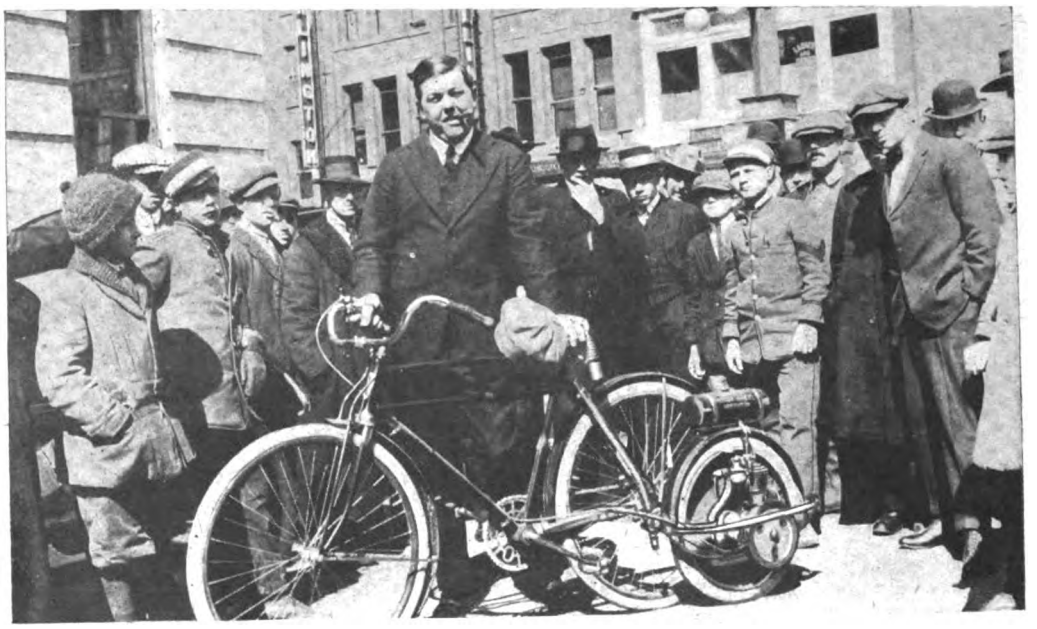

# "Please Send Me Contract to Sign For Next Season," writes J. E. FERLAND, Lawrence, Mass.

"I expect to double my Motor Wheel sales over last year," he says. Another dealer writes: "We will do at least three or four times the Motor Wheel business next year we did this year." At the New York Show nearly all the dealers said: "Next year Smith Motor Wheel business all over the country will develop into even more enormous proportions, and every dealer who introduces it in his territory will be well paid for his effort." And such are the sentiments of every one of our fifteen hundred dealers all over the country.

When our present dealers say such things and *write in* asking for renewal contracts for next year, isn't it about time for you to take notice of *your* profit possibilities — Smith Motor Wheel profits and profits on bicycles and accessories the Smith Motor Wheel sells along with it?

Come! Get in on this big wave of Smith Motor Wheel dealer prosperity that's coming. Be a Smith Motor Wheel dealer and get your share. We want more dealers—we need more dealers to take care of the increasing Smith Motor Wheel business. We want you! You'll have a clear field ahead of you—no competition. The Smith Motor Wheel is the only *detachable* bicycle motor on the market. It is absolutely vibrationless, light in weight, safe, and easy to operate; and so cleanly and free from mechanical troubles it appeals to both sexes, to the young and to the old, and to the better classes. A tremendous market—the most profitable one for you. Are you with us? Will you come along *now*—before your territory is taken?

Write to us today for our 1916 Profit Proposition To Dealers—and what territory we have for you. No obligations. Tell us the lines you handle and the size of your business. Write right now.

**Smith Motor Wheel**

Detachable

*"The Bicycle Booster"*

**100 Miles On A Gallon Of Gasoline**
**Speed Up To 25 Miles An Hour**

**Price $60 F. O. B. Milwaukee**

**Motor Wheel Division 149**

## A. O. SMITH COMPANY

**Milwaukee, Wisconsin**

*Largest Manufacturers of Automobile Parts in the World.*

**Smith Motor Wheel fully protected by United States and Foreign Patents.**



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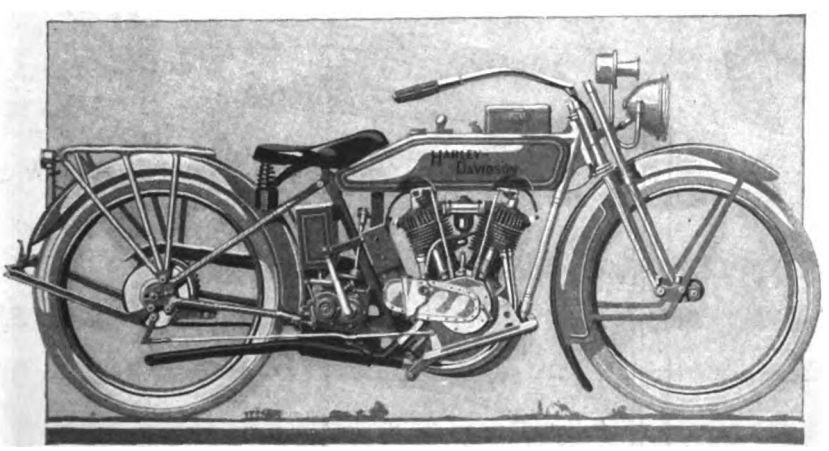
# Harley-Davidson shipments of 1916 models for the first 7 weeks of the season are 87% ahead of 1915 shipments for the corresponding period last year.



**Harley-Davidson Motor Co.**
**Milwaukee, Wisconsin, U. S. A.**

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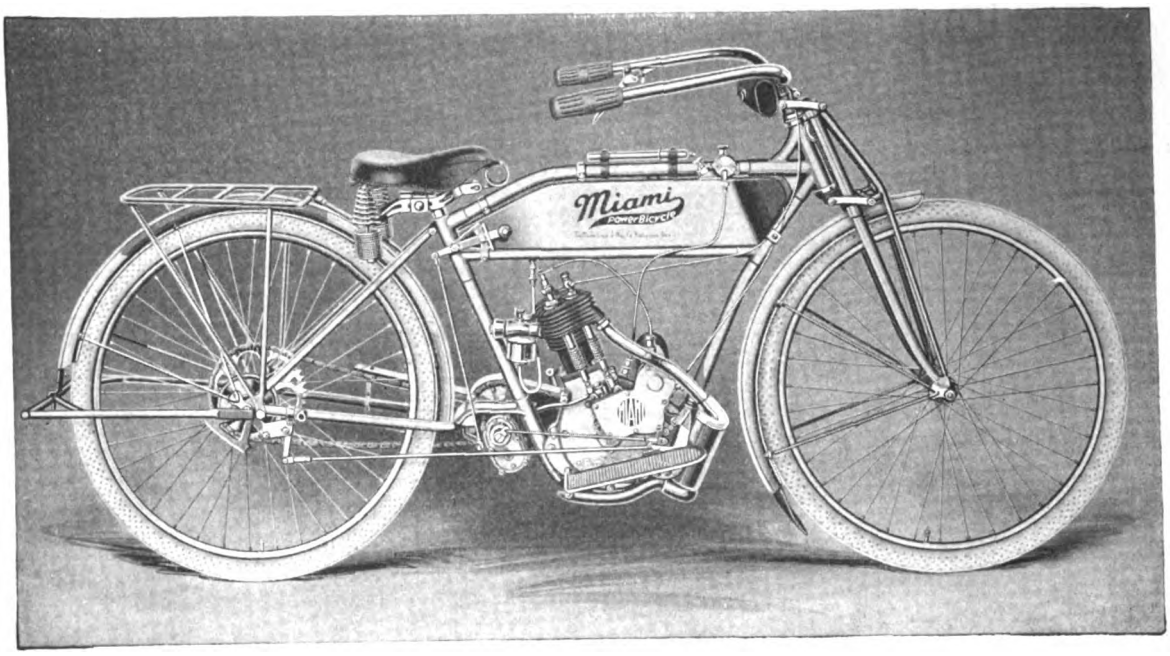
# We led in the lightweight field where others dared to follow A YEAR AFTERWARDS!




THE **Miami** PowerBicycle

***America's Premier Lightweight***

**has encouraged some odd and queer things, but—claims to priority and bigger value—lavish statements and startling innovations—all fade before the one word**

## *"FACTS"*

***the facts of a year's performance.***

**DEALERS: Write for Booklet "Here's What They Say." It tells the tale.**

The consensus of opinion by the critics at both the Chicago and New York shows pronounced the Miami the most complete lightweight of them all.

## "100 MILES for 10 cents"

**The Miami Cycle & Mfg. Co., Middletown, Ohio, U. S. A.**

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.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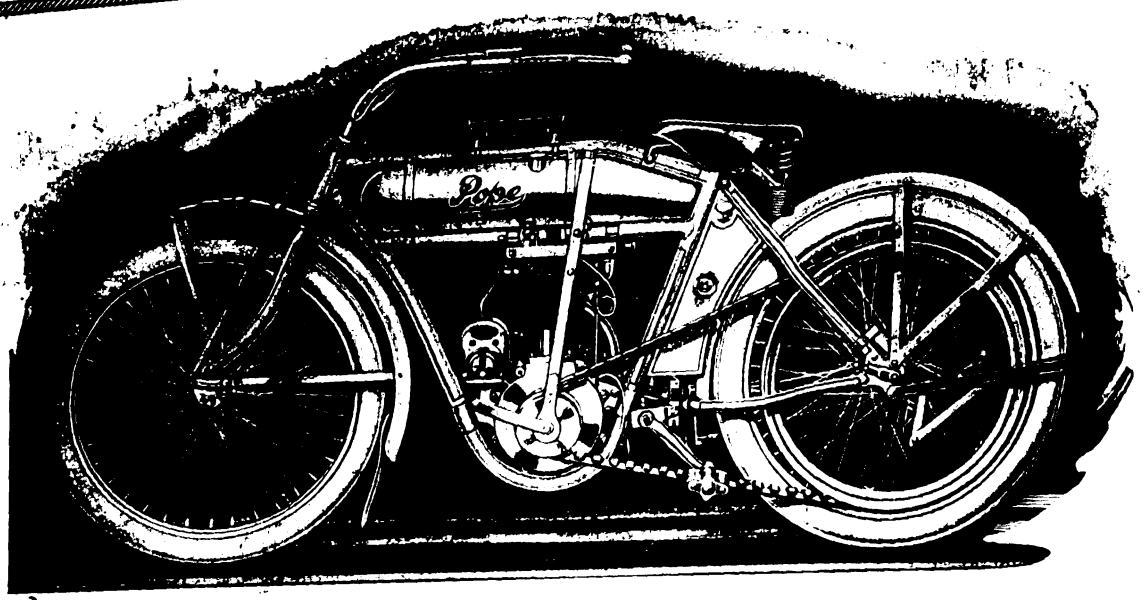


# SAYS THE POPE DEALER—

## "I Began to Carry the

# Pope

## 'Single Speed' Lightweight

six years ago. Every year since I've found some big, new point of superiority in that machine. Riders who have been on the road day in and day out, in all sorts of weather on Pope lightweights I've sold 'em, have come back to the store with nothing but praise for the motorcycle. And what's more, they've sent their friends in."

Consistent, comeback sales go hand in hand with consistent progress in manufacture. And that's the six year history of the Pope Lightweight—The original Lightweight made in America—Price $150.00.

Write for Our Interesting Dealers' Proposition. New descriptive catalog just out.

**WESTFIELD MANUFACTURING CO.**

SUCCESSORS TO THE POPE MANUFACTURING COMPANY

**11 Lozier Avenue** **Westfield, Mass.**

LARGEST MANUFACTURERS OF HIGH-GRADE BICYCLES IN THE WORLD



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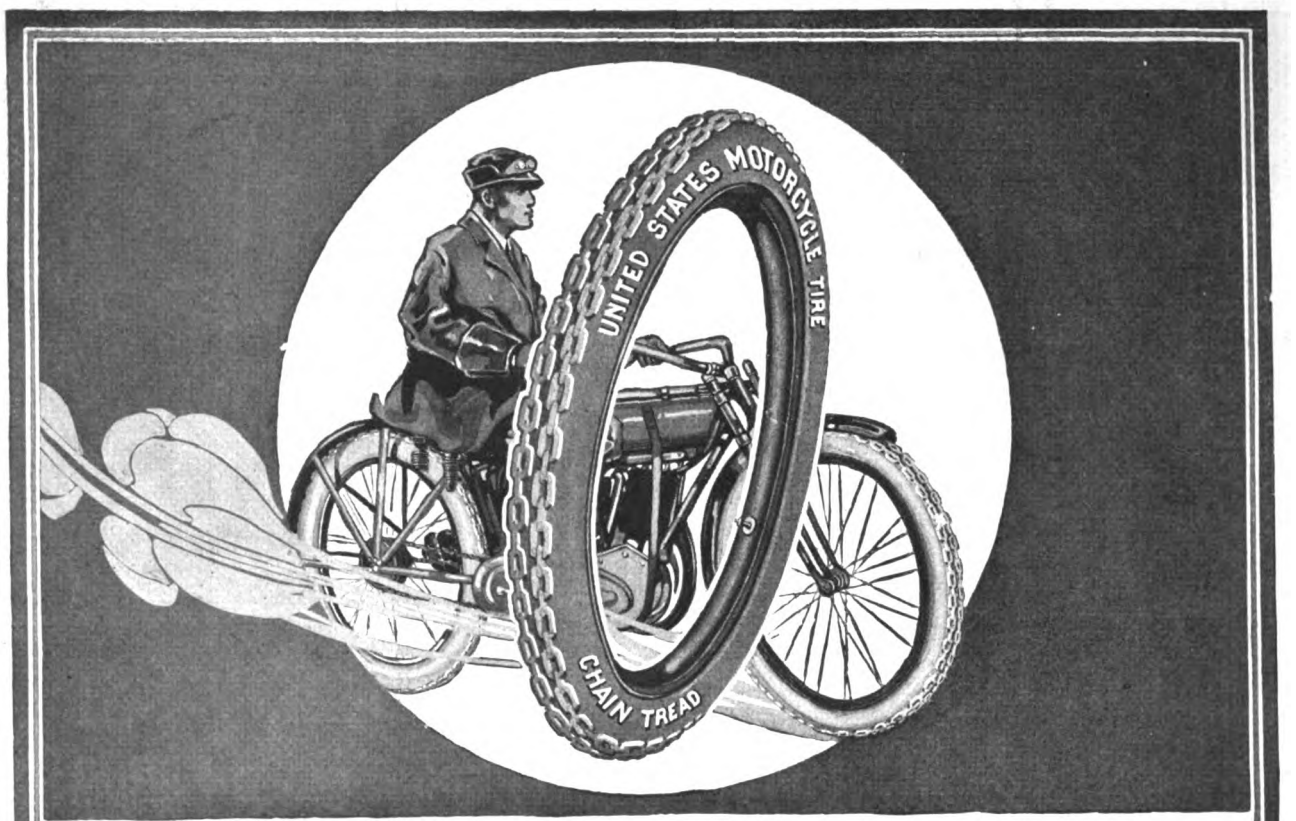


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED The Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, November 4, 1915 No. 44

## FREIGHT RATE DECISION GIVEN

**Interstate Commerce Commission Supports Claims of Two Spokane Motorcycle Firms Concerning Less Than Carload Shipments.**

WASHINGTON, November 1.—Once again the Interstate Commerce Commission has done justice to motorcycle interests of the Far West. The most recent decision regarding motorcycle freight rates has just been handed down in the case of the Spokane Cycle & Supply Company and the Inland Motorcycle Company, both dealers of Spokane, Wash., against the Boston & Albany Railroad Company and connecting lines. The complainants, who filed their briefs as long ago as September 23, 1914, alleged that the rates charged by the defendants for the transportation of less-than-carload shipments of motorcycles from points of Massachusetts, Ohio, Illinois, Michigan, Wisconsin, Minnesota and Nebraska to Spokane and Colville, Wash., during the period from March, 1910, to January, 1913, were unreasonable and unjustly discriminatory to the extent that they exceeded one and one-half times the first-class rates. The complainant asked for reparation. The statute of limitation, however, barred some of the claims for reparation, since the shipments were made more than two years before the complaint was filed.

The commission voiced its opinion that the rates charged on such of the claims as were allowed were unreasonable insofar as they exceeded a rate of one and one-half times the first-class charge, and the railroads involved were ordered to make reparation for the overcharge.

### PRINCE WILL FORM RACING CIRCUIT IN MIDDLE WEST

Kansas City, Mo., November 1.—John Prince and W. H. Pickens, two prominent builders of racing saucers, have announced that with the closing of the huge bowl at St. Joseph, Mo., for the season, they will make arrangements for the construction of four or five more big racing bowels through this section of the country, which will form a motorcycle racing circuit. Mr. Prince stated that his cash prizes will be so large that they will attract the best riders in the country and that every make of motorcycle will be represented on the boards. Kansas City and St. Louis will most likely be placed on the circuit. When the St. Joseph track reopens next spring races will be held every Sunday and on the holidays.

### JOHNSTON IS DISTRIBUTING KLAXON HORN PRODUCTS

San Francisco, Cal.—W. R. Johnston is now acting as distributor for the Klaxon horns and other accessories, with headquarters at 444 Market street, this city. He was formerly Pacific Coast representative for the Lovell-McConnell Mfg. Co., of Newark, N. J., makers of Klaxon specialties.

### STEWART-WARNER TO BUILD

Chicago, Ill.—Having purchased a site 286 by 125 feet opposite its present factory in this city, the Stewart-Warner Speedometer Corporation is having plans prepared for a new building for which ground will be broken at no far distant date. The estimated cost of the new structure is $250,000.

### MURRAY WINS AT SAN ANGELO

San Angelo, Tex., November 3.—R. Murray, Harley-Davidson, won both five-mile events at the local track on November 2, his times being 4:49⅗ and 4:51 respectively. Lynn Rogers, Cyclone, was second in both races, and A. C. Hilliard, Excelsior, third. The track was very dusty and in bad shape, so no other races were run.

### NEW BUILDING FOR DOEHLER

Toledo, O.—Work will be started soon on a new factory building, with 60,000 square feet of floor space, for the Doehler Die Casting Co., of Brooklyn, N. Y. The company has just purchased a site on Smead avenue, this city. The company has leased factory space for several years but now needs a building of its own in the western territory.

### DAVIS CO. INCORPORATES

Binghampton, N. Y.—The Davis Automobile Company has incorporated in this city to carry on a general sales and renting business in motorcycles and automobiles. The capitalization is $5,000. The incorporators are: John Davis, Cora Davis and Harry C. Walker.

## B. & S. RAISES CAPITAL STOCK

**Hartford Firm Increases Capitalization to $300,000 and Re-incorporates as The Billings & Spencer Company—To Extend Scope.**

HARTFORD, Conn.—The Billings & Spencer Company, of this city, has increased its capital stock to $300,000. By this move the company will acquire the necessary financial resources to take advantage of an increased volume of business which has manifested itself, and will in addition, increase its output.

The stock consists of 12,000 shares of a par value of $25 each. In order to comply with the legal requirements of the State of Connecticut, the increase in capitalization has to be made by dissolving the old company and forming a new one. The company is, therefore, now known as The Billings & Spencer Company, and takes over the assets, stock, liabilities and good will of Billings & Spencer Co. Stock in the new concern is to be exchanged for that in the old in the ratio of three shares of new to two shares of old stock.

Stockholders in the new company will, in addition, be given the right to subscribe to 8,000 shares of stock at $37.50 per share, in proportion to their holdings. Subscriptions are to be made on or before December 15 and paid on or before January 3, 1916. Any shares not disposed of to stock holders may be offered outside at not less than $37.50 each, at the will of the directors.

The officers of the new company are: C. E. Billings, president; F. C. Billings, vice president; E. H. Stocker, secretary; Lewis D. Parker, treasurer; F. H. Stocker, assistant secretary and treasurer. With the additional financial strength, the company expects to easily eclipse its high record of the past season.

### GRAVATT NOW IN CHARGE

Atlantic City, N. J.—Frank P. Gravatt has taken over the entire control of the Indian agency formerly known as Hall & Gravatt, at 2202 Fairmount avenue and 2522 Atlantic avenue, this city. He will continue the business of the former firm and improve its service as far as possible during the coming season. Gravatt started business in 1909 in this city, with his office in his hat and has steadily risen ever since.

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BOOSTING TWO GOOD LINES

**Jack Carr Finds Time to Represent Motor-Cycle Illustrated While Scouting for F. A. M. Members in Indiana**

# MANUFACTURERS HELP RED CROSS

**Tire and Accessory Makers in United States Contribute to Fund Started by Dunlop Company, of Toronto, in Aid of British Society.**

TORONTO, Ontario.—The Dunlop Tire and Rubber Goods Company, Limited, recently made an appeal to tire and accessory manufacturers of the United States for donations to the British Red Cross Society, with the result that slightly more than $2,000 was received. Invitations to subscribe to the fund were sent to twenty-two firms and each responded with gifts ranging from $10 to $250. A. Schrader's Son, Inc., New York, gave $225; the Firestone Tire and Rubber Company, Akron, donated $100, and the Standard Welding Company sent a check for $50.

The employes of the Dunlop company collected $1,596.50 and the Dunlop firm itself gave $500. This is entirely in addition to the $1,400 representing the proceeds from the Dunlop Trophy bicycle race on October 11.

Three more members of the Toronto Motorcycle Club have enlisted for service overseas. They are A. Fife, F. J. Blackie and V. Smith.

The Toronto club is giving consideration to a plan to hold a club hunt for rabbits and partridge in rural Ontario. The winter's indoor season has been started with the inauguration of a pool tournament.

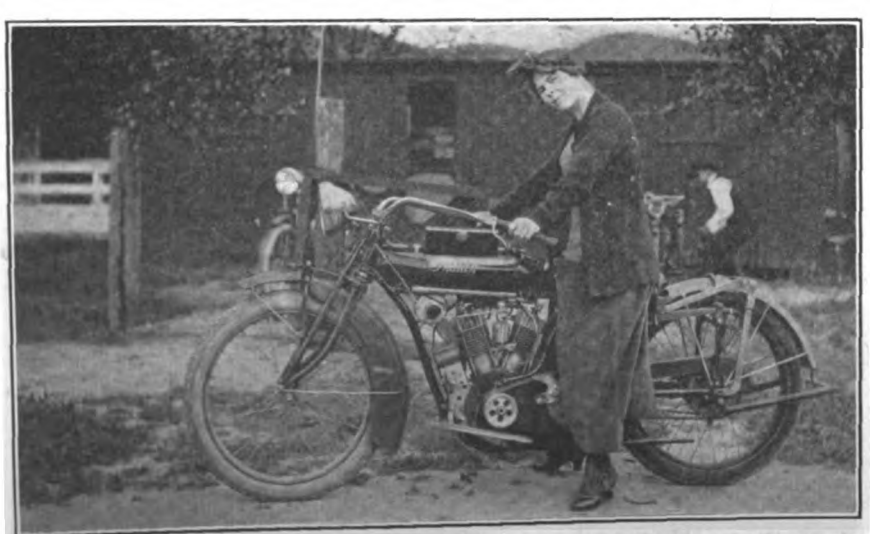
### MASON TIRE INCORPORATES

Cleveland, O.—The Mason Tire & Rubber Company has been incorporated to manufacture tires, inner tubes and other rubber articles. Capitalization, $250,000.

COMPLETE NEW YORK TO 'FRISCO SIDECAR TRIP

**Miss Effie Hotchkiss and Her Mother, of Brooklyn, N. Y., Recently Snapped on the Beach of Golden Gate Park, San Francisco, Cal.**

SHE PILOTS HER OWN MACHINE LIKE A VETERAN



**Mrs. James Haughey, Wife of the Indian Agent at Surrey, Cal., Who is a Top-Notch Rider and Tackles All Kinds of Roads on Her Machine**

# FLECKENSTEIN STILL WINNING

**Cyclone Rider Captures Both Professional Events in Last Racing Program of the Season at St. Joseph, Mo.; Amateurs Perform Well.**

ST. JOSEPH, Mo., October 31.—Fleckenstein again proved himself a top-notcher at the races here today when he made a sweeping clean-up. He did not have to contend with the Excelsior team, Shaw and McNeil having left early in the week after a dispute with the management.

Among the most interesting features of the racing today were the amateur events in which Dudley Steele starred. These races were between Kansas City and St. Joseph riders. Steele and Wehrman were the local representatives, and Hildebrand and Martinogni wore the Kansas City colors. Steele went down for a spill at the start of the final, but redeemed himself by winning. The racing machines were shipped out right after the races, most of the riders heading for Phoenix. Summaries:

First heat, one and seven eighths miles—Ward, Indian, first; Kenny, Indian, second; Meyers, Indian, third; time, 1.20. Second heat, same distance—Fleckenstein, Cyclone, first; Graves, Indian, second; Creviston, Indian, third; time, 1:17⅗. Final, three and a half miles—Fleckenstein, first; Graves, second; Kenny, third. Time, 2:15.

First heat for amateurs on stock machines—Dudley Steele, Harley-Davidson, first; Hildebrand, Thor, second; time, 1:21⅕. Second heat—Martinogni, Harley-Davidson, first; Wehrman, Indian, second; time, 1:33. Final—two and three eighths miles—Steele, first; Martinogni, second.

Four and three-quarter miles, for professionals—Fleckenstein, Cyclone, first; Meyers,, Indian, second; Kenny, Indian, third. Creviston had motor trouble. Time, 3:05⅘.

### CAMPING TRIP ON A DAYTON

Louis J. T. Lahrs, physical director of the Park Branch Y. M. C. A., Brooklyn, N. Y., has just finished a camping trip on which he used a Dayton motorcycle and Majestic sidecar. Mr. Lahrs, part of whose business is to study all forms of outdoor recreation, asserts that the outing just completed was the most successful he has known, although the sidecar was loaded with a great deal of luggage.

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TAKING A QUEEN OUT FOR A RIDE IN A 1916 OUTFIT

"Miss San Diego," Fiesta Queen of the California-Pacific Exposition, Taking Her First Spin in a New Combination, with H. A. Lillie, Harley-Davidson Missionary

A CONSISTENT TRAVELER

John A. Fletcher, Who Covers Southern California on His Machine for C. W. Risden, Indian Distributor

# SMITH CO. ADDS A BIG BUILDING

**Manufacturers of Motor Wheel Will Increase Floor Area by 50,000 Square Feet; Plan for 1916 Output to Triple That of 1915.**

MILWAUKEE, Wis.—An addition of 50,000 square feet is being built for the A. O. Smith Company, adjacent to its main plant in this city. This will give a total area of 388,000 square feet of factory space for the manufacturers of the Smith Motor Wheel.

The company further announces that its output in the little motor booster will be tripled in 1916 as compared with that of 1915. Extensive preparations are being made for a most intensive selling campaign to this end. General Manager W. V. C. Jackson of the Motor Wheel Division of the company, states that the factory is prepared for whatever demand may arise in connection with the Motor Wheel.

"There are 35 acres of ground here and the great part is as yet unoccupied," said Mr. Jackson. "We have every interior factory facility for an exceptional rush of orders, which we anticipate, and are equipped to add machines on very short notice. In fact, right now, arrangements for additional mechanical equipment are being made, and although we are handling present orders nicely, we will be ready for the rush which indications point to. Nineteen hundred and sixteen should be the banner year of all for the cycle trade."

## SICONOLFI, ON INDIAN, WINS THE MORON-LUJAN RACE

Buenos Aires, Argentina, September 12.—The Moron-Lujan—Moron road race, held here today by the Moto Sport Club de Buenos Aires, resulted in R. Siconolfi, Indian twin, winning the class for solo riders, and D. Deletang, Indian sidecar, capturing the class for sidecars. Siconolfi covered the 100 kilometres (62.1 miles) in 1:59, while Deletang rode the distance in 2:42.

A. Bonavera, Pope twin, was second in the solo class, his time being 2:04, and A. Bernasconi, on a Matchless 3½ horsepower mount, was third. Fourth place went to E. Villa, Indian twin. The times made were considered excellent, for the roads were very bad and there were many deep mud-holes and washouts.

## MILWAUKEE HALLOWE'EN PARTY

Milwaukee, Wis., Nov. 1.—Spooky ghosts, weird sounds, shaky floors and banisters with a sting in them formed part of the ghost walk was was a feature of the annual Hallowe'en party of the Milwaukee Motorcycle Club. After a ghost walk there were the old traditional games, bobbing for apples, etc., and the balance of the evening was given over to dancing to the music of the Paul Bruess orchestra.

The game program was in charge of the official hostess of the club, Miss Lillian Hauerwas, and she was assisted by the Misses Hazel Wotherspoon, Ernestine Langenberg and Martha Wehr. Then stories were told by Arthur Davidson. He related his famous Swede Baseball yarn. G. F. Magill, formerly of the Hendee branch at Chicago, but now with the Essanay film people, was one of the out-of-town guests of the club.

## NEW COMPANY WELL LOCATED

Cincinnati, Ohio.—The Advance Battery & Manufacturing Company, a company recently organized for the purpose of handling motor accessories, has secured quarters at 815 Race street, opposite the Business Men's Club. This section is almost wholly devoted to the automobile, motorcycle and accessory business.

FIRST FOUR TO FINISH SEVERE MORON-LUJAN CONTEST

Members of Buenos Aires (Argentina) M. C., Who Made Best Scores in Recent 62-Mile Contest; On Machines, Left to Right, R. Siconolfi, Winner; A. Bonavera, Second; A. Bernasconi, Third; E. Villa, Fourth

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# SALES OUTLOOK PLEASES HENDEE

**Big Chief Tells Stockholders at Annual Meeting That Orders Are Already in Hand for 2,500 Indians; Profits for Fiscal Year, $603,829.**

SPRINGFIELD, Mass.—The financial report submitted at the annual meeting of stockholders of the Hendee Manufacturing Company on October 28 showed profits amounting to $603,829 for the year ending August 31. The assets totalled $13,689,188, and the liabilities, including the company's stock capitalization, amounted to $12,831,908, leaving a balance of undivided profits of $857,279.

Samuel H. Miller, vice-president of the Chase National Bank, of New York City, was elected a director in place of Albert H. Wiggin, president of the bank, and Charles E. Childs, treasurer of the Hampton Mills, East Hampton, Mass., was made a member of the directorate to fill the vacancy left by the resignation of Clarence A. Earl, who left the Hendee company recently to join the Willys-Overland Company, of Toledo. The other directors elected were as follows: George M. Hendee, William E. Gilbert, Henry H. Skinner, Frank J. Weschler and Edwin A. Carter, all of Springfield, and William B. Thompson and Robert Winsor, of Boston.

George M. Hendee was elected president and general manager at the organization meeting of the directors, which followed the stockholders' meeting, and the remainder of the official staff was made up as follows: William E. Gilbert, vice-president; Frank J. Weschler, treasurer; Charles N. Hinckley, former assistant treasurer, was elected secretary, and John D. Stevens, formerly cashier, was made assistant treasurer.

In an address of optimistic tone at the meeting President Hendee stated that the company has on hand orders for immediate shipment for 2,500 Indian motorcycles, and that the new $150 Featherweight model is meeting all expectations as a seller, largely due to the fact that it is interesting a broad field of buyers who were waiting for just such a type. War orders filled at the Hendee factory during the last year covered 2,200 machines, nearly all of which went to Russia. The gross sales last year were $5,321,000, as compared with $5,693,000 in the year 1914.

## FIRST OVER MEXICAN LINE

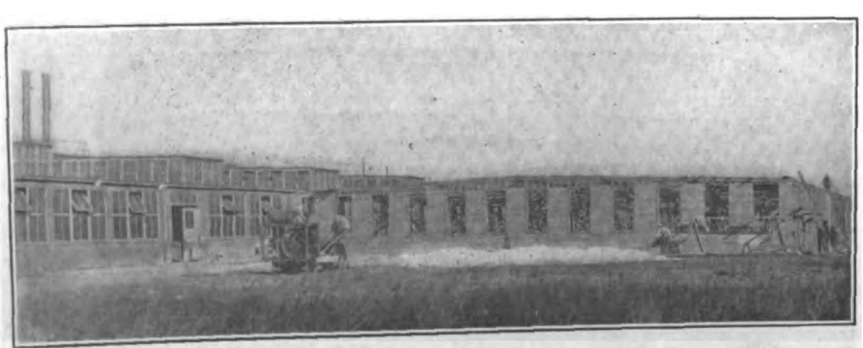
**Harley-Davidson Sidecar Rig, with Los Angeles Dealers Lillie & Bruschi Up, First 1916 Model to Cross Boundary**

## INDIAN RIDERS WIN JAMAICA ENDURANCE RUN

JAMAICA, N. Y., Nov. 2.—When the scores made by the participants in the recent endurance run of the Jamaica Motorcycle Club were tabulated by the officials it was found that H. V. Mauritho, Jr., riding a 1913 single speed Indian, copped first place with one thousand points. Fred Frenger and Ted Efferts, Indian, both accounted for second position, piling up 996 points, while William Diederich, on a 1912 single speed Indian, took third honors with 995 points. Twenty-three riders will be given silver medals for finishing within the time limit, and the occasion of distributing the awards will be made a gala affair by the Jamaica M. C. club at its house.

Other scores made in the run are as follows: Geo. Conaty, H.-D., 991; C. Horn, H.-D., 986; Ed. Garnier, Excelsior, 995; W. Stuart, Indian, 979; Berten Walker, Indian, 978; Sam Billings, Excelsior, 978; C. R. Webber, Indian, 977; J. Gildersleeve, H.-D., and sidecar, Mrs. B. Braznor passenger, 974; Wm. C. Bollhoeffer, H.-D., 974; C. Carlston, H.-D., 970; Wm. Merkel, Excelsior, 969; Wm. Geiser, Indian, 968; C. Mutter, H.-D., 967; Leo Morrison, Thor, 965; H. Daufkirch, Indian, 964; L. Timmerman, Indian, 961; Jos. Ruderman, Thor, 953; W. F. Scholz, Indian, 936; F. P. Barker, Indian, 907. All hard luck stories have not yet been received for the "hard luck" prize, but a series of interesting narrations in this direction are being looked forward to by all participants.

## WILL ADD 50,000 SQUARE FEET WHEN COMPLETED



**Wing Under Course of Construction at A. O. Smith Company's Factory in Milwaukee, Wis., to Be Devoted to Motor Wheel Building Exclusively**

# TRADE MEN HERE FOR U. S. GOODS

**Motorcycles and Bicycles Are Included in Great Variety of Products Sought by Foreign Representatives Who Are Now at Washington.**

WASHINGTON, D. C.—More than twenty nations are represented by visitors to the United States who are now making their headquarters at the branch offices of the Bureau of Foreign and Domestic Commerce, Department of Commerce, and who are seeking new trade relations. It is stated unofficially that some of these representatives are empowered to place large motorcycle and bicycle contracts for the countries at war, while others aim to sign up for general lines, including machinery, in order to offset the shortage caused by the partial suspension of manufacturing in the warring nations.

A bulletin from the Bureau of Foreign and Domestic Commerce states that many of the visitors are members of foreign firms. Others are representing big commercial houses which offer unusual facilities for American manufacturers to establish agencies abroad. Reports from the branch offices of the Bureau indicate that the visitors are quite willing to make long trips to manufacturing districts if the wares offered come within their requirements, which goes to prove that the demand for all kinds of American products is unprecedented.

Among the countries represented by trade representatives here at the present time are Australia, Russia, Italy, Argentina, Spain, India, China, Canada, Japan, South Africa, Bulgaria, New Zealand, Brazil and others. Each week during the fall has added to the number.

While the classes of goods sought are of great variety, motor vehicles, tools and kindred lines are among the most prominent.

## GAVE UP CROSS-COUNTRY TRIP

San Francisco, Cal.—Lieutenant Hoffman, who started from Boston with the idea of cracking E. G. Baker's transcontinental motorcycle record, finished the trip to this city by train. Hoffman struck fifty-seven kinds of mud and some snow before he had been out long and decided that he had started at the wrong season to make a successful cross-country run. He sent his mount on to the coast by freight.

## ROLLER POLO AT RACINE

Racine, Wis., November 2.—Members of the Racine Motorcycle Club have become so proficient in the art of roller skating that the local organization has taken over the Racine team of the Roller Polo league. The Racine team has been one of the strongest in the league and the local motorcyclists feel confident of being able to sustain the reputation of their city as containing the best polo players on the little wheels.

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# PLAN BIG SQUAD OF ARMY RIDERS

**Members of National Capital M. C. of Washington Enlist in a Body for Service in New Provisional Corps; Backed by U. S. Army Officers.**

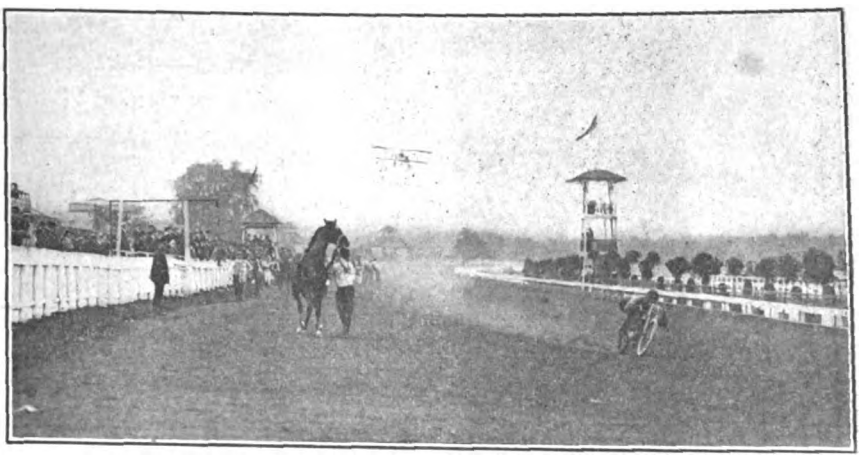
WASHINGTON, D. C., November 1.—Backed by an advisory board of retired United States Army officers acting in an advisory capacity, and with the active support of the National Defense League and the Navy League, preliminary steps were perfected in this city last week that are expected to lead to the organization of a large and efficient corps of military motorcyclists. Original plans that contemplated amalgamating the new organization into the National Guard of the District of Columbia have been modified, and the motorcycle squad is now expected to be entirely independent and self-supporting, but operating in close co-operation with both the National Guard and the Signal Corps of the United States Army.

The plan now in process of execution was originated almost a year ago by Captain R. A. Sturgeon, formerly of the Missouri National Guard, and Lieutenant Joseph R. McKey, of the District of Columbia National Guard, but owing to the reorganization at that time of the guard in this city, the scheme was postponed. At a largely-attended meeting of the National Capital Motorcycle Club last week, Captain Sturgeon and Lieutenant McKey laid their plans before about fifty representative motorcyclists. The riders present signified their approval by signing enlistment forms for membership in the new organization, and it is probable that the military feature will be adopted as a club policy at its next meeting, in which case the older organization will be merged into the new and the National Capital Motorcycle Club be hereafter known as a military body rather than a social organization.

Tentative plans, as outlined by the two officers responsible for the movement, call for an organization of about 250 motorcycle riders. These will be divided into various units, consisting of dispatch riders, scouting and wireless sections. The intention is that in actual service the new organization shall be very flexible, not only of use to headquarters staff for dispatch work, but as an actual fighting unit in advance base work, scouting, etc. The equipment plans, so far as worked out, provide that each rider shall be supplied with regulation army uniform, arms and equipment. At least four machine guns of a suitable type, mounted on sidecar chasses, will be included, with two wireless outfits having a radius of over one hundred miles. Members of the new organization will use their own machines in maneuvers and drills, a fund being provided to supply oil, gasoline and supplies, and to take care of any damage that may be sustained while the mounts are in the service.

Winfield Jones, Secretary of the National Defense League, and Secretary Dadmun, of the Navy League, have assured Captain Sturgeon of their hearty support.

## THREE TYPES OF RECORD-CHASERS ON ONE TRACK



**Al Stratton Is Setting the Pace on His Harley-Davidson, with the Aeroplane Well in the Rear and the Horse a Mere Spectator**

### HANDLING THE CYCLEMOTOR

Rochester, N. Y.—Following is a list of agents appointed by the Cyclemotor Corporation, of this city: W. R. Stroud, of Philadelphia, for western Pennsylvania; J. G. Wright, traveller in the Chicago territory for the Great Western Mfg Company, will handle the Cyclemotor in Illinois; Burton & Co., Watertown, N. Y.; Dunlap Sporting Goods Company, Rockaway, N. Y.; W. T. Thompson, Mt. Vernon, N. Y.; Miami Cycle Company, Miami, Fla.; Walter K. Francis, Batavia, N. Y.; Flynn Bros., Rochester, N. Y.; John Kimpson, Rochester, N. Y.

### GRUBB AND STEINKE SCORE

Reedsburg, Wis., November 2.—Herb Grubb and Rollo Steinke, two Baraboo boys, captured most of the honors in the recent race meet held here, which was attended by the largest crowd ever drawn by a similar attraction. Grubb captured the 5-mile event and Steinke easily took the 25-mile when Grubb had to stop to replace a spark plug. M. Debrey was referee.

### MORE ROOM FOR SUPERIOR

Elyria, O.—So rapidly has the saddle business of the Superior Metal Products Co. grown since the firm formally entered the field three months ago that plans have been completed for another building, 300 by 100 feet in area, and one story high, which will be an addition to the saddle-making department. The new structure will be ready in the spring and is to be of brick, glass, concrete and steel construction, after the type of the modern building now devoted to Superior saddles.

That the long months of testing and experimenting to which the company devoted itself before placing its saddle on the market have been fully justified by the instantaneous success of the new line is evident from the fact that President H. A. Jackson has been deluged by orders since the New York and Chicago shows, the sales jumping by thousands from week to week.

### A DETROIT HUSTLER

**Benny Flanders, Service Man and All-Around Booster for W. E. Wandersee**

### 45 RIDERS IN RUN STAGED BY VINELAND DEALER

Vineland, N. J., October 30.—Anthony Cresci, Jr., Harley-Davidson agent for this section, gave his annual time run to Fortescue recently. Forty-five riders all mounted on Silent Gray Fellows participated in making the affair a success.

Sheriff Marshall, of Cumberland County, started the contest, which was won by Charles Ramish in 1 hour and 21 minutes —the exact time chosen by Mayor Stevens of Vineland. When Fortescue was reached all riders sat down to a fish dinner and afterwards indulged in sport.

### SWINGLE AND ROTH ARE STARS

Prairie due Chien, October 30.—Dan Swingle and Arthur Roth carried away most of the money in the two days of racing promoted by the Gays Mills Fair Association, Swingle winning the 5 and 10-mile races the first day and the two 5-mile events on the second's program, while Roth captured first place in the first day's 10-mile and in the 5-mile the next day. Howard Campbell, La Crosse, took second place in each. The meet was managed by J. E. Harris and William Johnson was timekeeper.

### AFTER SALES IN THE ORIENT

San Francisco, Cal.—The Pacific Trading Company has sent a representative to the Orient with a Smith Motor Wheel demonstrator, and will have a shipment of ten of the machines follow on the next boat. This is the second invasion of the Smith Motor Wheel into the Far East, it having made its appearance a few months ago in Japan.

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# IN THE VALLEY OF THE BEAUTIFUL AND THE LAND OF DEAD THINGS—Part II

By JOHN E. HOGG

Above—Going Through the Mountains Near San Bernardino, Cal.,
Left and Right—Stopping on the Summit of the Cajon Pass

COMING near the Sierra Madre Range, we found the going better, but our desert troubles were by no means over, for, in addition to the desert sand, we encountered a series of washes that lead down from the mountains. We encountered a dozen or more of them in half as many miles, and to say that the going across them was "a fright," is putting it mildly. They were all the way from a few hundred yards to a quarter of a mile in width, filled with bottomless alkali dust and strewn with rocks and boulders.

It was half way across the third wash that we took our second spill. My sight had diminished to a point where I only had a faint idea of where I was going, and we came to grief when the motorbase climbed on to a rock and refused to go on over. We simply spun around sidewise and flopped.

We both felt like lying in our tracks, just where we had fallen, but knowing that to do so might be disastrous, we pulled ourselves together again and in low gear proceeded carefully to the other side.

### Cool Drink at Last

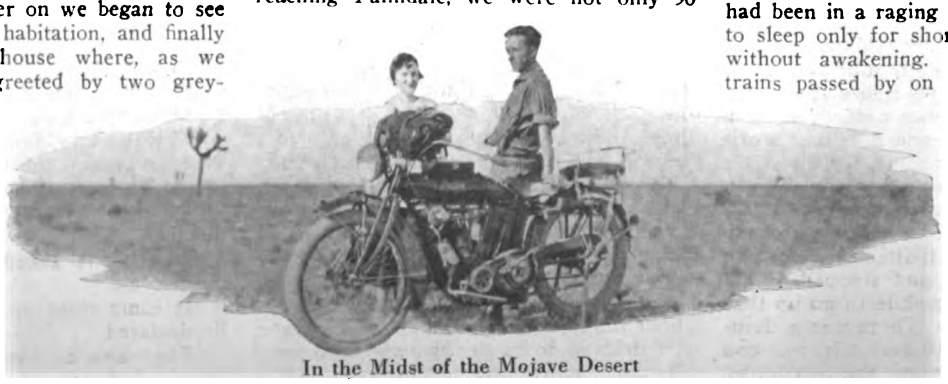
Our joy at coming to the next wash and finding that it had about eight inches of fine cool water flowing through it, can better be imagined than described. That wash came down from the melting snows of the mountains. After a cool drink and a wash in the stream, we both felt greatly refreshed. It also seemed to have a wonderful restorative effect upon my inflamed eyes.

A few miles farther on we began to see evidences of human habitation, and finally came to a ranch house where, as we stopped, we were greeted by two greyhounds that came out and barked until a ranchman with a face tanned to the shade of Cordova leather came out to see what was up. We had a friendly chat and were delighted to learn that we only had about three more miles of desert before coming onto good clay road, where the ranchman declared that we could hit it up just as fast as we pleased.

This was indeed pleasing news, as the sun had now sunk below the horizon and we knew it was only a matter of a very few minutes before it would be entirely dark. We realized, of course, that with this sort of conditions we would easily be able to reach Palmdale, where we would stop for the night.

We found the road to be exactly as the ranchman had informed us. Although it was nothing to brag of, it felt like a boulevard by comparison with the roads we had come over. We had no more than gotten well under way when a jackrabbit jumped up in front of us and tore along at a 45 mile an hour clip, right ahead of us, and we chased him for nearly half a mile before he sidetracked into the sagebrush. We took this nine miles of good road at tremendous speed, and it certainly sounded good to us as we dropped down over the brow of the low-lying hills, and heard the "puff, puff, puff" of a Southern Pacific freight train as it labored up out of the hills.

Palmdale is really nothing more than a wide place in the road. It is on the Southern Pacific Railroad, with a railroad station, a watering tank and a hotel. There is also a garage and a cluster of houses. We had expected to get back to the city that night, but long before we got out of the desert we had realized that we were confronted by a sad impossibility; for, on reaching Palmdale, we were not only 90 miles from home and on the wrong side of a mountain range, with mile after mile of tortuous mountain roads to be negotiated, but we were both of us so tired out that we felt it would be useless to proceed further.



In the Midst of the Mojave Desert

### Stop at Palmdale

Under the circumstances the only logical thing to do was to stop in Palmdale tor the night. We therefore put our machine in the garage and betook ourselves to the Palmdale Inn. Although in a mere village, it is about as neat and well-arranged a little hostelry as anyone would care to visit.

After a hot bath and supper we called mother on the long-distance telephone and told her where we were. She was disappointed, of course, that we could not get home that evening, and told us that we had missed a good supper. We were disappointed ourselves, but under the circumstances there was nothing else to be done. We were both terribly sun-burned, and at the table Ruth swiped the olive oil bottle and took it to her room. After she had finishing making an application of it to her face and arms, she set it out in the hall, where I got it and took my turn at it; and oh! how good that oil did feel as I applied it to my sun-burned nose and forehead.

### Unable to Sleep

I was either so tired, or so sun-burned, or so worn out, that I was unable to sleep. My eyes felt as if someone had rubbed pepper into them. My face burned as if I had been in a raging fever, and I was able to sleep only for short intervals at a time without awakening. Three or four big trains passed by on the Southern Pacific road. They went through the town like beans through a down spout with the most terrible of noises and creating miniature earthquakes as they went. There was a crazy old dog that sat right under my window and bayed at

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the moon, until in desperation I got up and fired the water pitcher out at him. It had the desired effect, and after the dog quieted down, I got to sleep. It seemed that I had no more than gotten asleep when I was awakened by the "gobble, gobble, gobble" of a big turkey gobbler, just outside my window. I was just staggering out of bed when there came a knock on my door, and I heard Ruth's voice saying, "John, are you going to get up? It's five o'clock, let's be on our way."

### Going Down, Down, Down

After a good ham and eggs breakfast we said good-bye to Palmdale-on-the-Desert, and were on our way, down through the mountains and off toward the valley through Mint Canyon. Mint Canyon is really very similar to Cajon Pass. All the climbing up that we had done through the Cajon Pass, we were now taking down through Mint Canyon. It was simply mile after mile of winding mountain road, down, down, down, continually; places where we pushed the clutch out and coasted for mile after mile, and I stood on the brake pedal until my limb ached. It was 37 miles from Palmdale to Saugus, in the mountains all the way. Beautiful scenery on every side, and I don't think I ever saw so many jackrabbits in all my life. Jackrabbits every place. They jumped up out of the bushes helter-skelter on both sides of the road, and ran in front of us.

At Saugus we came onto the San Fernando valley road, which is boulevard all the way into Los Angeles, 35 miles of road that is just as smooth as a floor. It certainly was a joy to get onto this road, after all the abomination that we had to come over. We put the miles back of us at a great rate, and were soon past the town of Newhall and the great Newhall tunnel through the Sierra Madre range of mountains.

### Nearing Los Angeles

The country about the Newhall tunnel is some of the most beautiful in the vicinity of Los Angeles, and is a favorite resort for all the motion picture companies for getting scenes and background settings for photoplays. Here also they find the atmospheric conditions most favorable to photography practically the entire year round.

The remaining distance in through San Fernando, Pasadena, and to Alhambra was merely a joy ride through the cool of the morning. We were soon back on the balmy Callé Hidalgo and were home again.

That evening we sat out on the veranda in the cool contentment of an evening breeze that blew in alternate scents of roses and honeysuckles, and watched the moon rise over the snows of the mountains at the east side of our beautiful valley. But no longer did we look at those mountains and wonder what was on the other side of them. The combination of a modern motorcycle, the Cajon Pass, and a keen desire for knowledge had cleared up the mystery of the desert that lay beyond the mountains.

# A MATTER OF TIME

**Why a Skeptical Farmer Finally Decided to O. K. His Son's Plea for a Three-Speed Motorcycle.—By R. S. Spears.**

"IT'S no use, boy, we can't afford it. You don't seem to realize what a heap of money $275 amounts to! Why, the interest on that much money would be $8.25 a year at the bank. Two hundred and seventy-five dollars would pretty nearly buy a team of horses. It'd buy more wagons than we'd wear out in a hundred years. No, sir! A farm isn't any place for a motorcycle!"

Mr. Dolen shook his head. He didn't like to refuse his boy anything in reason, but $275 for a kind of a bicycle with a sort of gas engine slung in the frame—it was out of question! There were lots of ways of spending money on the big farm, without buying that kind of a toy. That was Mr. Dolen's opinion.

'Gene knew that he could not argue the matter just then. It was out of the question. His father owned a farm away up on the top of the ridge west of Middleville, the lowest part of which was a thousand feet above the West Canada creek, not two miles away. It was a fine farm. The hay was good, the crops of corn and oats were larger than most in the neighborhood, and Zenas Dolen had made a notable success up there among the clouds, so to speak.

He was a progressive farmer. He built his own telephone line up to the summit; he had a hydraulic ram that filled his cattle tanks and watered two acres of garden; he was thinking of putting a dynamo down on the stream where the ram worked to light his house and barn; already he had a gasoline motor to saw fire wood, cut silage and do other work around the place.

Every year for ten years he had gone down to the automobile agents in the valleys and said that he would purchase the first new car that came up the Diamond Back road and stopped at his gate. The first automobile to go up that hill was yet to come. There was a thousand feet rise in 9,000 feet. It was too much for the gears of the machines. Some could have made it, except that the road was rough and rocky, and the pitch was so steep that both hind wheels of a wagon had to be chained for the trip down.

Even the motorcycles tried in vain to make the ascent. It was a "stunt" that no rider succeeded in doing till the days of the three-speed machine. Even Vernon Vedder, the champion hill-climber of the Mohawk valley, had essayed the hill in vain, and what he could not climb none could climb on a two-speed.

### Then Along Came a 3-Speed

But one day a motorcycle came climbing up over the road gap of the divide, turned up through the Dolen barn yard and went right on up the sloping hay field and stopped in the oats at last, silhouetted against the sky where no other motorcycle had ever been before. The rider was a 200-pound man, and he looked off across the southwestern part of the Adirondack mountains with great satisfaction.

While he stood there, 'Gene Dolen came hurrying up the hay field and along the oats field haul road to where the man sat.

"Say, mister!" he exclaimed, "what did you do to your machine so you could climb that Diamond Back road? Nobody ever rode up here on a motorcycle before!"

"Is that so? Well, then I'm a pioneer, am I? Well, well. But I didn't do anything to the machine. This is one of those new three-speed machines that you've read about in the advertisements—there are a lot of them on the market. You see, on high gear, you use all your power to make sixty miles or so an hour; then on intermediate speed—that's about the low of the former two-speed machines—you use all your power to get about thirty-five miles an hour; but when you drop it down to low, why you have all your power—about 15-horse—when you are going about nine or ten miles an hour. You see the difference—a light horse goes fast, but it can't haul the load of a big dray."

"Yes, sir, I understand. We've a 12 horsepower motor on our place. We put on a small drive wheel to saw wood, but a big one to cut corn or run a fan."

"That's exactly it."

"And you rode right up—didn't have to walk?"

"Not a step. Fact is, I stopped on the steepest place down there and then started up, and it brought me right along. The only fault with the machine is that it hasn't a brake to keep us from starting backwards when we stop on a steep incline."

"How much did it cost?"

"Three speeds cost about $275."

"Yes, sir; thank you, sir. You see, it's a long way up here, and it takes a lot of time to climb this hill with a horse. You came right up—I saw you—eight miles an hour, right up this hay field."

"About that, I think."

Having looked at the scene again, while 'Gene stared at the motorcycle, the man told 'Gene to get on behind and he would take him down to the house. 'Gene got on the luggage carrier seat, and as he had ridden a bicycle, naturally balanced himself while they coasted down to the yard, and there Mr. Dolen greeted them with a smile.

"That's all right to run around on," he said, "but I like a light spring wagon that'll carry a load."

"This'll carry four hundred pounds," the man argued, but the farmer shook his head. The man smiled and rode on down into North Frankfort, about ten miles distant.

Then 'Gene asked point-blank for a motorcycle.

"It came right up here to the door!" he declared.

"That isn't an automobile," his father

**(Continued on page 44)**

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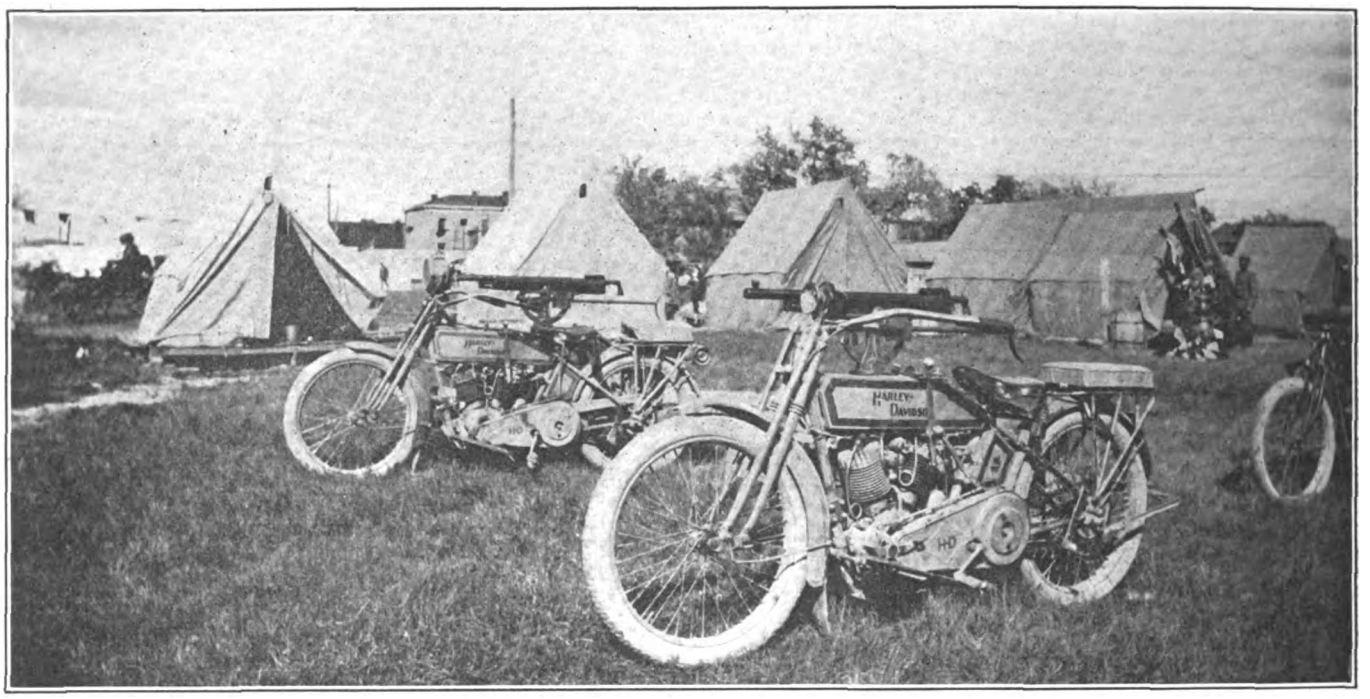
# ROSWELL, N. M., HAS A MOTORCYCLE MACHINE-GUN CORPS

## Remarkable Efficiency Shown Despite the Heavy Weights Carried When In Action



**Two of the Motorcycle-Machine Gun Outfits Which Are Part of the Regular Equipment of the New Mexico Military Institute**

ROSWELL, New Mexico.—The first, and indeed, the only machine gun corps in the United States is here at Roswell, and is a part of the regular equipment of the New Mexico Military Institute. Complete in every detail, the corps consists of four motorcycles, with attached side-cars, on which are mounted Colt automatic, 30 caliber, machine guns. Instead of the regular gun-mount, however, a mount with shorter legs and no saddle is used, the same being fastened to the car by means of a quick releasing device which permits two operators quickly to remove the piece and set it up preparatory to firing. The side-cars are without springs. The ground over which the machines are intended for use is rough, and springs would give the gun carriages a rocking motion.

### What the Machines Carry

Some interesting data in connection with these machines is enumerated below:

| | |
|---|---|
| Weight of gun (with short tripod) | 95 lbs. |
| Weight of ammunition (six boxes, or 1,476 rounds, to a gun carriage) | 114 lbs. |
| Weight of two operators, pioneer tools (wire-cutters, sledge hammers, trenching tools, etc.), and repair equipment for guns and motors | 375 lbs. |
| Speed | 20 m. p. h. |

The speed given is an average maintained for fifteen minutes over rough prairie, hence where regular roads may be used a correspondingly greater speed can be made. In a recent test these machines, carrying full equipment, attained a speed of 43 m. p. h., and held it for a thirty minute run over a fair road. In another test, a trial trip from Roswell to Dexter, 18½ miles were covered in twenty-three minutes, nothwithstanding four bad turns in the road and a severe grade. The total weight on the machine making the run was something over 500 pounds.

### Experimental Stage Is Past

This machine gun corps has been in operation for two months. The experimental stage has been successfully passed. The corps has demonstrated the efficiency and flexibility of the machines to the public at the state fair and at various county fairs; and usually some form of target has been fired at.

Full credit for the Roswell squad should be given to B. F. Leonard, ordnance sergeant at the New Mexico Military Institute, who not only conceived the plan, but carried it into effect. Sergeant Leonard is a retired soldier, who in addition to his army work has had a somewhat varied career as a sailor and as a mechanic. He has achieved no little reputation in the Southwest as a motorcyclist, and at present has a new project—that of utilizing the side-cars of motorcycles to carry the necessary equipment for a field wireless corps. He expects to put this branch of the school service in the field during the latter part of the year.

In the operation of the machine guns, Sergeant Leonard has a remarkably well-trained group of cadets. They show wonderful proficiency in estimating distances; signaling; operating and caring for the guns; in driving, and making quick road repairs on the motors.

**Machine Gun Ready for Action After Dismounting From Sidecar**

## PHYSICAL DIRECTOR AN ENTHUSIASTIC EXCELSIORITE

Norwich, Conn.—Orville H. Nickerson, physical director of the local Y. M. C. A., is the enthusiastic owner of an Excelsior, which he uses to carry him between his summer camp at Gardner's Lake and the association building in Norwich. The camp is about ten miles out of the city, but it is not often that Nickerson rides directly home after his day's duties are ended. He is piling up considerable mileage on his daily trips as it is.

## ONTARIO REGISTRATIONS

Toronto, Ontario.—According to figures issued by the Provincial Secretary's Department, there are 4,176 motorcycles in use in Ontario, or 543 more than were registered on December 31, 1914. This increase is less than the advance made in 1914 over the previous year. Last year the number of motorcycles registered by the department was 3,633, while in 1913 the total of machines in Ontario was approximately 2,900. The war, of course, is blamed for the smaller increase this year, but the motorcycle dealers have probably made as much money, and perhaps more, as a great number of motorcycles have been re-sold as used machines and the sale of accessories has been heavy because of the renovation of so many old mounts.

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# THE FINAL LEG OF MY SIDECAR TRIP WITH WERLE

## Scouting by Motorcycle for Data to Support Anti-Tuberculosis Campaign

By HUGH SHARP

BARABOO, Wis., is famous for being the winter quarters of Ringling's circus, so it was with considerable interest that Werle and I rolled into this pretty little town on our way home after a week's trip around the state. Ted had been out to accumulate a new batch of material for his health exhibit, which was being prepared for the Wisconsin Anti-Tuberculosis Association, of which Ted is the motorcycle field worker.

### Not Like a City Zoo

But Baraboo, as far as its winter zoological attractions were concerned, was a bitter disappointment. Instead of seeing elegant parked ways lined with pretentious animal houses and beautiful cages we found Ringlingville to be nothing but a group of tumbledown shacks and some fair-sized barns.

But we did find the town of Baraboo beautifully laid out in parks and driveways. Just north of the town is Ableman, situated in a vicinity full of splendid marble formations, and America's greatest marble center. Many of the country's finest buildings depend to a large extent for their beauty of interior on the marble which comes from this little place near Baraboo. The road passes through huge blocks that sheer straight up alongside the tourist and scintillate in marvelous tints in the sunshine.

We passed through Ableman at night but went back next day to get a glimpse of its wonderful marble quarries. We reached Baraboo about 9 o'clock. Ted had converted the sidecar into a Pullman and had been fast asleep for the fifteen miles preceding. Opposite the hotel was the public park where a band concert was in progress and a lively time was too much for Ted, and he opened his eyes in profound surprise.

### Ted Knew Nothing About It

"Wha-wha-where are we," and he rubbed his sleepy peepers.

"Baraboo—they got out the town band to meet us. That was some slide we took going around that curve out there."

"Where was that?" asked Ted, and I was glad he had slept through the one little incident that came near wrecking the health dispensing crew. The machine we were using had a Prest-O tank that had rightfully expired several hours before this particular happening, but I had been nursing it along, not thinking Baraboo was as far off as it turned out to be.

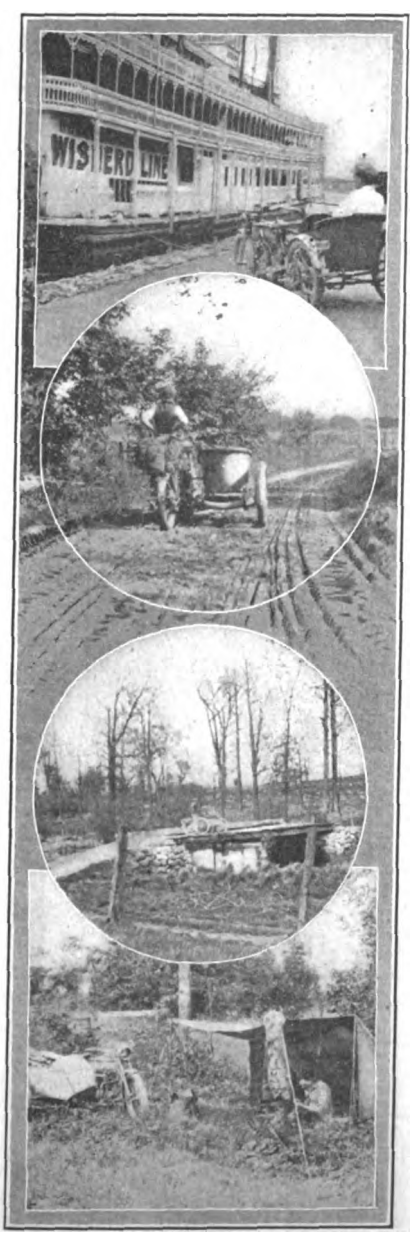
Leading into Baraboo from the north is a stretch of concrete highway, and when we hit that I opened up wide, the feeble glimmer of our lamp barely lighting up twenty feet ahead of us.

Suddenly the road made a sharp left hand turn. Slam went the brake and in less time than it takes to relate the fact we were turned around and heading back to where we had come from. It was a prank of fortune that I happened to glimpse the turn in time or it might have been goodnight for the pilot. Ted was buried down in the sidecar with his head on the seat and might have escaped serious damage if we did run off into a fence or brick wall or something.

### Sand Without a Bottom

The trip from La Crosse to Baraboo, although it was only ninety odd miles, was one of the most strenuous of our tour. The greater portion of the going was through sand of a variety that we had not encountered before. This sand was bottomless. Kind hearted farmers—perhaps they owned automobiles—had strewn grass and hay over the top in some places and that helped a little.

We made one mistake. When we left Wilton we were given the choice of the valley road or the high road, going up over the hills. Scenting scenery, we chose the latter. The road selected was all right once you got up onto it, but getting there involved climbing two terrific hills, the worst heart-breakers in the state.




Top—Mississippi Paddle Boat Seen at La Crosse, Wis. Two Circles—Road Glimpses of the Journey Through the State. Bottom—Werle Making Notes After Day's Ride Through the Country

### Dirt Collectors Hit Frame

One went straight up on a 30 per cent. grade for half a mile, and every hundred yards or so a log had been thrown across the road to keep the surface from washing away. These dirt collectors stuck up so high that they hit the motorcycle frame and then we would have to lift the outfit over. Ted's improvised tow line did heroic duty. Running alongside to gather momentum and hopping into the saddle put me into a state where I heartily seconded Ted's actions by flopping down full length on the grass beside him. Then came another hill, almost as bad as the first. Oh, there was the obliging Wiltonite that recommend either road! We found out that the valley road should be taken by tourists going south, but going north it is advisable to hit the other road as the worst hills are all taken going down. Going north one hits the choice of roads on leaving La Valle.

An incident that we will both remember for a long time happened near Wilton. We shot through a cross road and after we did it Ted questioned the route, so we stopped at a farmhouse and inquired of several ladies sitting on the porch. Finding we were wrong we retraced our route and took the turn at the crossroad. We had gone about a mile when suddenly several farmers came running up the road toward us brandishing hats and pitchforks.

We looked back and there was no sheriff in sight. We wondered what the excitement was all about! Coming up to the men we stopped. We were ready for anything.

"You're on the wrong road," said a pleasant voiced farmer. "Didn't want you to go out of your way."

### Ladies Telephoned Warning

The ladies had watched us take the wrong turn and had telephoned down the road we took to head us off. That was one of the pleasant happenings of our trip. It may have seemed insignificant to a seasoned tourist, but to me it represented a thoughtful accommodation for which I have wanted many times to extend thanks in a letter; but we did not get the ladies' names.

The last day was devoid of sensations. We were both anxious to get home, as our trip had lasted two days longer than schedule. Ted had another trip planned northward for a series of lectures at Marinette, where an election was pending, in which one of the chief issues was to be an appropriation for a sanatorium. Besides, I knew that the boss was getting anxious, wondering whether I thought he was paying me for gallivanting around the country.

Ted gathered an immense amount of material. The health exhibit was a success. Ted wrote a rattling good poster around that little shack with the tuberculosis history, using the picture which appeared in **Motor Cycle Illustrated**, enlarged, as a center piece.

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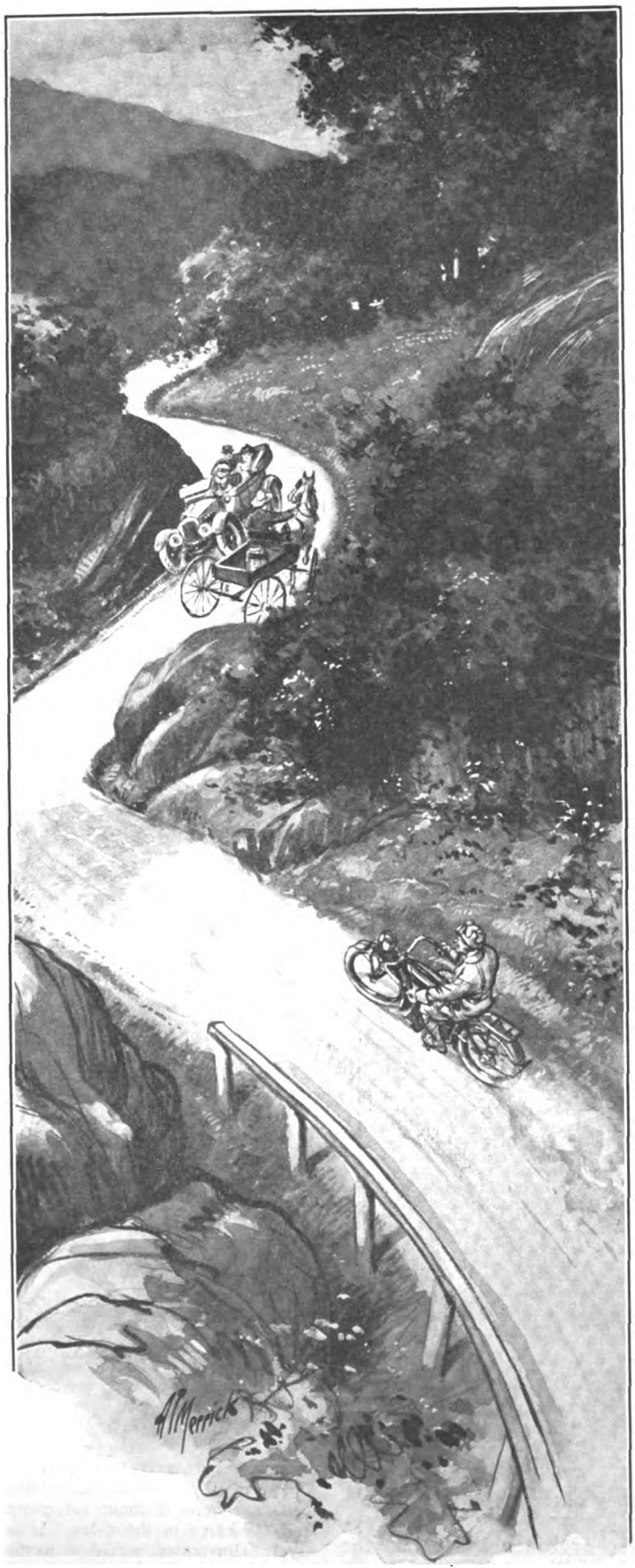
## HAS IT EVER STRUCK YOU—



That When You Are Making a Difficult Grade with Unexpected Success You Are Almost Certain to Encounter a Skittish Horse and an 80-Horsepower Automobile, Occupying the Whole Road Around a Turn?

# MAY BAR CYCLES FROM FIFTH AVE.

**New York Police Commissioner Would Keep Them Off Famous Thoroughfare Between Washington Square and Sixtieth Street.**

MOTORCYCLISTS and bicyclists of New York City who wish to continue using Fifth avenue between Washington square and Sixtieth street will have to file an immediate protest with the Board of Aldermen in order to prevent the adoption of an amendment to the traffic ordinances which is designed to place a ban on the two-wheelers in the district mentioned. The corporation counsel has stated that the police have no power to make such a ruling and that the matter must be dealt with by the city fathers in the form of an amendment. This at least permits of the filing of a formal protest, and may bring about a reconsideration of Police Commissioner Woods' recommendation which asks for the restriction on cycles—if prompt action is taken.

The proposed ban on cycles between Washington square and Sixtieth street is part of a general scheme for relieving traffic congestion on Fifth avenue. Other provisions refer to public hacks, the speed of commercial vehicles, etc. The aim is to deflect some of the present Fifth avenue traffic to other thoroughfares.

In view of the fact that hundreds of motorcyclists daily traverse Fifth avenue between the points above mentioned and that other north-and-south arteries open to them involve rougher and more hazardous riding, it is evident that the prohibition against cycles would impose a considerable hardship.

## FIRMS WHO WILL EXHIBIT AT AUTOMOBILE SHOWS

IN addition to exhibiting at the New York and Chicago motorcycle and bicycle shows, a number of manufacturers of motorcycle and bicycle accessories will have stands at the forthcoming automobile shows in the two big cities. Stevens & Company, of 375 Broadway, New York; the Victor Auto Parts Co., of Cincinnati; Van Cleef Brothers, of Chicago and Peter A. Frasse & Co., of New York are among this number, as is also the Spitler Plug Co., of New York.

Other makers of goods for the cycle trade who will exhibit at the automobile shows, but who were not represented at the cycle shows are the Morrison-Ricker Mfg. Co., of Grinnell, Iowa; the Rutherford Rubber Co., of Rutherford, N. J.; the Silvex Company, of New York; Superior Lamp Mfg. Co., of New York; Charles O. Tingley, of Rahway, N. J.; White & Bagley Co., of New York; Sharp Spark Plug Co., of Cleveland, O.; Philadelphia Storage Battery Co., of Philadelphia; Asch & Co., of New York; B. & L. Auto Lamp Co., of New York; Fitzgerald Mfg. Co., of Torrington, Conn.; J. H. Faw, of New York; Emil Grossman Mfg. Co., Inc., of Brooklyn.

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# On the Fence

IT is true that the farmer, generally speaking, is more prosperous today than for years past and that he is a proportionately good motorcycle prospect. But it is equally true that he is unlikely of his own accord to seek out the motorcycle. There are so many capable salesmen bringing their wares to his door that his attention and his funds are soon fully occupied. Most active among those who camp on the farmer's trail is the automobile agent. On all sides he is ruthlessly cutting into the opportunities of the motorcycle dealer.

The farmer is on the fence. He is open to argument. He has the money and the inclination to spend—and he is willing to be "shown." In seven cases out of ten a motorcycle, or a sidecar combination, will meet all his requirements. But he does not know that. It remains for the motorcycle dealer to tell him—early and often.

## HOW MANY CORKING GOOD PHOTOS HAVE YOU?

Unusually striking photographs, suitable for use as cover illustrations, are always welcomed by **Motor Cycle Illustrated,** and are paid for at a special rate. Correspondents and readers in general who may be interested in photography are invited to give particular attention to such subjects and to submit them to this journal, addressing them to the Editor. A prompt remittance will be made for every photograph accepted as a cover illustration, and those which do not meet the requirements of the Art Department will be returned without delay if such instructions accompany the pictures.

The essentials of a good cover illustration are: (a) a strong artistic appeal; (b) presentation of the motorcycle's, or bicycle's, advantages in such a way as to make a pleasant and lasting impression; (c) such an arrangement of contrasts in the photograph as will permit of effective reproduction in colors. There are many minor considerations bearing upon the selection of a cover illustration, but the above suggestions will afford a general basis upon which to judge photographs.

If photographs are to be returned, instructions to that effect should always be written with a *soft pencil* on the back.

Look over your photographs and see if you have a picture that is striking enough to be given a country-wide display on the front cover of **Motor Cycle Illustrated.** If so, we will be just as pleased to receive it as you will be to see it artistically reproduced.

**The man who is selling motorcycles ought to inspire confidence by riding one himself. A fountain pen salesman who filled out his order with an old-fashioned quill wouldn't get far.**

## SUGGESTIONS FOR THE CLUBS

This is the time of year when motorcycle clubs that have been active throughout the summer begin to feel the pressure of various cold-weather amusements and suffer lapses of interest, followed by thinning memberships. That there is no justification for this attitude upon the approach of wintry weather has been demonstrated by quite a few wide-awake clubs throughout the country, and **Motor Cycle Illustrated** will devote space to all suggestions offered for keeping up club spirit during the winter season. How does your club bring its members out on meeting nights—and other nights—during the period when snow and icy winds have reduced road fellowship to the minimum?

It may be that you have an interesting photo of your clubrooms, showing what you have done to make the quarters cosy and attractive to the riders; if so **Motor Cycle Illustrated** would welcome an opportunity to print the picture and tell what your organization is doing to stimulate interest in motorcycledom the year round.

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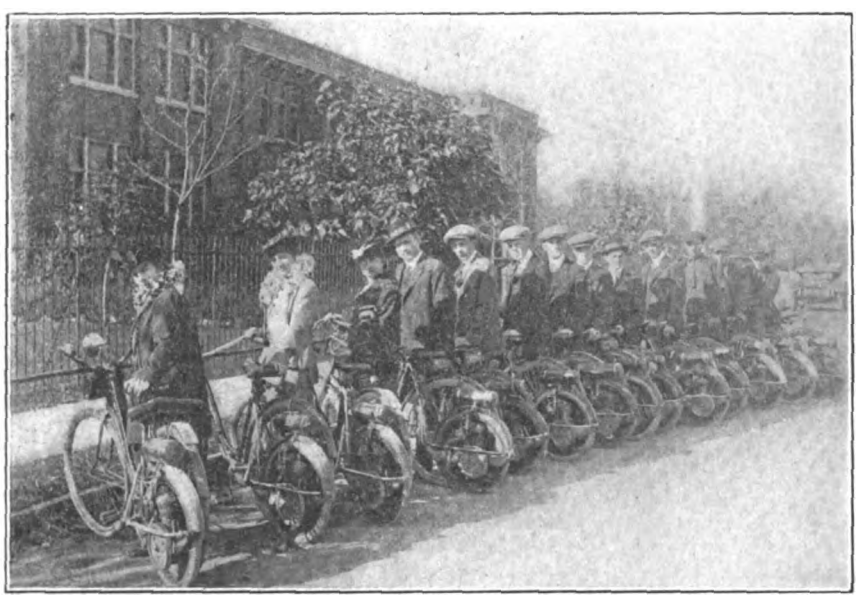
AT TERMINUS OF PICTURESQUE CONTINENTAL DIVIDE

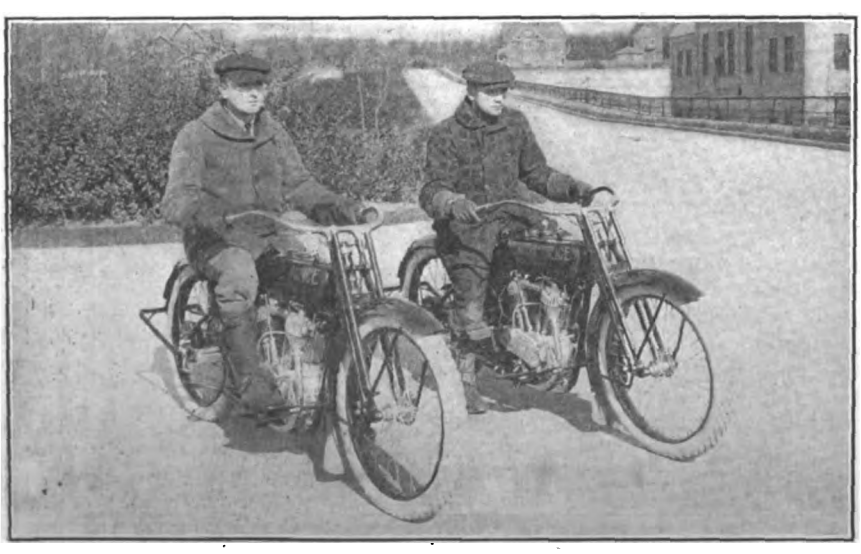
Motorcyclists of Hamilton, Mont., Assembled at Entrance to Natural Park Highway, Built by State Forest Department and Montana Counties, on Recent Pleasure Run

THEY USE MOTOR WHEEL IN GOING TO AND FROM WORK



Office Employees of Motor Wheel Division of A. O. Smith Company, Milwaukee, Wis., with Bicycles Having Little Booster Attached—Both Sexes Enjoy Its Use

NEWARK POLICE WITH RECENTLY-ACQUIRED MOUNTS



On Harley-Davidson Three-Speed Twins These Officers Regulate Traffic in New Jersey Metropolis. Machines Are Specially Enamelled in Red

## VISITING RIDERS GUESTS AT ST. JOSEPH M. C. SMOKER

ST. JOSEPH, Mo.—The St. Joseph M. C. of this city gave a smoker on the evening of October 16 at the club rooms, Tenth and Francis streets, for the entertainment of visiting riders who participated in the races at the Motordrome on the Sunday previous. All the riders attended, as did Jack Prince, the well-known track builder and race promoter, who is back of the Motordrome. This is Prince's first public appearance for a long period and he was welcomed with enthusiasm.

Arch Strong, Hendee traveler, made a strong plea during the evening for the local club to join the F. A. M. He succeeded in arousing enthusiasm toward this end, and 15 of those present put in their applications for membership in the national body. The visiting riders were all called upon for short talks and all responded. Jack Prince made a speech which was well received.

Those present were Jack Prince, Ray Creviston, Morty Graves, Tony Fleckenstein, T. McNeal, Roy Shaw, George Meyers, F. P. Martin, Glen Smith, Frank Meir, M. Alfasser, Richard Seward, Elmer Young, Ross Seizer, Frank Klepner, Arthur Weherman, Charles Willetts, Carl Gabriel, P. Savereno, Fred Wetlich, Rice Elliott, Lloyd Fleishman, Miller Blunt, Dr. Snyder, Claud Wright, Earl Poteet, A. E. McCarthy, and A. M. Carthy.

### THEY ARE PROUD OF BURDICK

Norwich, Conn.—Residents of this city have reason to feel proud of "Wild Bill" Burdick, otherwise Herbert F., not only for his achievements on the track, but also for his representing Connecticut in the Inter-State Rifle Team Matches at each annual meet. Burdick belongs to the National Guard, and qualified sufficiently high as an expert to make his State rifle team.

Burdick has to his credit a number of victories on the Danbury track, his last performance netting him three firsts and a third. He has shown his speed on the local oval against riders like Fred Nixon and Eddie Carroll and A. B. Carlson, the New England cracks. He will compete in a number of the big meets next season, it is announced. Burdick rides an Indian.

### "SHORT GRASS GIRL" MARRIES

Pratt., Kan., November 1.—Dr. B. J. Patterson, former president of the F. A. M., has announced the marriage of his daughter, Miss Inez Patterson, of "Short Grass Tour" fame, to Harry Arble, of this city. Both bride and groom are nineteen years old, and the wedding resulted largely from Cupid's efforts at the last tour of the Short Grass Motorcycle Club.

### OLD CLUB AGAIN ACTIVE

Columbus, Ohio, November 2.—The Franklin County Motorcycle Club of this city is being revived after a period of inaction extending over a portion of the summer season. Several meetings have been held at the Belt-Barr Motor Company's sales rooms, and another will be held soon when officers will be elected. It is planned to have a series of social sessions, and the proposition of limiting the membership has also come up and will probably be approved.

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# With the Manufacturers

### BIG MILEAGE FOR 1,000 GOODYEAR TIRE USERS

Akron, O.—As the result of a tire mileage investigation made recently by the Goodyear Tire & Rubber Company, of this city, the average of one thousand users of Goodyear tires was found to be 9,974 miles. Of these, one user, W. S. Hussander, of Chicago, Ill., had covered 23,000 miles according to his own report, while a Louisville, Ky., medical man had covered 25,000 miles with one of his Goodyears. The names of the users with their mileages has been published in a neat booklet issued by the Goodyear firm, and the mileage investigation results will be the subject of an exhibit at all Goodyear branches during the week of November 1.

### BRITISH ADMIRALTY APPROVES THE DIXIE MAGNETO

That the British admiralty recognizes a first class article in the ignition line is proved by its recommendation and formal approval of the Dixie magneto, manufactured by the Splitdorf Electrical Company, of Newark, N. J. The admiralty put the Dixie through the required severe tests, and made its recommendation for use of this machine in aircraft.

### ANOTHER BIG CONTRACT

We are informed by the Badger Brass Manufacturing Company that they have just secured a contract from the Excelsior Motor Manufacturing and Supply Company, of Chicago, for the latter's 1916 requirements on all electrically-lighted Excelsior machines. This is in addition to the contract, received some time ago, for all the requirements of the Harley-Davidson Motor Company.

### R-S AGENTS APPOINTED

Reading, Pa., November 2.—The Reading-Standard company announces that Gus Rotholz, of New York, has renewed his contract as distributor for Manhattan and the Bronx. He has signed up A. Stenfeldt, of 521 East 149th street, as sub-agent to cover the Bronx. A. H. Patterson, of Brooklyn, has been appointed distributor for Long Island, while F. W. Anderson has taken the Albany agency for the R-S.

### IDEAL WHEEL CO. FORMED

Massillon, O., November 1.—The Ideal Wheel Company has been formed in this city for the purpose of manufacturing wheels for automobiles, motorcycles and aeroplanes. No directors or officers have been elected yet. It is reported that the Ideal wheel will be constructed of steel, that steel springs will be used as spokes, and tires will be of the airless cushion type. The company will start business by making automobile wheels and will employ about 25 men. Arno Merkel, of Cincinnati, one of the owners of the patent on this wheel, will be general manager of the concern.

### OIL SLOT MACHINES TO BE MADE IN OWENSBORO PLANT

Owensboro, Ky., October 30.—The Hull Pump and Tank Company has just been incorporated with a capital stock of $100,000 to manufacture self-registering or automatic oil pumps which will operate by placing a coin in a slide. The pumps are so arranged that the amount sold for a stated price can be changed by moving a thumb nut. These tanks will be installed in retail establishments and on the sidewalks, and will not have to be attended by an operator. The company expects to place the tanks on the market about January 1. The incorporators of the company are: W. D. Hull and J. J. Trefz.

### GENEROUS GOODRICH OFFER

Akron, Ohio.—Delay on the part of the city in paving a long stretch of Main street, a prominent thoroughfare, on account of lack of funds, led the B. F. Goodrich Company to offer to do the work at its own expense, as a sort of donation to the public. The city authorities have not yet announced whether they will accept the offer.

### SVENSGAARD SALES ACTIVE

Detroit, Mich.—The Harry Svensgaard Sales Corporation, Excelsior agents in Detroit, and who also manufacture Pullman sidecars, report recent sales to Australia, Sweden and Southern California dealers. The factory at Ionia, Mich., has been considerably enlarged in order to provide for an increased output.

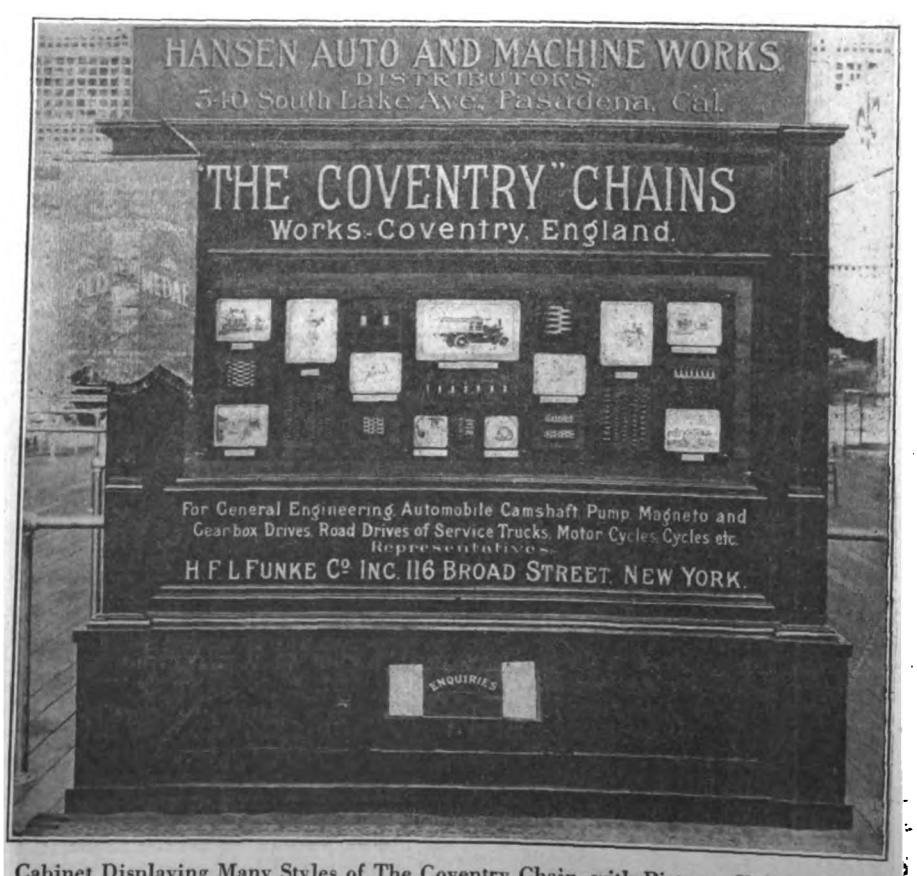
### RUBBER MEN GET 15 PER CENT. RAISE

Akron, O.—About 1,500 machinists employed by local rubber factories and allied industries have had their wages advanced 15 per cent. The increase was made voluntarily by the employers.

### KILLIAN BEARING CO. FORMED

Dover, Del.—The Killian Roller Bearing Corporation has been organized in this city to manufacture roller bearings .The capitalization is given at $3,000,000. Incorporators are: H. E. Latter, H. P. Coffin and C. M. Egner.

### ATTRACTIVE EXHIBIT AT SAN FRANCISCO EXPOSITION




Cabinet Displaying Many Styles of The Coventry Chain, with Pictures Showing Differ[illegible] out Forms of Application, at Space of Herbert F. L. Funke Co.

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### HAVILAND ON THE JOB

Pittsburgh, Pa., November 1.—H. A. Haviland, branch manager of the Splitdorf Electrical Company, is on the hop every day bringing forcefully to the attention of

**H. A. Haviland**

the dealers and riders in and about Pittsburgh the prompt service that can be secured at the Pittsburgh branch by all users of the Splitdorf equipment. Haviland has been with the Splitdorf organization for nine years and has made a thorough study of ignition or lighting.

### RECORD SADDLE BUSINESS

A large saddle order was filled recently by the H & F Mesinger Mfg. Co., of New York, when the New York police department purchased 400 bicycles for use throughout the greater city and specified the fitting of Standard No. 2 Center Compression saddles throughout. This saddle is the most popular of the firm's bicycle line and has had a great deal to do with bringing the sales of Mesinger bicycle saddles to the present mark, the highest reached by the company in this branch of the business in nearly a decade. In the motorcycle department of the Mesinger establishment the Air Cushion model continues to be a big favorite.

### ROLLFASTS ROLLING FASTER

Following a business trip through southern territory President D. P. Harris, of the D. P. Harris Hardware Co., New York, reports that the following live-wire jobbers have been added to the list that will handle the popular Rollfast line of tires for 1916: Keyser Fry, Reading, Pa.; George W. Robb, Philadelphia, Pa.; Henry Keidel, Baltimore, Md.; Walthour & Hood, Atlanta, Ga.; McGraw Bros., Jacksonville, Fla.; Johnson Mars, Memphis, Tenn.; Al. Ray Company, Louisville, Ky. He has also closed with the Detroit Cycle Supply Co., of Detroit, Mich.

### SCHACK MAKES FRIENDS ABROAD

Having just closed for shipments of Emblem motorcycles including the lightweight model, to India, Japan, China, Scandinavia and England, W. G. Schack has returned from New York City to the seat of Emblem activity in Angola, N. Y., and the plant is humming with industry from end to end. Mr. Schack is especially pleased over the fact that his orders are not for war machines but for motorcycles to meet the regular market. The business in Emblem bicycles is 50 per cent. better than it was in 1914 at this time.

### STEWART BABBITT BEARING HAS STEEL REINFORCEMENT

Unique in the field of bearings is the die-cast babbitt bearing with steel frame produced by the Stewart Manufacturing Company, of Chicago, Ill. The bearing has the babbitt compressed and the steel frame set deep in the babbitt to give stiffness and strength. It is being extensively used in automobile construction and in other machinery where good bearings are important.

A steel insert is set within the babbitt in such a manner that the bearing metal is much heavier on the surface toward the shaft than at the back. The thin babbitt coating at the back serves as a cushion for the seating of the bearing into whatever inequalities there may be in the machining of the backing. This reinforcement not only gives the bearing a maximum of rigidity but reduces the bearing-costs to a very considerable extent.

### ARGENTINA REPRESENTATIVE

**Senor Juan Bielet, of Buenos Aires, Motorcycle Tire Factor for Firestone Tire & Rubber Company, Akron, O.**

### AN AD. WITH A PUNCH

That W. F. Emerson, president of the Buffalo Metal Goods Company, which manufactures the Atherton coaster brake, has the knack of putting across advertisements with a genuine punch in them was demonstrated recently in a rather striking manner. The Buffalo Metal Goods Company had used an advertisement for the Atherton coaster brake in which a photograph of a Dayton Motor Bicycle appeared, attention being called to the fact that the popular newcomer at the Dayton plant was equipped with the Atherton brake.

A New England dealer spotted the ad. and hustled off this letter to President Emerson: "Have been studying your Motor Bicycle and would like to take the agency. We will take three and you may deliver them right away." The letter gave Mr. Emerson something of a jolt for a moment, but he forwarded it to the manufacturers of the Dayton, and now all hands are smiling over the situation, including the New England dealer who is going to get his Motor Bicycles without delay.

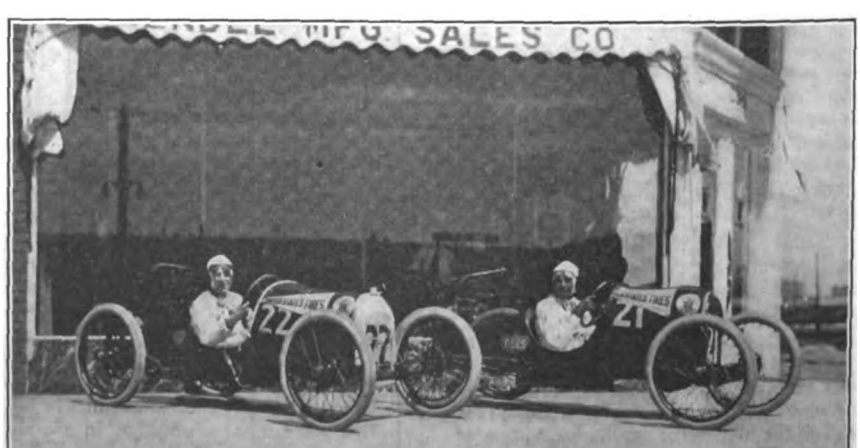
### ON THE GOODYEAR SALES STAFF

The sales department of the Goodyear Tire & Rubber Company, Akron, O., has taken another booster into its ranks in the person of W. H. Schaefer, who was formerly a member of the truck specification department of the Packard Motor Company. Schaefer will devote much of his time to the foreign end of the Goodyear business.

### WELL-EQUIPPED JUNIOR SPEEDSTERS

Los Angeles, Cal.—Indian motors and United States tires are employed on the miniature racing cars used by members of the Junior Racing Association of America, whose headquarters are in this city. Two of the cars used are shown in the accompanying photograph, the pair being members of the Indian racing team. Harry Hartz is at the wheel of number 21, while Clark Brown is the driver of number 22.

The speedsters were posed before the branch of the Hendee Manufacturing Company in San Francisco at the Exposition. The designs for these vehicles are the result of the combined efforts of Paul Derkum and Harry Hartz when the pair came together during the Exposition.



**Harry Hartz and Clark Brown, of Indian Team, Junior Racing Association, with Mounts Fitted with Indian Motors and United States Tires**

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## TRADE-MARKS IN PARAGUAY

In view of the frequency with which foreign trade-marks are registered in Paraguay by third parties in order to force the real owners to buy the right to their use, the American Consul at Asuncion has suggested that he be notified when American firms arrange for the registration of their marks in that country. He will then be in a better position to determine whether the marks are being registered in the name of the owners or not, and may be able to save manufacturers and exporters considerable annoyance and expense at a later date.

## SPAIN A FERTILE FIELD

The success achieved recently by American commercial travelers in Spain has made it evident that there is at present an exceptional opportunity for the sale of various classes of American goods if merchants will go after the business in the same way they do in the United States. American Consul Gracey, stationed at Seville, reports the following:

"A traveler in the hardware and machinery line came to Spain after a tour of several months through Russia, Switzerland, Italy, and France, excepting to pick up a few orders en route from the north to Gibraltar, where he intended to take a steamer to return to the United States. He was astonished to find Spain the most fertile field for orders in Europe. In a hurried trip through the Spanish cities, covering less than three weeks, he took over two hundred and fifty substantial orders, more than he had received in all the other European countries he had visited."

## CONSULAR CO-OPERATION

Various methods are used at the American consulates to interest foreign merchants in their catalog and trade publication libraries. At many of the consulates, upon receipt of a new catalog or trade journal, a circular letter is forwarded to the firms likely to be interested, in the hope of bringing a representative to the consulate, so that the literature may be shown and explained to him. In some cases a member of the staff of the consulate is sent with the new literature to local merchants.

Consuls report that one of the most difficult parts of trade extension work is the failure of the manufacturer or exporter or his distributing agent abroad to notify the consul of the placing of agencies or the sale of goods. The apparent indifference of the exporter after he has secured one order and his failure to advise the consulate make it difficult for the consul to know whether or not he is approaching the problem in the right way. This gives him little or no opportunity to follow up his initial efforts. A little co-operation would not only greatly encourage American consuls abroad, but also show them the weakness or strength of their methods and would enable them to follow the successful lines to the advantage of American manufacturers and exporters.

## WHERE TRANSPORTATION IS TEDIOUS

O. C. Gould, American Consular Assistant at Curling, Bay of Islands, Newfoundland, Canada, informs us that the roads in his district, like most of those in Newfoundland, outside of the region of St. Johns, are short and poor. The population is sheltered along the water, in the bays and coves of the coast, and practically the only means of transportation, aside from the railway, is the motor boat. There are a few bicycles in use, but no great demand for them.

## WISHES TO TRAVEL IN FRANCE

We are in receipt of a letter from Charles Meister, of 6 Boulevard Pont Noyelles, Amiens, France, who advises us that he desires to be put in touch with American manufacturers who wish a traveling representative for bicycles and cycle accessories in France. According to his statement, Mr. Meister has been employed for more than twenty-five years with a large French Company, for whom he has called on garage proprietors and bicycle dealers in more than half of France. He speaks not only French, but also English and German. He declares that he would also be interested in establishing branches for American concerns in this line.

Manufacturers who desire French representation may find it to their advantage to make Mr. Meister conversant with their proposition.

## NOW IS THE TIME

American manufacturers, as a general rule, have grossly neglected their many opportunities for building up business in foreign fields. There may have been some excuses for this neglect in the past, but just now these opportunities are so exceptional it is safe to say that any manufacturer who does not or cannot secure business now, never will.

The American manufacturer must not expect to get returns from an export sales campaign in foreign fields as quickly as he can from a similar campaign in simply a distant state in the Union. As a successful exporter puts it, "It takes time and patience, but good common sense plus untiring effort is bound to bring results."

## POOR ROADS HAMPER SALES IN CARTAGENA, COLOMBIA

"Adverse street and road conditions in this consular district," writes Consul-General Rose Hazeltine,, at Cartagena, Columbia, "have greatly retarded the sale of bicycles and motordriven vehicles. As regards the latter, the very high cost of gasoline and lubricating oil has also reduced the imports.

"The city streets are very narrow, and, except for a mile of paved streets, are in very poor condition. There are no outlying roads suitable for excursions.

"Gasoline costs 40 cents a gallon retail, and 36 cents wholesale. Lubrication oil sells at the same price. Both are manufactured locally.

"In spite of these unfortunate factors, however, the importations of bicycles, motorcycles and accessories through the port of Cartagena during the past calendar year were valued at $15,359 as against $6,742 during the fiscal year ending June 30, 1914. American manufacturers enjoy about two-thirds of the trade. The custom house statistics for the periods referred to were:

| | Fiscal Year June 30, '14 | Calendar Year 1914 |
|---|---|---|
| United States | $4,607 | $11,533 |
| Great Britain | 1,278 | 2,761 |
| Germany | 857 | 766 |
| France | .... | 299 |
| Totals | $6,742 | $15,359 |

"The import duty adds a relatively small amount to the original cost. According to item No. 855 of the import tariff schedule, the duty on *bicycles, tricycles, velocipedes,* with or without motors, is $0.05 a kilogram levied on the gross weight. Thus the duty on a bicycle amounts to approximately $1.25 if packed lightly, while the duty on a motorcycle is $7.50 to $8.

"Bicycles are usually sold by the dealers for cash, while motorcycles are purchased on monthly installments.

"Bicycles for this district should be most fully equipped. The outfit should include lamp, bell, coasterbrake, mudguards on both wheels, and a complete tool kit. Motorcycles should also be quoted with extra parts.

"At present there are only four motorcycles in this city and only one active agency. Three of the machines are American made, and the fourth is an Italian make"

## INCREASE IN MANITOBA

In the Province of Manitoba, Canada, there are 888 motorcycles licensed at $2 each. This is an increase over the number licensed last year.

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# INDIAN IS TWO OF LAST YEAR

**We have on our books today as many orders as we had up to January 1st last year. In other words, Indian Fall business has reached *first-of-the-year dimensions* in mid-Autumn—a two months jump on the previous year.**

**Early shows naturally advanced the season. *But the real underlying cause of unusual Indian sales is a line of models that created immediate and heavy demand by reason of overpowering merit.***

**The new Indian Powerplus Motor has turned out to be the only important motorcycle advancement that the 1916 season has produced.**

## IT COMMANDS THE SALES SITUATION!



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# MONTHS AHEAD
# N SALES VOLUME

**Indian Bicycles are showing a like success. Dealers are ordering far in excess of our expectations. As a high grade wheel with highest grade equipment marketed under a nationally known name plate, the Indian Bicycle has been given instantaneous recognition. It is another brilliant example of how dealers will cash in on Indian Red.**

## AGAIN—ANOTHER INDIAN YEAR!

## HENDEE MANUFACTURING COMPANY

**(Largest Motorcycle Manufacturers in the World)** SPRINGFIELD, MASS.




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### THEY PAY DUES PROMPTLY

Altoona, Pa., October 25.—The executive committee of the Blair County Motorcycle Club, in order to minimize the delinquency which was shown by some of its members in paying their monthly dues, has availed itself of a method which is keeping all of the fellows in good standing. The committee has hung on one of the walls of the club's assembly room a board bearing a list of the club's members. Opposite each rider's name are twelve white spaces, each corresponding to a month in the year; as a member pays his dues for a certain month, the secretary stamps a red star in the corresponding white space. In that manner a delinquent's carelessness would be widely advertised—and most of the riders have shown by their present promptness in meeting dues that they do not care for that kind of publicity.

### BAY CITY M. C. HAS NEW ROOMS

Bay City, Mich., November 1.—The Bay City Motorcycle Club is now located in new quarters that are being redecorated and fitted up in a pleasing manner. The officers of the club are planning a vigorous program for the winter months in an effort to keep the riders together. Motorcyclists of Bay City are invited to drop in at the clubrooms on Washington avenue, between Center and Fifth, and meet the genial group of riders that gather there every evening.

### DIXIE HIGHWAY PROGRESS

Cincinnati, Ohio.—The early completion of all of that part of the Dixie Highway which lies in this part of the country is awaited with some eagerness by motorists of all classes, from the owner of the biggest touring car to the man who rides a lightweight two-wheeler. The several miles of concrete road which comprise the link in Kenton county are nearly finished, and this will give a splendid highway leading straight through the most beautiful part of Kentucky.

### ST. JOSEPH CLUB JOINS F. A. M.

St. Joseph, Mo., October 30.—The St. Joseph Motorcycle Club, which was started in this city by A. E. McCarthy, of the firm of A. McCarthy & Son, local Indian agent, has joined the F. A. M. Twelve members of the club are now affiliated with the national body. The past summer has been an active one for the St. Joseph riders, runs and picnics having been staged quite frequently.

### TO BUY THREE MOTORCYCLES

Detroit, Mich.—Sheriff Robert Oakman, of Wayne County, has been granted funds for three motorcycle officers who will watch automobile speeders. The order for the machines has not yet been placed, but will be in the very near future.

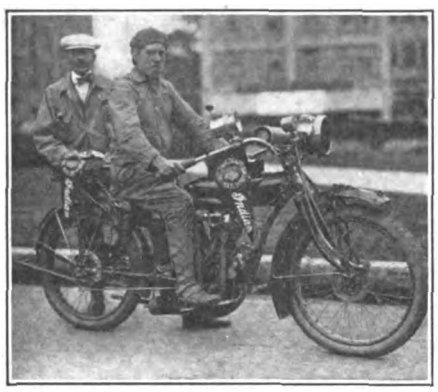
### BAN ON OPEN MUFFLERS

Detroit, Mich.—The Detroit police department has declared a ban on open mufflers. Riders have been warned that unnecessary noise will bring them into court.

### MUSICIANS TAKE A LONG TRIP ON THEIR INDIAN

Montgomery, Ala.—Alexander Findlay and his son Charles, two musicians of this city, are among the recent recruits to the growing ranks of motorcyclists. Their latest achievement is a 1,286-mile trip through the Blue Ridge mountains, through Gettysburg, Pa., and then up to the Indian factory at Springfield, Mass. The mount used in the trip was a 1915 three-speed Indian; Charles, who is 15 years of age, doing the driving while his father rode on the tandem seat. The pair returned here a few days ago, having retraced their outward trip in all details.

The trip was made after much persuasion on the part of the young cellist to have his father allow him to use a motorcycle. The elder Findlay was skeptical as to the



**Alexander and Charles Findlay**

effects that riding might have on his son's hands, but after the purchase was made, rapidly became as enthusiastic as his son over the machine. Accordingly, the long trip was planned and carried out without trouble. Alexander Findlay is a teacher of music at the Woman's College in this city.

### FOLKROD GOT PROVISIONS TO CLUB PICNIC ON TIME

Cheyenne, Wyo.—F. D. Folkrod, Indian agent in this city, recently pulled the local motorcycle club out of a difficulty which confronted them on the occasion of the annual picnic. It looked as if the club would have to hire a truck to haul the provisions to the picnic grounds, as the pile amounted to about 500 pounds weight. Folkrod immediately took charge of matters, and secured an express wagon in short order.

Hitching the wagon to an Indian twin, he had the load put in, then told four men to sit in the wagon. Putting another man on tandem, he started off carrying the load along in fine shape to the grounds. There was no difficulty in the Indian hauling the whole outfit. The picnic went off in its usual successful Western manner.

Folkrod is a consistent booster of the game. When Lieutenant Hoffman, U. S. A., reached Cheyenne on his trip East, Folkrod went all over his machine and fixed it up in fine shape, working all night in order that as little time should be lost as was possible.

### NEW ENGLAND AGENTS CONTRACT FOR HENDERSON

Boston, Mass.—The General Motorcycle Sales Company, of 143 Columbus avenue, this city, New England distributors for the Henderson, announces that the following dealers have signed up during the last two weeks: H. G. Adams, Portland, Me.; I. H. Atherton, Union, N. H.; B. & W. Motor Co., Providence, R. I.; J. E. Ferland, Lawrence, Mass.; Frank N. Hutchinson, Barre, Vt.; Irving L. Kibbe, Keene, N. H.; Lowell Cycle Co., Lowell, Mass.; Stephen Marsh, Springfield and Amherst, Mass.; A. A. Soucy, Lynn, Mass.; H. C. Wing, Greenfield, Mass. and George O. Williams, New Bedford, Mass.

The contracts were closed by Milo W. Kibbe and H. F. Smith, travelers for the Sales Company. Each agent has received his demonstrator and several have delivered one or more machines to riders so far.

### A POPULAR ESTABLISHMENT

Cincinnati, Ohio.—The new clubroom and hunting-lodge of the Brendamour Sporting Goods Company, which was completed a short time ago, bids fair to be the most popular place in the city during the winter. Its unique and attractive appearance, with the walls and ceiling in rough logs and the immense boulder fireplace, is calculated to warm the heart of the sportsman.

### NEW USE FOR MOTOR WHEEL

Hammond, Ind.—The J. S. Bretz Company, this city, has rigged up a clever arrangement for attaching Smith Motor Wheels to invalid chairs. The Motor Wheel is made the third wheel, in front, and the starting is taken care of by the same method as on a bicycle.

### WADEWITZ CUP TO ALBRIGHT

Racine, Wis., November 2.—Charles Albright captured the cup offered by William Wadewitz, president of the Racine Motorcycle club, in the last race meet of the season. The trophy was hung up for the winner of the 10-mile stock machine event and Albright copped the mug against five other fellow members who contended in the race.

### INSPECTED THE NEW MODEL

Detroit, Mich.—A feature of the recent meeting of the Harley-Davidson Motorcycle Club, of Detroit, was the exhibition of a 1916, three-speed Harley-Davidson machine. It was placed on a raised platform where it could easily be examined.

### PATTERSON'S NEW AGENCY

Brooklyn, N. Y.—A. H. Paterson, this city, has made a contract with A. O. Smith Company, Milwaukee, for two hundred Smith Motor Wheels. His territory will be all of Brooklyn.

### REPAIRMEN ARE BUSY

Detroit, Mich.—Joe Adcock, of the W. E. Metzger Co., reports unusual activity in the repair department. There has been so much work of late that he has been compelled to increase his force of repairmen.

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Crescent Riders on Maryland Avenue, Washington, D. C., Riding Toward the Capitol Building, the Dome of Which Is Seen in the Distance. Below—Stopping at a Spring Near the National Capitol

### NEW BICYCLE CLUB IN BALTIMORE

Baltimore, Md., November 2.—A new cycle club has entered the field in Baltimore. The new club will be known as the Eagle Cycle Club and will be headed by Babe Anderson, who was elected captain at the first meeting of the club. Anderson has quite a reputation as a racing man, having won several important races held in Baltimore several years ago. The first run of the new club was held Sunday to Belair and a good turnout resulted. Among the members are Frank Merando, Harry Nachamys, Manon Fisher, Abraham Weinstein, Jacob Willen, Morris Zuber, Abraham Harrison, Morton Robinson and Babe Anderson.

### MISSOURI C. C. ELECTION

St. Louis, Mo.—The Missouri Cycling club held its annual election of officers on October 28 at Rock Spring Turner Hall. L. W. Brown was elected to the presidency and Curtis Long to the vice presidency. Other officers are E. R. McLeary, secretary-treasurer; A. W. Gilhen, road captain, and P. W. Hangge, road lieutenant. The supper which followed the election was enjoyed by all.

### ITHACA BI-CLUB FORMED

Ithaca, N. Y., November 1.—Followers of the silent two-wheeler have formed an organization in this city and will call it the Ithaca Bicycle Club. The following officers have been elected: Arthur Kendall, president; Daniel Clark, vice-president; Rudolph Wicks, secretary and treasurer; Richard Bamber, captain of first squad; Roger Booth, captain of second squad. Other members are: Kenneth Wilson, Leroy Pritchard, Emmet Doan, Robert Holland, David Fletcher and Archie Wicks. Meetings are to be held every Friday.

### BARBECUE FOR ST. LOUIS C. C.

St. Louis, Mo., November 2.—The annual barbecue of the St. Louis Cycling Club, a stag affair, was held on Sunday, October 31. The "eats" were good and quite a number of cyclists journeyed out to Rankin's Spring to participate in this yearly event. The annual Columbia "get together" will be held on Saturday, November 6.

## CRESCENTS RIDE ANNUAL CENTURY

**Eight Members of Baltimore Club Wheel to Washington and Return—Sightseeing at National Capitol a Feature of Event.**

BALTIMORE, Md., November 2.—The National Capitol was the Mecca of the Crescent Bicycle Club on Sunday last when the local organization held its annual century run to Washington, seven club members and one unattached rider making the trip, which has always been a favorite with the riders of the Monumental City, owing to the magnificent boulevard between the two cities and the many interesting sights of the capitol. In fact, the local riders do not feel that they have become real cyclists until they have made this trip.

At 7:15 Sunday morning the little party got under way, proceeding through Halethorp, from which point the riders followed the Washington Boulevard. Passing through Relay and Elkridge the first stiff hills were met, but the novices acquitted themselves well. The first mishap was at a point 14 miles from Baltimore, where one of the party came to a sudden stop as a result of his brake locking.

A little first aid and strong-arm work with a monkey wrench soon put the disabled bicycle in condition for the road once more. The bunch were about ready to proceed on their way when soneone called out, "Here he comes." "He" was Welby Sherman, who had made a late start owing to Hallowe'en celebrations the night before, but he was burning the wind to catch up. Laurel was the next stop, and refreshments were in order at this point. A long level stretch begins here and the cyclers bowled merrily along for six miles with very little effort till the ups and downs were again encountered. No more stops were made till the famous spring five miles from Washington, where many a thirsty wayfarer has quenched his thirst, was reached. Moistening their throats, the cyclers remounted, and half an hour's pedaling brought into view the white dome of the Capitol.

Continuing on down Maryland avenue and past the Capitol building, the travelers switched to Pennsylvania avenue to the old stand-by, the "F. V. A. Lunchroom," a rendezvous for many years for Baltimore bicycle riders. Dinner was next on the program and it was a good one, roast turkey, sweet and tender, being the "piece de resistance." Sight-seeing followed, and for several hours the fellows were on the move, viewing the White House, Treasury, Wash-

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NEW WAY OF TAKING THE BABY OUT

C. B. Hamilton, Dealer at Wichita, Kan., Has Made This Bicycle Carriage for His Youngster

ington's Monument and many other points of interest, and finally winding up at the Capitol building. At 1:45 p. m. the riders turned their faces homeward, but had not gone far before another late starter hove into sight. Falling in line, the new arrival followed on with the crowd, all reaching Laurel, the half-way point, at 3 p. m. More eats, and then on again toward Baltimore, over some steep hills. One of the riders began to tire soon after leaving Laurel, but, aided by the strong arms and legs of three of the club's stalwarts, no time was lost, the "joed" cyclist and his escorts climbing the grades faster than the balance of the bunch.

Reaching Elkridge, the hills were left behind and the party passed on through Halethorp and into the city to the accompaniment of much comment by the Sunday evening crowds. At Fulton avenue and Mulberry street cyclometers were checked and the cyclists disbanded to ride a few more miles necessary to complete the century, each taking a direction that led toward home and supper. Those on the trip were Walter Doersch, Ernest Nitz, Walter Iglehart, Leslie Nickles, Welby Sherman, Fred M. and Langdon M. Sanborn, and Wm. H. McAvoy.

## BIG MEET MAY BE STAGED AT 'FRISCO EXPOSITION

SAN FRANCISCO, Cal., November 1.—The Pacific Coast bicycle championship races will be held on Sunday, November 7, at the Golden Gate Park Stadium here under the auspices of the California Associated Cycling Clubs. The races will include one-half and one mile unpaced record trials, one-half, one, three, five and ten-mile championship events with the usual heats.

Hans Ohrt, who starred for the New Century Wheelmen last year in the titular events, will, it is reported, be on hand to sport the colors of the Olympic Club. Pitted against Ohrt will be such riders as W. Hammitt, L. Drury, H. Spence, R. Welch, H. De Brie and P. Morgan, all of the New Century; H. Hoffman, M. Burger and E. Carroll, of the Olympic Club; N. Eisentraut, I. Moon, W. Plummer and A. Concilla, of the Garden City Wheelmen, of San Jose; and R. Girard and W. Jones, of the Acme Club of Oakland.

On good authority it is said that a big cycle meet will be staged at the Panama-Pacific Exposition about the end of November. Mr. Humphreys of the Olympic Club was in Newark, N. J., recently to make arrangements for having six of the best eastern amateurs compete in this event. This season has been one of the most successful for the cycling club in and around San Francisco.

The indefinite postponement of the N. C. A. Panama-Pacific champ, races has keenly disappointed California riders, who are eagerly awaiting a meet.

## RABBINO LEADS U. S. I. RIDERS

Louis Rabbino scored the greatest number of points in the competition for the bicycle championship of the Unione Sportiva Italiana by accounting for eighteen out of twenty in a series of four races, two of which were held Sunday, October 31, on the Eastern Boulevard, Bronx, New York.

Louis Rabbino

The distances of the series were one, three, five and ten miles, the three and five-mile races having been held two weeks ago.

Rabbino scored first in the three, five and ten-mile events, and finished third in the one-mile race. Second position resulted in a tie between James Alfonso and C. Zoccola with twelve points each, which was decided by a half-mile match race and won by Alfonso, placing him in second position, with third place going to Zoccola. Thomas La Rossa finished in fourth position with nine points, while John Fargo, who is a recruit to the racing game, came in for fifth place with six points. Fargo won the one-mile race yesterday. The time made in the one-mile race was 2:47⅗, and for the ten miles 26:27⅕. Scoring was on the basis of five for first place, four for second, and one for fifth place. Total points made by the contestants are as follows:

| | 1 Mile. | 2 Miles. | 5 Miles. | 10 Miles. | Tot. Pts. |
|---|---|---|---|---|---|
| Louis Rabbino | 3 | 5 | 5 | 5 | 18 |
| James Alfonso | 2 | 3 | 3 | 4 | 12 |
| C. Zoccola | 1 | 4 | 4 | 3 | 12 |
| Thos. La Rossa | 4 | 1 | 2 | 2 | 9 |
| John Fargo | 5 | 0 | 0 | 1 | 6 |
| A. Ramezzano | 0 | 2 | 0 | 0 | 2 |
| Chas. Rabbino | 0 | 0 | 1 | 0 | 1 |

# LAUD VET CHAMP AT BIG BANQUET

**Prominent Citizens of East Orange Present Frank Kramer with Loving Cup at Dinner in His Honor—300 Admirers Attend.**

NEWARK, N. J., November 1.—Frank L. Kramer, the national and world's cycling champion, was given a testimonial dinner by three hundred of his friends and admirers from his home town, in East Orange, on Saturday night. He was also presented with a handsome silver loving cup suitably inscribed, and during the entire course of the banquet he was showered with praises. The gathering was composed of men in all walks of life and practically all of the city officials of East Orange sat down to the dinner.

Mayor Worrall F. Mountain, of East Orange, was the first speaker of the evening, and he was followed by the Rev. Dr. Fred Clare Baldwin, Amos G. Batchelder, first president of the National Cycling Association, and Edward S. Pierson, a former member of the City Council.

The banquet was in the hands of E. Tracy Lanterman, postmaster of East Orange; Chief of Police William H. O'Neill, City Clerk Lincoln E. Rowley, Edward Christopherson, water registrar; William W. Knott and Charles Stasse.

Mayor Mountain in praising Kramer said in part: "It seems as if Frank Kramer had deliberately planned out his course and then stuck to it doggedly. It meant a huge sacrifice. He must often have declined pleasant invitations, for, to keep in perfect condition he must get the proper amount of sleep and do without many things that usually add to the pleasure of life. His has been, in fact, a Spartan existence, and he must have constantly put aside temptations of all sorts. He deserves credit not only for the victories he has won, but also for the character that gave him the grit to go through it all. That is what counts."

All of the speakers were lavish in their praise of Kramer. Mr. Howley, the toastmaster, said: "Kramer has given East Orange a lot of advertising and never charged it a cent. More people know of East Orange because of Frank Kramer than because of any one of the remaining 40,968 of the population."

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## ARMY OFFICIALS ENDORSE MOTOR WHEEL

MILWAUKEE, Wis., October 30.—General Leonard Wood, the commander of the East, and the officers who were in charge of the military training camp which was held at Plattsburg, N. Y., last summer, have gone on record as endorsing the Smith Motor Wheel as a military adjunct, and will recommend that Congress vote appropriations for acquiring "bicycle boosters" for the United States Army. The officers who witnessed the work of the motor wheels at Plattsburg are reported as being highly pleased with their performance and consider the attachment to be well adapted for dispatch and scout service.

Smith Motor Wheels in Use at the Plattsburg (N. Y.) Training Camp

According to the accounts given by Lou H. Guterman, formerly a Smith Motor Wheel traveler, who used a motor wheel equipped bicycle at Plattsburg, he had to ride over railroad ties and ploughed fields in carrying messages from one section of the battlefield to another. His services were used by the higher officers in command for over six weeks in all kinds of weather, in preference to dispatch bearers who utilized horses and automobiles.

And in scouting the motor attachment helped on one occasion to bring back the first word of the "enemy," says Guterman, who recalled the event as having been the hardest day's work which he had ever performed on his machine. But he had no sooner looked forward to a few minutes of respite when he was ordered to carry a message to a point that necessitated climbing down a forty-foot embankment and fording a river three feet deep and one hundred yards wide. This trip was made four times, before the interested officers permitted Guterman to be relieved.

Lecturing to the recruits at Plattsburg after a hard day's fighting, Captain Van Horn, commander of the second battalion, brought out the strong point of the motor attachment by deploring the time which was lost in bringing an important message from one corner of the battle to the commanding officer when a private was obliged to carry the communication on foot. "Had a motor wheel been handy, the private who carried the dispatch would not have taken a half hour to reach the officer in command, but would undoubtedly have conveyed the information in less than five minutes." On several occasions, Guterman reports, Captain Van Horn asserted that the motor wheel was superior for scout and dispatch duty.

## GARDEN CITY RIDERS WIN TEAM RACE

SAN FRANCISCO, Cal., October 30.—The Garden City Wheelmen of San Jose won the six-man combination sprint team race of the California Associated Cycling Clubs on Sunday, October 24, at the Golden Gate Park Stadium, defeating the New Century Wheelmen of this city by four points. The San Jose riders scored 90 points, while the New Centurys were credited with 86.

The first heat resulted in a victory for Plummer, of the Garden City Wheelmen, over Harry Spence, of the losing team. In the third heat Ralph Welch plugged away from Flint, of the Garden Citys, and made the points even. In the final heat a big surprise was sprung when Harry De Brie, of the New Centurys, beat Nick Eisentrout, of the Garden Citys, in four out of six sprints, scoring 26 points, while Eisentrout took 22.

First heat—Won by H. Plummer (G. C. W.); Harry Spence (N. C. W.), second. Time, 16:34.
Second heat—Won by I. Moon (G. C. W.); Phil Morgan (N. C. W.), second. Time, 14:14.
Third heat—Won by Simondi (G. C. W.); Walter Hammitt (N. C. W.), second. Time, 8:45.
Fourth heat—Won by Ralph Welch (N. C. W.); F. Flint (G. C. W.), second. Time, 13:25.
Fifth heat—Won by Leslie Drury (N. C. W.); T. Cancilla (G. C. W.), second. Time, 16:23.
Sixth heat—Won by Harry De Brie (N. C. W.); Eisentrout (G. C. W.), second. Time, 8:25.

## SHEETS HAD BANNER SEASON

Alton, Ill.—Harry H. Sheets, who handles the Pope line of bicycles, has had a banner year. From his headquarters at 724 East Second street, he has sold 57 of the different models up to October 1.

In the motorcycle line, Sheets has sold a considerable number of second-hand machines during the season. Bad roads, much rain and floods at various times have interfered with riding, he states, but 1916 looks like a fine year for the power two-wheeler.

## BICYCLES FOR POLICE

Detroit, Mich.—Seven new Pierce bicycles have been sold by the W. F. Metzger Co., 501 Woodward avenue, to the Hamtramck police department.

# NEWARK RIDERS REACH CHICAGO

### Eight Professionals Make Fast Time into the Windy City—Are in Fine Trim for Six-Day Race, Which Will Start November 27.

CHICAGO, Oct. 29.—Tired, dusty, and as hungry as wolves, the eight professional cyclists who left Newark en route via the trusty wheel arrived in this city late yesterday afternoon. The party had many interesting details of the trip to relate, and the group of cycle fans who met them a few miles out of the city proved to be interested listeners.

According to Worth Mitten, who was the one to organize the trip, the cyclists had a journey that was free from rain, but head winds most of the way made the going very hard. Despite the long trip, the first of such length undertaken by six-day cyclists, the riders showed no ill-effects and after a good sleep last night might have continued on a like journey.

Their first day's trip netted eighty miles. In the first division were Worth Mitten, Iver Lawson, Ernest Ohrt and Clarence Miller, while the second division was made up of Lloyd Thomas, Martin Ryan, Norman Hansen and Percy Lawrence. The first division went up the east side of the Hudson and the second took the short trip through the Central New York country. The second day the mileage was 105 and brought the tourists into Schenectady. The first division turned the 105 miles in seven hours and ten minutes. At the end of the third day of the trip Utica was reached, with 85 miles added to the score. The riders struck a head wind all the way on the third day. Division No. 2 made Binghampton on the third day, making 76 miles, their correspondent, Lloyd Thomas, states that they struck bad roads, hills and head winds.

Syracuse, Auburn and Rochester were next on the itinerary of the first division, then they hit Byron at the end of the fifth day, making 461 miles in all in 32 hours and 7 minutes. Buffalo became the following objective point and they reached there about noon on Saturday, the sixth day. After visiting some friends in Buffalo and "cabareting" a bit, with part of the group making a side trip to Niagara Falls, plans were made to leave Buffalo early in the morning.

Accompanied by Sax Williams and some of Buffalo's star amateurs, the first division left Buffalo at 8 o'clock Sunday morning. They reached Girard, Pa., at 5 p. m., making 115 miles in the day's riding. Ten miles east of Erie, Pa., they ran into the second division eating grapes in a vineyard. All of the cyclists stopped for the night at Girard and started early on the following morning for Ashtabula, Cleveland and Elyria, finishing the day's touring at the latter place with 118 miles as the day's total. Just previous to reaching the latter stop they indulged in a regular six-day "jam," and lost most of the second division.

From Elyria the party headed for Toledo and from that city the tour developed into

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**Neatly Arranged Interior of Rob C. Carty's Bicycle Store at San Diego, Cal.**

a race to Chicago. Mitten, Lawrence and Hansen left Toledo early on the morning of the ninth day, making Ligonier, 129 miles away. The balance of the party left Toledo later in the morning and decided to ride all night in order to beat Mitten, Lawrence and Hansen into the city. Mitten's party stopped at Ligonier for the night and then came in, going through Elkhart, South Bend, La Porte and Hammond. They left Elkhart at 8:30 last Thursday morning, while Lawson and his troupe had left South Bend an hour or so earlier, and were then busy pedaling toward the big Illinois metropolis.

Lawson and Miller reached the city shortly after 4 o'clock last Thursday, having left Ryan, Thomas and Ohrt near Hammond owing to a puncture to Thomas' tire. Quick repairs were the order and the trio soon followed Lawson and Miller into the city. Mitten, Lawrence and Hanson reached the city at 6 p. m., having finished the 1,130-mile trip in ten days of elapsed time, their average speed on the trip being about fifteen miles per hour.

Most of the party were fortunate in their lack of punctures and other tire trouble, Lawson, Mitten and Miller having but one puncture on the entire trip, Miller's puncture coming on the first day, Lawson's thirty miles from Chicago and Mitten's about half-way. Ernest Ohrt rode the entire trip with no tire trouble at all.

The trip proved to be a fine test for the new Pye-Musselman tire, with which most of the rider's wheels were equipped; despite the rough going the tires showed very little wear. Ohrt's wheel was equipped with Advanced Palmer tires. The riders, who are entered in the six-day race at the Coliseum this month, will finish their training on the boulevards of the city and the Riverview Velodrome.

John M. Chapman, manager of the Newark Velodrome and the local six-day race, was in the city when the riders arrived. Chapman was enthusiastic over the ride made by the professionals and a race from Newark to Chicago or Chicago to Newark, is now a pet scheme of the Newark manager. It is already rumored that such a race may be staged next spring.

### SIDELIGHTS OF THE TRIP

Worth Mitten told a good one on Lawson at the finish of the journey. After heading into a strong wind for over fifty miles his party reached Victor, N. Y., when Iver went into the village hotel and asked for a high one. "High what?" said the hotel keeper. "Beer," Iver remarked. "Shucks! This town has been dry for six

**J. A. Benson, of Los Angeles, Who Will Manage the Distribution of the Smith Motor Wheel in Southern California**

years," was the retort of the hotel proprietor, and Iver nearly fainted.

Ernest Ohrt, the punctureless member of the troupe, always likes to look prim and neat. Ohrt carried a bottle of hair tonic all the way and a quart bottle at that.

Ohrt and Miller hold the record for boosting the high cost of living. At Buffalo Ohrt ate a meal that carried a $1.90 check with it and Miller's meal put him back $2. In addition Ohrt had an electric massage at Buffalo that separated him from $2.50. Some class to them.

Martin Ryan made a vow when he left Newark that he would not shave until he reached Chicago. He lost his nerve and his vow at the same time when he reached Toledo. He looked like a woodsman after a month's exile until he had the growth removed. He stated that he was afraid that some squirrels might try to camp in the patch.

Mitten states that so many tourists, motorcycle and bicycle, try to get by on trips of this kind by selling post cards, that at a number of stops they were asked what they were selling. At North Girard, Pa., Lawson was asked by a hotel man how much "gas" he used on the trip.

### MAKE SPECIALTY OF LADIES' WHEELS

Dallas, Texas, October 23.—A new firm has been organized under the name of the Longbotham Sporting Goods Company, to take over the stock of the Ruff Sporting Goods Company, which has dissolved. The entire store has been overhauled and a complete line of Westminster, Carnival, Dexter and Dayton wheels are being installed. The new company will make a specialty of ladies' bicycles, as they are again becoming popular among the ladies here.

### LIVELY BICYCLE SALES

Detroit, Mich.—"We have sold more than 100 bicycles up to October 1, which is more than we sold the entire year of 1914," said Joe Adcock, of the W. E. Metzger Co. recently. "We sold them to some of the richest families in the city who bought them for their children."

### BUSY ALL YEAR

St. Joseph, Mo., October 30.—F. Lee, the Merkel bicycle agent at St. Joseph, Mo., says that the bicycle business has been fairly good this summer. His assistant, however, insists that "fairly" is only putting it very mild, for he has been busy all year uncrating the bicycles for delivery. Lee's shop is an exclusive bicycle establishment.

### FIRE IN LOUISVILLE STORE

Louisville, Ky., October 30.—The sporting goods and bicycle store of Bourne & Bond, at 317 West Market street, was slightly damaged by fire which started from a defective flue on October 21. The building, which is owned by J. C. Bourne, and the stock, were fully insured and no loss was suffered.

### BLAZE IN CYCLE STORE

Detroit, Mich.—Fire did damage to the amount of $500 in the store of the Slipson-Kleefus Cycle Co., 621 Woodward avenue, on October 23. The loss was fully covered by insurance.

### MOVES HIS SHOP

Attica, N. Y., November 1.—John Turell, a local bicycle dealer, has moved his bicycle shop to larger quarters. He will occupy an entire building and will remodel his new store along modern lines.

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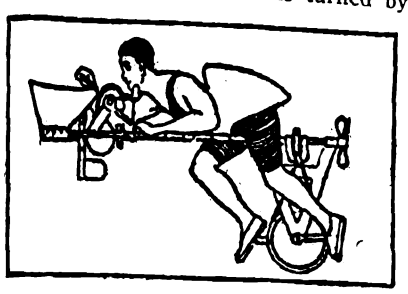
### UNIQUE "WATER BICYCLE"

Chicago, Ill., October 2.—A unique "water bicycle," which has been patented by a Chicago man, is shown in the accompanying illustration. A long bar has wing-like floats at two sections to support it, and at the rear end is a propeller. This propeller is operated by pedals that drive a small wheel depending from the back, and also by a gear in front that is turned by



the hands. Thus double impetus is given to the shaft. The "rider" lies flat on his stomach along the top of the bar, his chin resting in a pivoted support that turns the rudder which is located in front. By turning his head one way or the other the operator can steer easily and well. While the apparatus is made buoyant, it is probably just as well that the user should know how to swim, as well as how to ride a bicycle.

### BICYCLE SALES ARE BIG ONES FOR JOBBER SMITH

Los Angeles, Cal.—C. L. Smith, the bicycle jobber and distributor is elated over the business done during the past six months. Four days after he received his last lot of 257 bicycles he had delivered over 200 wholesale, and was accepting orders against the carload to be shipped in November.

Smith states that his business has increased so fast since taking the Great Western line of cycles that he has had to put in a mezzanine floor or big balcony during the entire length of the store. This gives plenty of room for stock, the room being utilized for an up-to-date arrangement of additional shelves. "The bicycle business" says Smith, "is a good booster for tires and accessories as well as motorcycle and bicycle parts."

The Smith establishment is considered one of the best-arranged large stores in the Pacific section, and its activities are considered an excellent barometer of bicycle business throughout Southern California.

### FISHER VICTIM OF COLLISION

Rochester, N. Y., November 1.—Ward H. Fisher, a former bicycle racer, died today as the result of injuries received in a collision between his motorcycle and that ridden by another Rochester man. The accident occurred near Garbutt on the Scottsville road. Fisher's skull was fractured and he received severe lacerations in addition. The other rider, Roman Brahler, had his leg broken and suffered internal injuries. Fisher died before reaching the hospital.

Ward Fisher was one of the best known cyclists in Rochester and this part of New York State before the advent of the motorcycle. He was a member of the Old Century Bicycle Club, which used to hold races on St. Paul boulevard and on the Genessee Valley Park track. In the 50-mile distance races on the Martin road out of Buffalo, Fisher never failed to share in the money. He was later an expert motorcyclist, being connected with the Harley-Davidson agency at 210 Main street, this city.

## CYCLE DOINGS IN TORONTO TRADE AND CLUBS

TORONTO, Ontario.—Like a bolt from the blue was the announcement made by Robert Falconer of the Queen City Bicycle Club of Toronto, the second oldest member in the Canadian Wheelmen's Association and the vice-president of that body, that he had resigned from office as a protest against the alleged steamroller methods of G. L. MacKay, Chairman of the Racing Board, in arranging for various recent races. One charge made by Falconer is that G. L. MacKay knowingly permitted a professional bicyclist to compete in the Dunlap Trophy race which is for amateurs only. Other protests are to follow, it is declared, and one or two other officers of the C. W. A. have threatened to resign.

The Salem Bicycle Club has made arrangements for the holding of a bicycle handicap road race on Saturday, November 6.

A crowd of roving cyclists, including Art Spencer, the Canadian champion, rode to Hamilton and return last Sunday. The total distance covered was about 95 miles.

The Board of Police Commissioners of Toronto have decided to banish the glaring headlight within the city lines. The cyclists are thankful.

### RENTING MOTOR WHEELS

A. J. Hockett, Smith Motor Wheel dealer for Grinnell, Iowa, is employing a profitable Motor Wheel renting system. He has three Motor Wheels in the service and his rental price is fifty cents per hour. Records show that Hockett has taken in as high as $6 a day.

### BOY SCOUTS IN NOVEL RACE

Toronto, Ontario.—A unique incident occurred in "Toronto the Good" last Sunday when eighty-five Boy Scouts engaged in a race from the Scout headquarters to the many churches of the city in order to deliver a message for the Red Cross Society.

### SANBORN TRIED TO BREAK BALTIMORE-WASHINGTON RECORD

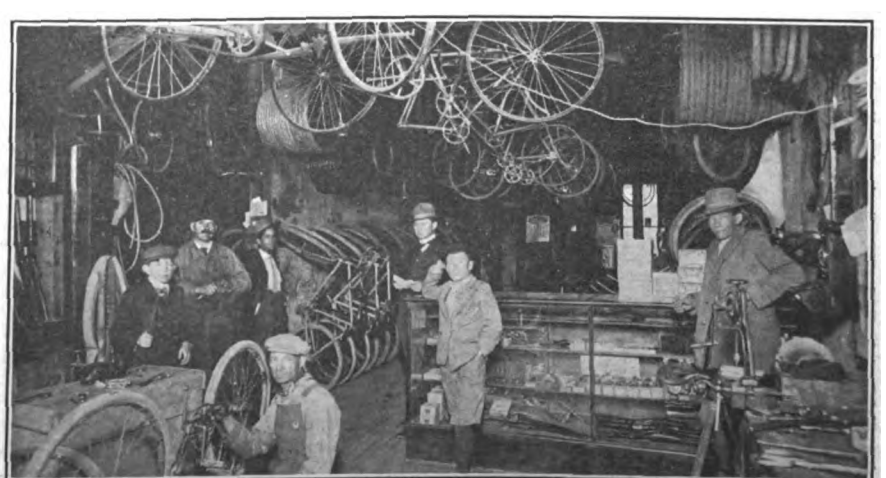
Baltimore, Md., October 30.—Fred M. Sanborn, of the Crescent Bicycle Club, made a strenuous but unsuccessful attempt on October 24 to break the inter-city record for the run from Baltimore to Washington and return, riding the distance of 80 miles in 4 hours 38 minutes and 45 seconds, 11 minutes behind the record made by August Leimbach, of the Crescents, in 1912. Sanborn rode the first 21 miles, from the City Hall at Baltimore to Laurel, in 1 hour and 5 minutes, and the remaining 19 miles to Washington in 1 hour flat, but was unable to maintain this pace against the strong north wind encountered on the homeward trip, 2 hours and 33 minutes being required to make the second half of the run. Sanborn feels confident, however, that he can break the old record under more favorable weather conditions and will make another attempt at a later date.

### CRESCENTS WILL HOLD THANKSGIVING DAY RACE

Baltimore, Md., November 2.—The Crescent Bicycle Club will promote a big open track meet on Thanksgiving Day morning on the quarter-mile track at one of the local tracks. The races will be open to any rider in the State, and no entry fee will be charged in any of the races. There will be a novice race, one mile state championship race, team pursuit race and several other events, in adidtion to the three club championship races at a quarter mile, half mile, and one mile, which will be run at the meet. The one mile state championship and unlimited Australian pursuit team races will bring out a field of the best men in the state and some very good sport should result.

### TOURS GETTING POPULAR

That the touring "bug" has possessed the members of the New York Division of the Century Road Club Association is shown by the many stories, told at the club meetings, of week-end trips to points of interest. First Willian Winquist and Lucien Wetzel reported a three-day tour to Albany and return to New York, and then Captain Steppello and Sylvain Segal spoke of their tour to Boston and return, while Lucien Wetzel, Ernest Kuno and Andrew N. Segal reported a number of week-end trips.



**Busy Shop of the El Paso (Tex.) Cycle Works. C. D. Freeman Is the Owner**

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# NEWS AND VIEWS OF F. A. M. DOINGS

By GOSLIN

WHEN anyone wishes to make a protest against a referee's decision in track or road event, they should get out the little F. A. M. Competition Rules book, and proceed as per the instructions found in Article 16. During the Chicago Show week, the competition committee as a whole met and turned down the Hess-Capital City M. C. appeal from Referee John L. Donovan's decision awarding the Bosch trophy to Liggett. No written protest was filed, merely a verbal complaint made 30 hours after the races at Sacramento were over; and, consequently, the committee had no power to act. Hess thus lost the chance for a hearing. It is up to you, Mr. Competitor, to make your protest promptly and in the proper manner.

**Status of the Dealer**

Ever since the Columbus convention of the F. A. M. in 1912, when the trade-rider class was abolished, there has been dissatisfaction regarding the amateur and professional classification of F. A. M. competition riders. Some efforts to restore the abolished class have been made, showing a desire for a dealer's class from both the amateurs and professionals.

In track events it is the writer's opinion that riders should either be amateurs or professionals; in road events also—but as regards dealers, they should be classed as amateurs if they have never competed upon enclosed tracks. In road events, dealers may not be as proficient as amateur owners in negotiating the rough stuff, so why should they be classed as professionals? The average dealer enters runs and hill-climbs for the sport, and not for the pecuniary benefits.

**Ruling on the Professional**

At the meeting of the competition committee during the Chicago show it was decided that a professional, according to Article 5, Section 3, is one who competes for cash, or who, being directly or indirectly connected with the trade, competes on tracks where the public is charged admission. This will enable a lot of dealers or trade men to compete in road events as amateurs, and thus keep their standing in other branches of sport. That it will be abused by a few riders is probably true, but with a referee on the job few infractions of the rule will get past him.

**Woody Has No. 35,000**

F. A. M. card No. 35,000 has just been issued to W. H. Woody, of Oklahoma. If all the gaps in the ranks were filled in we'd make a mighty force in all parts of the country. The federation is just as strong as each individual tries to make it. If you don't pay your initiation fee and sit down waiting for all the benefits to fall into your lap, as it were, you will not get much out of the organization. But if you get out and boost, and try to secure by organized effort what belongs to you, then you will feel that the F. A. M. really amounts to something.

**The Federation Lawyer**

Don't expect the federation to pay for an accident or hire a lawyer to fight your case for you—no accident insurance company can do it, even for $25 per year. The F. A. M. expects to help when the case affects a whole group of riders, but not a lone individual here and there. Get busy, then, and appoint your own F. A. M. lawyer in every town, so that you have some one you can look to as a legal advisor. The lawyers are only too glad to take up the proposition; it means business for them.

So lose no time in appointing your lawyer. Write to William M. Johnson, 811 Ashland Block, Chicago, Ill., for particulars.

## F. A. M. GAINS IN OCTOBER

F. A. M. membership statistics for the month of October, 1915, show 223 renewals of membership, with 87 unaffiliated new members and 107 new affiliated members. New York leads with 80, of which 20 are unaffiliated, 20 affiliated and 40 are renewals. Massachusetts came second with a total of 36, of which 23 were renewals and 13 unaffiliated members. Pennsylvania comes next with 30, of which 10 are affiliated, 3 unaffiliated and 17 renewals. Missouri is fourth with 12 affiliated, one unaffiliated and 13 renewals totaling 26 members.

New Hampshire, Vermont, Idaho, Panama and Florida only had one new member each for October. The District of Columbia did not gain in new members at all, having one renewal only for the month. Oregon had one new member and one renewal, Maryland had the same, as did West Virginia, Tennessee, Minnesota and North Dakota. Rhode Island had six renewals and four new members, while New Jersey had 13 new members and 11 renewals. Virginia got two new members and had two others renew their membership.

Two renewals are the total from North Carolina, while from the State next south were 14 affiliated and one renewal. Georgia had four renew their subscriptions. Alabama had one new member affiliate. Texas had 12 renewals and 3 affiliated and 4 unaffiliated members for October. Oklahoma had 4 renewals, 15 affiliated members and 3 unaffiliated. Ohio reported 4 affiliated, 8 unaffiliated and 14 renewals, while Indiana only had two unaffiliated, but otherwise was the same as Ohio.

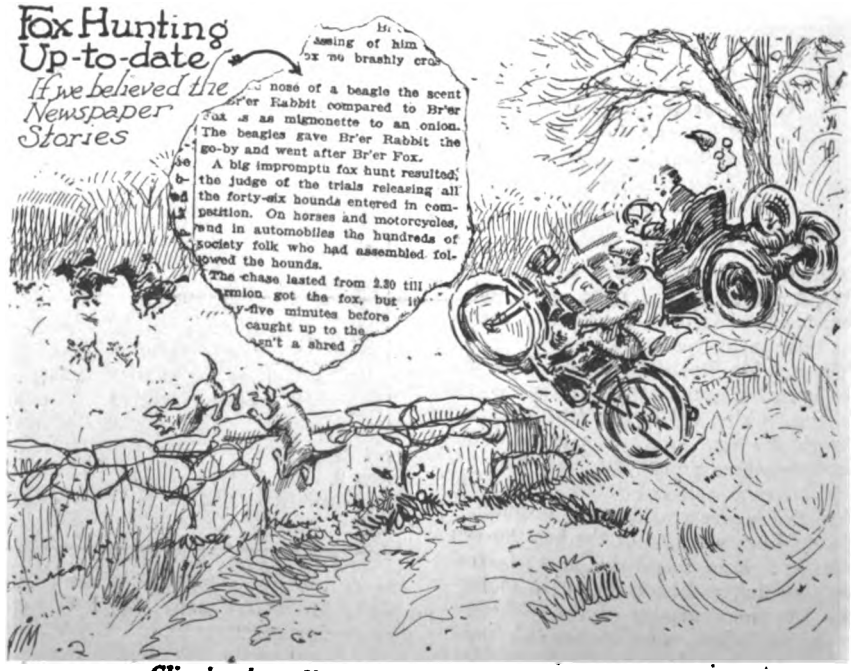
Illinois scored 2 affiliated, 7 unaffiliated and 6 renewals. Wisconsin had one affiliated, 4 unaffiliated and 9 renewals. Michigan had 3 renew and 2 affiliated, while Nebraska had 3 affiliated, one unaffiliated and 5 renewals. Kansas had three riders renew; Iowa had two renew; California had 6 affiliated, one unaffiliated and 15 renewals. Colorado had three renewals, and Arizona two.

## THAT MOTORCYCLE MOVIE PICTURE

Los Angeles, Cal., October 23.—The appearance in a recent issue of Motor Cycle Illustrated of a photo showing Walter A. Klintberg, a Keystone motion picture actor, in the daring feat of jumping through the top of an automobile, has brought many letters to the Keystone Company, asking the name of the film and the time when it would be released. Being too busy to handle the correspondence that would be entailed in answering all these requests, the manager of the Keystone Company wishes to announce through Motor Cycle Illustrated that the film will be called "Sabed By Wireless," and that it will be released in New York City during the first week of November.

## ANOTHER CYCLE CORPS

Ottawa, Ontario.—A call has been issued by the Militia Department for bicyclists and motorcyclists for still another Divisional Cyclist Corps of about 250 officers and men to act as despatch riders, signallers, scouts and mobile infantry. This will make the fourth bicycle corps to be raised in Canada since the war began. The fourth corps will be recruited from all parts of the Dominion and will be mobilized at a convenient camp in Eastern Canada.




*Clipping from New York Morning World of October 27*

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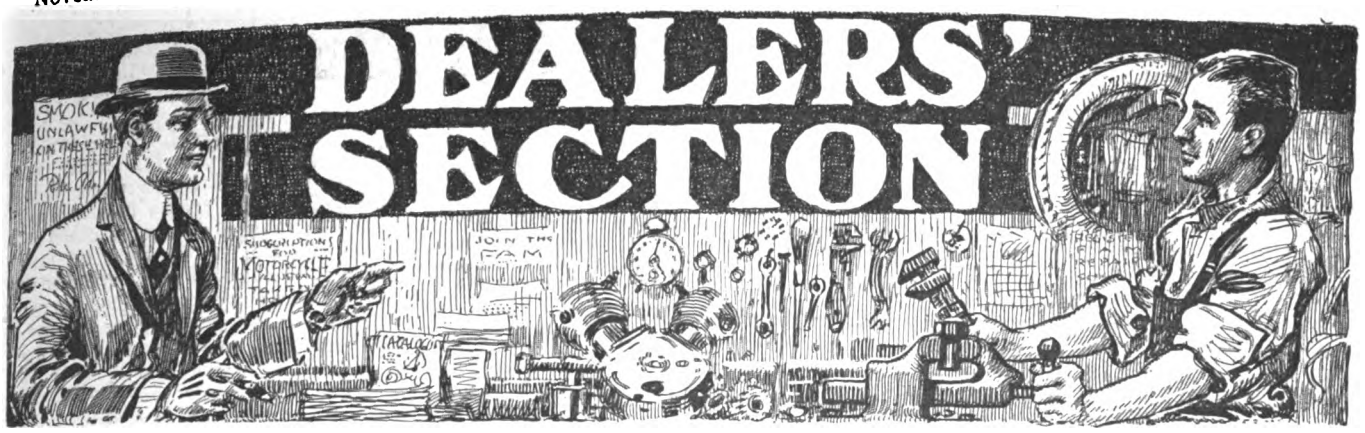


# SELLING LIGHTWEIGHTS—POINTERS FOR THE DEALER

## Classes to Whom the Light Machines Will Appeal and How to Reach Them

By TRADESTER

NOW that lightweights are here, the question which will at once loom up in the minds of most motorcycle dealers is: "What are we going to do with them?"

"Sell them," say the sales manager and the traveler; but the dealer with a skeptical turn of mind comes back immediately with, "To whom?"

Both queries promulgated by the dealer are in order. For the past five or six years at least, the motorcycle dealer has been catering strictly to one class of buyers, the class that buys for sake of speed and power—and nothing more. To put into the hands of these riders the comparatively slow, quiet, and considerably less powerful type of machine, which makes its appearance this year, will be next to an impossibility; and every dealer knows it. Riders of this type cannot be weaned from their chosen vehicle, any more than the Ethiopian can change his color, or the leopard his spots. The lightweight machine will be straddled by an entirely new class of riders—perhaps classes would be more fitting—and the dealer who would clean up on the 1916 innovation must bend every effort toward creating this class or classes as the case may be.

### One of the Classes

The dealer will now come back, not only with a "Who," but also a "How?" The first question is easily answered. In the first place there is that class of riders, or would-be riders, the members of which have not the money to purchase machines and who must look to their parents for the necessary outlay. The dealer who handles the lightweights has two very strong appeals to the parents in this case. Number one—price; and number two—safety. There is not a doubt in the world that many a parent can be induced to buy a lightweight machine for their hopeful offspring, who, because of the high price and the to him terrifying speed of the high-powered twin, would not think of allowing his son to ride heretofore. To reach this class of buyer it is first necessary to reach the son, so that the high school and the college will immediately appeal to the dealer as the proper place to interest the young idea in machines of this type. With this thought in mind it will perhaps redound greatly to the benefit of the dealer who first takes advertising space in the high school or college paper, the dance program, or who in any other way gets his name before the student body.

### How to Handle Young Prospects

There are many other ways of accomplishing the same result. It might, for instance, be feasible to get hold of a school roster, or, perhaps, to obtain the names of the members of some school organization, such as the Athletic Society, and to circularize this list well. After interesting the young fellow, provided the parent can afford it, the lightweight machine offers an excellent opportunity of making him a new recruit to the ranks of the motorcyclists. Advertisements to the young fellow should play up the sporting side of motorcycling—the pure joy that comes of possessing a vehicle and keeping out in the open. Advertisements to the parent should drive home the fact that the lightweight machine is a fully practicable motor vehicle with the speed and danger elements removed; a machine that is simple to control and easy to handle and which sells for half the price of the larger ones.

Then there is the working man who would use a motorcycle instead of the street car, or the bicycle, to get to and from his work each day, provided it was brought home to him that the price was within his reach. He, too, has his organization—the labor union—and with a little diplomacy there is not a doubt in the world but what a live dealer could so work matters, as to have the list of union members put at his disposal. Letters calling attention to the convenience and dependability of the new type of vehicle as contrasted with other means of getting to and from work, and pointing out the low first cost, as well as the slight running expenses; letters calling attention to the installment plan method of paying and playing up the recreative side of the motorcycle, will be a good way toward bringing the working man into the motorcycling fold.

### Easy Jump From Bicycle

The dealer who sells bicycles has an opportunity to convert many who have heretofore preferred the simpler two-wheeler into full-fledged motorcyclists, through the intermediary of the lightweight. For, after all, it is but a step from the bicycle to the lightweight, while it is a good-sized jump from the featherweight bicycle to the high-powered twin, and a jump that a fairly large proportion of riders cannot be induced to take, because either of fear of the larger and speedier mount or the price considerations. The dealer who starts right now and circularizes every person who bought a bicycle from him in seasons past, pointing out the comparatively slight difference in cost and the very great difference in convenience between the bicycle and the motorcycle and making sure to emphasize the simplicity, lightweight and easy handling of the motor vehicle, cannot fail to rouse an interest in the new vehicle that will result in a thriving trade when the season opens.

Don't forget the motorcyclist who has quit—the fellow who bought a heavy machine and found that he could not handle it, or whose parents were afraid of it. There is not a dealer the country over who has not lost at least one customer in this manner. Many times these boys can be induced to take up riding again when they learn that weights have come down, as well as prices.

### Men Who Fear Heavyweights

In the same category, only not quite so easily reached, are the men who never could be induced to ride, for pure fear of the heavy machine; the men who kept away from it because of the high cost, and the fellow who is wont to look contemptuously on the motorcycle as a "dirty, noisy little vehicle." All three can be reached, some through the show window, many through friends, some through letters, some through advertising, a very great many through newspaper publicity—for, regardless of what we say, the fellows who do not believe what they read in the papers are few and far between. Get after them—drive home to them features that distinguish the lightweight machine from the heavy twins. They are all comers.

And speaking of newspaper publicity, the time to get that is right now, while the lightweight machine is new and unheard of in many quarters. Give the "dope" on the lightweight to the editor, sporting editor, or the man who comes to you for your ad. He will see the possibilities of the lightweight from a news standpoint and will be glad to give it space, especially if an ad accompanies the story.

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# DEALERS' SECTION

## SECURES CONVICTION FOR THEFT OF MOTORCYCLES

Indianapolis, Ind.—The G. H. Westing Company recently secured a conviction for the theft of a motorcycle and sidecar, one of the convictions it has been possible to make in this city for such a theft. The sidecar combination of Foreman Charles Foley was taken from his barn about midnight one night, but the loss was not discovered until early the next morning. The Westing firm sent out riders over all the main roads to search for the stolen outfit at once.

Jack Carr, motorcycle department manager, rode east and finally overtook a rider on the stolen machine, but the sidecar was missing. He rode with this man until both reached the Exelsior agency of Elmer Smith at Richmond. Inviting the rider to dinner, Carr notified Smith, who sent for the police and the thief was quickly apprehended. He was Charles Staley, of San Antonio, Texas, and was a cripple with but one hand. In court, Staley was sentenced to three months at the penal farm, owing to his maimed condition.

## ST. LOUIS DAYTON AGENCY

St. Louis, Mo.—Blissner Brothers have taken the agency for the Dayton for this city and vicinity for 1916. Their shop is at 3563 Lindell avenue.

## GOTT BUYS OUT PARTNER

Peoria, Ill.—Paul Gott, the welll-known Harley-Davidson dealer and racing man has bought out the interest of his partner, J. G. Martin. He will run the firm hereafter under the name of the Paul E. Gott Company.

Gott will shortly add the Dayton and Pope lines of bicycles to his bicycle department. He reports booking ten orders for 1916 Harley-Davidsons so far and has several commercial prospects for the new models. He recently delivered a three-speed twin to the Peoria police department and several to local grocery establishments.

## WALKER HOLDS OWN SHOW

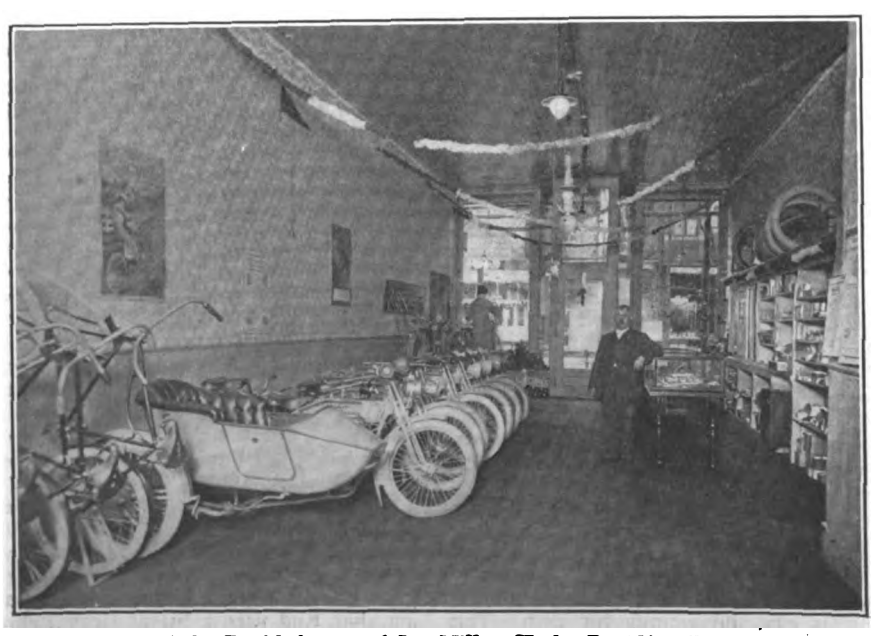
Boston, Mass.—W. J. Walker, local agent for the Harley-Davidson, at 178 Columbus avenue, had the entire Harley-Davidson exhibit from the Madison Square Garden show, in New York, transplanted to his headquarters in this city, and held a special exhibition of his own during the week of October 18-24. The exhibition was a "howling success," according to Walker, and the sales for fall delivery were much increased by it.

## BRAZENOR AT H-D FACTORY

Brooklyn, N. Y.—Bob Brazenor, who distributes the Harley-Davidson in this city and over Long Island, is spending three weeks at the factory of the Harley-Davidson Motor Company in Milwaukee, Wis. This is Brazenor's annual trip to the home of the Silent Gray Fellow, and he always comes back with the fullest understanding about the new models, and also has little kinks in repairs and adjustments as the result of his stay at the big factory.

## PATTERSON ON VACATION

Kansas City, Mo.—Andy Patterson, mechanic for Newby Brothers, Merkel, Thor and Henderson agents, has locked up his machine in the shop and gone off on a month's vacation. He is driving through Iowa in a motorcar which he recently purchased, his wife and Ernest Bush accompanying him.



**Neat Interior of the Establishment of Joe Miller, Harley-Davidson Representative in Burlington, Iowa—Scrupulous Cleanliness and Order Are Insisted On**

## SIDECAR SALES BY MILLER

Burlington, Iowa.—Joe Miller, proprietor of the Hawkeye Cycle Works, Harley-Davidson agency in this city, reports the sale of an electric model with sidecar to Dr. W. H. Ryan for use in making professional calls. Another similar sale was made a short time ago to the Merrill Drug Company, for the use of their traveling salesman, J. L. Warwood. In spite of rains and general poor weather the agency has sold its entire 1915 allotment, and is looking forward to a fine season in 1916.

## WITH WANDERSEE FORCES

Detroit, Mich.—R. D. Brown and Paul Garst have joined the organization of the W. E. Wandersee Company, Harley-Davidson representatives in this city. Brown was formerly in the Harley-Davidson Boston branch, and Garst is a rider of considerable note, being one of the Dodge City speedsters. Both men will perfect a system in the parts and repair department of the Wandersee firm.

## TAKES ON HENDERSON

Newark, N. J.—Bert Coryell, who is in charge of the establishment of the late Frank Cornish on 219 Clinton avenue, has taken the agency for the Henderson for Newark and all of Essex County for 1916. Ever since Cornish opened this establishment, the Yale lines have been handled from this address, and this is the first change of representation in the motorcycle line.

## WEBBER WITH N. Y. SPORTING GOODS

Calvin R. Webber, formerly of Lynchburg and Roanoke, Va., has joined the forces of the New York Sporting Goods Company, of New York, as manager of the motorcycle department. Webber promoted many of the activities of the Dixie and Seminole motorcycle clubs in the South and has been a consistent Indian booster since his first entrance into the trade.

## REPORT SATISFACTORY BUSINESS

San Francisco, October 21.—F. H. Lundblade, of the firm of Knudsen & Lundblade, Eureka, Cal., who are Humboldt County agents for Indian motorcycles and Iver Johnson and Pierce bicycles, was a recent visitor in this city. Mr. Lundblade says that his company has enjoyed a very satisfactory business in both motorcycles and bicycles during the present year.

## TAKES ON TANDEM LINES

St. Louis, Mo.—The R. J. Leacock Sporting Goods Company has taken a jobbing agency for the F. N. tandems and Stoll tandems for this city, thus adding two more well-known lines to their other extensive representations.

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# DEALERS' SECTION

### KREBS ON REGULAR VISIT TO WESTFIELD CO. PLANT

Westfield, Mass., November 1.—Charles Krebs, Newark, N. J., agent for the Pope motorcycle and bicycle lines, arrived at the factory of the Westfield Manufacturing Company today. He left his headquarters at 51 William street yesterday with a two-speed Pope and rode all the way from the New Jersey metropolis.

Krebs reports that Pope business is better than ever in his territory. He is steadily increasing his list of riders of Pope motorcycles in and around Newark. Recent bicycle sales include two to the Public Service Corporation for use of their outside men. The repair shop is busy these days, he says, on work for all makes of machines, including bicycles as well as motorcycles. The chief demand is for big twins with two or three-speed gears on the one hand and for roadster and commercial bicycles on the other.

### JOHANNES BROS.' 1915 SALES

Springfield, Ill.—The results of the first season's representation for the Henderson by Johannes Brothers, of 310 East Cook street, this city, showed six sales, but the two brothers, Nicholas and Louis, look for a big season for 1916 with this line. In Excelsior sales, 32 new models and 25 second-hand machines were the total for 1915. Johannes Brothers say that they are and will continue to be exclusive motorcycle agents, rumors that they are to handle bicycles being without foundation.

### BERGES FIRM OUTING

Bakersfield, Cal.—The Berges Motor Supply Company, Thor agents for this city and environs, gave a picnic to 300 motorcyclists and bicyclists on October 3. The affair commenced with the guests going fishing and swimming, after which a big feed was enjoyed by all. The Bakersfield band played during the dinner hour and afterward furnished music for dancing. All enjoyed the festivities to the full.

The Berges firm has taken the Indian agency for Kern County for 1916, and have already deposits for nine mounts of that make. The sales of bicycles have surpassed all expectations, the September transactions totalling 157 wheels in all.

### HEINZ IN MINING COLLEGE

St. Louis, Mo.—C. E. Heinz, formerly outside salesman for the Olive Motor & Cycle Company, Harley-Davidson agent, is registered at the Rolla School of Mines, at Rolla, Mo. He resigned from his sales connection recently to study at the mining college.

### KENNY IS RECUPERATING

Lafayette, Ind.—Ross Kenny, local Harley-Davidson dealer, is recuperating from the effects of a broken collar bone and some minor bruises received while riding in a recent race meet. The accident was a mixup when two riders spilled in front of him and was unavoidable. Kenny is congratulating himself that he got off so easily.

**Neat Interior of Ellis Bicycle Company, Handling Pope Motorcycles and Bicycles in Wichita, Kan.—A Complete Stock of Accessories Is Kept at All Times**

### CUTTER SELLS HIS INTEREST

Peoria, Ill.—Wesley Cutter has sold out his interest in the Peoria Motorcycle Supply Company to Holland & Rieker. The new proprietors have changed the name to the Peoria Cycle Supply Company and will sell the Henderson and Thor for 1916. Cutter is to travel in the interests of the Westfield Mfg. Co., makers of Pope bicycles and motorcycles.

### KELLINGTONS HAVE H-D

Decatur, Ill.—N. Kellington and his son, E. N. Kellington, have taken the Harley-Davidson agency for this city and vicinity. They will open a salesroom in a few weeks, and will handle bicycles in addition to the motorcycle line.

### HARLEY-DAVIDSON AT GALESBURG

Galesburg, Ill.—Lee Wright has taken the agency for the Harley-Davidson for Galesburg. Wright prides himself on his shop and salesroom, which is considered one of the best in Central Illinois.

### FREESE & HARRIS TO OPEN

Elgin, Ill.—Freese & Harris have taken the agency for the Harley-Davidson for this section and will open a garage and salesroom on Illinois street, when the most desirable location can be found. They will add a line of bicycles as soon as the shop gets under way.

### ELIJAH SIGNS UP AGAIN

Wawaka, Ind.—Roy Elijah has again contracted to handle the Harley-Davidson for this city and vicinity for 1916. This is his fifth year with this make of motorcycle.

### NOW IN POSTAL SERVICE

Indianapolis, Ind.—Elmer Myerose, formerly manager of the parts department of the G. H. Westing Company, of this city, is in the Indianapolis postal service, having severed his connection with the Westing house a few weeks ago. Myerose was in the post office service prior to his joining the Westing forces. He is succeeded by C. R. Brown, who formerly had charge of the sundries department.

### RETAILERS ORGANIZE $10,000 CONCERN

Cincinnati, Ohio, October 25,—The Park Motor Car Company has been incorporated with a capital of $10,000 to deal in automobiles and motorcycles and to operate a garage. The incorporators are William C. Lang, Christian Lang, Arthur G. Herman and Kate O. Herman.

### AGENCY AT TIVOLI

Tivoli, Ill.—Arthur Opie has taken the local agency for the Harley-Davidson. The contract was signed with Paul Gott, distributor for this section.

### RECENT COMMERCIAL SALE

Rockford, Ill.—Arthur Johnson, who handles the Harley-Davidson in this city, recently sold a truck to Earl Bengston, who conducts a parcel delivery service in Rockford. Bengston will also employ the truck for special delivery of the Rockford *Register Gazette*.

### MOVIE MAN ON THE SIDE

Springfield, Ill.—Rud Blucke, Harley-Davidson representative in this city, is a moving picture operator in such spare moments as his sales of machines allow. He "free lances" with his own apparatus, one of his steady customers being a big Chicago newspaper. It goes without saying that Rud uses a Silent Gray Fellow to take him to and from the scenes of his filming operations.

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# Along Technical Lines

## THE TWO-STROKE MOTOR—STARTING IT

### Points on Giving Initial Impulses With Some Remarks on Sooting

By D. R. HOBART

**Last of a Series of Three Articles on This Type of Motor**

PREVIOUS installments in this series treated of the operation and of several characteristics of the two-stroke motor, and in particular about its carburetion. It was pointed out that quite a rich mixture was desirable for starting, and that a fine mixture was almost obligatory for running. But before continuing, I should like to say a word or two more about starting.

When the two-stroker is not fitted with pedals or a kick-starter, it is up to the rider to give the initial impulses by means of the feet "slogging" on the ground, or by making the running mount. The low gear should be engaged to get the motor to spin up and, of course, the mixture should be made rich. I guess I've said this several times before, but it is a point that needs driving home. Any pushing off with the feet should be done with vigor, especially if the motor is cold, and a good speed (for the motorcycle) should be attained before shutting the compression release. Personally, I favor the running mount for the two-stroke, as being more of a positive starter," and also making riders expert in what is gradually becoming a lost art. You can easily learn to "foot-slog" or kick-off, according as you like to call the operation, but some day you will need to know how to mount on the run, and you can imagine the results if you don't know how to do it.

**When Starter Is Fitted**

When the mount has a starter, it is best to do the starting of the motor with the gear in neutral or with the rear wheel off the ground. If you should get a back-kick, the shock will be expended in turning the countershaft or the whole transmission over, and as these are comparatively free, there will be no strain put on any working parts. The same thing applies to machines fitted with pedals. Even if a two-stroker has a starter of any kind, it will always purr off with a running start, and what I said before of the starterless mount will be good for the one fitted with the kicker or the pedals. I might go further and say that, with good carburetion, not many riders will use the starter, even if it is fitted, as they grow used to their mounts.

In addition to being nice for starting, the low gear of a two-speed set has another use or two on a light two-stroker. One of these is for hill-climbing and rough road work, as anyone knows, but the other is less known. Two-stroke motors run best at a certain range of speeds, and much economy will result if instead of changing the throttle position the gear is changed. In other words, keep the motor running with its effective speed range by reducing or increasing the gear-ratio, which with a two-speed or three-speed gear will not be a difficult job.

This may sound sort of scientific, but it is worth knowing and practicing. It will be fine in traffic, and when the fuel is not quite what it ought to be, to give two conditions which riders often encounter.

**Clutch-Slamming Unprofitable**

Another point, and this should be memorized by those who have been riding leviathans. You can dump your throttle on a two-stroke, but you can't slam in the clutch. The motor will stall for the clutch-slammer, and he will have another start for his pains. Along with this is the expensive practice of trying to make a quick get-away. A light two-stroker will not leap forward as will an 8 horsepower twin when the clutch goes home, it will very probably stall dead and might injure a bearing in the process, depending of course, upon the brute strength of the rider. That's why I say the expensive practice of slamming, because it does not pay on a husky twin and still less on the little two-stroker.

Since the first article blossomed out in these columns, I have received several letters on carbonizing of two-strokes. Most of the inquirers seem to hold the impression that the two-stroke is a "sooter," but it is no more so than a four-stroke single cylinder, given good carburetion. However, if carbon does collect in the two-stroke, the power will not show such a proportionate falling-off as in the case of a motor having inlet and exhaust valves. The compression will be there and it can't be lost, for the carbon cannot establish a leak as with a sooted valve. It can, however, interfere with the running of the motor by collecting in the exhaust ports and reducing their diameter, thus setting up back-pressure and can reduce the size of the combustion chamber the same as in a four-stroke cylinder. The rider should take off his cylinder every 800 to 1,000 miles with a two-stroke motor and clean out the carbon in order to keep the motor in good trim.

## "SAFETY FIRST" FOR STORAGE BATTERY

By COURIER

WHILE the instruction books accompanying machines fitted with electrical systems are good in their way, it always strikes the writer that much is taken for granted by the battery people and by the authors of the books themselves. The slogan "Let it alone," is a fine one, and except as regards filling regularly with distilled water to make up for evaporation on charging, will satisfy most riders, but there seem to be little things that are not mentioned that some users do to their accumulators and then cry loudly when the latter do not operate properly.

An incident will illustrate one of these things unmentioned in the books. The writer was stopping in an agency to get gasoline, when he saw a rider "testing" his battery by means of a long screwdriver. The battery gave off pretty sparks for awhile, but it's dollars to doughnuts that something went wrong with it when he started out on the road. He was short-circuiting his battery beautifully and making it difficult or impossible to recharge, as the plates might be buckled or the active material loosened. He ran a good chance of putting his generator in poor shape, as his particular machine had to have the battery in working order to perform well on either ignition or lighting circuit. The moral of this is: Use an ammeter to test the charge and keep all metal things away from the cells.

**An Expensive Storage Space**

Then there was another battery-user who figured that spare chain links could be neatly packed away under the sliding lid of his battery box. I towed him in, for the run-down battery put the low tension side of his generator out of commission, and he got no current at all. His little bill was for some $30, while the chain links were worth about 30 cents. Apply the same moral as before.

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Number 3, uninformed (I almost used another word that is much shorter), I met about three weeks ago. He used a "straight" battery system, one with no generator in circuit. Having had the cells charged at an outside source, he put them back in the carrier and proceeded to make up the connections with iron cement. He got a joint of sorts, which was perfectly good electrically, but, unfortunately, the cement ran along the top of one cell and solidified against the battery carrier whose sides were of sheet metal. After making up the joint he coated the top of the battery with shellac and went out for a ride.

**The Disastrous Results**

That evening when he came to turn on the switch in the back of the lamp, the filament in the lamp glowed a faint pink for about 30 seconds and that was all. He purchased a bicycle lamp and came home. Those cells were a holy sight when we examined them the next day. The iron cement short-circuited the battery nicely, and there were pieces of the active material laying down in the bottom of one cell. The latter had an internal short-circuit and needed all plates renewed. The battery people put in three other new positive plates, in addition to the full set in the one cell, and the user was somewhat peeved. Of course, he condemned the battery and its makers unto the third and fourth generation, right away.

Then there are the trusting individuals who believe what anyone tells them about a storage battery, and those who cannot be told anything. There are more of the latter class than the former, unfortunately. One of them stubbornly insisted that acetic acid and water was better than water alone for the battery, and proceeded to insert the solution in spite of remonstrances from the dealer and a number of riders. He was wrong, as the disabled battery quickly proved. Another "wise guy" added sulphuric acid to a nickel-iron battery and then kicked at the results. It is almost true, as one dealer said, that the woods are full of chaps who won't take advice from the right source.

**Study the Instructions**

It doesn't require much thought to come to the conclusion that it pays to read the battery instruction section of the book pretty carefully, and ask the battery people about anything that you are not sure about. A little time devoted to the page or so pertaining to the storage battery in an outfit instruction manual will save time and cash for the user, so act accordingly.

## POINTERS IN GEAR CHANGING

In changing gears on a solo or sidecar machine, the following procedure will make things easier for both rider and motorcycle. On changing up, draw the clutch and reduce the throttle opening before moving the gear lever. After the change is made and the clutch let in, the throttle can be given again. When changing down make the change as quickly as possible but do not let the motor race unduly during the change; correcting racing with the throttle, but avoid cutting down the motor too much.

Following these directions will reduce wear on the motor, transmission and brakes and keep them dependable in case of emergency as well as ordinarily.

# SPRING FRAME HAS RADIAL MOVEMENT

ONE of the latest additions to the spring frame family is that of E. W. Morley, an English rider, at present located with a despatch-riding contingent in France. This frame is very scientifically designed and can be classed among those in which the rear wheel pivots about a center which coincides with the countershaft center. It has been used with success for a year on the roads of western Europe, and for the last three months over the vile and shell-torn highways of France and Belgium, according to the statement of its inventor. The first photograph shows the frame with a two-cylinder opposed motor fitted, the lines being the same as that of the British-built Douglas 2¾-horsepower model.

The frame is rigid from steering head to rear end, the rear forks and stays joining well back of the rear wheel, and being practically in one piece with the main frame. At C, in the second photograph, is the countershaft, pivotally mounted, and to this are connected tubular members leading to the slider-forks B. There is a curved yoke over the top of the wheel, this yoke attaching to the forks and stays on each side. Spiral springs are fitted between the rear end of the members BC on each side, the upper springs taking the shock and the lower the recoil.

**Driving Members at an Angle**

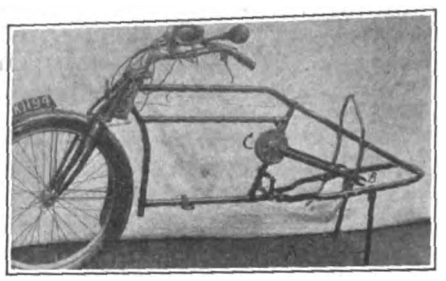
The countershaft is fitted in such a position on this machine as to have the primary chain drive and the final belt drive at an angle to each other instead of being in a straight line. This location is made so that the shock or blow to the wheel on encountering an obstacle is taken by the spiral springs and the motion of the wheel will be a true radial one around C as a center. The wheel is a floating member and is independent of the frame as far as road shocks are concerned. It rises backward and upward for about 6 inches on encountering an obstacle, and this is said to keep the wheel to the road instead of bounding up as in other types of spring frame.

**Completely Equipped Machine**

Arrangements are made for adjusting the tension of both chain and belt on this machine. While spiral springs are fitted to the frame shown, C-springs or leaf springs can be used. It is pointed out that a breakage of a spiral spring will not interfere with the action of the frame, as the spring would keep in position on the curved section of the yoke. Pneumatic tires are fitted, but solid tires have been used on this mount with considerable success, it is stated.

**General Lines of Machine**

The general lines of the fully-equipped machine should be noted. The primary drive is encased, following the best British practice, while the final drive, by V-belt, runs unprotected. The gearset on this machine is in the rear hub, and is apparently an Armstrong-Whitworth with three speeds. The arrangement of the change speed control, by cable leading along the member BC to the center of the countershaft and thence to the lever at the left of the tank is such that the cable is never lengthened or shortened during the motion of the rear wheel. Thus any chance of the gears coming out of mesh by changing the length of the cable is done away with. The mount is fitted with foot-rests, but of course a starting device could be fitted.



**Morley Frame in Detail**

The spring frame is patented in this country and in Great Britain at present, and application has been made for a patent in France. Large quantities of luggage can be carried on it, strapped to the rear part of the frame, or pannier bags of large size can be used on each side of the luggage carrier, following the British army regulation.

## HELPING THE NEW MODEL TO STRIKE ITS GAIT

WHILE a chapter could easily be written on how to treat the new model during the first month or so after it comes into the possession of the owner, there are a few important points which will pay the rider to keep in mind. The first of these is that high speed should not be indulged in for at least the first 500 miles, and the second is that plenty of oil—more than will be used later for a given distance—should be fed to the power plant.

The reason for never exceeding 25 to 30 miles per hour for the first 500 miles is a good one. The motor has not received a thorough road-test (except in a few cases) and the bearing surfaces have not had a chance to wear in nicely. If high speed is indulged in, the surfaces may be improperly worn and the motor will usually run too hot, as there will be plenty of friction due to the surfaces not being worn in.

Copious lubrication is naturally needed during this period in order to get the surfaces into the best of shape. A little point right here is in seeing that the mechanical oiler works right at all times, that it pumps oil and is not air-locked. The hand pump should not be neglected, for a gun of oil every now and then will help matters considerably.

The valve tappets should be looked over to see if the clearance is the right one, and the spark plugs taken out and the points adjusted to a gauge or to half a millimetre gap (about 1/50 of an inch). The brake adjustment is important, as many brakes need wearing in, the same as the bearing surfaces.

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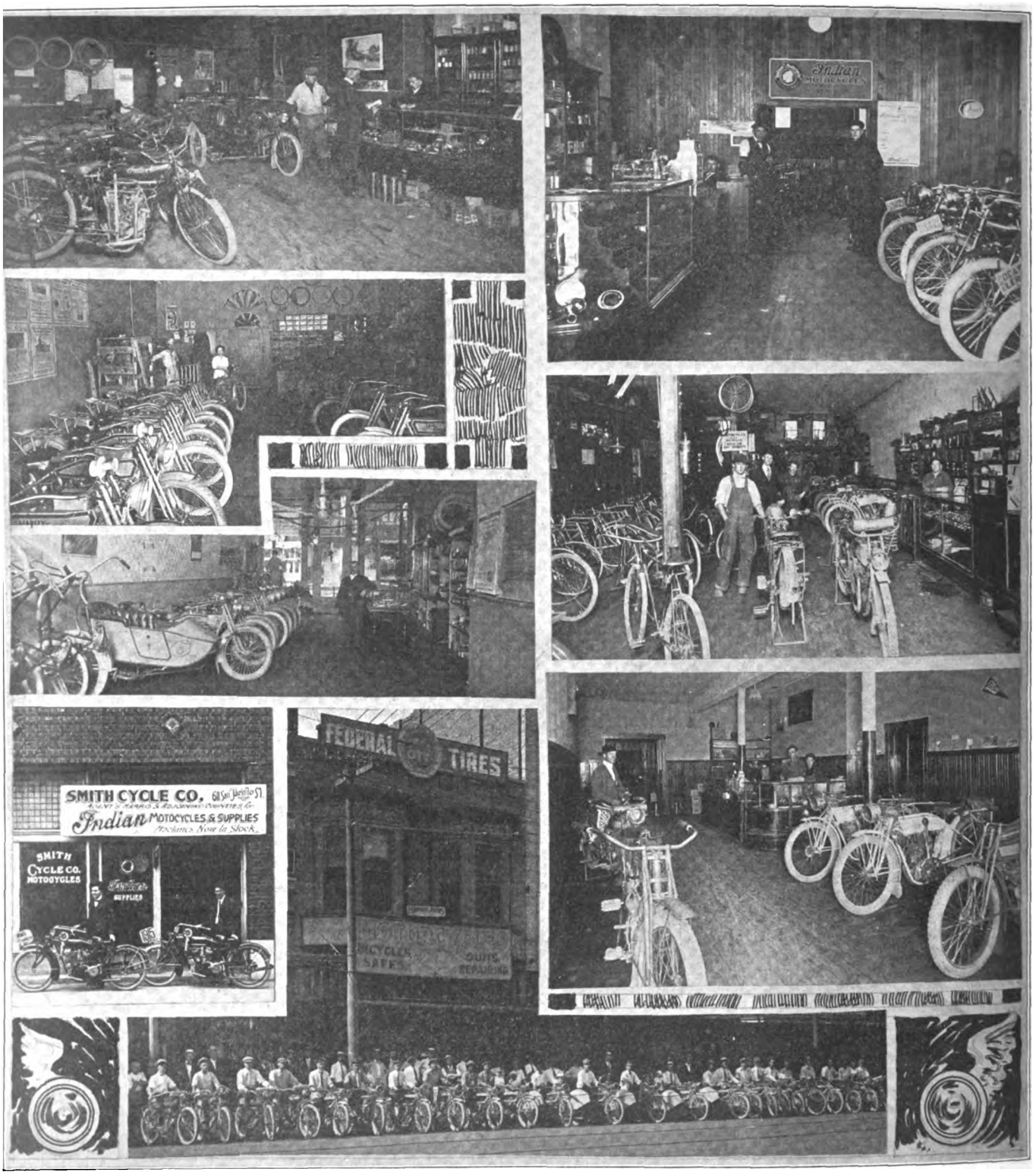
# THRIVING CYCLE AGENCIES HERE AND THERE




UPPER left, Indian agency of E. A. Brunelle, at Troy, N. Y.; upper right, wigwam of H. Systal, at Portland, Me.; second row, left, Harley-Davidson headquarters of Walt Cunningham Motor Co., in Wichita, Kan.; next below, another home of the Silent Gray Fellow, in Burlington, Ia., run by Joe Miller; second row, right, a Thor agency in Southern California; small cut, Smith Cycle Company's establishment in Harris, Cal., where Hendee product is handled; bottom, Charles Ott's Excelsior station at Dallas, Tex.; third row, right, Thor agency in Kansas City, Mo.

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### SNEED OPENS SHOP

St. Louis, Mo.—H. Sneed has opened a motorcycle and bicycle repair shop at 108 North Twelfth street, under the name of the Supreme Cycle & Motor Co. He will specialize in repairs for all makes.

### TAKE OVER ELECTRICAL SHOP

Vancouver, B. C.—Berry Brothers, who have handled the Cleveland and other Canadian brands of bicycles in this city for the past few years, have acquired the business known as "Taylor Electric" at Ladner, in the Fraser Valley District. They have given up their store in Vancouver and will migrate to Ladner, to conduct the new business as electricians, with the bicycle line on the side.

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# Our Canadian Letter

## SMALL CYCLE CORPS HARASSES ENTIRE ARMY

Hamilton, Ontario, Nov. 2.—The practicability of the bicycle in modern warfare has been demonstrated beyond measure by the showing of the Divisional Cyclist Corps of two hundred and eighty-eight officers and men during the gigantic field manoeuvers in Ontario during the past ten days. This small force of cyclists constituted the entire enemy against a division of approximately 12,000 infantry soldiers and two batteries of artillery. Not only did they successfully wage warfare against this army but they were called upon to carry on operations along practically a ninety-mile front.

The scheme, which was the greatest military spectacle ever staged in Canada, consisted of a drive of ten infantry battalions from the Niagara boundary line to Toronto and the small unit of cyclists were given unlimited scope in engaging the main army, which was on the road for nearly two whole weeks. The cyclists pulled off night attacks against camps, harassed whole columns on the march, ambushed transports and otherwise demonstrated their mobility.

When the first battalion fought their way through to Toronto after six days of almost constant marching, the only trophies of war which they exhibited were three bicycles belonging to the "enemy." These they had captured after a skirmish with some of the enemy scouts. The cyclists were here, there and everywhere, and they gave ceaseless worry to the officers of the advancing army.

## TORONTO CLUB IN SPIRITED MEET AT TOTTENHAM, ONT.

Tottenham, Ontario, Nov. 2.—Having found track activities in Toronto rather dull, the Toronto Motorcycle Club conducted a club tour to this town last Saturday for the purpose of introducing speed thrills to the local townspeople on the half mile track here. Only a few hundred Tottenhamites were coaxed to the speed ring, however, but the racing was exceptionally spirited. Six races were staged and the hours were widely distributed, only one emulator of Bob Perry or Don Johns capturing more than one first prize. This was Scott, a newcomer in Toronto, who took two professional dashes with his Excelsior. He defeated Smith, who was aboard an Indian, Moritz, Indian, Jack Knowles of Newmarket, and other celebrities. Scott's time for three miles was 3:50 in one start, while in the second getaway his time was 3:37, which was fast travelling.

A three mile drive for amateurs was won by Morrison on an Excelsior in 4:13, and a five-mile contest for the simon-pures went to Wood, Indian, in 6:35. Morrison fell in the five-mile encounter. Another three mile amateur race resulted in a win for McDonald, Excelsior.

After the racing a sulky was hitched to a three-speed Harley-Davidson and the eight racing men went for a sight-seeing trip up and down the main street. The freedom of the town was extended to the boys by Reeve Totter and they came close to wearing out their welcome by the performance of clownish antics.

## WINNIPEG M. C. ON RUN

Winnipeg, Manitoba, Nov. 2.—The final pleasure run of the season was taken by fifteen members of the Winnipeg Motorcycle Club to Selkirk on October 30. The riders found the road by way of Netley very rough, but the distance, about fifty miles, was covered in two hours. A brief stop was made at Lower Fort Garry for the taking of an official photograph. The tourists experienced a minimum of mechanical trouble and the outing was most pleasant. Although this was the last scheduled run of the year, it is possible that a trip to Portage la Prairie may be taken in the near future if the good weather holds.

## STRIDE AND BARR IN FRISCO

Vancouver, B. C.—Word has been received from Edgar Stride and Robert Barr, both of Edmonds, Burnaby, that they have arrived in San Francisco on their bicycles. The pair covered 1,300 miles in 21 days' actual riding time, leaving here late in September. One spent a week in hospital suffering from malaria en route and the other had to cease riding for a time by reason of a recurrence of cedar poisoning. At Sacramento, Cal., one of the cycles was "lifted" by some light-fingered native.

## MURRAY GETS MEDAL

Vancouver, B. C.—James Murray, formerly of this city and New Westminster, has been awarded the Distinguished Conduct Medal for gallantry in despatch-riding service at the Dardanelles. Murray was an electrical engineer prior to the war, but on volunteering in the Dominion was refused because of varicose veins. He went to London, England, however, and was treated there, afterward joining the naval forces as despatch-rider and signaler.

## TELEPHONE CO. GETS ANOTHER

Vancouver, B. C.—W. H. Morrison, local Indian agent, has just sold the British Columbia Telephone Co. another Indian for trouble-shooting service. This machine is a 7 h. p. twin. It will be put into service at Grand Forks.

## TORONTO DROME AGAIN FAILS; BIKE OVAL FAVORED

Toronto, Ontario, Nov. 2.—The Toronto Motordrome Company has gone to the wall for the second time in two years. A few days ago the reorganized company, which had been operating the bowl this year, went into the hands of receivers and the creditors, of whom there are a fair number, will have to take what they can get.

It is expected that no more motorcycle racing on the boards will be seen in Toronto, or any other place in Canada, but it is probable that an eight or nine lap bicycle oval will be in operation here in 1916. The latter project is already receiving serious consideration and would have good support, it is believed, because Toronto has always been a good bicycle town.

The local motordrome was erected in the spring of 1914 by George I. Kreamer, who has gone into the moving picture business in Chicago. The company went into liquidation in September, 1914, but a reorganization was effected. The Toronto and Buffalo motordromes were the only motorcycle board tracks in operation last summer, and the few riders who persisted in following the game to the last appeared on both tracks on alternate nights. The Buffalo track is said to have experienced some difficulties also.

## CYCLIST CORPS PROMOTIONS

Vancouver, B. C.—Recent promotions in the Cyclist Corps of the Vancouver Volunteer Reserve have been slated as follows: Russell Whitelaw is appointed to the Corps with provisional rank of lieutenant and Lance Corporal H. Pierce has been promoted to corporal in the second platoon. Lance Corporal J. Speer, of the first platoon, has been promoted to corporal, and Privates B. Fryer and H. Crawford have been warranted lance corporals.

## LACROSSE TROPHIES PRESENTED

Vancouver, B. C.—The Indian lacrosse team, winners of the Oppenheimer Cup, and champions of the intermediate division of the league, were presented with the cup on Friday evening, October 29. The Nobleman Cup, for all-around championship, which was likewise won by this team, was presented at the same time.

## FORTY FEET FROM TROLLEY

Sandwich, Ontario, Nov. 1.—The local police have announced that they intend to enforce a regulation prohibiting motorcyclists riding closer than forty feet to a trolley car when passengers are boarding or alighting.

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# A MATTER OF TIME

By R. S. SPEARS

(Continued from page 19)

answered. "What I want's a machine that will carry a load up the hill."

Three weeks later the haying began. It was a good hay year, and Mr. Dolen was cutting nearly three tons to the acre on the side hill up which the three-speed motorcycle had climbed. He had cut for three hours and had a team of horses, a hay wagon and three extra men to help him when the drive of his mower broke in two in the middle.

He turned and shouted to his boy 'Gene: "'Gene! Go hitch up Neddie and drive to Middleville and have this rod welded.—And hurry up! I'll bring it down to the barn soon's I can take it out."

### Just a Little Figuring

'Gene knew what his father was thinking. The pay for the team of horses at 35 cents an hour, for the three men at 75 cents an hour, and for their own hired men and his father and himself was going on all the time, and it was wasted if they could not keep the hay cut down and ready for the raking and machine loading.

There was more than two dollars an hour being wasted and it would take at least three hours to go down to Middleville, repair the driving rod and come back with it—and Middleville was right down there under the hill. As he left the rake to one of the hired men and ran down to the barn to hitch up the other drive horse, 'Gene wondered if there was not some quicker way of getting a driving rod up on the hill than by going down with the broken one and having it welded and bringing it up himself.

The line of telephone poles leading down to the valley showed him a way of saving half the time, and instead of going to the horse barn, he went right through the yard to the house. He called up the agent for mowing and harvesting machinery, and in two minutes he had explained the difficulty.

"Now," he said, "There's an agent for motorcycles down there, isn't there? And he's got a three-speed machine, hasn't he?"

"That's so—Kelley; but I don't think there's any machine can climb that Diamond Back road——"

"Oh, yes, they can!" 'Gene exulted. "There was a big fat fellow up here from Rockton on Decoration Day. I saw him! Have Kelley bring it up. You know what time means in haying."

That's right. I'll start him right up!"

Then 'Gene ran out to the barn and began to hitch up Neddie. He found that the light buggy needed greasing, and he greased it well. His father had always taught him to do things the way they ought to be done—that that was the best way.

But Mr. Dolen did not come right down with the broken rod. When it broke, the free end struck a stone, bent and jammed. That delayed him several minutes, and when at last he started down the hayfield to the horse barn, he walked slowly, examining the two pieces of the rod.

As he came into the yard 'Gene was just backing the horse into the thills and he dropped the pieces into the box, remarking:

"I don't think you'd better wait to have this welded, 'Gene; you go around to Popple's and get a new one. It'll save an hour, anyhow. Then we'll have an extra one——"

"All right, father, but you won't lose any time. Here come a new one already."

"What—what's the matter with you, boy?" Mr. Dolen demanded, alarmed. Working in the hot sun does affect people's brains, sometimes.

But 'Gene was dashing out of the barn on the run. Coming up the last grade of the road, with the dust curling from under the drive wheel was a big twin motorcycle, and the rider had a long, yellow and red bar slung from his shoulder by a piece of stout cord.

"Howdy do, Mr. Kelley!" 'Gene grinned, and then in a low voice: "You'd better show that machine to father, soon's he'll listen to you."

'Gene took the new drive rod and handed it to Mr. Dolen, who had come hurrying after 'Gene, not understanding what was the matter.

"What—how—where did this come from?" he demanded, looking from 'Gene to Kelley and then back at the mowing machine drive rod.

"I thought it would save time if I'd telephone and have Mr. Kelley here bring it up; he's the motorcycle agent, you known," 'Gene explained. "It'll save four or five hours' time, you know, getting it here so soon."

"How much do I owe you for bringing it up?" Mr. Dolen demanded.

### Kelley Landed the Sale

"Oh, that's all right," Kelly answered. "I've been laying off to ride up here and show you this three-speed. You see, you need one up here on the hill. Why, you have to send somebody down to town two or three times a week, and that meas a lot to you—two dollars a trip in time. There's a horse's time for three hours, anyhow, and a man's for the same length of time. Now I'll take 'Gene down, and he can have that broken part fixed up, and it'll take about an hour, counting the time to weld the broken part——"

"You can take him down and bring him back in an hour?" Mr. Dolen demanded.

"Do it in less than half an hour if I come right back," Kelley said, confidently.

"How much does a machine like that cost?" Mr. Dolen asked.

"Two-seventy-five. You'll need a light, too; that'll cost about fifteen or twenty dollars, depending on what kind you put on."

"Hard to learn to run one?"

"No, not very. Anyone that's run a gas engine and can ride a bicycle can do it handily—'Gene here could."

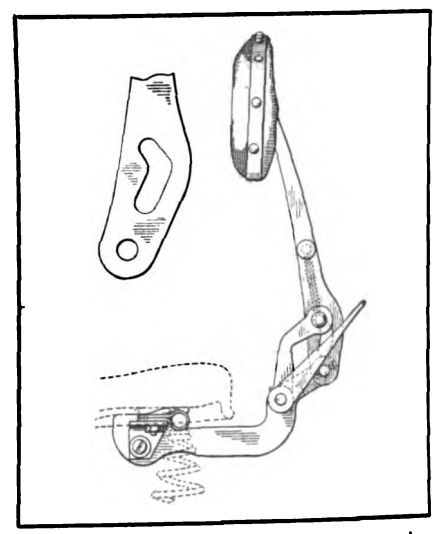
"It's a great time saver," Mr. Dolen admitted and then turned with a smile to 'Gene. "Well, it'll be up to you to run all our errands and pack up everything that weighs less than a hundred pounds."

"I'll put on a luggage carrier that'll do the business," Kelley smilingly interposed. "Your machine'll be here next week, sir!"

And 'Gene simply grinned.

## WEED BACK REST

Patent No. 1,146,675 relates to the well-known Weed Back Rest, produced by the Weed Folding Back Rest Company in Stamford, Conn. It describes a folding back for bicycles and motorcycles, with means to swing the back into the inoperative or horizontal position and also into the upright position. The main arms of the rest carry the padded back and are slotted near the lower ends, and pivoted at their lowest points to a horizontal frame which attaches to the saddle at the cantle. A lever or handle is pivoted on a cross-shaft which carries a second lever on each side, the end of this lever fitting into the slot in the main arm by means of a short horizontal pin. A spring attaches to this lever



and to the arm above the slot, this spring serving to bring the back rest on each side to the vertical position. When in this position, pressure of the handle on either side will lower the rest through the lever ends working in the slots. The patent was issued on July 13, 1915, to Howard W. Weed.

## SCHMIDT SPARK PLUG

Albert Schmidt, one of the best known ignition and motor inventors in the internal combustion field, has been granted a patent on spark plug construction, to the end that leakage between the insulator and the metallic shell shall be prevented. The interior of the metallic shell is cut with a shoulder and on this shoulder is fitted a metallic ring cut with upper and lower surfaces at other than a right angle to the sides.

Above this ring is fitted a compressible gasket, the latter fitting against a shoulder formed on the insulator. The usual means of keeping the insulator in place are provided. The patent is No. 1,147,818 and was assigned by the inventor to the Champion Ignition Company, of Flint, Mich.

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# Trade and Sport in England

By OLD RAMBLER

ABOUT this time of the year we get to know something about the internal affairs of some of the big bicycle and motorcycle factories. Some of them have done extremely well in 1914-1915, and among these are the B. S. A. and the New Hudson. The chairman of the latter company commented upon the unprecedented volume of profits. The motorcycle trade, he said, showed an increase of nearly 40 per cent. and there had also been a large and satisfactory turnover in pedal bicycles. "The type of machine called for," said the chairman, "was of a much higher quality and there has been an almost entire cessation of cut-throat competition."

The quoted words in the last paragraph are significant of many things, demonstrating as they do the growing demand for superior cycles and that there is less of that tomfoolery of a few years ago when prices descended to absurdly low levels. Again, the remarks show that there is still existent a healthy demand for the good, old bicycle—and that reminds me of another thing, viz., many of us over here noted with delight the addition of the term *Bicycling World* to **Motor Cycle Illustrated**. It suggested that there was yet in the States an interest in the progenitor of the motorcycle.

### Our Unequalled Roads

Where the croakers and pessimists over here get their ideas from is a mystery to some of us. They can't be men who travel the roads and by-ways of Britain—our unequalled roads. What's that? You want to tell about the Lincoln Highway and the "Old Hickory" Highway from Knoxville to Bristol. Well, these are new; ours are old and lovely. To see them twinkling like fairyland a-nights in autumn as the cyclists are homeward bound makes one realize that the cycling life is a right life, giving joy and sending the good red corpuscles through the arteries of thousands, even as in the boom-days of bicycling in the memorable '90s.

September made its exit in typical blithesome beauty. The woods were aglow with autumn's auriferous colors; the roads as near perfect as they ever have been since Macadam first showed the world a good method of construction; the hills and moors gorgeously empurpled with heather. Yet, amid all these things we cannot and must not forget the war. It has been good to be alive of late and travel amidst the spacious acres of Old England recalling Cowper's well-known lines:

"The morrow was a bright September morn;
There was that nameless splendour in the air,
That wild exhilaration everywhere,
That makes the passers in the street
Congratulate each other as they meet."

### Successful Afternoon's Sport

Just such a morn heralded the last Saturday in September when a fine afternoon's sport of the army and navy type was enjoyed on the Downs within hail of London. Something of a sensation was created by Sergeant Milner getting home first in four contests on a Levis lightweight (198 c.c.), while Sergeant Barker won twice on a Zenith twin (996 c.c.). Douglas lightweights, one of Britain's best, also did well in prize-taking, and the Triumph got first in the sidecar class.

The Hendee Company made a generous offer of a superb cup for the Standard Indian Class; it shows the enormous interest in and use of Indians over here when a class is especially arranged for them. But for some reason the entry was disappointing. P. W. Engelbach, C. P. O. Kingston and H. Oldhams were the prize winners.

### Interesting American Mounts

The rendezvous where the competitors assembled was a charming old country inn, and the collection of machines outside afforded an interesting study. Besides the Red Indians there was another American product of note—an eight horsepower Pope twin, with 1,000 c.c. engine and overhead valves, with a novel design (to us) in rear springs; four plungers with springs extending from the chain stays. The Pope did not get amongst the prizes but it did catch the eye of the critics.

We are greatly interested in the news, notes and pictorial evidence of American models for 1916. It all makes one think how "history repeats itself" once more. A number of lightweights are being offered: machines of about the same horsepower that we had when motorcycles first came out. And let me be candid, some of the new designs are not one iota neater than the pioneer mounts were. When one glances at some of the 1916 propositions, both from American and British factories, one's mind goes back to the earliest motorcycles—the Werner, with its engine in the front wheel; the Raleigh, similarly fitted; the Singer, with power-unit in the rear wheel, and a number of others. We had great times and lively doings with those early-day turnouts; we could learn more about motorcycle mechanics in a month than some fellows get to know in a twelvemonth, these days.

### Big Market for Lightweights

Through the last decade and a half, or thereabouts, I have held an unswerving allegiance to the faith that was and still is in me—that there is a tremendous market for lightweights. There is no need for me to describe the glowing and growing feel that tickles every man doing his first few months of riding—the yearning for a bit more power in his engine, and when he's got it, for still more and more. You all know this irrepressible feeling; it's only human nature; but the safety of other road users had to be considered, or there would have been no limit of speed on the highways. Even now, 40, 50 and more miles per hour are commonly adopted by hustlers, and after all, there is a delirious joy in Speed. We all admit and know this.

But a multitude of wayfarers are not thirsting and hungering for speed all the days of their lives. For that reason, I repeat, there is a huge army of potential motorcyclists who will best be catered for by lightweights, and I prophesy prosperity for the firms who offer good machines, reasonably cheap, whether British or American. Engines, transmission, running parts generally—all these are better than they were a dozen years ago; they are more reliable for the unmechanical Johnny, who is floored by the slightest mishap. We have lots of his type here and you must have some, also.

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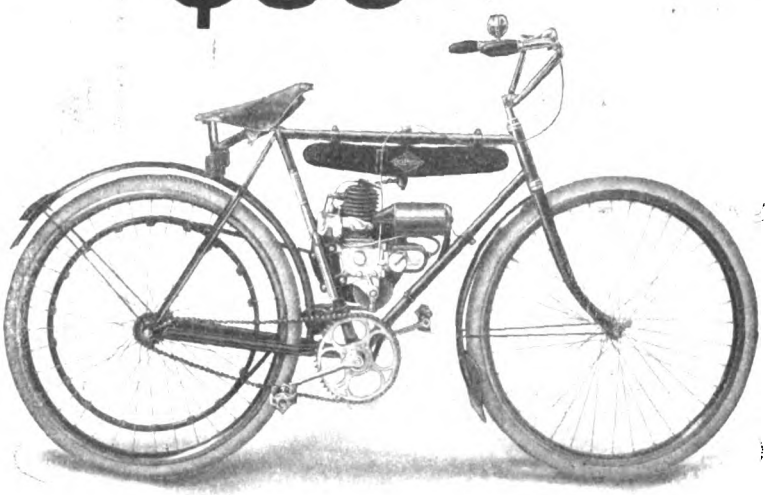

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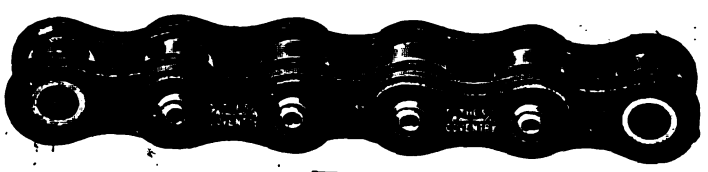

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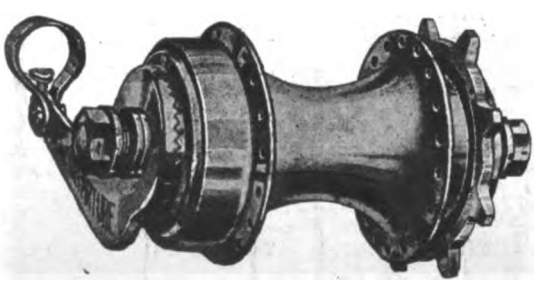

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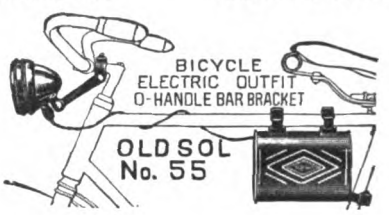

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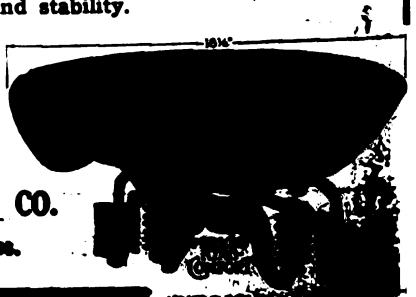

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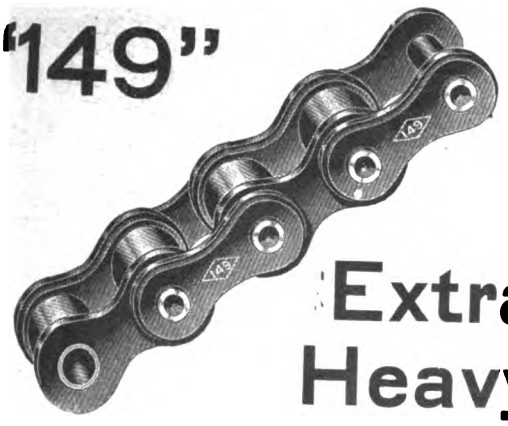

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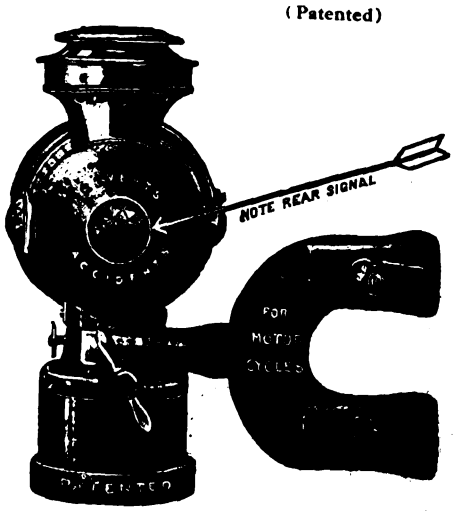


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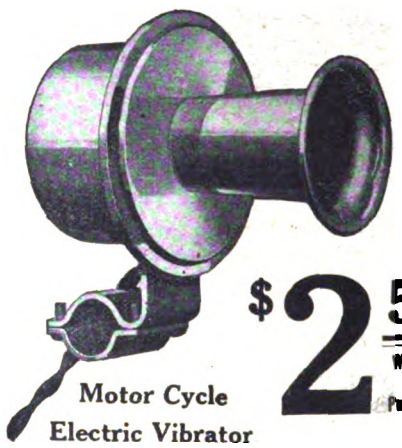

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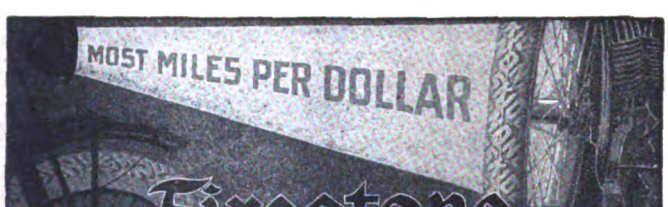


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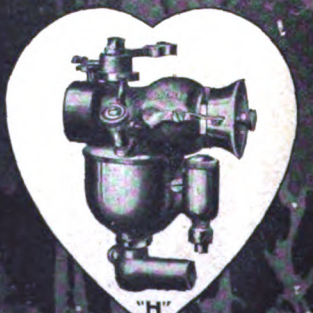


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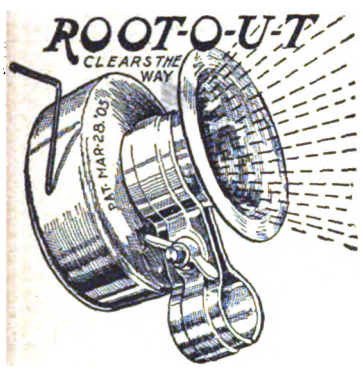


## Bicycle Mechanical Operated Horn

No Batteries or Wiring required

RETAILS AT

**25 CENTS**

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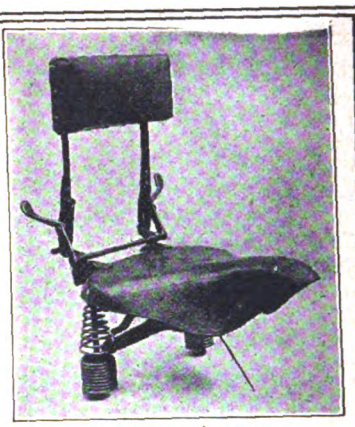
## A Mighty Desirable Attachment

Gentlemen:—

The Weed Backrest came duly to hand, and I have had the opportunity of trying same out quite extensively, and wish to state that with a side car especially, same is a mighty desirable attachment, being very comfortable, and convenient.

Yours very truly,
F. L. HUNT,
Mgr. Minneapolis Branch,
Hendee Mfg. Co.

We have other letters just as convincing



WEED FOLDING BACKREST CO.
Stamford - - Conn.

Price $3.75

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"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

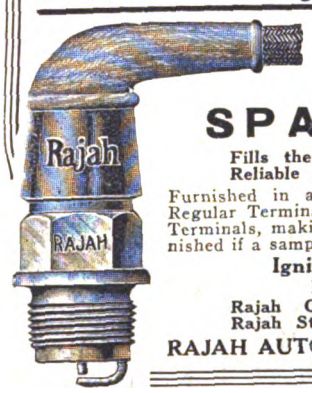
Motorcycle Mica

**75c** Can't Break

Special Oil Resisting Construction

Champion Spark Plug Co. 2308 UPTON AVE. TOLEDO, OHIO

## Absolutely Waterproof RAJAH SPARK PLUG




Fills the Demand for a Thoroughly Reliable (Insulated) Waterproof Plug

Furnished in all the standard sizes with Rajah Regular Terminal fitting any cable. Rajah Ferrule Terminals, making a neater connection, will be furnished if a sample of cable is included with the order.

Ignition Absolutely Sure!

Price, $1.50 Postpaid

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RAJAH AUTO-SUPPLY CO., Bloomfield, N. J.

# HOUGHTON "BI-CAR"

## $16.75

AN ACTUAL NECESSITY

Dealers everywhere are pronouncing it the only real practical device of the kind. It is not a plaything. Fits any bike. Detached in a minute. Scientifically balanced.

NO LIMIT TO COMMERCIAL POSSIBILITIES

Mammoth carrying capacity. No cost for upkeep. Extremely low price. Different styles of bodies interchangeable.

WITH Commercial Body

## SMITH MOTOR WHEEL DEALERS

The HOUGHTON "BI-CAR" will sell more Motor Wheels for you. Every try-out means a sale. It is the first and only low-priced and efficient method of delivery for every merchant. Inquiries coming from every section. Act quickly.

**HOUGHTON - - MARION, OHIO**

WITH Smith Motor Wheel

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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# MAKE MONEY OUT OF YOUR INVENTION

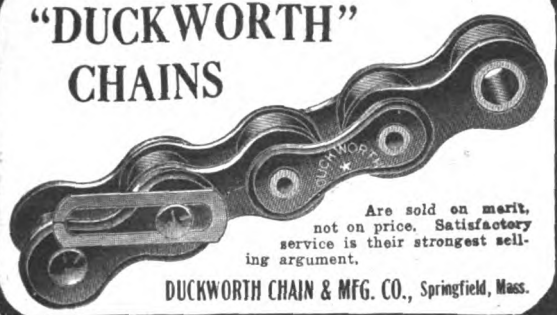
New Ideas—patented—make fortunes. Novelty catches the popular fancy. Better ways of doing the same old thing mean money. If you have a new and useful invention, patent it and reap the profits. You may write me fully and freely. All communications confidential. Submit sketches or model and save time. Booklet on request.

Trade marks registered and designs protected.

**LESTER L. SARGENT,** **N. W. Cor. 9th and G Streets, Washington, D. C.**

Just across the street from Patent Office.

"DUCKWORTH" CHAINS



Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

DUCKWORTH CHAIN & MFG. CO., Springfield, Mass.



# MOTOR CYCLE ILLUSTRATED

With which is incorporated THE BICYCLING WORLD

Published Weekly by the
Motor Cycle Publishing Company, 13 Park Row, N. Y.

J. LEO SAUER, President and Treasurer
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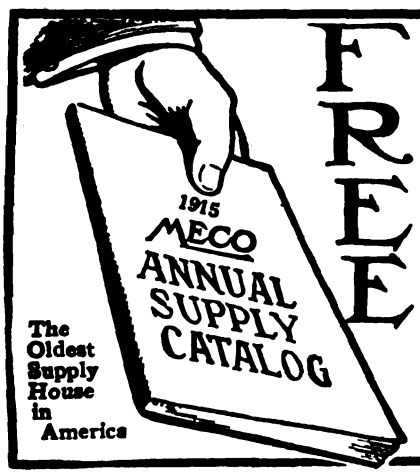


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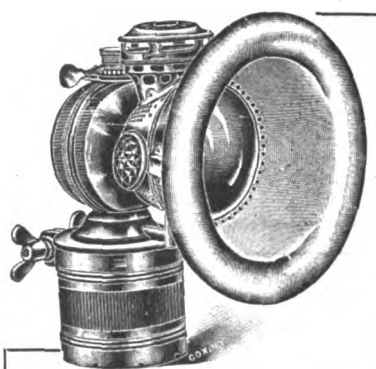

Lighting Safety—Security—Economy!

Here's the sensible little lamp for ordinary motorcycle use. Strong enough for all ordinary road and city use. One of the

20th Century

*The Lamps with a "rep"*

Get our booklet—it's worth while—you'll be enlightened on the light question.

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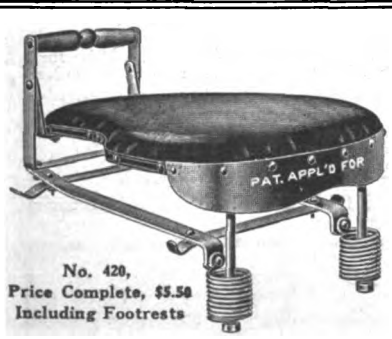


No. 420,
Price Complete, $5.50
Including Footrests

No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete $5.50

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Spokane Cycle & Supply Co., Spokane, Wash.
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THE PIERCE CYCLE COMPANY
BUFFALO NEW YORK

FEDERAL MOTORCYCLE TIRES

EXTRA SERVICE

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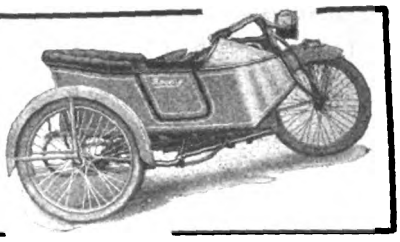
**The TRULY PERFECT SIDECAR**

**The Superiority of the ROGERS is a fact**

Recognized by leading motorcycle manufacturers and experienced users. Wise dealers who know the value of satisfied customers are getting in line. This small ad is just a reminder that our catalog is yours upon request and a postal card will get it. Do it now.



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**EXPERT OVERHAULING**

Cylinder Reboring, Motor and Machine Overhauling, Frame and Fork Straightening, Enameling, Nickel Plating and Rebuilding. Work Guaranteed.

**SPECIAL OFFER**

We will pay the freight charges one way on all motors or machines sent us for rebuilding from October 16th to January 20th.

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St. Paul, Minn.

**Berling Magneto**

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

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**NATIONAL Motorcycle and Bicycle Spokes**

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

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The National Screw and Tack Co.

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It makes no difference what machine you handle, there is an F-N tandem, guaranteed to fit your particular mount like a glove. It adds to the appearance of your machine, and will help you sell more motorcycles.

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Send for our latest 1916 catalog and prices. It fully describes the greatest achievement in a tandem seat, the new 1916 "Air-Floating" F-N, with the folding metal foot-boards.

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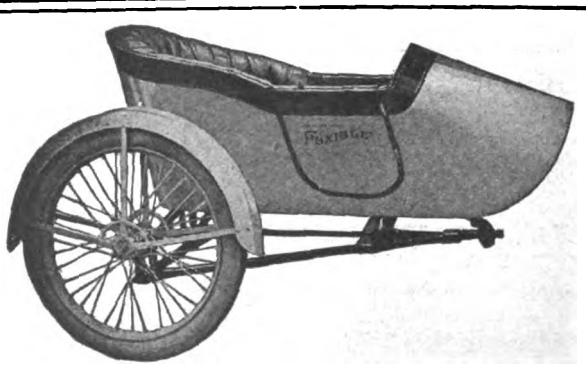
**THE NEW FLXICAR**



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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 8352 Morningside.

**OILS** **SUPPLIES**
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
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M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
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**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
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Distributing Agents for
**HARLEY-DAVIDSON MOTORCYCLES**
533 West 110th Street, Near Broadway, New York
15 So. Lexington Ave., White Plains, New York

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

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**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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N. Y. Distributor for Reading Standard Motorcycles and Rogers Sidecars. Agent for Excelsior and Henderson
1491 Fifth Avenue Telephone, Harlem 2137

**T. J. SIXSMITH**
283 W. 100th Street.
Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

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**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles. Parts for the Indian, Excelsior and Pope. Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
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These tires are fresh stock practically perfect, but slightly discolored in spots
E. J. Willis Co., 85 Chambers St., N. Y. City

**EXCELSIOR**
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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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**MOTORCYCLE WORKS**
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**FRANK P. BAKER**
BROOKLYN DISTRIBUTOR
*Indian* Motocycles
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Phone Bedford 5297 Brooklyn, N. Y.

**1915 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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**Thor Motorcycles**
Easy payments. All makes taken in trade. Full stock of parts. Expert repairs.
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**EXCELSIOR DISTRIBUTORS**
Parts and Supplies—Repairing by factory mechanics.
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Phone Astoria 1889

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**INDIAN MOTOCYCLES**
Phone: 2045 Astoria.
Expert Repairing—Gasoline.
Full Line of Accessories—Used Machines.
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Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
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All makes of bicycles—expert repairing.
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1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $25 and up.
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Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
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**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
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Real Values in used machines

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Agents for HARLEY-DAVIDSON Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
We Fix Everything

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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. SWENSON 542 Bread St., Providence, R. I.

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Harley-Davidson Distributor for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

THE TRIPLER-GEORGE CO.
EXCELSIOR, HENDERSON, and MERKEL Distributers in Capitol District
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EXCELSIOR
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

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Write us for rates for advertising in this special dealers' directory. Motor Cycle Illustrated, 13 Park Row, New York.

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by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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Phone, 6317 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
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*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
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Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
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CLEAN-UP SALE
All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
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Largest Cycle and Motor House in West


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ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co, 1777 Broadway, Room 450.

WANTED.—Good second-hand motorcycle. Must be bargain and in good condition. Sidecar also considered. Give full details and lowest price in first letter. Address Charles I. Reid, Millersburg, Pa.

ONE HUNDRED MOTORCYCLES—New and second-hand, all makes, $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

MUST SACRIFICE my 1915 two-speed twin Reading-Standard at once; price $175. In the best of condition throughout. Never abused or neglected, not tarnished or rusted. Equipment includes head and tail lights, gas tank, electric horn, luggage carrier, cushion, full set of tools and pump. F. J. Strachota, 396 17th avenue, Milwaukee, Wis.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.


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124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.
25 Cents a Copy
All About Motorcycles—Trouble Chart—Complete Dictionary—Trade Directory, Etc.
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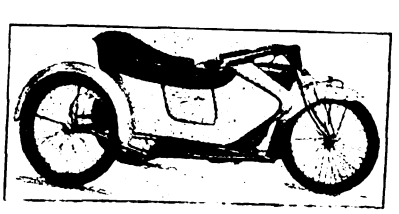
Pullman — THE HARRY SVENSGAARD SALES CORP. DETROIT
The Sociable SIDE CAR
That lets you talk to your passenger without a telephone. That is only a minor point of PULLMAN QUALITY.
Our catalog tells the rest.
The Harry Svensgaard Sales Corporation
471-473 Woodward Av., DETROIT - MICH.


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# REMY

## Motorcycle Lighting-Ignition System

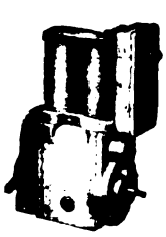
Proof of the complete success of the Remy Electric Lighting-Ignition System for Motorcycles is furnished by thousands upon thousands of Motorcyclists who have used it during the past year.

In every respect it has fulfilled their highest expectations and met their most exacting demands.

## It is not affected by road vibration

Thoroughly protected wiring and a battery that cannot spill make the Remy Electric Lighting-Ignition System trouble-proof.

It furnishes high and low head-lights, tail-light, operates horn, and provides strong, synchronized ignition which increases engine efficiency.



**Remy Ignition-Generator**

See this thoroughly successful equipment on the **HARLEY-DAVIDSON.** It has been an important factor in the winning of some of the biggest road races during the past season.

CONSTANT REMY SERVICE

*Service stations in all motoring centers*

**Remy Electric Company**

**Anderson, Indiana**

*Engineering Laboratory—Detroit, Mich.*



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# TWITCHELL AIR GAUGE

## *Guessing May Cost You Your Life*

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**

# The Best Proposition Ever Offered the Motorcycle Dealer

EMBLEM
EMBLEM MFG. CO. ANGOLA N.Y.

## The Only Real Up-to-Date Lightweight Motorcycle on the Market

The man who is fortunate enough to secure the EMBLEM agency in your territory need never worry about his rent. The EMBLEM lightweight is a fertilizer of sales—it makes ten sprout where only one grew before.

Just glance at these specifications for a minute.

Motor—7 H. P. Twin
Four Cycle.
Free Engine Clutch.
High Tension Magneto.
Kick Starter.
Spring Front Forks.
Incredibly Light.

And the price is only $175! Your business judgment tells you to write NOW for further particulars.

**Emblem Mfg. Company**
**Angola New York**

**Also Makers of the Famous Emblem Bicycles**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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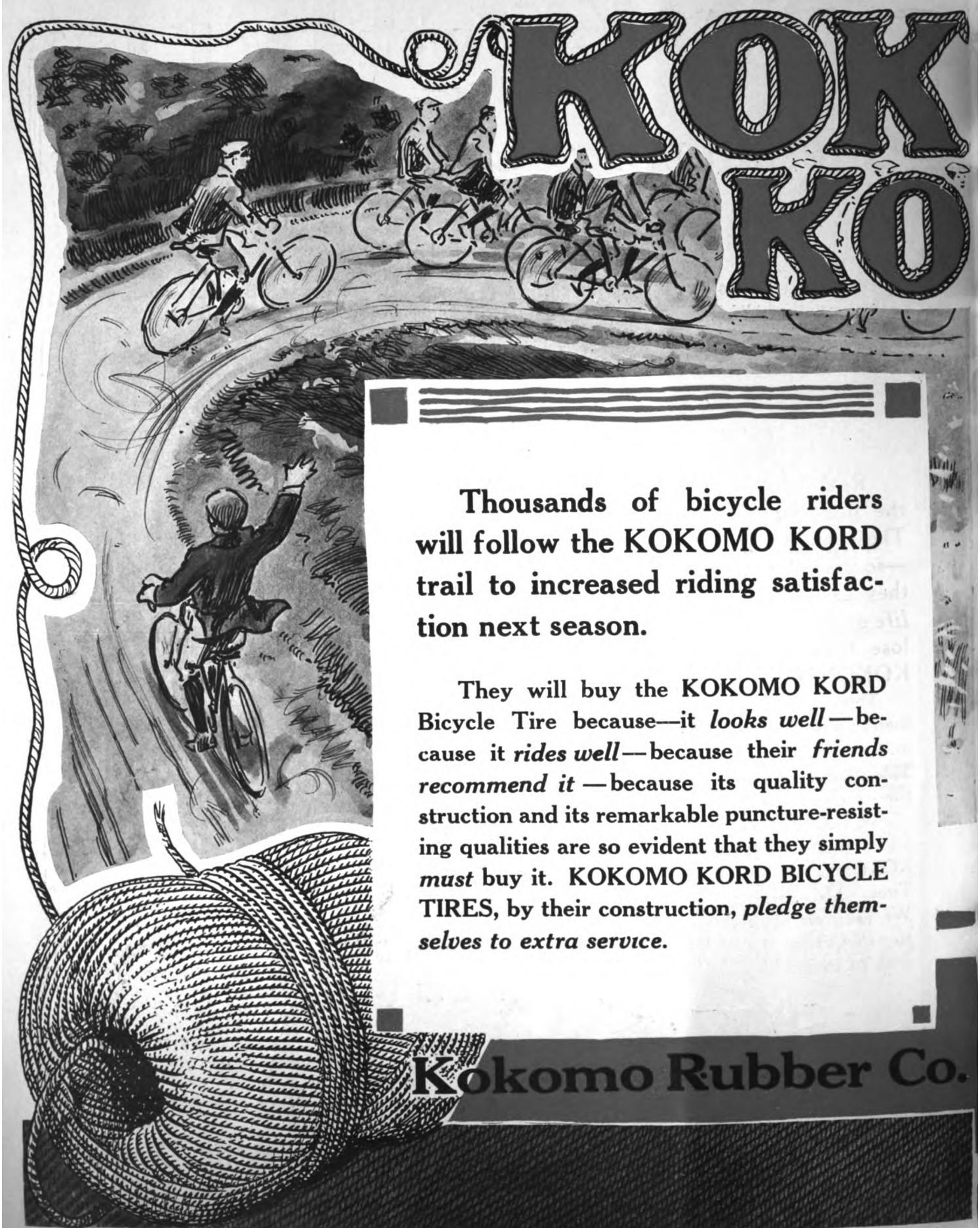


**Thousands of bicycle riders will follow the KOKOMO KORD trail to increased riding satisfaction next season.**

They will buy the KOKOMO KORD Bicycle Tire because—it *looks well*—because it *rides well*—because their *friends recommend it*—because its quality construction and its remarkable puncture-resisting qualities are so evident that they simply *must* buy it. KOKOMO KORD BICYCLE TIRES, by their construction, *pledge themselves to extra service.*

**Kokomo Rubber Co.**



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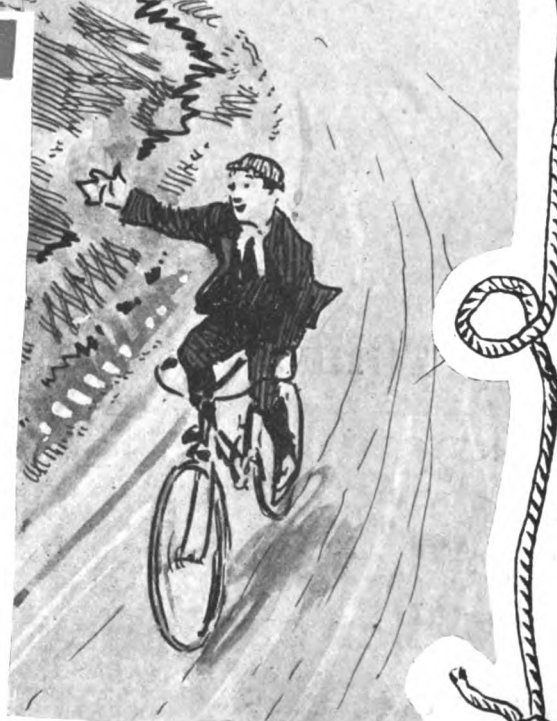
# OMO RD

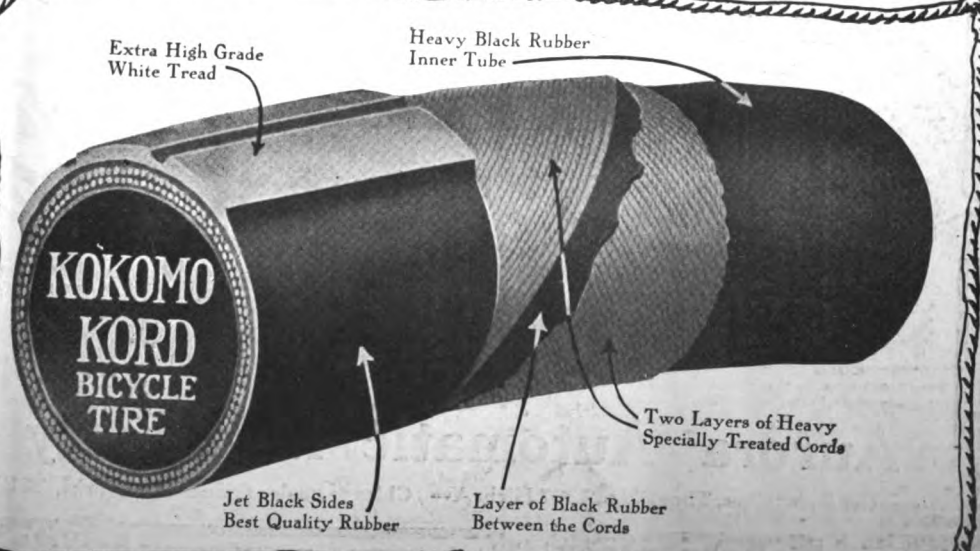
Lasts Better



**Real cords—not threads—are used in the building of KOKOMO KORD Tires. These cords lay diagonally and transversely—so placed that the added toughness which they give adds *hundreds of miles to the life of the tire.* Stone bruises and punctures lose their terrors for the man riding on KOKOMO KORD Tires.**

**There's much more rubber in KOKOMO KORDS than in other bicycle tires—more rubber, in fact, than in some *motorcycle* tires—and better rubber, too. This gives a marvelous resiliency and buoyancy to the tire—it means easier and smoother riding on all roads.**

**We do not ask you to simply handle KOKOMO KORD Tires, Mr. Dealer. We ask you to *sell* them! Get in touch with us to-day.**




Kokomo, Ind.



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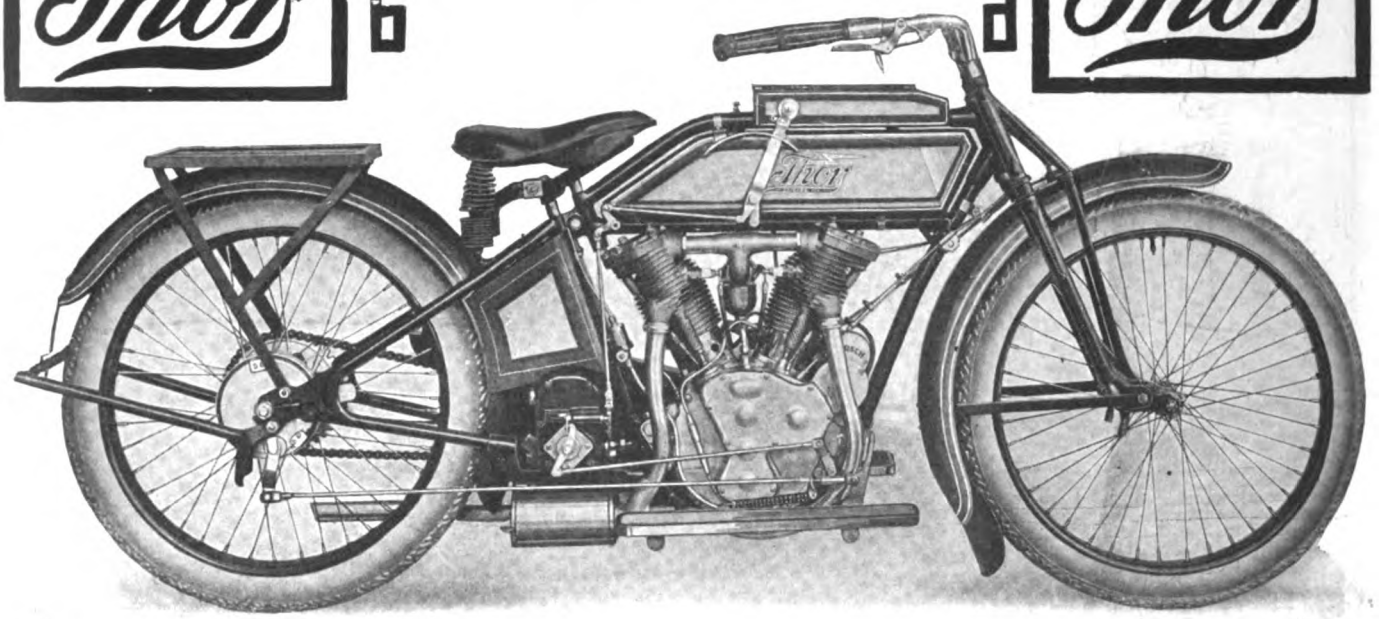
Thor

THE QUALITY MOTORCYCLE

Thor




Model U—12 H. P. Twin

RELIABILITY

CONSISTENCY

# From coast to coast the wave of Thor popularity is sweeping the country.

## Thor dealers everywhere are cashing in on Thor excellence for 1916.

## It is increased business for Thor dealers everywhere for 1916.

## Model U—12 h. p. $265
## Model V — 6 h. p. $225

***If you have not yet secured territory for the Thor, do so today***

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago

SPEED POWER

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.

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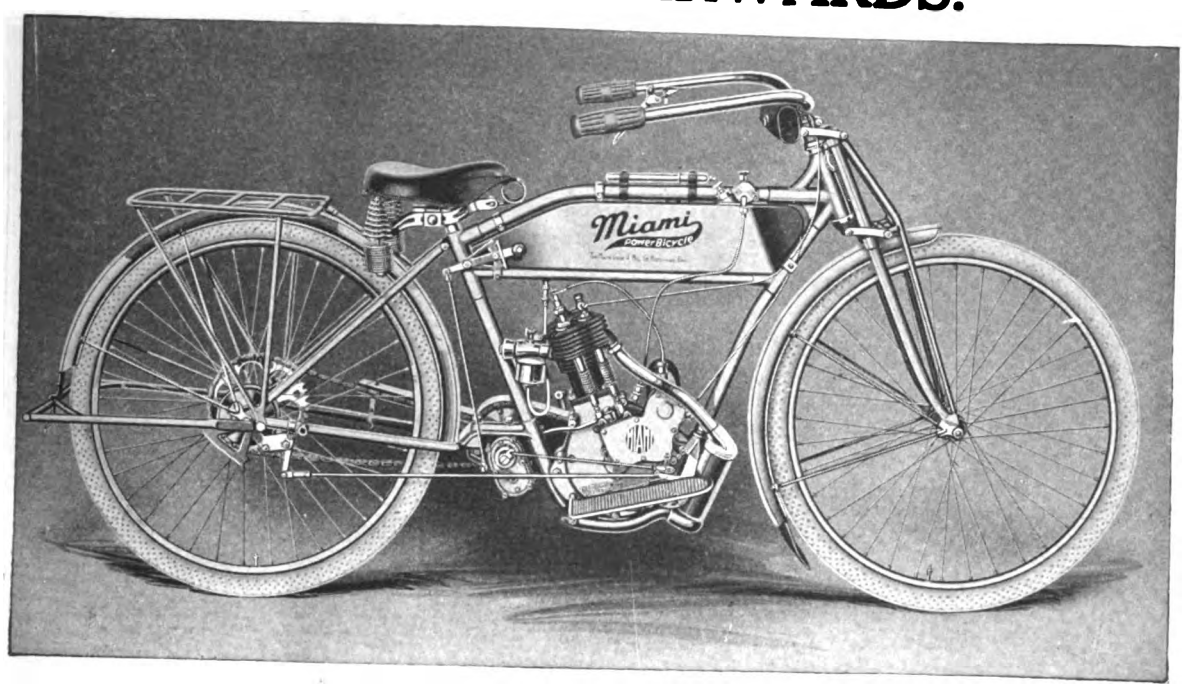
# We led in the lightweight field where others dared to follow A YEAR AFTERWARDS!




THE **Miami** Power Bicycle

***America's Premier Lightweight***

**has encouraged some odd and queer things, but—claims to priority and bigger value—lavish statements and startling innovations—all fade before the one word**

## *"FACTS"*

***the facts of a year's performance.***

**DEALERS: Write for Booklet "Here's What They Say." It tells the tale.**

The consensus of opinion by the critics at both the Chicago and New York shows pronounced the Miami the most complete lightweight of them all.

## "100 MILES for 10 cents"

**The Miami Cycle & Mfg. Co., Middletown, Ohio, U. S. A.**

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.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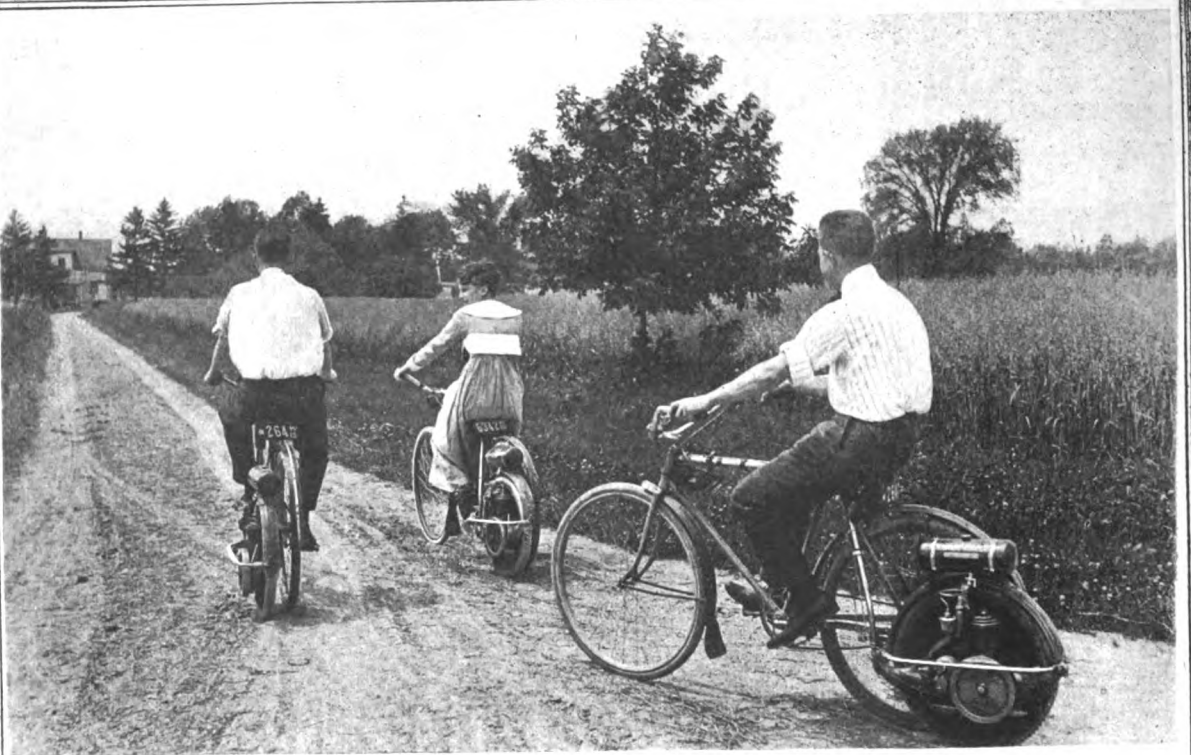

# "Our Motor Wheel Sales To-day Are Made on Merit and Recommendation Only"

## *Advises a Tennessee Dealer*

"PEOPLE, after consulting riders and hearing nothing but praise, *come and buy*," he continues; "that accounts for the fact that we are now selling a surprisingly great number of Motor Wheels."

Smith Motor Wheel business grows *naturally* day by day. It is a *quick* business; sales follow sales in rapid succession. It is business that is building, yet all the while profits pile up for the dealer—no wait for returns on his investment. His success is immediate. This is simply because the Smith Motor Wheel is perfectly practical in its attachment to the bicycle, and performs without fault—positively proving to others its worth, creating that desire among others to have one. Every Motor Wheel on the street is selling *more* Motor Wheels—there's one of the biggest features of the Motor Wheel in favor of the dealer.

And the Smith Motor Wheel's absolute cleanliness, freedom from mechanical troubles, extreme light weight and ease in riding and operating are the final reasons why folks buy, in addition to the comforts, services, pleasures, conveniences and economy Motorwheeling affords. There is no limit to its market—men and women of all ages, boys and girls, the better class, moneyed people—all are Smith Motor Wheel buyers, and buyers of bicycles and accessories at the same time. It is the only *detachable* bicycle motor on the market. **It has one year's big success behind it. Your market is made.**

YOU have read and you have heard of Smith Motor Wheel successes—you do not know of a failure.

Isn't that enough evidence on which to at least write to us for our 1916 Profit Proposition to Dealers?

**Smith Motor Wheel**

Detachable

*"The Bicycle Booster"*

100 Miles On A Gallon Of Gasoline
Speed Up To 25 Miles An Hour

**List Price $60 F. O. B. Milwaukee**

**Motor Wheel Division 151**

## A. O. SMITH COMPANY, Milwaukee, Wisconsin

**Largest Manufacturers of Automobile Parts in the World.**

**Smith Motor Wheel Fully Protected by United States and Foreign Patents.**



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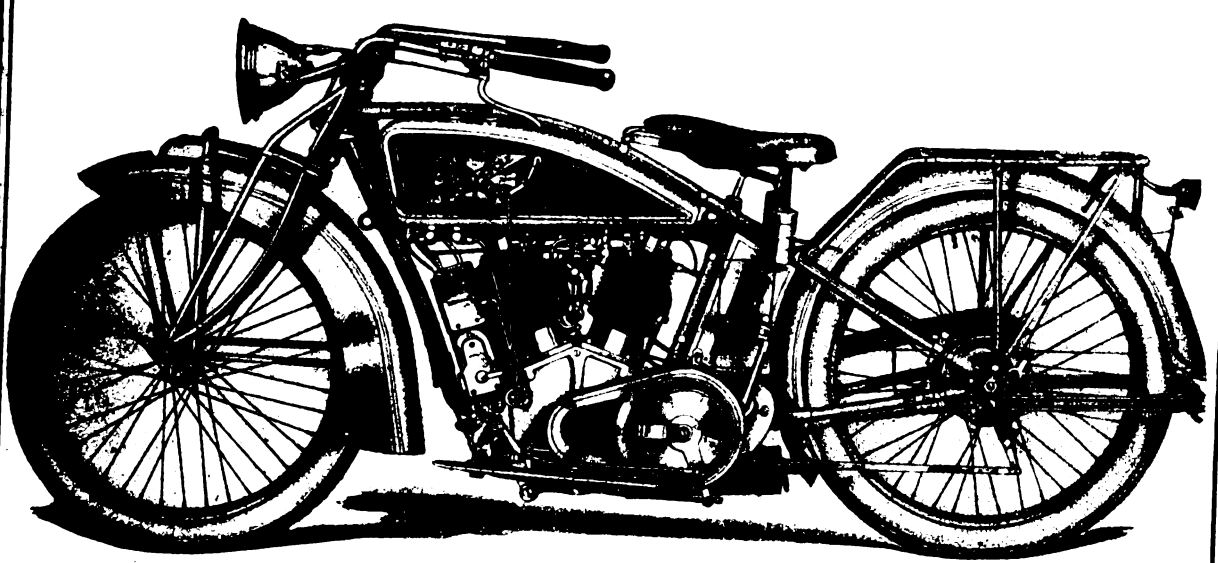
ALWAYS MAKES GOOD

# The Thrill of Confidence in PERFECT MECHANISM

The Serene Consciousness of Personal Safety and absolute certainty of troubleless travel is one of the pleasures of riding an "X".

Model 16-3, Three Speed - - - $250.00



The big Ultra Power "X" with every detail that insures Safety, Reliability, Comfort and Economy of upkeep.

The Nickel Steel Motorcycle built throughout of nickel steel drop forgings and nickel steel seamless tubing by the most perfect methods and machinery by skilled mechanics who are specialists in their particular work.

Five other models $135 to $225, including a real Light Weight. Write for catalog or see the dealer.

EXCELSIOR MOTOR MFG. & SUPPLY AUTO CYCLE

ALWAYS MAKES GOOD

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory, 3703 Cortland Street, Chicago**



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# Get in With

**HERE'S an opportunity for a real hustler to start in business for himself. Or, it's a chance for some live motorcycle dealer to enlarge his present business.**

**The retail motorcycle business is a good paying line, and the local selling rights for the Harley-Davidson are generally hard to obtain. This is because they are valuable—ask any dealer.**

**In a big city, widely known as a manufacturing center, and surrounded by rich farming territory, a dealer who has been conducting a profitable motorcycle business is compelled to sell out.**



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# a Paying Line

## The conditions which compel this action have handicapped further expansion of his business, and now force him to dispose of his interests.

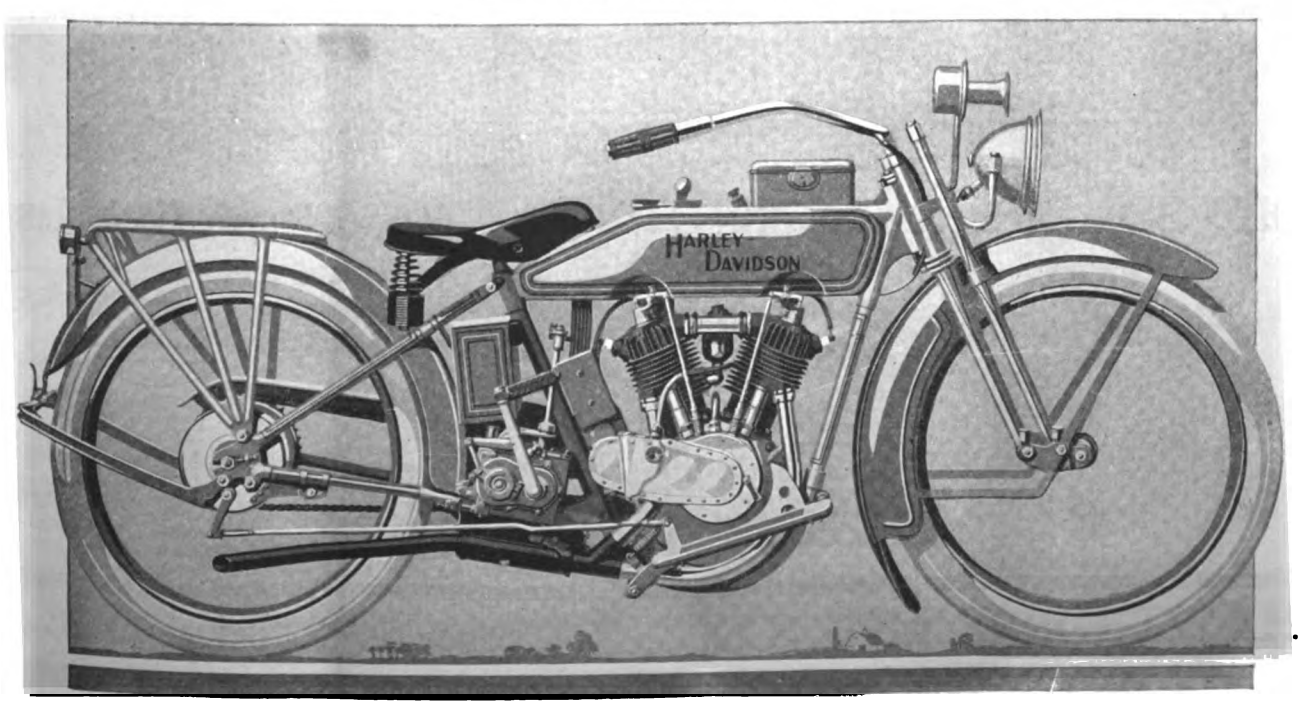
**Here's a real opportunity to secure a business which is paying a good profit, and which can be made even more profitable to a man who is not handicapped as this dealer has been.**

**Only limited capital is necessary, but anyone interested must demonstrate that he has enthusiasm, good business ability, and plenty of push and energy before we can go into the matter in detail.**

**Write for particulars. All correspondence strictly confidential.**

**Harley-Davidson Motor Co.**

**Milwaukee, Wis., U. S. A.**



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# Consider these eight reasons why you should handle the Cyclemotor

"Wheeling without work"

1 Low selling price — $55 F. O. B. Rochester, N. Y.

2 Its "lightness in weight" (21 pounds complete) appeals to all bicycle riders.

3 "One lever control" is so simple any one can operate the Cyclemotor.

4 Magneto ignition eliminates battery and assures easy starting in cold weather.

5 Its application to the bicycle frame requires no cutting nor filing.

6 No grease nor oil to soil clothing.

7 100 miles per gallon of gas means low running cost.

8 Every Cyclemotor sale doubles your profits without increasing your expenses.

Apply for Cyclemotor Agency before your nearby neighbor secures it. Ask for Booklet "L" and furnish list of bicycles carried.

**Cyclemotor Company**
**Rochester, New York**

1014

Did you see them ?- the

TWO NEW OLD SOL 1916 MODELS

HORNLITE & No. 4 BICYCLE ELECTRIC LAMP

## OLD SOL Electric Hornlite

No. 80

Price $6.50

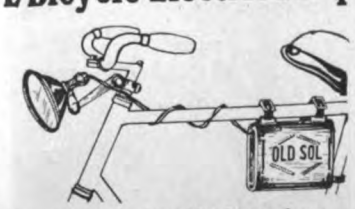
A combination Searchlight and Horn. Two absolute necessities in a handsome compact form.

The powerful light and an imperative warning signal—a new and progressive idea that is going to make the Hornlite famous over night.

There's an OLD SOL Hornlite for every make of motorcycle — Write to-day for particulars.

## OLD SOL Bicycle Electric Lamp Outfit No. 4

Price $1.50




One of the OLD SOL 1916 Sensations

A new model that cannot be equalled by any other bicycle lamp for the same cost—a standing bargain that pulls sales.

It is to your advantage to gain further information regarding this profitable and live wire line.

**HAWTHORNE MFG. CO.** 4 Spruce Street, Bridgeport, Conn.

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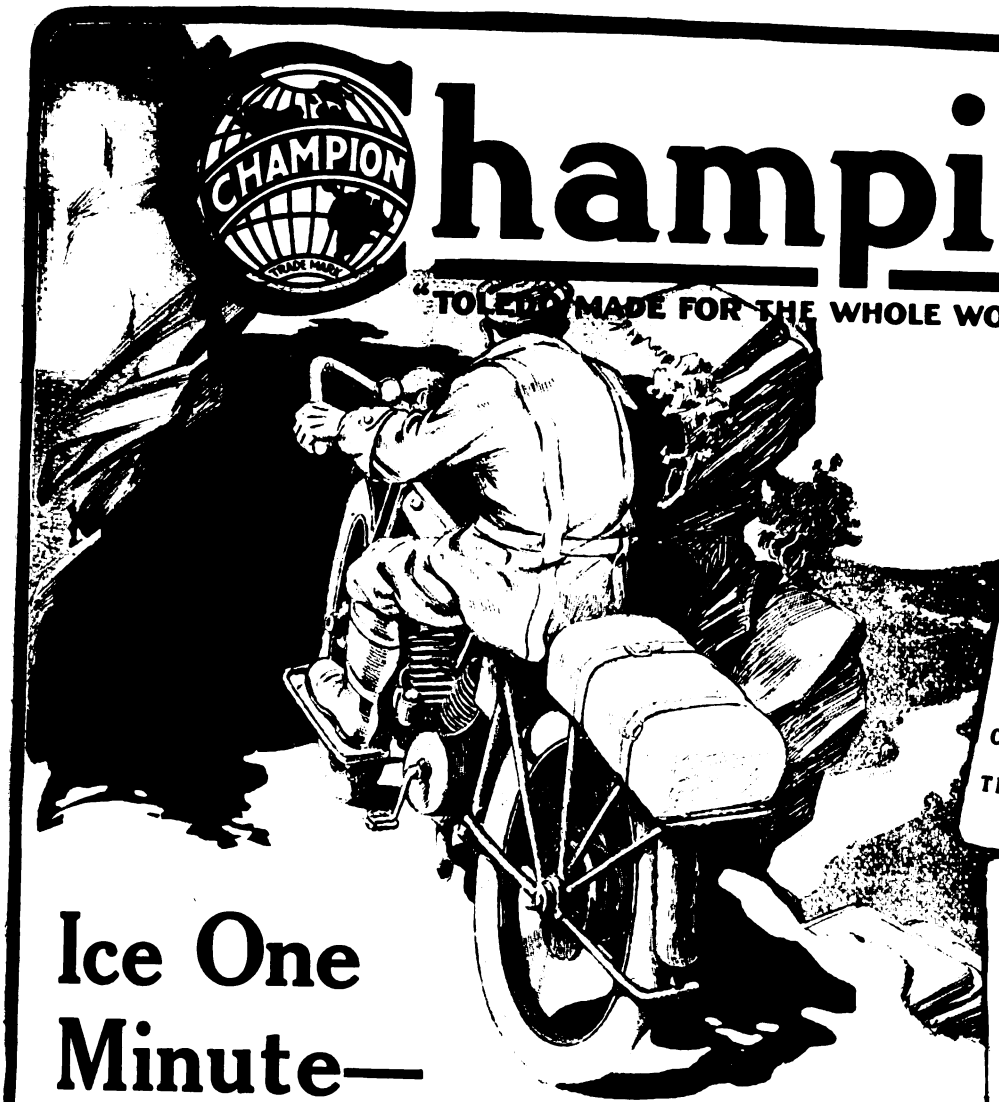
# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"



Champion Heavy Duty
$1.00
One Piece
Can't Leak
Heavy Construction Throughout

Champion Motorcycle Mica
75c
Can't Break
Special Oil-Resisting Construction

Champion Priming Plug
$1.25

Needle Valve Type with Key-lock Attachments

## Ice One Minute— Fire the Next

These are the extremes your spark plugs must stand in the winter.

But you never think of this because your motorcycle engine is equipped with Champions.

Four out of every five American made gasoline motors are equipped with Champion Spark Plugs when they leave the factory.

When you replace the plugs in your motorcycle remember that the biggest engineers in the country specify Champions and won't have anything else.

Be sure the name Champion is on the porcelain. It is put there to guide you.

**THE CHAMPION GUARANTEE**

*Complete satisfaction to the user— free repair replacement or money back*

**Champion Spark Plug Company**

**2316 Upton Avenue Toledo, O.**

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# "I nearly had him landed but he got away from me"

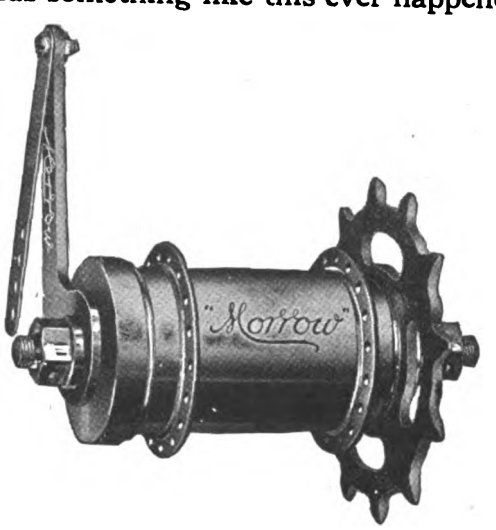
Prospect: "Is the bicycle safe—what sort of brake is it equipped with?"

Dealer: "It's equipped with the Anyold brake—supposed to be pretty good."

Prospect: "Well—I guess I won't decide just now. I'll come back again some time."

Dealer: ? !!—!

Dealers—Has something like this ever happened to YOU?




## Morrow

***"The Brake That Cancels Danger"***

If your machines are equipped with the MORROW COASTER BRAKE, you can answer the prospect's question with the most convincing sales argument—with a sales-clincher. You can promise him absolute safety—a positive forward drive—free coasting. You can show him that the MORROW has the largest braking surface of any brake made—with 24-quarter-inch balls that give marvelous coasting smoothness.

Do this and turn every NEARLY sale into an honest-to-goodness order.

Write and find out how we co-operate with you.

## ECLIPSE MACHINE COMPANY

**ELMIRA** **NEW YORK**



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# 1,000,000 Bicycles for 1916

## BUT WE MUST *PULL TOGETHER*

Every boy and girl in America is a live prospect for a bicycle.

But these prospects have been sadly neglected. Dealers and manufacturers must awake to the tremendous possibilities before us.

The automobile and the motorcycle have taken only a small part of the former big demand for bicycles.

There is, and always will be, a big market for the bicycle. The bicycle is not dead. It simply needs new blood — new ginger — new enthusiasm.

Talk bicycles. Believe in them. Sell them. Talk to parents. Talk to pedestrians. Talk to the children. Every boy and girl wants one. Every boy and girl should have one.

And they will—if you promote the sale.

Bicycles are better made today than ever in their history.

Roads are better. Tires are better. There are no handicaps today as there were years ago.

There are a thousand winning arguments if you will only use them. Modern selling methods demand greater selling pressure.

What we must use is pressure. There is a waiting market. Now let's get together and put the bicycle back where it belongs. Write us today for the Goodyear plan for increasing bicycle sales.

1,000,000 bicycles for 1916.

Address Bicycle Tire Dept.
The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON




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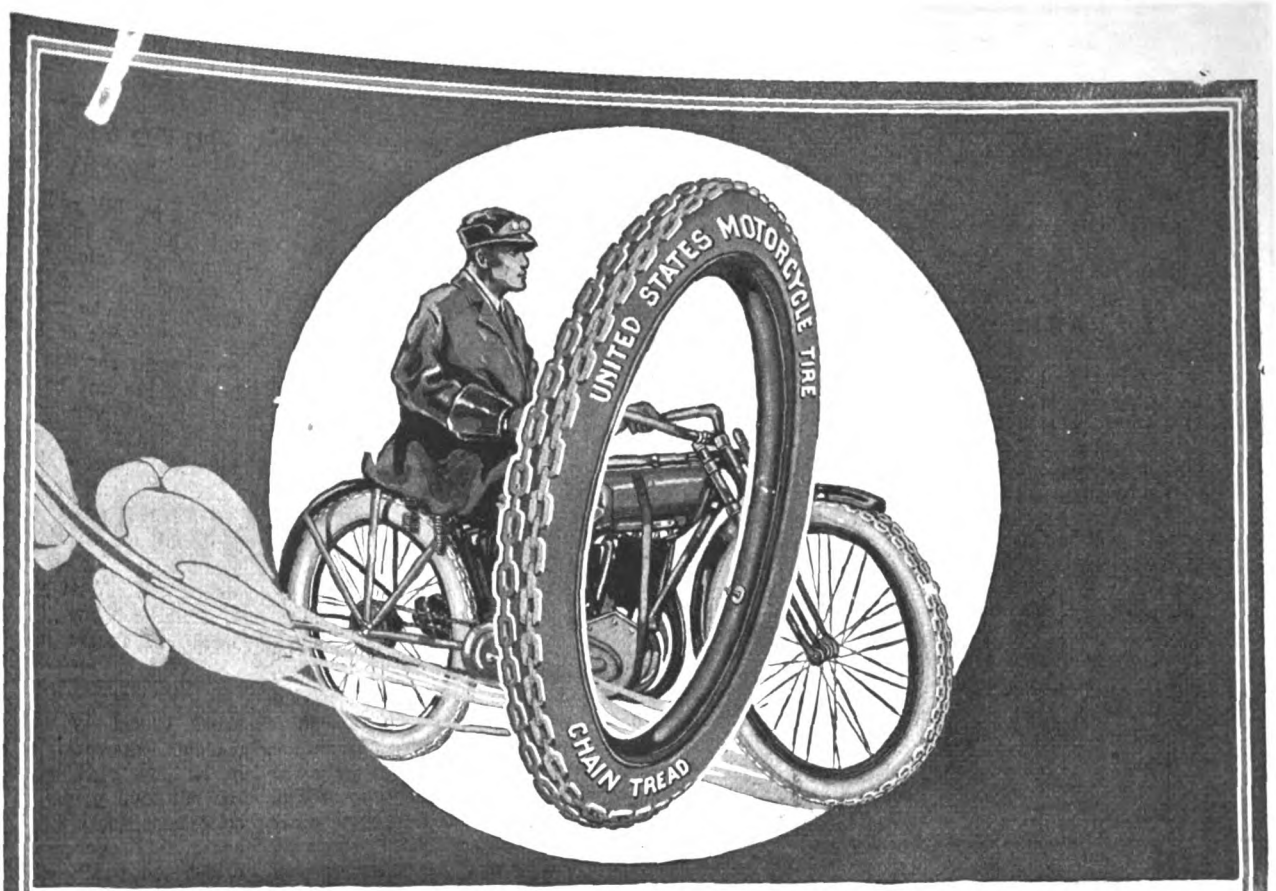


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, November 11, 1915 No. 5

## NEW YORKERS BUY THE DAVIS PLANT

**Business Which Includes Dayton Motorcycles and Bicycles Is Purchased by Blair & Co.—Col. F. T. Huffman Remains Active Head.**

### WILL CONTINUE PRESENT LINES

DAYTON, Ohio, November 5.—The Davis Sewing Machine Company, manufacturer of Dayton motorcycles and bicycles, in addition to the products which figure in its name, has been sold, the new owners and majority stockholders being Blair & Co., one of the best-known bond and brokerage houses in the United States, with headquarters in New York City. The negotiations had been under way only two weeks.

The purchase of the business followed the acquisition of large orders by Blair & Co., which the firm decided could be handled most advantageously with the manufacturing, as well as financial details, under the direction of one company. Large contracts closed by the Davis company recently with the Canadian Car and Foundry Company, attracted country-wide attention to the Dayton plant and demonstrated that the business was one which could readily be broadened in scope.

Col. Frank T. Huffman, president and largest stockholder of the Davis company, has agreed to remain at the head of the organization for at least two and a half years. The other large holders were S. H. Carr and John Stoddard, of Dayton, and Theodore Kunts, of Cleveland. The officers of the company are Col. F. T. Huffman, president; G. H. Gorman, vice-president; J. B. Parmelee, secretary, and J. M. Huffman, treasurer. These four officers, with H. M. Huffman, manager of the motorcycle department, are the five directors who have been actively engaged in the management of the business.

Col. F. T. Huffman

It is the understanding that steps will be taken at once to greatly extend the facilities of the plant, and that all the present lines will be continued, with the addition of several new ones.

All the common stock of the Davis company has been acquired. The company has $540.000 in outstanding bonds, which bear 6 per cent., and $600,000 in preferred stock, which also bears 6 per cent. The preferred stock is retirable. The common stock was purchased at par.

The Davis company was moved to Dayton in 1889 and taken over as a local manufacturing unit by George Huffman, its first president. It was moved from Watertown, N. Y. The company first attracted attention through its sewing machines, which are of international reputation, and later it took up the manufacture of bicycles with great success. Then came the addition of motorcycles to the company's lines, and these machines have added to the company's standing as a maker of high-quality products. It is stated that the company is also equipped for the manufacture of drill presses, screw machines and drop forgings.

While no formal announcement has been made concerning the extent to which Blair & Co. intend to enlarge the manufacturing scope of the company, it has been strongly hinted that the plans call for extensions which will necessitate the employment of 5,000 men in about a year. It is stated that the additional hands will be needed for the enlarging of the present departments, as well as for the new lines which the company is to take up.

### NEW COMPANY TO HANDLE HENDERSON IN SOUTHERN CALIFORNIA

Los Angeles, Cal., November 5.—A new concern, the Henderson Motorcycle Sales Company, has just been incorporated under the California laws to market Henderson motorcycles in Southern California. It is stated that the capitalists behind the General Motorcycles Sales Company, of Boston, Mass., which distributes the Henderson in New England, are also interested in the new California corporation. They are Charles A. Hubbard, former treasurer of the United Fruit Company, and J. T. Lee, of Boston. The new company has taken first-class quarters, for both sales and repair work, in Los Angeles.

Hugh A. Fargo, who was formerly sales manager of the Henderson Motorcycle Company, will remain in California as Pacific Coast manager. President T. W. Henderson, who is on a business tour of California, was present when the new company opened for business in Los Angeles. It is announced that the new headquarters will be in a position to give complete factory service to coast riders.

## ADDITION FOR RACINE RUBBER

**Tire Output of Racine Company Will Be Doubled When Three-Story Building Is Finished February 1; New Machinery to Cost $60,000.**

### NOW EMPLOYING 600 MEN

RACINE, Wis., Nov. 9.—Preparations for doubling the output of the Racine Rubber Company in the manufacture of automobile and motorcycle tires are being made in the erection of a large three-story addition to the present plant in Asylum avenue near the track of the Milwaukee road. The Racine Rubber Company is one of the city's newest industries, and has passed through a gratifying season, that saw the company working overtime in many departments, due to cramped quarters, which would not allow the taking on of any more employes.

The new addition is expected to obviate much of the overtime production, and at the same time pave the way for an anticipated increase in business next year. It is expected that the new building will be ready for occupancy about February 1, and the installation of machinery will be begun shortly thereafter. The new structure will house the mill room and a small portion will be set aside for the storage of crude material. The machinery is expected to cost $60,000. There will follow a reorganization of the entire plant to be in position to take care of added production.

The present working force at the Racine plant is 600 men, but with the new addition in operation it is expected that the number of employes will be increased gradually until the 1,000 mark is reached.

### HESS-BRIGHT FIRM ISSUES FOUR BEARING LICENSES

Philadelphia, Pa.—The Hess-Bright Mfg. Company, of this city, makers of H-B ball-bearings and holders of important patents on ball-bearing construction, has issued licenses to cover the manufacture of these bearings under the Conrad patent to a number of firms. Among the latter are the Standard Roller Bearing Company, of Philadelphia, the New Departure Mfg. Company, of Bristol, Conn.; the U. S. Ball Bearing Co. of Chicago, and the Gurney Ball Bearing Co. of Jamestown, N. Y.

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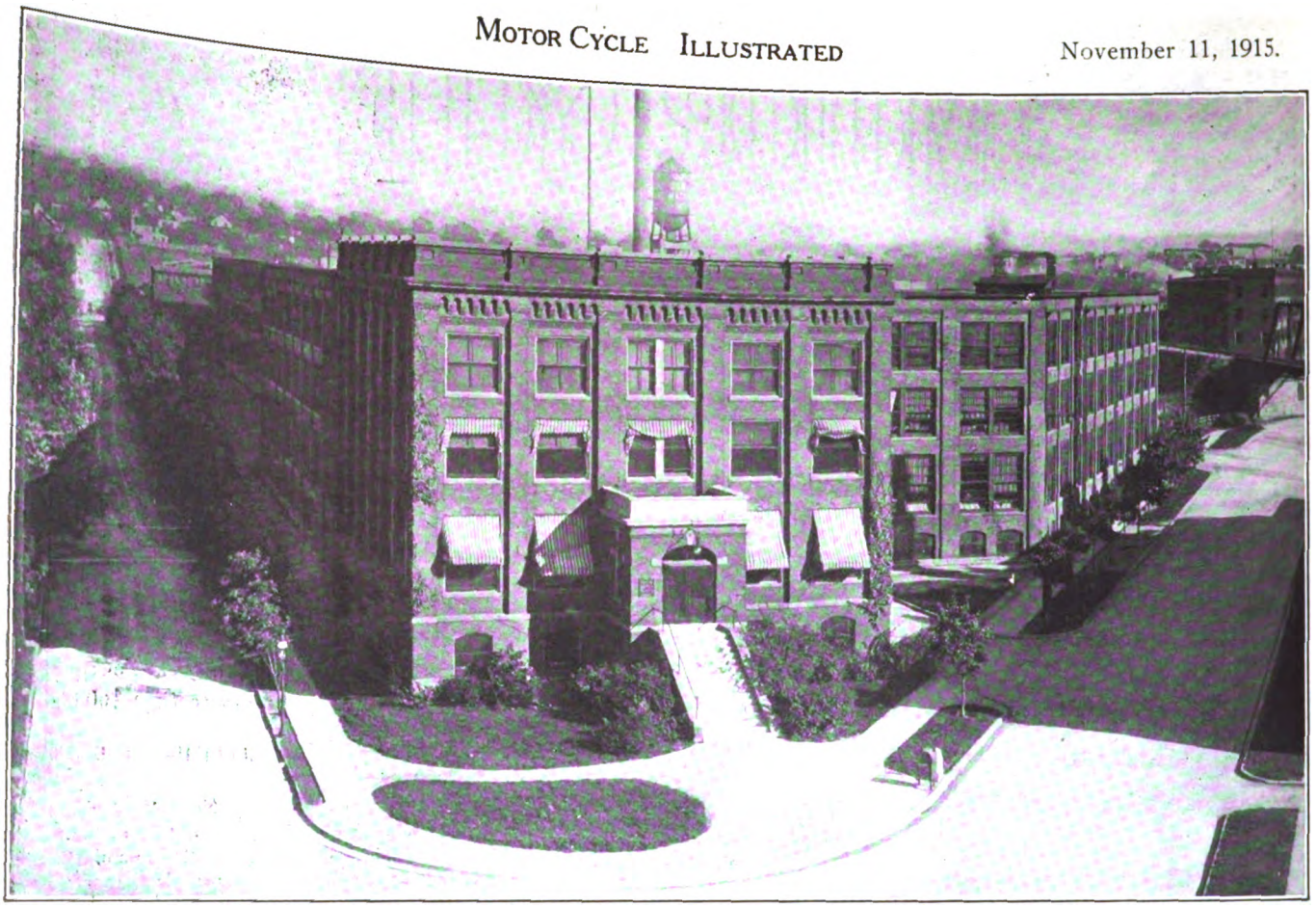

**Factory of Davis Sewing Machine Company, at Dayton, O., Which Has Been Purchased by Blair & Co., of New York**

# ELLIS IS AFTER 1,000 MILE MARK

**New York State F. A. M. Commissioner Will Try to Set New World's Record on Empire City Track at Yonkers, N. Y., November 24.**

ON November 24, at the Empire City track at Yonkers, N. Y., beginning at five P. M., George Ellis, New York State Commissioner for the F. A. M., will make an endeavor to break the world's one thousand mile record established by Spencer, at Springfield, Mass., in 1909. Spencer made one thousand miles in twenty-two hours, twenty minutes and fifty-nine seconds. No attempt has since been made to break Spencer's record, and Ellis feels that he has a good chance.

During the afternoon there will be a Marathon race in Yonkers, and the last five miles will be run on the track. As soon as the foot race is finished Ellis will start off on his record-breaking attempt, under F. A. M. sanction, and is expected to make good at it.

### READING ENDURANCE RUN

Reading, Pa., Nov. 8.—The Reading Motorcycle Club is preparing for the 200-mile endurance run to be held from this city on November 14. Thus far 25 entries have been received. The riders will use this city as a starting point and return to it thrice before the race is finished.

The course as being mapped out will be from Reading to Pottstown, to Linfield, back to this city. Then to Hamburg and Shartlesville, and after returning to this city speed through Denver and Ephrata, winding up their course at a point in this city which has as yet not been definitely decided. Medals will be awarded to the first three riders.

### LARGE ECLIPSE EXTENSION

Elmira, N. Y., November 5.—The steadily increasing business of the Eclipse Machine Company has necessitated the erection of a large extension to the present factory which will be occupied by the engineering, drafting and experimental departments. Arrangements have been made to rush the work to completion, so that the facilities can be broadened at an early date in keeping with the volume of business that is coming to the Eclipse folks.

### WILLARD AGENCY IN SEATTLE

Seattle, Wash.—The Storage Battery Service Company, located at 1532 Broadway, is a service station and agency for Willard storage batteries, according to a recent appointment. L. J. Ranney manages the company.

### DECLARES QUARTERLY DIVIDEND

Akron, O.—The B. F. Goodrich Company, of this city, has declared a regular quarterly dividend of 1¼ per cent. on the preferred stock, payable on January 1, to stockholders of record December 21.

### RETURNS FROM RUSSIA

Akron, Ohio.—Roy G. Harris, who has been in Russia for the past ten months as the representative of the Firestone Tire & Rubber Company, reached Akron a few days ago to report to the company regarding business in Russia. He talked interestingly of the war situation, the evidences of which he saw on every hand, and stated that in his opinion the fight will be to a finish.

### BAKER'S EQUIPMENT

Following is the equipment of the Indian motorcycle which E. G. Baker is taking with him on his trip to Australia, Hawaii and other South Pacific points: Dixie magneto, United States Nobby tread tires, Mesinger Air-Cushion saddle, Duckworth chains, Schebler carbureter, Splitdorf spark plugs, Solar lamp, Stewart-Warner speedometer and Witherbee Ignition Co. batteries.

As has already been stated in these columns, Baker is carrying an extra Powerplus Indian motor for emergency service, and is making his tour with the idea of hanging up a number of new speed records, particularly in Australia.

### ELLIS PICKS A HUSTLER

State Commissioner George A. Ellis, of New York, announces that he has appointed Hal Noyes, of Auburn, N. Y., as F. A. M. commissioner at large. Mr. Noyes is very well and favorably known throughout the State, having been a hard F. A. M. worker for years.

### 1500 SPLITDORFS A DAY

An item in a recent issue of **Motor Cycle Illustrated** stated that the present output of the Splitdorf Electrical Company is 315 magnetos a day. This should have read 1,500 magnetos a day. There's many a slip between the typewriter and the linotype and now and then one escapes the Argus-eyed proofreader.

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# TURKEY TROT FOR INDIANA RIDERS

**Annual Classic Will Be Staged on Thanksgiving Day Over 65-Mile Course Out of Indianapolis—Pros. and Amateurs to Compete.**

INDIANAPOLIS, Ind., November 8.—The annual "turkey trot" of the motorcyclists of Indianapolis will be held on the morning of Thanksgiving Day over the old road race course, north of the city. The distance is 65 miles and the present record is held by Neson Hodgen, Indian, of this city, and was made three years ago when he covered the distance in the time of 83 minutes.

Hodgen has already announced his intention of entering in an effort to lower his record, while John Merz, Von Staden, Appel, Reinhardt and Otto Summers are expected to enter in the professional class for twins. In the sidecar class, with both rider and driver competing, six starters are expected. The class for amateurs riding twins will be the largest, as most of the clubs' riders who will enter are in this class. The race will be open to all the riders in the state. Cash prizes will be offered for the best time in the professional classes, while medals and merchandise awards will be made to the amateurs.

While the roads as a whole are in good condition, several bad stretches will be encountered on the course. Six towns will be passed through on the run, and permission has been granted to the club by the town official of speed, while going through. The event will be sanctioned by the F. A. M. and will be controlled by its officials. State Referee John Kinney will cover the course in a car in advance of the riders to see that the course is properly guarded at all cross roads. Club members will be stationed at all dangerous points.

## CRUDE RUBBER IMPORTS

The first eight months of the year 1915 show a total of 140,745,276 pounds of crude rubber imported into this country. These figures are considerably in advance of figures for the same periods in 1913 and 1914, when the number of pounds imported were 65,019,592 and 104,480,023, respectively.

The imports of crude rubber during the month of August, 1915, reached 17,060,113 pounds, as compared with 18,659,660 pounds in July, 1915, and 6,654,828 pounds in August, 1914. Practically all the rubber came from the United Kingdom, which shipped 5,254,070 pounds; Brazil shipped 3,039,813 pounds, and the East Indies 7,012,833 pounds.

## BALL BEARING FIGURES

Anti-friction balls and bearings imported into this country during the month of August, 1915, reached a valuation of $96,008, which is slightly in excess of the valuation of August, 1914, which was $83,777. Notwithstanding this increase over last year the month of August shows a decrease when compared with July, 1915, when the valuation was $149,992. The eight months ending August 31, 1915, show balls and bearings to the value of $977,612 imported into this country, as compared with $1,785,294 for the period in 1913, and $1,121,314 for the 1914 period.

Remaining in the warehouse as of August 31, 1915, were balls and bearings valued at $338,300. As of August 31, 1914, the valuation was $425,665.

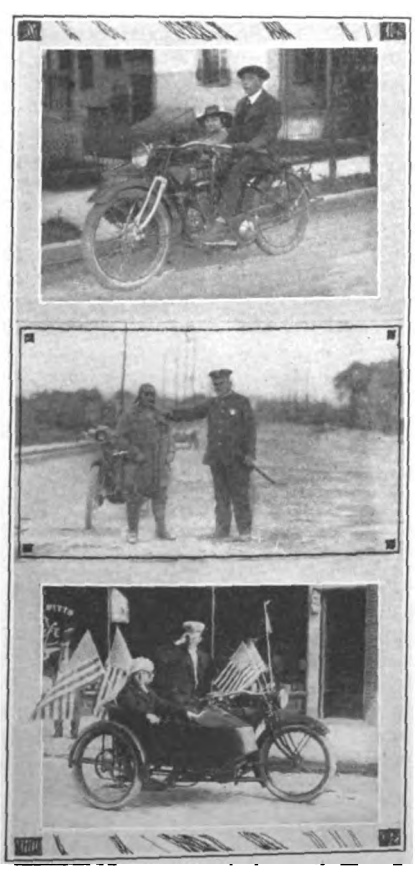
## CONLISK HUSTLING IN CHICAGO

Joseph J. Conlisk, in charge of the Detroit branch of the Columbia Steel and Shafting Company, of Pittsburgh, Pa., has opened a Chicago office at 1844 Peoples Gas Building. Mr. Conlisk is constantly demonstrating his ability as a friend-maker and is conducting an energetic drive for local business. During the short time he has been in Chicago he has been successful in closing contracts with a number of reputable firms.

## FORCE DOUBLED AT R-S PLANT

Reading, Pa., November 6.—The Reading Standard Company, manufacturer of the Reading Standard motorcycles, has doubled its factory force within the last week or ten days and night work was started on November 4. The company's business has increased at a remarkable rate of late. There are about five times as many orders on the books now for immediate delivery as were shipped last year up to January 1, and at that time the company had filled every order.

## SNAPSHOTS FROM DAYTON, O.



**At Top, C. W. Waughop with Mrs. Waughop in Sidecar; Center Bob Mead in the Clutches of the Law; Bottom, W. H. Brockert; All Using Daytons**

# PHOENIX RACE GOES TO JOHNS

**Indian Bacon-Hunter Leads All the Way in 35-Mile Event, with Crandall on Harley-Davidson Second and Berg in Third Place.**

PHOENIX, Ariz., Nov. 5.—Don Johns, mounting his Indian, led all the way in the 35-mile race which opened the Southern Arizona Fair at Tucson yesterday. His time was 31 minutes flat, and the performance was considered remarkable, in view of the dusty and rutted condition of the track. Harry Crandall, Harley-Davidson, was second in 31:40; John Berg, Harley-Davidson, third; Lorenzo Boido, Indian, fourth, and H. Sullivan, Indian, fifth. The feature of the race was the struggle between Crandall and Berg for second place. They were only thirty seconds apart at the finish.

There was some dissatisaction owing to the fact that the Excelsior and Indian riders claimed that it was understood the event was to be at the 100-mile distance, and Bob Perry, of the Excelsior camp, did not enter. Perry argued that he did not care to risk high speed work on the badly rutted track at the 35-mile distance when he had expected the attraction of a 100-mile contest.

"A 100-miler wouldn't have been any safer," said Bob, "but it would have held out greater inducements in the way of honors for the victor."

"Dusty" Rhodes, of Tucson, went out at an early stage with a broken fork, and Russell, mounted on a Cyclone, was retired with a broken spark control. All the riders showed well, Johns' performance being especially meritorious in view of the fact that he averaged 67.8 miles an hour.

## STOCKHOLDERS CONSENT TO NEW FISK STOCK ISSUE

Chicopee Falls, Mass.—Stockholders of the Fisk Rubber Company, of this city, have ratified the proposal to issue 15,000 shares of first preferred stock, as recommended recently by the board of directors. This will bring the preferred stock issue to the $5,000,000 authorized by the charter, less some $225,000 retired last May.

The treasury of the Fisk company will have $1,500,000 when the stock is issued, and this sum will be employed for needful expenses. Stock issues of the company total $14,775,000 at present, of which $4,775,000 is first preferred, $2,000,000 second preferred and $8,000,000 common stock. There are no bonds, but on December 31, 1914, the Fisk firm had $1,745,000 in outstanding notes.

## EISELE A MOSLER SALESMAN

Fred W. Eisele has joined the sales force of the A. R. Mosler Company, of New York City, taking up his new duties November 1, and will cover Ohio, Indiana and Michigan. Joe Fisher is making the rounds with Eisele and introducing him to the trade. Mosler spark plugs in the various sizes will be Eisele's specialty hereafter.

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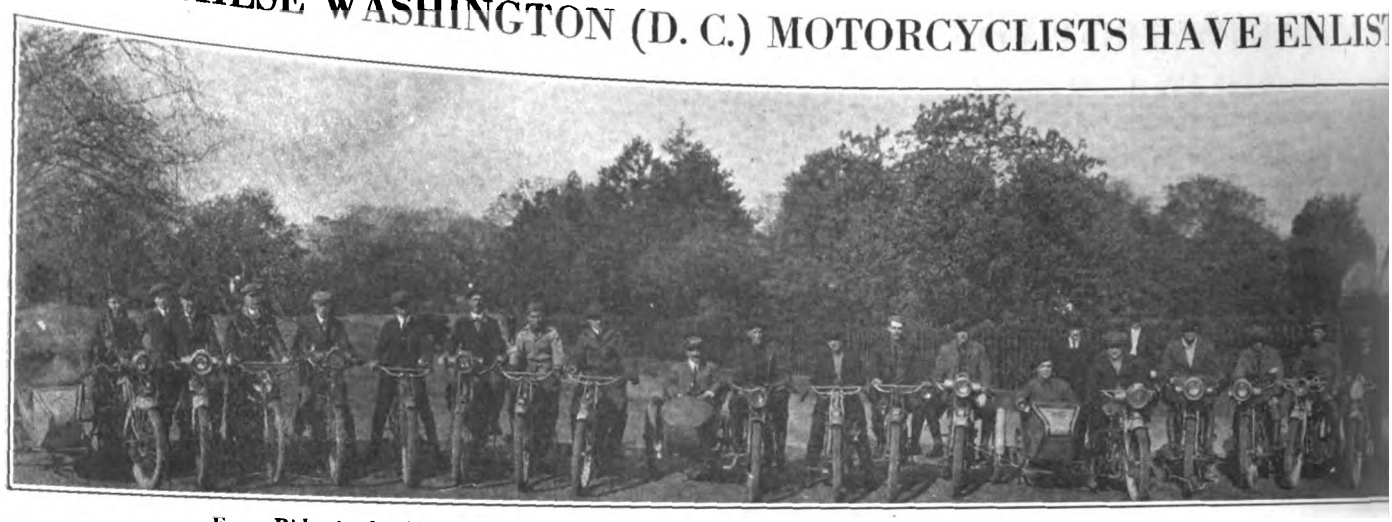
# THESE WASHINGTON (D. C.) MOTORCYCLISTS HAVE ENLIST



Every Rider in the Above Lineup, Excepting the Ladies of Course, Has Signed Up to Drill For Military Service

# MOTORCYCLISTS IN ARMY DRILLS

**New Military Organization in Washington, D. C., Will Participate in Big Program with Various U. S. Army Branches on Thanksgiving.**

WASHINGTON, D. C., November 8.—Consolidation of the new organization of military motorcyclists with the National Capital Motorcycle Club, marked the second stage of the plans to organize a large and efficient corps of motorcyclists to operate in conjunction with the National Guard of the District of Columbia. This step was taken upon the advice of Captain R. A. Sturgeon, the military organizer who is responsible for the new movement.

Plans for the financial support of the organization are being put into shape, the first step along that line being a military tournament to be held on Thanksgiving Day. This affair will include, in addition to motorcycle races, military manoeuvers by detachments from various branches of the United States Army, including infantry, cavalry, artillery, signal corps and aeroplanes. Such military manoeuvers as the new corps of motorcyclists have been able to acquire in the short time at their disposal, under the instruction of an artillery officer detailed from the regular army, will be exhibited.

A committee appointed to effect the consolidation of the two organizations has completed its work and will present their recommendations to the next meeting of the club. This committee consists of Fred M. Mills, F. A. M. commissioner; Harry B. Cohen, treasurer of the club; and Captain Sturgeon. The committee's report includes a recommendation that Captain Sturgeon be appointed as temporary captain of the military division of the club, with C. V. Dessez and P. N. Moulden as first and second lieutenants, respectively. These officers will select the necessary non-commissioned officers, and the completion of the military organization is expected to follow rapidly. Captain Sturgeon has issued a call for the first meeting to receive military instruction.

### SWENSON TO OPEN ANOTHER STORE

B. A. Swenson, the veteran Providence, R. I., dealer, who has done so much to put the Indian on the map in southeastern New England, is preparing to enlarge his activities in the 1916 season by opening a new store in New Britain, Conn. This makes the third or fourth store operated by Mr. Swenson, as he is also directly interested in a store at Pawtucket, R. I., in addition to his big wigwam in Providence, and has sub-agencies at Westerly, R. I., and other places. The new store will be opened right away and will be in charge of Charlie Hadfield, an old Providence rider.

Mr. Swenson will have a big space in the automobile show at the State Armory in Providence, November 12-20, having arranged to have souvenirs and to make the Indian Powerplus and other models as prominent as he so well knows how to do.

### WANT MACHINES FOR DELIVERIES

The Apparel Repairing Company, which was recently organized in New York City, with a capital stock of $250,000, for the purpose of running a large number of apparel repair shops throughout the city, will use motorcycles to make deliveries to its customers. It is stated on good authority that twelve new machines will constitute the delivery system. The secretary-treasurer of the company is J. De Lyon Howth, 21 Park Row Building, New York.

### SUIT FOR DAMAGES

Cincinnati, Ohio.—Suit has been filed in the United States District Court against William E. Richards for $10,180 damages, for injuries alleged to have been caused by him to Harold Kuhling, a minor, who was struck by Richards' automobile while riding his motorcycle. Kuhling declares that the fault was entirely that of the automobilist, and that he suffered injuries, with damage to his machine, entitling him to the substantial amount indicated.

### TO BOOM BRAZILIAN TRADE

An American Chamber of Commerce for Brazil, with twenty-two charter members, has been organized at Rio de Janeiro. The object is to further the development of trade between the United States and Brazil.

# FOREIGN ORDERS STILL GROWING

**Export Figures for August, 1915, Are Far in Advance of Same Period Last Year for Both Motorcycles and Bicycles—Imports Falling Off.**

SHIPMENTS of motorcycles and bicycles to foreign countries continue to be encouraging. Exports during the month of August, 1915, are far in advance of shipments during August, 1914, and with the exception of shipments to Porto Rico, a gain is noted in every class of shipment. The increase in the shipments of bicycles is phenomenal, August of 1915 showing a valuation greatly in excess of August, 1914, and July, 1915, combined. The valuation of motorcycles shipped in August, 1915, was nearly eight times the valuation of August, 1914; while July, 1915, showed more motorcycles shipped than August of this year, the valuation for August shows a gain. Imports continue to decrease, the month being below both August, 1914, and July, 1915.

Shipments for the first eight months of 1915 show the year to be considerably in advance of both 1913 and 1914 in the number and valuation of motorcycles, while the valuation of bicycles shipped is but $9,000 less than the valuation set in the period during 1914. Shipments to the Hawaiian Islands, while below the valuation set in July, 1915, are in excess of the shipments made during August of last year. Porto Rico shipments for the month are in excess of those of July, but below the figures set for August of last year. The Philippine Islands show a loss when compared with July, but a substantial gain over August, 1914. The eight-month period shows shipments to all three American possessions to be below the figures set during the years 1913 and 1914.

Motorcycles to the number of 1,744, and valued at $398,792, were shipped to foreign countries during the month of August, 1915. August of 1914 showed

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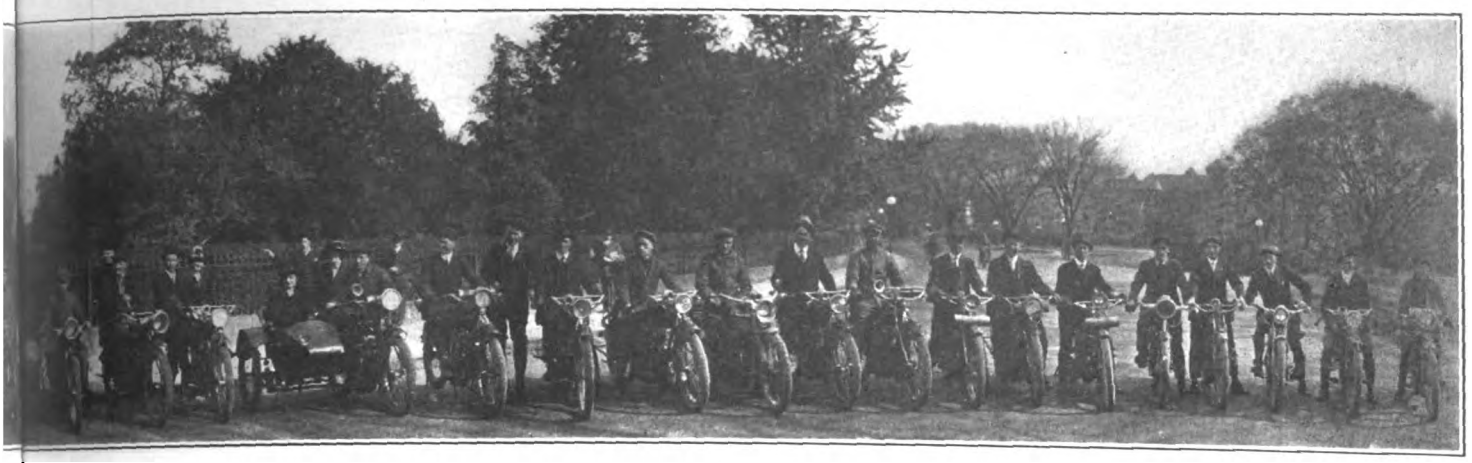
# IN THE NEW PROVISIONAL MILITARY ORGANIZATION



**Funds for the New Organization Will Be Raised at a Big Program of Races and Manoeuvres to Be Held on Thanksgiving Day**

but 186 machines, valued at $40,560. July of this year totaled 2,133 machines, valued at $389,964. For the first eight months of 1915 the figures show 10,176 machines shipped with a valuation of $1,905,389. During the eight-month period in 1914 a total of 5,703 machines were shipped, valued at $1,104,599, while in 1913 there were 3,248 machines shipped, with a valuation of $625,494.

Shipments of bicycles were extremely heavy during August of this year, the valuation reaching $82,454, as compared with $19,637 for August, 1914, and $43,735 for July, 1915. The eight-month period shows 1913 leading with a valuation of $493,473, as compared with $372,880 for 1914, and $363,482 for 1915.

Imports for the month of August, 1915, fell below the figures shown for August, 1914, and July, 1915. During August of this year motorcycles and bicycles to the value of $2,053 came into this country, as compared with $3,406 during August, 1914, and $2,712 during July, 1915. During the eight-month period, ending August 31, 1915, the total value of motorcycles and bicycles imported reached but $29,113, as compared with $119,045 during the period in 1913, and $165,057 during 1914.

Shipments to the Hawaiian Islands of motorcycles and bicycles were exceptional during the month of July, 1915, and it is, therefore, not surprising to see August of this year fall behind the figures for July. However, the month of August this year shows up very well when compared with August of last year. During July the valuation of shipments reached the $8,000 mark; in August, 1915, the valuation was $3,593, while in August, 1914, it reached only $2,319. The eight-month period of 1914 leads the period in 1915, the figures being $42,913 for 1914 and $41,156 for 1915, and $83,952 for 1913, the latter being considerably in excess of both the other periods.

Motorcycles and bicycles shipped to the Pihilippine Islands during August, 1915, were valued at $5,622. During July, 1915, the valuation was $8,712. August, 1914, is considerably below both months, showing a valuation of but $729. The eight-month periods show 1913 to lead with a valuation of $49,818, followed by 1914 with $48,116, and 1915 with $33,838.

An increase over the month of July is noted in shipments of motorcycles and bicycles to Porto Rico during August, 1915, but both July and August of 1915 combined do not reach the valuation set in August, 1914. The figures are $2,687 for August of this year, $1,196 for July, and $4,159 for August, 1914. The eight-month periods, ending August 31, show 1913 to have led with a valuation of $32,059, followed by 1914 with $26,648, and 1915 with a valuation of $14,749.

## GIBSON CALLS ATTENTION TO RENEWAL AMENDMENT

Secretary-Treasurer G. B. Gibson, of the F. A. M., calls the attention of members of the Federation to the new arrangement of late renewals as prescribed by a Constitutional Amendment recently sanctioned by the Board of Directors. The wording of this Amendment is as follows:

"If a member renews after date of expiration, he may be issued a card with same number but good for one year from date of renewal."

The secretary further states that he has thought out a recording scheme for such renewals, so that the membership books can be kept clear.

## HOLTON APPOINTS LOCAL COMMISSIONERS IN NEW JERSEY

North Atlantic District Commissioner Elliot B. Holton, announces the following appointments of local New Jersey commissioners: J. B. Werner, of Passaic, for city of Passaic; Martin Siegert, of North Bergen, N. J., for Hudson County; Carl Rockafellow, of Flemington, N. J., for Hunterdon County; Elmer J. Mills, of New Brunswick, N. J., for Middlesex County, and Clyde B. Hay, of Hackensack, N. J., for Bergen County.

## NOTHING BUT FIFTY MILES

Trenton, N. J., October 25.—John A. Johnson, of this city, who has challenged all-comers to a road race at fifty miles, has reecived a communication from Frank Agabiti who wants to race him at a distance of ten miles. Johnson does not seem inclined to enter a race at that distance and has not yet signified his intention to accept the Agabiti proffer.

# PRO. STATUS IS CLEARLY DEFINED

### F. A. M. Directors Adopt Resolution Giving Definite Interpretation of Competitor's Classification — Hess Appeal Is Dismissed.

FINAL decision has been made by the Board of Directors of the F. A. M. upon the interpretation of Section 3 of Article 5 of the Competition Rules and upon the appeal of John Hess in the awarding of the Bosch Trophy at Sacramento, Cal., following the Championship Races. It has been decided by the Board, that the Section which relates to the classification of competitors, shall be interpreted to class as a professional one who has competed on tracks where the public is charged admission, being connected directly or indirectly with the trade. This is in addition to the thoroughly-understood reading that a professional is one who has competed for cash. The Hess appeal is dismissed by the Board.

In the matter of the professional classification the following resolution was adopted:

"RESOLVED:—That the interpretation of Section 3 of Article 5 is: First, a professional is one who has competed for cash; second, or being directly or indirectly connected with the trade competes on tracks where the public is charged admission."

The motion for interpretation of this article was put by Director E. B. Holton, of the North Atlantic District, and was voted on favorably by Directors Ash, Campbell, Holton, Castle, Hunt and Johnson. Directors Daenitz, Donovan and Pixley did not vote.

In the Hess appeal from the referee's decision, the following resolution was passed:

"RESOLVED:—That in view of the fact that no protest in writing against the decision of the referee had been filed, that the Committee finds itself without power or authority to act in the matter of the appeal and the same is therefore dismissed."

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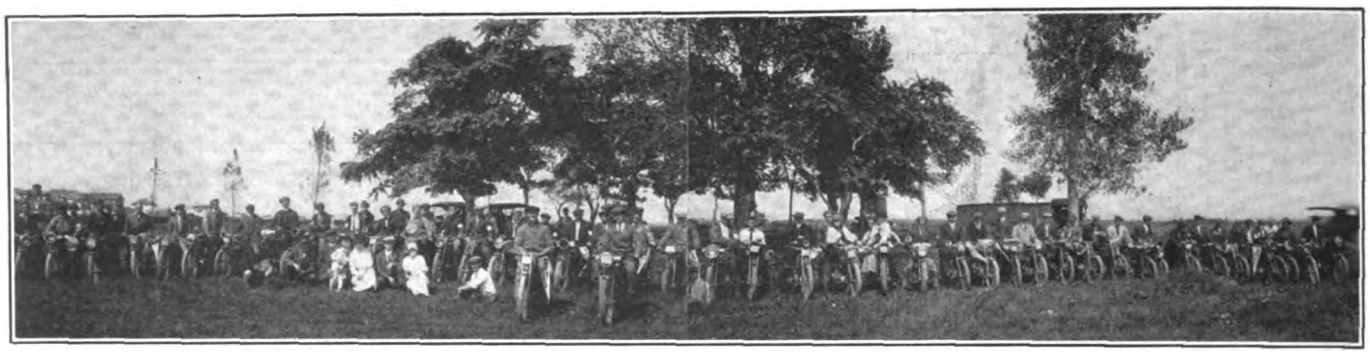
PARTICIPANTS IN DEALER CRESCI'S ANNUAL OUTING AT FORTESCUE, N. J.



**Riders of Vineland, N. J., and Surrounding Towns Who Enjoyed Picnic and Dinner Which Followed Recent Time Run From Harley-Davidson Headquarters in Vineland—Forty-five Solo and Tandem Machines Were Parked at Grounds as Well as Several Autos**

The following voted in favor of the resolution: Ash, Campbell, Holton, Castle, Hunt and Johnson. Directors Donovan, Daenitz and Pixley did not vote.

A third resolution was passed on, in addition. This referred to a dispute concerning the awarding of a cup to J. B. Werner, of Newark, N. J., by Referee Roy Pascal, of New Jersey. It was resolved that the cup be retained by Mr. Werner, Messrs. Holton, Ash, Campbell, Castle, Hunt and Johnson voting in favor of the resolution.

## JOHNSON GIVES VIEWS ON FIRE RECOVERY CASES

LEGAL ACTION CHAIRMAN, W. M. JOHNSON, of the F. A. M., in a recent letter gives his views on recovery for loss or damage done to a motorcycle by fire occurring when filling the tank with the headlight or other lamp burning. He points out that such a case rests upon the principles involved in any negligence case or case for damages. Two facts must concur, says Chairman Johnson, the first being that the rider (or plaintiff) must be without fault on his part, and the second, that the garageman (or defendant) must be negligent or careless on his part.

In two cases in which fire occurred with a motorcycle on the fuel running over and igniting from the lighted headlight, the defense was that the rider could not recover by reason of carelessness in having his tank filled with the headlight burning; in that he, the rider, should have known as well as the garageman or oilman that the vapors of gasoline, or the gasoline itself, brought into contact with the flame would result in an explosion, and that it was required of him as a prudent man to take all steps necessary to avoid the danger.

The letter was written by Chairman Johnson in answer to inquiries on a similar case from a rider in the South. There seems to be no precedent on the subject of putting out lights before filling tanks, the chairman's personal investigations showing that in many gasoline stations no attention to this subject is paid.

### LATEST AFFILIATED CLUB

The Twin City M. C. of Urbana, Ill., is the latest recruit to F. A. M. affiliated club circles, having 15 members and one hundred per cent. F. A. M. membership. C. D. Renfrew, of 307 West High street, is the secretary.

## MASSACHUSETTS ISSUES HEADLIGHT REGULATIONS

BOSTON, Mass., November 5.—The Massachusetts Highway Commission has formulated a State regulation for headlights on motor vehicles, to take effect January 1, 1916. The Commission holds that a State regulation in this matter will prevent any cities or towns making rules which would confuse motor vehicle users, hence the formulation.

The new regulation reads as follows:

Wherever there is not sufficient light, within the limits of the highway location, to make all vehicles, persons, or substantial objects clearly visible within said limits for a distance of at least 150 feet, the white lights which a motor vehicle is required to display by Section 7 of Chapter 534 of the Acts of 1909 shall, when said vehicle is in motion, throw sufficient light ahead to show any person, vehicle, or substantial object upon the roadway straight ahead of the motor vehicle for a distance of at least 150 feet. Any light thrown directly ahead or sidewise shall be so arranged that no dazzling rays from it or from any reflector shall be at any time more than 3½ feet above the ground on a level road at a distance of 50 feet or more ahead of said vehicle, and said light shall be sufficient to enable the operator of the motor vehicle to see any person, vehicle, or substantial object upon the roadway or side thereof, for 10 feet on each side of the motor vehicle 10 feet ahead of said vehicle.

### FOR COMMERCIAL WORK

Vancouver, B. C., November 3.—W. H. Morrison, Vancouver agent for the Indian motorcycle, has just sold eight sidecar chassis, to be used by the British Columbia Telephone Company, for use in their trouble department. Bodies suitable for the purpose will be built in the company's own shop in Vancouver.

### WHERE GASOLINE IS GOING

A total of 8,279,278 gallons of gasoline were shipped during the month of August, 1915, to foreign countries. Of this quantity the United Kingdom received nothing direct, but shipments to British Oceania totaled 1,065,738 gallons, while Canada received 3,935,269 gallons. France received 41,520 gallons, while shipments to other European countries reached 1,622,315 gallons. This may be considered significant when it is shown that shipments to the other European countries reached but 304,337 gallons during August, 1914. It is possible that the warring nations may be receiving a large amount of gasoline through other sources than direct shipments. An increase is also noted in the shipment of gasoline to Argentina, 998,545 gallons being received from the United States during August, 1915, as compared with 224,400 gallons in August, 1914.

## NEW JERSEY M. C. HAS FIRST HALLOWE'EN PARTY

NEWARK, N. J.—With thirty decorated sidecar and solo machines ridden by costumed motorcyclists, and any number of regular riders, the first annual Hallowe'en parade and celebration of the New Jersey M. C. was held on the evening of November 1. Uncle Sams, Indians, Newly Weds, darkies and clowns vied with each other in competing for the prizes offered.

After the parade, the club rooms were occupied by riders and their guests, and games were played. Huge quantities of doughnuts, pumpkin pies and cider were consumed during the course of the evening. The affair broke up in the wee sma' hours, with every participant well satisfied.

Prize winners in the parade were as follows: Sidecar division—P. W. Stevens, dressed in leaves with sidecar outfit correspondingly trimmed, first prize, a silver loving cup donated by Carl Bush; Mr. and Mrs. H. B. Missner, as bride and groom in a rose decorated machine, second prize, pair of fleece-lined mittens, donated by Haverford Cycle Company. In the solo division—Alfred Mowbray, dressed as a farmer, first prize, a speedometer, presented by the F. C. Cornish Estate; George Essbach, as a Moorish chief, second prize, back rest, donated by Walter Goerke. The comic prize was awarded to Otto Dreher, dressed as a tramp. The prize was a rubber poncho. Mrs. Wes. Smith won the first ladies' prize in the comic division. She was attired as a harlequin.

Members of the Arrow M. C. of Jersey City and the Indian M. C. of New Brunswick were present, as was E. A. Robertson, F. A. M. commissioner. The committee in charge consisted of Wilbur Walden, Howard Missner, Arthur Walberg, Henry Sieb and Peter Cunningham. District Commissioner E. B. Holton, who considers this club his favorite, also lent a hand.

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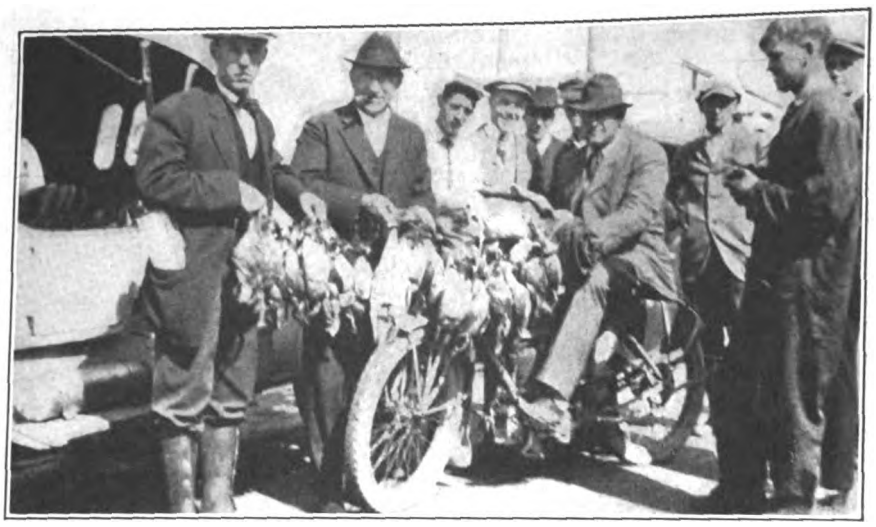
# On the Pacific Coast

## EXCELSIOR DEALER GIRTON ON A GAME DIET

Los Angeles, Cal., November 1.—Tommy Girton, the popular Excelsior distributor in Los Angeles, is living mighty well these days. It's a rare Monday that somebody does not ride up to the store with some trophies of the chase and invite Tom and his partner, Fred Hoffer, to take home a few. Officer Hatch, whose photograph is shown here with 47 ducks, the result of two days' shooting, is keeping up a record which he began earlier in the season by getting one of the finest bucks that was brought down in the brief open season on deer. Harold Frank, the speedster who now works in the Excelsior shop, came in the other day with a bunch of the finest, fattest, firmest-fleshed trout that Girton has ever seen. While a good many of the fellows who depend on the four-wheeler are worrying because they can't seem to find the game and bring it in, the boys on the motorcycles seem to be able to deliver the goods whenever they go out.



**Officer Hatch, of Los Angeles, with String of Ducks Obtained in Day's Shooting—Fred Hoffer Is Feeling Out a Fat Pair for His Dinner—Item at Left**

## THAT NEW LOS ANGELES CLUB

Los Angeles, Cal., Nov. 3.—Over 240 riders pledged themselves to membership in the new Los Angeles motorcycle organization which was started at the dealers' picnic a month ago. Plans are practically complete for the organization, the furnishing of quarters, etc. The motto of the committee in charge having been to "go slow and do it right," the location has not yet been definitely chosen, but will probably be settled upon in a week or so. As soon as this is decided, the work of fitting up the quarters will be taken up.

## MOTORCYCLE DAY AT SAN DIEGO

San Diego, Cal., Nov. 3.—Sunday, November 24, has been officially designated "Motorcycle Day" at the Panama California Exposition, San Diego. On Saturday there will be a race across the desert from San Diego to Tucson, and return Sunday. Large prizes have been donated by the fair management. San Diego riders have been scouring Southern California for local riders of note, and the number of entries for the event and general plans for attendance by large parties of riders promise to make it a notable day.

## McINTIRE HAS THE RIGHT IDEA

Los Angeles, Cal., November 1.—T. C. McIntire, the trombone player in the Pantages Theatre orchestra, Los Angeles, rides about a hundred miles on his Excelsior sidecar combination with his family every day before he goes to work. He does not have to report at the theatre until 3 p. m. He and his family are devoted to each other and to the sport.

## EXPOSITION DRAWS PROSPECTS

San Francisco, Cal., Nov. 5.—P. E. Saumann, manager of the bicycle department of Baker & Hamilton, local dealers in bicycles and motorcycles, is of the opinion that the Panama-Pacific Exposition has not helped to stimulate the cycle trade in California, but that in some instances it has exerted a negative influence. Saumann has just returned from an extensive trip through Northern California and claims to reflect the opinions held by several cycle agents. It is stated by these dealers that a number of their prospects have spent their savings in traveling to the coast metropolis and visiting the exposition. General optimism was shown, however, by the dealers in regard to 1916 prospects.

## MIAMI LIGHTWEIGHT SCORES HIT

Los Angeles, Cal., Nov. 3.—T. E. Berry, Southern California distributor for Flying Merkel motorcycles and the Miami Power Bicycle, received his first shipment of ten of the new machines from the Miami factory on Saturday, and by Tuesday had sold half of them. In about two weeks he expects a shipment of one hundred, among which will be lightweight models with chain drive, two-speed equipment and magneto.

Berry has bought out the interest of his former partner, Harry Sexton, and changed the name of the firm from Sexton & Berry to T. E. Berry. People are constantly crowding the sidewalk in front of Berry's store to see the new lightweight models. Berry says they're a different type of people from those interested in the standard motorcycle. Many of them are middle-aged men, collectors, solicitors and foremen, men able to buy a higher-priced machine if it were adaptable to their work and needs. Their questions are primarily about the light weight machine and "what will the lightweight do"

## A SECOND-HAND SALES RECORD?

Los Angeles, Cal., November 2.—Fletcher & Turner, who opened a place as motorcycle brokers at 925 South Main street, the location formerly occupied by the Miami Bicycle Retail Store, have had remarkable success in handling second-hand motorcycles. Fletcher has been a motorcycle man experienced in selling and buying for five years past, and his partner, Turner, is

## HOW T. C. McINTIRE OPENS HIS DAY TO GOOD ADVANTAGE

**With Wife and Babies in His Excelsior Sidecar Outfit, This Los Angeles Musician Takes Regular Morning Spins Before Taking His Place in Orchestra**

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an experienced automobile man. Their plan is to buy second-hand machines for cash and sell for cash or installments, also to handle motorcycles on consignment. Some dealers are sending to them riders who have second-hand machines to dispose of. Fletcher & Turner claim to have sold 112 second-hand machines in 89 days, while the previous record was believed to be that of 98 in 158 days, advertised by the operators of the second-hand market on the outdoor lot at Eleventh and Main. Fletcher & Turner also handle accessories and parts, and operate a repair shop at the rear of their store.

### CARLSON RECOVERING FROM HURTS

San Francisco, Nov. 3.—D. A. ("Doc") Carlson, the popular cashier of the Hendee Manufacturing Sales Company of this city, who was seriously injured in an accident at San Jose several weeks ago, has recovered sufficiently to permit of his removal to San Francisco. Manager Anderson, of the local Hendee branch, brought Carlson to the city yesterday. He is able to hobble about on crutches and expects to get back into harness again in a few days.

### INSTALLING FOLLOW-UP SYSTEM

Los Angeles, Cal., November 3.—"The plan of this follow-up system we are installing is to enable us to circularize everybody in Southern California who should ride a motorcycle but does not," says T. C. Girton, of Girton-Hoffer Co., Excelsior distributors. "We are putting in a follow-up system at a cost of several hundred dollars and we are going to keep ater the people whose names are on our list until, as the saying goes, "They die, buy, or say why."

### SOLD OUT TWENTY DAYS AHEAD

Los Angeles, Cal., November 2.—The way the 1916 machines have been taking hold in Los Angeles is remarkable. Passmore & Sayre, who operate the retail store for Harley-Davidsons, have already sold out the car which was due to arrive November 2 and the car to follow, and are promising delivery from the third car due the 20th of the month. It is the first time in many months that a man with cash in his hand could not walk in and ride out on a machine. A few days ago the correspondent of **Motor Cycle Illustrated** saw a man walk in and leave a hat full of California gold, 20 ten-dollar coins, and take away a good second-hand machine, but when it comes to the new ones, right now there are so many after them that it is a case of speak ahead or get left.

### UNION PARADE FEATURE

**Sidecar Rig of T. M. Caldwell, Indian Agent at Amarillo, Texas, Which Was Feature in Labor Day Parade**

### PRACTICE ENDURANCE RUN

Haledon, N. J., November 7.—Members of the Haledon M. C. held a practise endurance run recently, which was staged to show the riders what endurance riding was like. Orie Steele, the local Indian agent, marked out a course of a hundred miles over some of the worst roads through the Pocono mountains. Out of twenty-five entrants, twenty-one finished, the highest score being 886, which was obtained by two riders.

### TWIN IS NECESSARY PART OF BUNGALOW EQUIPMENT

**LeRoy Selby, of Trenton, N. J., Occupies His Cottage This Autumn and Will Use His Faithful Indian During the Winter Months**

### TURKEY RUN FOR CLUB

Atlantic City, N. J., November 2.—A Hallowe'en party was given by the Atlantic City Motorcycle Club on Monday night, which was well attended by members and friends. The club has been bustling with activity during the entire season and will now hold a Turkey Run on Thanksgiving Day. Several large turkeys have been donated as prizes, in addition to other awards including the silver loving cup, to be competed for twice a year, which has been offered by Frank P. Gravatt, the local agent for Indian motorcycles and Pierce bicycles. Plans are now being completed for an endurance run in the near future. Prizes were recently distributed for the secret time run which was held on October 24.

### RACINE CLUB HAS STAG

Racine, Wis., Nov. 9.—Members of the Racine Motorcycle Club held a stag party at the Lakeside Auditorium, and the affair was a big success from the attendance and program standpoint. Roller skating formed part of the entertainment, and refreshments were served.

About 250 motorcycle enthusiasts from Racine attended the race meet held at Russell, Ill., and according to the Racine club boys, it was fortunate that so many Racinites went, or there would not have been enough people on hand to stage the contest at all. Kuball, of Kenosha, cleaned up first place in every event.

### CLUB ENTERS PINOCHLE LEAGUE

Altoona, Pa., November 8.—The Blair County Motorcycle Club, of this city, boasts of having some expert card players among their members and have entered a team to compete in the City Pinochle League which has just been launched.

### BRONX RIDERS TO HOLD SOCIAL RUN

Bronx, N. Y., November 2.—Motorcyclists of the Bronx will hold a social run to Beacon, N. Y. and return on Sunday, November 7. All riders in Greater New York are invited to participate in this affair.

Departure will be made from Januschek's garage at 165th street and Washington avenue, at 8 a. m. sharp. The average speed will be 15 miles per hour, bringing the riders to Beacon at noon. A stop at George Sorenson's agency in that city will be made during lunch hour, and the return trip will commence at 2 p. m.

### TO HOLD ANNUAL DANCE

The Yonkers Motorcycle Touring Club will hold its second annual dance at its club rooms in Hollywood Inn in Yonkers, on Thursday evening November 18th. As was the case last year, this will be an invitation affair. Dancing will begin at 8:30.

### FAREWELL DINNER TO BAKER

On the eve of Erwin G. Baker's departure from Springfield a short time ago to sail for the time trials which he is to make in Australia, New Zealand and the Hawaiian Islands, he was given a farewell dinner at the Worthy Hotel by a party of friends, which included J. H. O'Brien, J. J. O'Connor and Jack Neis of the Splitdorf forces.

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MOTOR CYCLE ILLUSTRATED
With Which Is Now Incorporated The Bicycling World
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# A Fall Invigorator

REPORTS from the factories and dealers the country over indicate that the bugaboo of other years—delayed shipments owing to sudden pressure upon the plants—is likely to cause less anxiety during the coming season than ever before. The problem of giving the market what it wants *when it wants it* has been subjected to keen analysis and both the maker and the salesman are breathing easier. Wideawake dealers are striving to time their schedules for shipments carefully and well in advance, and manufacturers are systematically preparing to meet them halfway.

This is the time of year when the dealer, however progressive he may be, appreciates an invigorator. He could hardly be given a more welcome or efficacious one than the "Prompt Shipments Tonic."

# STEEL MARKET GROWS TIGHTER

## Diamond Chain & Mfg. Co. Tells Trade that Orders for Its Products Must Be Placed Before December 1 to Insure Favorable Deliveries.

INDIANAPOLIS, Ind., November 6.—In connection with an appeal for co-operation on the part of buyers, the Diamond Chain & Mfg. Co., of this city, puts forth an outline of the true state of affairs with regard to deliveries of raw material, steel being mentioned in particular. The Diamond company states in part as follows:

"Steel deliveries, on which we are dependent, are very uncertain and seem to become more so daily. The demand for our chains, both here and abroad, is heavier than anything we expected. The two conditions combine to create a difficult situation which makes it necessary that we appeal to the trade for patient consideration and their hearty co-operation.

"On account of our present commitments we can only accept orders for very limited quantities for immediate delivery. Therefore, we ask definite specifications for January, February and March deliveries be placed before December 1. Until December 1 we can assure delivery as specified, and prices in effect November 1, on orders for delivery during the first quarter of 1916.

"Because of the uncertainty of the steel market we cannot accept at present prices orders for delivery after April 1, 1916, and if the present demand for our product continues we shall not be able to promise favorable deliveries on orders which are placed after the first of December next."

## GUNN BECOMES PRESIDENT OF U. S. TIRE COMPANY

JAMES N. GUNN has been chosen president of the United States Tire Company, of 1790 Broadway, New York. He succeeds E. S. Williams, who resigned in order to devote himself to the mechanical rubber business of the United States Rubber Company.

President Gunn will be in full charge of manufacturing and selling of United States Tire products. He was formerly general manager of the Studebaker Corporation, an automobile concern, and later became the head of Gunn, Richards & Co., business and efficiency engineers in New York. Last June Mr. Gunn was called upon by President Williams to assist the tire company in important efficiency work, and he continued to give his entire time to that firm until recently. Colonel Samuel P. Colt, president of the United States Rubber Company, of which the tire company is a subsidiary, then arranged to have Mr. Gunn become assistant to the president, and when Mr. Williams wished to be relieved to a great extent from the work of directing the United States Tire Company, recommended that Mr. Gunn be made president.

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# WITH MISS DELLA CREWE ON HER TRIP

## Interesting Account of the Daring Harley-Davidson Sidecarist's Journey

*THE pictures on both pages were snapped by Miss Della Crewe on her recent trip through the island of Porto Rico. The upper picture shows a group of curious natives that gathered around Miss Crewe's motorcycle. Throughout her trip she found the natives so eager to examine her mount that she sometimes had difficulty in passing through the crowd. The middle picture gives a glimpse of natives washing clothes beside a stream. The lower picture was taken at a point 2300 miles above the sea level; the motorcyclist and pedestrians in the picture challenged Miss Crewe to a ten-mile road race along a mountain highway.*

MY recent sidecar trip to Porto Rico was by far one of the most interesting journeys which I have ever made. Being on American soil I enjoyed more privileges than I did while riding through Jamaica, in the British West Indies. The Porto Ricans seemed to rule the land, and as an American in a United States possession, I felt as though I was a foreigner. But a tourist finds little or no trouble with the natives, and once he starts out from San Juan he soon forgets his oppression in spinning over the fine roads.

### Off on the Ride

The well-known military highway leading from San Juan to Ponce is a well-graded road that winds through beautiful valleys and mountains. Aibonito, the highest place on that road, is 2,100 feet above the sea level and affords a splendid panoramic view of the valleys that stretch out below. From this point one gradually descends and then suddenly encounters a big drop of 1,400 feet within a distance of six miles. Good brakes and compression often work overtime with the caution of the rider when he tries to get safely on level ground again, into the greater Antilles.

Bridges are scarce on the island, and, since there are so many streams that meander through Porto Rico, one soon becomes adept at fording. Mountain streams, falling from altitudes of 1,000 and 1,500 feet to sea level within distances of five to ten miles, frequently make fording impossible. In that portion of the island where streams are most numerous, one must get an early start to escape these mountain torrents, which begin to roll down like thunder from the peaks above at about ten o'clock in the morning.

### "Bad Waters, We Help"

Even shallow pools are dangerous to cross, for the bottoms are generally composed of rough rocks that unbalance the rider, while in many places the sand beds almost swallow up the machine. But I always found the natives, with their trousers rolled up to the knees, standing beside the pools ready to assist me. Most of them would greet me with a "Bad waters; we help"—and help they did.

I remember coming to one stream that was very deep and full of sand holes. Just as I approached it, I saw an automobile being pulled out by four oxen. That made me a little weak-kneed about crossing over on my machine. The natives, who were standing on the bank of the stream, warned me that it would be dangerous to ford it. But I selected four of the darkies and explained to them, after talking for nearly a half hour, that they should keep an eye on me as I was crossing the stream, and come to my assistance if they saw the machine going down. Before starting, I asked one of the autoists to take a snap-shot with my camera when I had gotten mid-stream.

### And Down Went the Machine

Hardly did I reach the middle of the rushing torrent of water, when the machine sank way down into the sand. It required six natives to pull me out. While I was

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# THROUGH THE ISLAND OF PORTO RICO

## In a Picturesque Island Possession of Many and Varied Beauties

letting the sun dry my clothes, the autoist returned my camera and said;

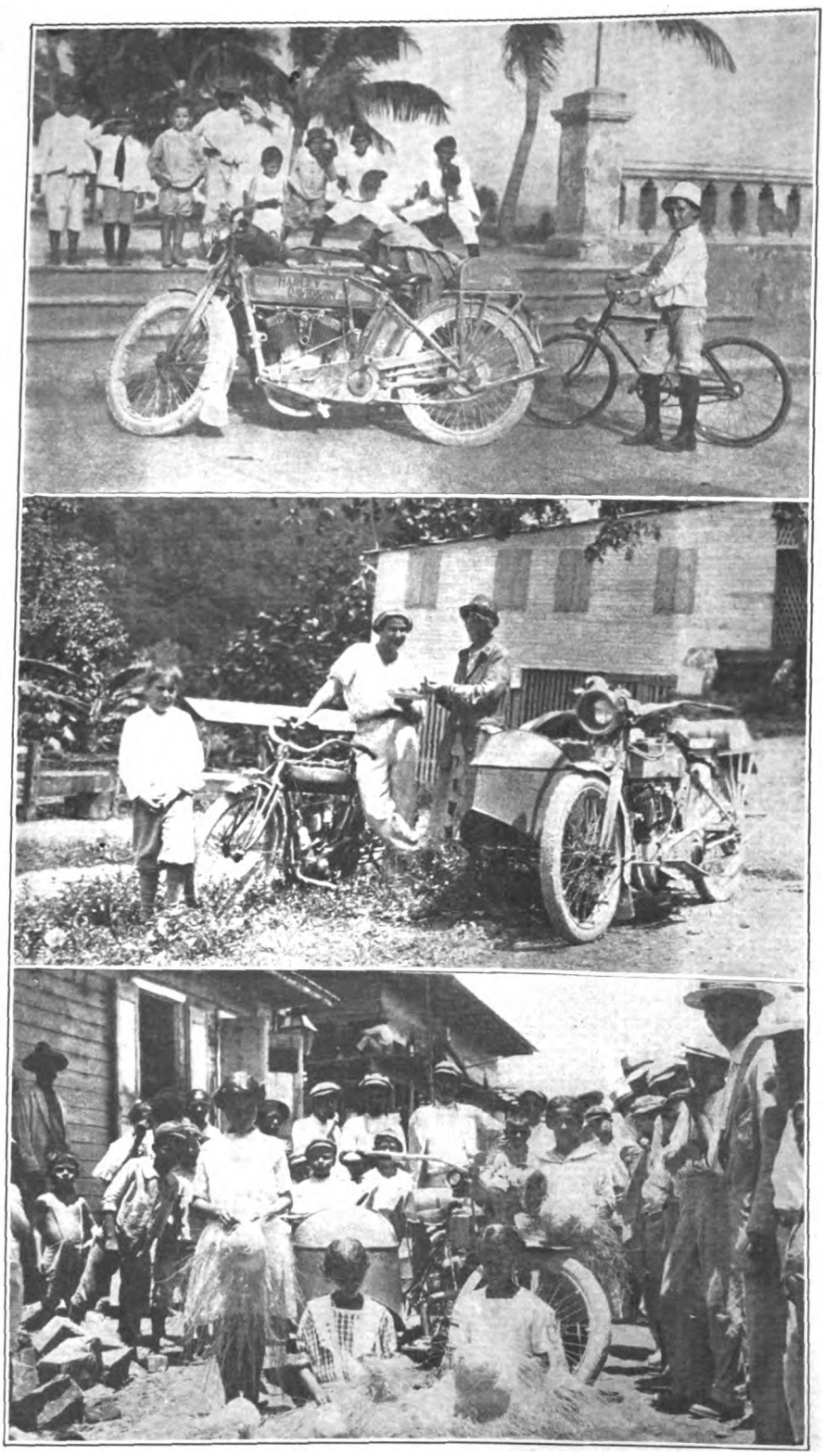
"I beg your pardon, but I was so scared when I saw you sink that I forgot to take the picture."

I had tried every native, both in Jamaica and Porto Rico, who looked at all intelligent, to snap a picture of me as I was crossing a stream, but in each case the amateur photographer got so scared that he invariably dropped the camera. And now that American autoist showed he wasn't much better than the natives! Hence no pictures of the splashes.

### Steep Grades to Arecibo

There are many steep grades encountered over the road from Ponce to Arecibo, which is considered to be the most beautiful and picturesque drive on the island. A short distance out from Ponce is an ascent through sloping foothills that climb at the rate of nearly one hundred feet to the mile. And the ascent becomes still steeper as the tourist progresses, and only fifteen miles from the valley city of Ponce one reaches an elevation of 2,300 feet above sea level.

Everywhere on the island, tropical vegetation grows in profuse abundance. Acres upon acres of coffee and tobacco plantations can be seen stretching out from either side of the mainly traveled roads, while every now and then beautiful and varicolored flowers adorn the wayside. Banana plants are plentiful, and cocoanut trees dot the high mountain peaks, as well as the valleys. Everywhere the most charming scenery breaks into view and leaves a lasting impression on the tourist's memory.



*IN the upper picture is seen one of the many bicycle enthusiasts whom Miss Crewe encountered in Porto Rico. The children in the background were just going to play a game of ball when they were snapped, and Miss Crewe got them to pose like real big league players. In the middle picture Dr. Vives Navarro, a Porto Rican Indian enthusiast, who was host to Miss Crewe at his 5,000-acre coffee and fruit plantation, is helping her to a plate of little sugar bananas grown on his estate. The lower picture shows "Jippa-Jappa" hat weavers at Caba-Rofo. Hat weaving is one of the important industries of the island.*

### ELLIS GETS BANQUET

Louisville, Ky., November 8.—In honor of his fourth anniversary as manager of the Louisville branch of the Goodyear Tire & Rubber Company, the employes of the branch house tendered a surprise banquet to Manager A. W. Ellis on Friday evening, October 29. The banquet, which was held at Klein's restaurant, was attended by about twenty-five people, including the wives and sweethearts of the stockmen, salesmen and other employes. Following a big spread the crowd danced in the private dancing hall until after midnight. Mr. Ellis was taken completely by surprise, as he had not even contemplated such a demonstration on the part of his sales people and employes.

### NEW YORK F. A. M. DINNER

George A. Ellis, F. A. M. Commissioner for New York, announces that a supper will be held in the near future at one of the downtown hotels. It will take the form of an F. A. M. reunion, and also offer F. A. M. members an opportunity to make known their wants.

Joseph Hartig and Joe Dietrich are looking after the Brooklyn riders, Wallace Stewart those of the Bronx and Harry Williams, the riders in Yonkers. Tickets will be $1.25 each, and the supper will be followed by dancing. Further information can be secured from Ellis at Holleywood Inn, Yonkers.

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# With the Manufacturers

## NEW PULLMAN VAN FOR R. F. D. WORK

MOST important in the line of Pullman sidecar models, made in the factory of the Harry Svensgaard Sales Corporation, of 471 Woodward avenue, Detroit, Mich., is the recent R. F. D. Carrier's Van, which conforms to the regulations of the U. S. Post Office Department. This van has a body 44 inches in length, 24 inches in width and 24 inches in height. It has ample capacity for a 50-mile route.

The Pullman van is of the same high class construction found in the pleasure models and ordinary commercial outfits turned out by the Svensgaard factory. The frame is of wood, with steel reinforcements to give rigidity. The body is covered with rust-proof steel and is absolutely weather-proof. The chassis is the standard Pullman chassis with 13 inches road clearance and a tread of 56 inches. It will fit any make of motorcycle.

**Excellent Drawer Arrangement**

The van is particularly adapted to R. F. D. work, being in no sense of the word a make-shift. There are two drawers, 24 inches long, 17 inches wide and 6 inches deep. Each has a "follow-up board." These drawers the carrier may take into the post office, sort and arrange his mail in them and replace them when ready for the route. There is a window in the front of each drawer so that the next piece of mail can easily be seen. A small drawer, located between the two larger ones, contains a change box and is provided for carrying valuable mail matter, such as registered letters, as well as stamps, change, etc. It is provided with a lock and key. It measures 24 inches by 6 inches by 3½ inches.

**The Parcel Compartment**

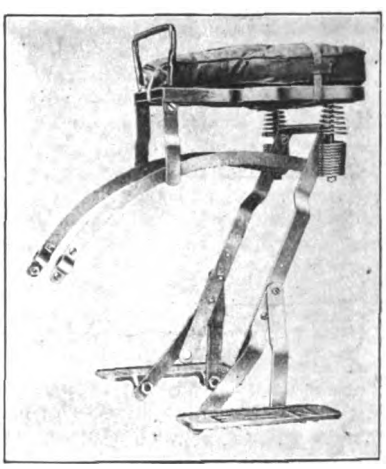
An ample parcel compartment, 44 inches long, 24 inches wide and 16½ inches high, has a drop door at the rear end. The parcel compartment door and the two large drawers are provided with a simple latch which will not loosen by road jars, but which can be easily manipulated with gloves or mittens on. The drawers are all fitted with weather strips at the top. The top of the van overhangs in such a manner as to thoroughly protect the contents from rain.

In developing this van, the Pullman people have considered the essential features of strength, capacity and appearance, and have freely consulted R. F. D. carriers. In every details this van has been constructed with the carrier's convenience in mind. In most cases, deliveries can be made from the drawers without dismounting from the machine.

Above, Testing Strength of New Pullman R. F. D. Van; Left, Drawers and Compartment Open to Show Construction—Note Wide Tread

## FOOTBOARDS NEW FEATURE ON F-N TANDEM

WHILE the F-N tandem attachment has been known to the trade and riding public for a number of seasons in a highly-perfected form, there have been several new features added for the 1916



New F-N Tandem

season, which the makers, the Fentress-Newton Mfg. Co., of 253 Lafayette Boulevard, Detroit, Mich., have found desirable. One and probably the most important one, is in the new "air-floating" springs, as they are called by the makers.

By the use of these springs, an additional range of one and a half inches in the spring action as compared to that of former models, is secured. The tandem is thus extremely comfortable and it is impossible for it to strike bottom over even the roughest roads.

Roomy metal footboards, of the folding type, replace the old style footrests on the new model. The footboards are strong and positive-locking; they are neat in appearance and are quite in harmony with the rest of the tandem. By means of this folding footboard, which gives increased comfort in ordinary tandem riding, it will not be necessary for a lady passenger to use a divided skirt for a short journey on the F-N, as she can mount pillion-fashion, sitting sideways.

The Kantpak cushion is now buttoned to keep it in better shape, the straps being retained as they come in handy for strapping on small parcels in a hurry. The general design of the tandem, which is responsible for the great success of the F-N, has of course been retained. For the new season it retains its light weight and great strength, as well as the excellent fit to the machine on which it is mounted, that has characterized it in the past. The retail price is $10, the same as in 1915, in spite of the increased cost of

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materials. The folding footboards are made to interchange with the old footrests and riders desiring these attachments for their old tandems can secure them from their local dealer for $1.50 per pair.

## WILLARD BATTERY OPENS SERVICE STATIONS

CLEVELAND, O.—The Willard Storage Battery Company, of this city, has opened branches in Atlanta, Ga., and in San Francisco, Cal. The Atlanta branch is at 8-10 East Cain street, while the 'Frisco quarters are at 1433 Bush street.

Among the service stations recently established by the Willard firm are those of the Wayne Electric Company, Wooster, O.; Citizens Garage, Laredo, Texas; Continental Auto Parts Company, Franklin, Ind.; Shepard Garage, Jerseyville, Ill.; W. L. Clark, Seymour, Ind.; J. E. Rogers, Ft. Morgan, Col.; Hartman Brothers, Montrose. Cal.; Albany Storage Battery Company, Inc., Albany, N. Y.; F. A. Harrison, Ridgewood, N. J., and the Battery & Electric Service Station, Mason City, Iowa.

## VIM BUYS OUT COMPETITOR

Buffalo, N. Y.—John W. Henry, president of the Vim Cycle Hardware Company, has just returned from Erie, Pa., where he closed a deal for taking over the entire stock of bicycles and bicycle accessories of the Erie Rubber Company. This means that the Erie Rubber Company, which started in the jobbing business three or four years ago in Erie, will close up its store and go out of business. When asked what his company intended to do with the stock, Mr. Henry stated that the entire stock would be moved to Buffalo and made a portion of the already complete stock of the Vim Cycle Hardware Company.

## KENDALL IN LOUISVILLE

Louisville, Ky., October 30.—W. K. Kendall, a representative of the Chicago Cycle & Supply Company, of Chicago, Ill., was recently in Louisville, where he called on the bicycle and motorcycle dealers.

## CYCLE TIRES HIS SPECIALTY

C. F. Smith, Special Representative for Firestone Tire & Rubber Company, of Akron, O., in Central States.

## WRIGHT AVIATOR GOGGLE HAS CHEEK PROTECTION

One of the recent additions to the extensive line of goggles put out by the Chicago Eye Shield Company, of 128-134 South Clinton street, Chicago, Ill., is the "Wright" goggle for aviators, shown in the

Wright Aviator Goggle

accompanying illustration. Although designed for flying men it can be used to good effect by riders and drivers. When made without the cheek protection, this same goggle is called the "Macey."

The goggle is a combination of Dimmer and Vision Rain Shield, which protects the eyes from the dazzling rays of the sun and at the same time prevents the goggle from becoming blurred in moist atmosphere. It is thoroughly ventilated to prevent steaming and sets well down over the cheeks to afford protection from cold and cutting blasts of wind. The goggle is made from extra heavy stock to prevent warping from the extreme atmospheric pressure caused by the speed of the aviator.

## HAD NO TROUBLE WITH FIRESTONE TIRES, SAY GEIS

Officials of the Firestone Tire & Rubber Company, of Akron, O., are very naturally pleased with the recommendation of Firestone motorcycle casings and tubes made recently by Walter Geis, of Columbus, O. Geis, with his brother recently finished a 26 days sidecar trip from his home city to Los Angeles, Cal., with a sidecar combination, covering 3,160 miles in all, and states that he experienced no trouble with his Firestones.

"Our rig was fitted with Firestone tires," said Geis, to Los Angeles Branch Manager Smith. "While thousands of people have made the trip to the Coast in automobiles, only a few have done so with a sidecar combination. With such a rig a great deal of dependence has to be put on the tires, especially in precarious mountain passes. We trusted our Firestones implicitly and you will understand with what justification when I tell you that we did not have a puncture."

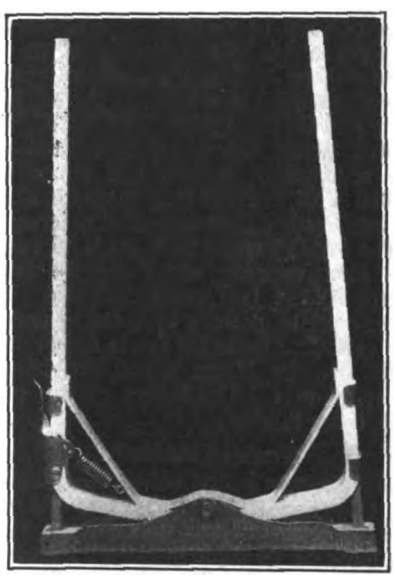
## SLAUSON WAS IMPRESSED

Harold W. Slauson, motor editor of Leslie's Weekly, inspected the Hendee plant at Springfield, Mass., last week. He was astonished at the size and completeness of equipment of the works, and especially at the close working limits employed in the manufacture of motorcycles. It was also news to him to learn how much of the Indian is made from raw materials to start with, and how few parts are purchased. Contrary to the opinion held by the majority of people he satisfied himself that an up-to-date motorcycle approximates the high grade automobile in fineness of fittings much more than it does the cheap motor car. Mr. Slauson had a ride in a sidecar, having an opportunity in this way to learn the ease of three speed handling and wound up his visit very much of an enthusiast over this type of vehicle.

## KEEPS MOUNT UPRIGHT ON ALL KINDS OF SURFACE

HERBERT VERMEER, of 2127 Ellendale avenue, Los Angeles, Cal., has invented a novel type of stand which is adaptable to motorcycles and bicycles of any weight or make. It is adjustable, the lower part or tread being arranged to keep the machine upright no matter what the conformation of the ground upon which it stands.

The tread is pivoted at the lower part of the stand proper and can be loosened to pivot within limits by pressing on a latch at the side of the stand. On operating the latch, the tread adapts itself to the roadway or ground, and on releasing the latch the tread locks in position, holding the machine upright. There is no delay in



Vermeer Adjustable Stand

looking for a level spot in the road with this device and no chance of the motorcycle falling over and damaging its fittings or equipment.

Mr. Vermeer has obtained patents on his stand, these being Nos. 845,071 and 807,356. All communications regarding this accessory should be addressed to him personally at his Los Angeles headquarters.

## WHERE BUSINESS IS GOOD

From C. L. Waters, president of the Motorcycle Equipment Co., of Hammondsport, N. Y., comes the announcement that business for the 1915 season has been far better than for any previous year, even better than expectations, considering general conditions. The business showed an increase of more than 30 per cent. over 1914 from both the Los Angeles branch and the Hammondsport headquarters. During the year from August, 1914, to August, 1915, the company recorded a gain of 1,112 customers.

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# SIMPLICITY CHARACTERIZES "AOS" TYPE BERLING

## Has Integral Interrupter Cams and Is Very Accessible

DESCRIPTIVE of the "AOS" type of Berling high-tension magneto is a recently-issued book from the Ericsson Manufacturing Company, of Military Road, Buffalo, N. Y. This magneto is the simplest type of Berling machine, and like the other models is of the true high-tension type, secondary current being generated in the armature.

The "AOS" magneto has its entire frame, including the base, top, pole-pieces and driving end bearing in one piece. This construction, with the fitting of ball bearings of the highest class, ensures permanent alignment between the field and the armature, a very important feature where so small an air-gap is necessary. The magneto has the well-known Berling interrupter in which the centrifugal force assists in making the operation more positive instead of hindering its action.

### Integral Interrupter Cams

The cams which operate the interrupter are an integral part of the interrupter housing. The interrupter can be inspected while the magneto is running, so that its operation can be verified. The adjustment is most simple, the loosening of an ordinary screw locking the platinum contact screw enabling the relation of the points to be made to the required standard. The contact screw has a hexagon head and the combination wrench and gauge furnished with each Berling magneto allows of very ready adjustment of this screw.

The "AOS" magneto is made to run in one direction only, which for the Smith Motor Wheel is counter-clockwise. The drive must be positive in order to prevent any variations in timing due to slip or other cause. In the Motor Wheel the drive is by spiral gear. The timing of this magneto is as follows:

### Timing This Model

The magneto is first bolted to its mounting brackets, so that it lines up properly with its driving gear. The gear is to be left loose on its shaft in order to properly time the magneto. The piston of the motor is next brought to the top center on compression stroke and then moved in a direction opposite to that in which the motor normally operates until it is at a point where the extremely advanced spark is to occur. This in the case of the Smith Motor Wheel is 9/64 of an inch.

The magneto armature is next turned in the direction of its rotation until the platinum contacts on the interrupter just begin to open. With the piston down 9/64 of an inch as mentioned above, the magneto should be connected to the motor, taking care that the relative positions of motor, magneto and driving gear are maintained during the process. After locking the gear in place, the magneto is properly timed.

### Grounding the Magneto

If the setting of the magneto has been made according to these instructions and the motor does not, however, give its maximum power, it is because the amount of extreme advance of the piston has not been correctly chosen. It will be necessary to change the setting until the desired maximum of power is obtained, by altering the relation of the magneto with regard to the position of the piston. For grounding the machine, there is a grounding terminal on the interrupter housing, and a cable leading to the grounding switch from this terminal will serve for this purpose. As the current passing along this cable is of low tension, it is not necessary to use a secondary cable.

### High Degree of Efficiency

In common with other types of Berling magneto, the "AOS" has a high degree of efficiency, due to its design, to the careful selection of materials used in its construction and to the balancing of the various parts, such as the condensers, armature windings, magneto, etc., in their relations to each other to give a maximum output. Its reliability is ensured under the most severe service by thorough inspection of all materials used. Only the highest quality of magneto steel is employed; ball bearings are of high standard and the platinum-iridium contacts are the hardest and best the market affords.

One of the features carefully worked out in the design of Berling magnetos has been the accessibility of all parts which might require inspection or adjustment. The interrupter, for example, is easy of access and is so arranged that the contacts can be readily seen at those positions where it is necessary to observe the opening of the contacts for adjustment. The construction of the magnetos is such as to thoroughly protect all working parts from oil, dust or water. The number of screws, particularly in the "AOS" model, is very few, and thus the possibility of loose screws and poor adjustment is very remote. The magnetos all develop a spark equally as strong on retard as on full advance, ensuring easy starting and smooth running.

### Caring for the Magneto

The Ericsson Company issues the following instructions for the care of its magnetos: The magneto, like any other piece of machinery, must occasionally be cleaned and overhauled. No provision is made for oiling the magneto, as the ball bearings are packed with grease when the magnetos are manufactured and this lubrication is sufficient for at least two years normal running. When additional lubrication is necessary, which will not normally occur, nor need be attempted until overhauling the motor after its second season, the magneto must first be removed and the driving gear taken off.

The "AOS" Type Berling

### Dismounting Procedure

First, unscrew the high tension terminal; second, remove the cam housing, which can be slipped off by merely turning aside the cam housing clamp spring; third, remove the interrupter by unscrewing the interrupter hex head mounting screw; fourth, remove the interrupter end bearing by removing the four mounting screws.

The armature can then be slipped out of the magneto through the interrupter end. While the armature is removed, place a piece of iron between the pole pieces, in order to keep the magnetic path closed. Thoroughly clean the ball bearings and ball races with gasoline. Wipe any surplus grease or dust off the armature with a cloth moistened with gasoline. Clean out the inside of the frame, especially the end bearings and the ball races.

### Lubricating and Assembling

Pack around the ball retainers a good quality of heavy automobile grease, using just enough to have the ball retainers level full. First put the armature back in place, fastening the driving end bearing securely and putting back the interrupter, being sure that the locating pin on the interrupter fits accurately in the hole for it in the armature shaft. Carefully tighten the interrupter mounting screw and put back the cam housing, and lastly insert the high tension terminal.

Trouble in the ignition system is indicated by the motor "missing" or stopping entirely. It is safe to assume, to start with, that the trouble is not in the magneto, as it is very rarely that the trouble occurs at this point.

When trouble occurs, the spark plug should be examined carefully, as this is where practically all the trouble occurs. To do this, disconnect the cable and remove the spark plug. Again connect the cable to the spark plug and place the spark plug so that the frame portion of the plug is in metallic connection with the frame of the motor. Then turn over the motor, thus revolving the magneto, and see if a spark is produced at the plug.

### Look at Interrupter

If the trouble remains after the spark plugs have been examined and found in working order, look to the interrupter contacts and see that they break properly when the lever passes over the cam. The gap should be from .018" to .020", and a guage is provided for adjusting it. If the contacts are worn or pitted, they should be filed off slightly with a very fine, smooth, file, being very careful to see that they make positive contact at all points when the lever is off the cam. The contact points must be absolutely free from dust, dirt and oil. The gap between the contacts may be adjusted by loosening the clamp screw and then adjusting the contact screw with the wrench.

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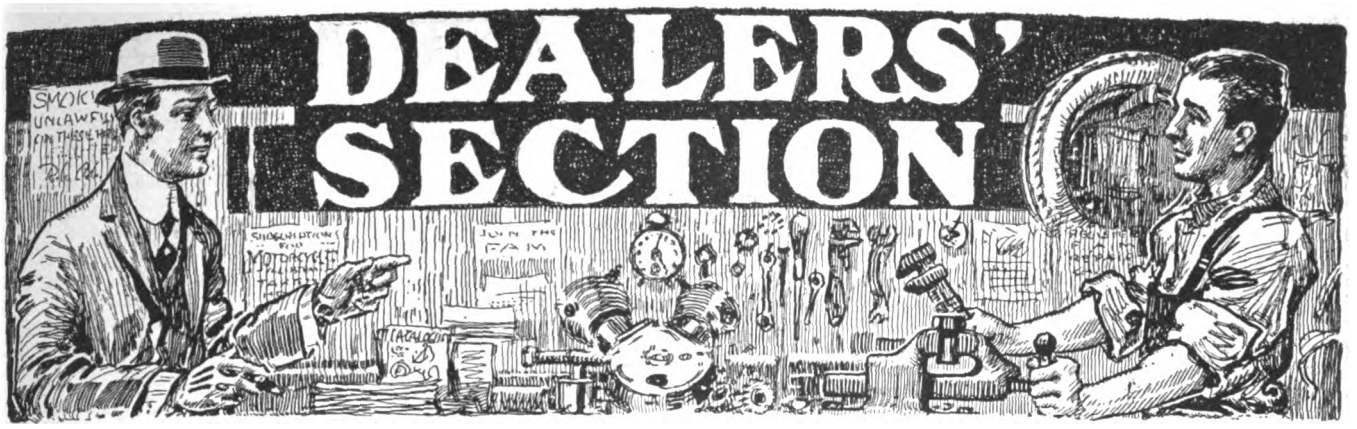


# MILWAUKEE DEALERS EXPECT THRIVING 1916 SEASON

## Agents Foresee Sales Increases But Do Not Favor Lightweight

By PATHFINDER

MILWAUKEE, Wis., November 9.—Interviews with various motorcycle dealers in this city indicate that there is every reason to believe that the 1916 season will show a healthy growth in sales over last year. Local dealers and enthusiasts are inclined to be skeptical regarding lightweights, arguing that so far as Milwaukee is concerned the time is not yet ripe.

While there has been a gratifying extension in every direction of the concrete roads leading out of the city, Wisconsin roads are generally far from being suitable for the lightweight. The city's system of boulevards do not permit of continued travel for any great length of time. Most Milwaukee riders are of the "get there and back quick" variety, and it is not thought likely that the little fellows of the pop-pop tribe will appeal to the vets.

### Collections Fine, Says Kasten

Emil Kasten, Excelsior dealer, has a 1916 three-speed in the window and reports plenty of new business in sight. "What surprises me is the way collections are coming in," says Emil. "I have no kick coming. War talk might lead a fellow to think that time payments would be interfered with, but I don't find that to be the case. Labor conditions in Milwaukee seem to be better right now than they have been for years. It will be a good year."

Out at the Badger State Motorcycle Company, the new Indian dealer, things are rapidly being whipped into shape in readiness for the new season and new product. An elaborate electric sign over the former Reading-Standard headquarters does ont leave any doubt as to what is handled in "that neat little shop 'round the corner." The new demonstrator has not arrived at the time of this writing, but was expected every day. George Melcher, former head stock clerk with the Wisconsin Motorcycle Company, is temporarily in charge of the stock room at the Badger State establishment.

### New Forces at Mueller's

A lot of new faces at the Mueller Cycle & Supply Company, the Harley-Davidson home, are seen as the result of a big shake-up in Louis Peterik's mechanical office and sales staff. J. E. Butzer, former secretary of the Gas Tank Recharging Company here, is in charge of the books. William E, Spangler, formerly with Harry Dipple at Indianapolis, has been placed in charge of the Mueller repair shop, with W. E. Carroll and Bert Talbert assistants. A. L. Fisher is assisting Manager Peterik on the sales staff.

### Mueller Gives Up Bikes

An announcement that contains a surprise is the one which states that the Mueller Cycle & Supply Company has given up the sale of bicycles and will devote itself entirely to motorcycles in the future. Manager Peterik said that the profit in the bicycle end of the business did not warrant allowing it to interfere with the motorcycle sales. The Mueller sales floor, with its few used machines, tells a story of heavy sales of second-hand machines this fall.

Charles D. Bremer, the Yale man, is undecided about the make of motorcycle which will be sold during the 1916 season at the Muskego avenue shop. Kelm & Burbach Company handled the Emblem last season besides pushing the sale of the Kelm & Burbach motorcycle garage. According to Mr. Burbach his company is undecided about this season's policy and machine.

### Koehler Back Again

Friends of J. J. Koehler, former president of the Milwaukee Sycle & Sales Company, who resigned his position a year ago, will be glad to hear that "J. J." is back on the job as presiding genius of the Milwaukee Sycle sales department. Watson E. Barnhart and Koehler will be partners in the new enterprise which retains the old firm name. The Thor motorcycle will be handled by this concern for 1916, controlling the southeast corner of the state.

The name Merkel has been associated with Leo Lippow in Milwaukee for these many years and it is likely that Lippow will be the local dealer again for 1916. Lippow has no store at the present time, but his friends in the local fraternity, knowing Leo's resourcefulness, anticipate that he will have no trouble getting located when the time comes.

Joe Lantry will continue to handle the Harley-Davidson under the Mueller Cycle & Supply Company as east side dealer.

## BIG DEMAND FOR LIGHTWEIGHT

Los Angeles, Cal., November 3.—"Better than ever," is the way T. C. Girton, of the Girton-Hoffer Company, Excelsior distributors, tersely describes general business conditions in Southern California. He has just been over the entire territory and not only reports a fine demand for the Excelsior, but says a good sign is that "every dealer is asking for the new lightweight," and is anxious to get machines into the store as soon as they can be shipped from the factory.

## NEXT DEALERS' PICNIC NOV. 21.

Los Angeles, Cal., November 3.—With Tom Girton and Fred Hoffer in charge there will surely be one grand old time at the next Los Angeles dealers' picnic, November 21.

"I don't know where we are going nor what we'll do," said Tom Girton, on the first of the month, "but all the boys are trying to tell us those things and we are doing some figuring ourselves. There will be interesting events and good prizes and a whole lot of people, and everybody is going to have just as much fun as he ever pecked into a day."

All the dealers are co-operating to get the crowd out. The local dealers are taking turns in managing the picnics in the series, and each motorcycle establishment will have a chance to jump in and show what it can do in the way of framing up a truly enjoyable outing.

## SUPPLY CO. MOVES

St. Louis, Mo.—The Auto Owners' Supply Company., formerly Yale agent for St. Louis, was removed to Nineteenth street from the old quarters on Twelfth street. They are at present specializing in vulcanizing work of all kinds.

## KENTUCKY OIL DISTRIBUTOR

Louisville, Ky., October 30.—Roy E. Warner, president of the Roy E. Warner Company, Louisville agents for the Firestone Tire Company, has secured the exclusive distribution of White Star motor oil and greases in the State of Kentucky.

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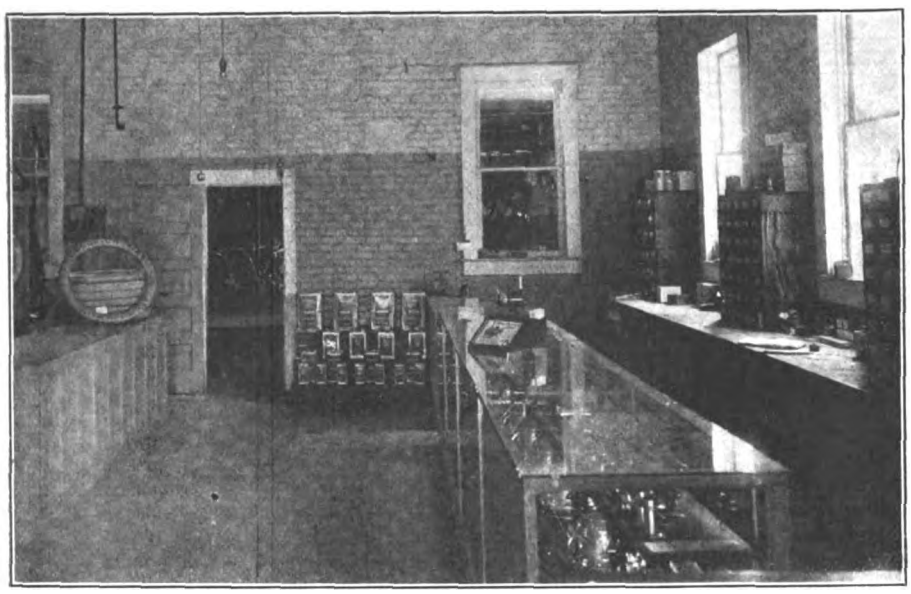
# DEALERS' SECTION



**Where Harley-Davidsons Are Handled in Fresno, Cal.—Interior of Headquarters of Ben Bresee, at 2323 Kern Avenue, Showing Abundance of Natural Lighting**

## COMMERCIAL SALES INCREASING IN SAN FRANCISCO

San Francisco, Nov. 3.—Motorcycles continue to gain in popularity in commercial service in this city and vicinity. The field is constantly broadening out for the motorcycle van, which is successfully meeting the competition of the automobile. A recent sale of five Dayton 2-speed twins, equipped with special delivery vans, to the Peoples Bread Company, by W. H. and W. E. Jackson, coast distributors for the Dayton line, is an example of the success with which the motorcycle is meeting automobile competition; for, in this particular case, the purchaser utilizes a number of automobiles in its delivery service in this city, but, becoming convinced of the advantage of the motorcycle van, purchased five machines with which to make deliveries of bread in Oakland.

W. H. and W. E. Jackson report a cable order from Australia for twelve Dayton motorcycles, which are to go foward on the first steamer sailing from this port. The business of this company in the Antipodes has shown a material increase during the year, indicating that the American made motorcycle is gaining in popularity in Kangarooland.

## MOTOR WHEEL AGENT

Hannibal, Mo.—The Smith Motor Wheel agency for this town has been placed with Charles Miller, a well-known machinist.

## FIRST 1916 TWIN IS SOLD

Cincinnati, Ohio.—The first and only Excelsior "Sixteen-Three" thus far received by the Brendamour Sporting Goods Company, which was placed on display for the edification of admiring riders for a time, has gone away; it was sold a few days ago, and is now skimming the roads. The company is expecting several additional machines of the various 1916 "X" models shortly, however, and has prospects for them, if the weather holds up. In the meantime, an ancient one-cylinder Excelsior, 1909, is on sale, being one of the very few used machines left in the Brendamour stock.

## RETURN FROM MILWAUKEE

Paterson, N. J., November 6.—E. G. Havenstrite, the local Harley-Davidson dealer, and Louis Weibel, of the Haledon M. C., have returned from their sidecar trip to the H-D factory at Milwaukee, where they stayed two weeks. Despite the rough going and rainy weather the sidecarists got into Milwaukee in forty-six and one-half hours of actual riding time. The homeward journey was made in forty-six and three-quarters hours.

## ARENZ BURNED OUT

North Tonawanda, N. Y., November 6.—E. C. Arenz's, the local Harley-Davidson agent store and shop, was completely destroyed quite recently by fire. The fire, which was caused by an explosion, spread throughout his entire establishment within a few minutes. Mr. Arenz, who was in the store at the time, received serious burns about the head and arms. The loss is estimated at several thousand dollars.

## FRENCH EAGER FOR FEATHERWEIGHT

Baltimore, Md., November 8.—Howard French, the distributor of the Indian for Baltimore and the District of Columbia, is expecting shortly the much-heralded featherweight motorcycle. Assurances have been received that the machine will be shipped early this month.

## RETURNS FROM CALIFORNIA

Altoona, Pa., November 8.—George Roth, local agent for the Pope, and who is perhaps the best known flat track rider in Pennsylvania, has just returned from California, where he has spent the past two months attending the Expositions. Mr. Roth says he will return to California to make it his home this winter. During Mr. Roth's absence his business has been in charge of Dean Finn, his chief mechanician.

## BERGIN BACK ON JOB

Columbus, Ohio.—Manager Bergin, of the Franklin Cycle and Supply Company, 142 East Gay street, Columbus, has returned from a two-weeks' vacation spent in the country. He has just received a large consignment of bicycles which are selling well, despite the lateness of the season.

## HURCK DELIVERS FIVE

St. Louis, Mo.—Five Indians were recently delivered to customers by the Hurck Motor & Cycle Company, Wigwam representatives in this city. The quintette of 1916s was the result of the firm having received its demonstrator about three weeks ago, upon which the orders were booked.

## WANTS LARGER TERRITORY

Louisville, Ky., November 8.—Norbert B. Sandmann, Excelsior dealer of Louisville, reports that he is trying to make arrangements with the factory to secure a larger territory than he has at this time. Just now Mr. Sandmann has Jefferson county, Ky., and New Albany and Jeffersonville, Ind. He states that his territory is too limited to do the business which he wants to handle, and that he is in position to place several branch agencies if he is afforded the opportunity.

## BROWN JOINS WANDERSEE

Detroit, Mich.—W. E. Wandersee, Harley-Davidson agent, 129 Gratiot avenue, has secured the services of R. D. Brown, who was formerly in charge of service and parts department at the Harley-Davidson branch at Boston, Mass.

Paul Garst also joined the repair department of the Wandersee company.

## THOMAS WILL BE HOST

Baltimore, Md., November 8.—Chic Thomas, the speed merchant and former champion of Maryland, will again play host to his innumerable friends among the trade. This time he will give an oyster roast at his store, and, in addition to those invited from this city, a large number of members of the Indian Club, of Washington, will come over for the event. Chic is one of the most popular motorcycle men in this state. He is sales manager for Howard A. French & Co.

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# DEALERS' SECTION

## MANY TO SHOW AT DAYTON INDUSTRIAL EXHIBITION

Dayton, Ohio.—Manufacturers of and dealers in motors and motor supplies and accessories of all sorts will participate liberally in the motor section of the Dayton Industrial Exposition, to be held shortly. The big building of the "Delco" company, recently completed, will be the place of the exposition, and it is estimated that not less than 100,000 people will attend. Exhibitors are rapidly taking up the available space, making it certain that the affair will be the largest of the kind ever held in Dayton.

## CORWIN WITH OLIVER

Bronx, N. Y.—Al Corwin, well known in metropolitan motorcycle circles, is now managing Oliver's motorcycle garage, at 993 Washington avenue. He succeeds Vic. Pelezarre, who has gone in business with another firm. Oliver Berckhemer, proprietor of Oliver's garage, is now about again, having recovered from the effects of his accident of last summer. The garage houses the Indian agency for this territory.

## CARL GOUDY NEW EXCELSIOR AGENT

San Diego, Cal., November 3.—San Diego is going to have Carl Goudy as Excelsior agent. Carl came on fresh from his triumphs in the speed game in the East, arriving in Los Angeles October 30 in the morning, and in the afternoon he left with Fred Hoffer, the Southern California distributor, for San Diego to purchase the agency there from Frank Keissig. San Diego is a place where agents go after the business by demonstrating the machine, and as a good many of the thrilling rides out of San Diego are desert stuff, a real demonstrator can create a lot of interest, and Carl Goudy is sure to receive a royal welcome.

## BECOMES SALESMAN

Baltimore, Md., November 8.—Harry C. Lewis, who has been connected with the service department of the Heinz Motor Company, distributors for the Harley-Davidson for two years, has joined the sales force of the company. His duties will include demonstrating and teaching new owners to drive. His thorough knowledge of the machine and his wide experience splendidly qualify him for his new position, and the Heinz boys are confident he will prove a successful salesman.

## FOUR GO TO POLICE

Lousiville, Ky., November 8.—Frank Marshall, manager of the Century Cycle Company, last week made deliveries of four $275 Indians for use by the Louisville police department. The police department now has six Indians, and the board of park commissioners is using five Indian machines with which the park guards patrol the boulevards.

## DEMAND FOR USED MOUNTS

Altoona, Pa.—Ernest Albright, second-hand dealer in automobiles and motorcycles, reports a rather good season for motorcycles, he having disposed of twenty-six second-hand machines of various makes so far this season.

## WARD SIGNS UP AGAIN

Limestone, Me.—W. B. Ward, Jr., who has handled the Excelsior in Aroostook county for the past two seasons, has again signed up for the same make for 1916. He will continue the "Big X" in the same territory.

Ward made but one sale during his first season in business, but was able to show fifteen in 1915, all new models, in addition to several second-hand ones. He has had a stiff fight of it, with farmers who were decidedly prejudiced against motorcycles, but is now coming out in good style. His 1916 prospects look even better than the 1915 ones, he says.

## MASLEN GETS SEAT PATENT

Baltimore, Md., November 8.—George Maslen, of Philadelphia, the Indian distributor for the Quaker City, paid a visit to the local wigwam during the week. He was on his way to Washington to secure a patent for a new style motorcycle seat which is expected to be a big seller.

## DAVIS GETS FIRST LOT

Louisville, Ky., November 8.—R. L. Davis, the local agent for the Pope and Reading-Standard motorcycles, has just received his first 1916 model of the new Pope 4-horsepower lightweight, which is now on display in one of his large Broadway windows. Other Pope models are expected in during this week. The new models of the Reading-Standard, including two three-speed twins and a single are also expected shortly. Repair work is good and bicycle sales better than usual for this time of year.

Indian Riders Who Are Followers of Chieftain F. M. Bailey, in Front of Wigwam at Tacoma, Wash., Ready for a Week-End Run—Bailey Has Distribution Rights for Hendee Product Throughout Pierce and Mason Counties

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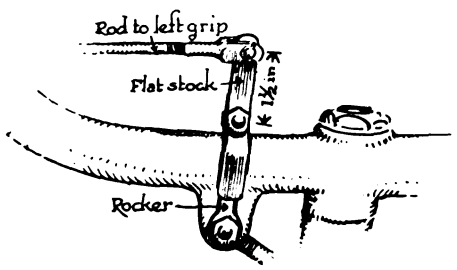
# Along Technical Lines

## IMPROVING CLUTCH OPERATION

WHEN I look back over some of my old journals, where I kept a record of what happened to my various mounts, I see considerable reference to clutch troubles, down to about 1913. I used to be conscientious in those days—in the way of putting down observations about everything that displayed itself on any machine I rode on or by for any distance—but recently, the journals have been mere records of fuel, oil and replacements made, not to leave out tires and their frequently disappointing performances. It goes without saying that the more recent is the model of a machine, the more reliable it is, and what used to be a 3¼-hour job on a clutch is now only a minute or two in setting up screws.

Well, to get back to the clutch, I have been handling a number of mounts this last year and I have found that with heavy loads, such as a sidecar and plump passenger, the friction fabric in each case is inclined to be somewhat harsh if run dry. Now, a chain drive is not as smooth as it might be and it is up to the clutch to "soften down" the harshness. Apparently this has not done on some of the com-




**Cox's Clutch-Easer**

binations which I have driven, at least when I had them in hand, and so I have been experimenting with dressed Raybestos plates. The results have been good, and the clutch action has been silky.

### Glycerine and Castor Oil

Two of these experiments were with the plates dressed with glycerine and with white castor oil, respectively. The glycerine was well rubbed onto the fabric on one plate, while several others were allowed to soak in it for several hours. The plates treated with castor oil were soaked in it for almost a half a day.

When I put the glycerined plates back, I found that from a harsh clutch I had one of nice, silky action. In fact, I could take the hack out with a tandem passenger as well as a sidecar occupant and get along up hills nicely that were formerly taken somewhat jerkily with the clutch in home. I tried out the glycerined clutch for good hard mud work, and found that it stood the gaff as well as the dry Raybestos, and so am using the plates now as "stock" equipment.

### White Oil Is Acid-Free

You will notice that I said white castor oil. The white oil is almost free of acid, while the yellow oil has much acid. I don't really know what effect the ricinic acid in the oil would have on the fabric, but I am not going to use the other kind to find out. Not being able to drive two mounts at once, I let a notorious sidecar butcher take the castor oil clutch rig and dog-wrastle it for 600 to 800 miles. He was enthusiastic over it and the plates seemed to be as good as new the other day when we looked them over.

I am not "cussing out" the fabric mentioned, for it is a good one, but in some cases, the motor men recommend using the fabric bone dry. Well, one good endurance run through quagmires, over stony grades in the mountains and "drops" which necessitated the use of the motor compression to assist the brake, gave me a two-day demonstration of dry fabric clutches. After the run, my buddy and I took a look at the plates and we found unattractive bits of copper wire and lots of fine, fuzzy threads which were once discs. There was enough of the fabric discs left to tool the hack along, but another run would have left us with nothing but copper chips and dust to go on, with of course, the steel members. It was this clutch which set me to experimenting with lubricated fabric plates and I'm mighty glad that I did.

### Making Clutch Operation Easy

Every now and then some rider wants things made a little easier on his mount, and one of these chaps met Johnny Cox, who is boss repairman for one of the metropolitan agencies. He wanted the clutch grip on his Excelsior made more sensitive and he got what he wanted. Cox took off the rod from the little rocker arm on the left side fork and bolted on a piece of flat stock which gave an additional 1½ inches of reach to the arm. He then coupled up the rod and the rider was satisfied. He could regulate the clutch by his thumb and forefinger, a simple palm pressure being all that was required to keep the tension at the desired point. Since fixing up that man's control, Cox has had others want the same thing done. The picture shows how the job looked when finished.

Knowing that I do a lot of sidecar work, it seems to be the desire of every ambitious repairman and rider of local reputation to challenge me to some sidecar trial, for so much to the winner. One shopman even insisted that a sidecar geared less than 8:1 on low would climb hills equal to that of another make whose gearing on low was 10:1. The motors in both cases are of equal power. I did not take him up for the sake of local dealers of both makes.

### Private Matches Breed Trouble

In the first place, private matches of this sort do no real good. A wagon cutting off a competitor on a hill might spell the difference between a successful climb and one that was not satisfactory. No allowance would be made by the other fellow for such a mischance as the wagon cutting off his rival, and the unfortunate rider would naturally have hard feelings in the matter. The dealer might misrepresent things to suit himself, and the old trouble of knocking the other fellow's machine would be given a fresh start. Therefore, since I am not raising strife, I do not indulge in contests of this sort, win or lose.

There is another view about this sort of match. The "slim" dealer will ring in a special machine if he can, pitting it against the other man's stock or rather touring mount. This is considered in some circles as allowable, but is about as fair as doping a racehorse in sporting circles. Since we have no Board of Stewards to rule this kind of "sportsman" off in the motorcycle game, it is best to avoid trouble by not going into private matches, except perhaps among friends.

While stopping at a Canadian motorcycle agency during a recent trip to Toronto, I

**Safeguard Against Theft**

saw a neat little wrinkle or safeguard to prevent stealing of the machine. Like most of the devices it was not a bar to carrying the machine away bodily, but it did prevent starting the motor. As a similar device is cheap and easily made I am showing it in the picture herewith.

(Continued on page 34)

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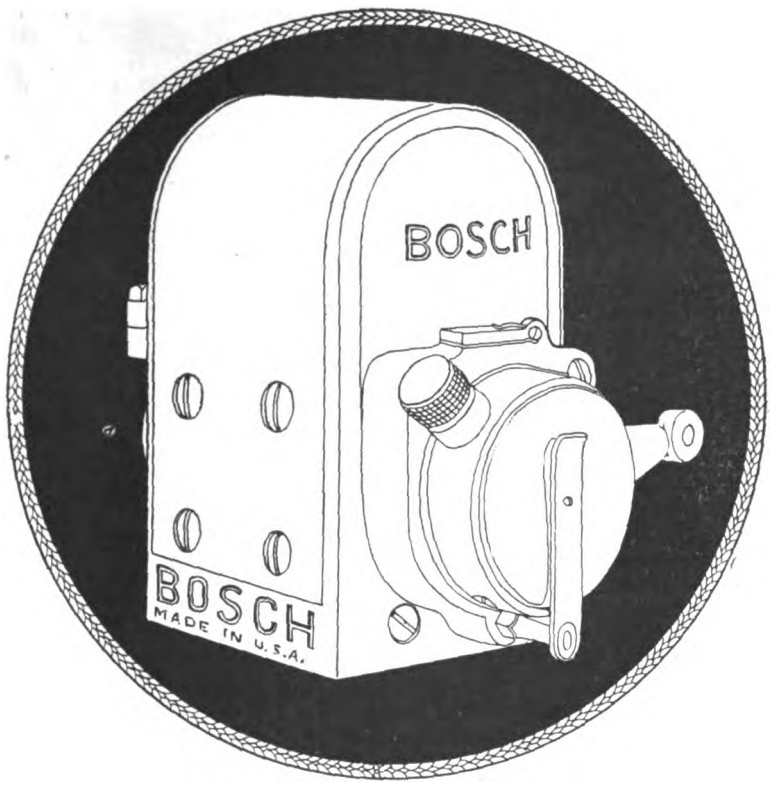


# BOSCH

## Gives You the Most for the Money You Pay

THE manufacturer that provides you with a Bosch-Equipt motorcycle gives you the most for your money, not only because he actually pays more for Bosch than he would for any other ignition system he could select, but because the material and workmanship in the Bosch Magneto are such that it is bound to serve longer and better than any other system now being offered—look and judge for yourself. The motorcycle maker pays more—the material is better, the workmanship more exact, the number in use greater—all these facts are the reasons why you get the most for your money when you buy a Bosch-Equipt motorcycle.

Be Satisfied

For that feeling of confidence
For that extra ounce of power
For that vim, vigor and snap

Specify Bosch

BOSCH MAGNETO COMPANY
206 West 46th Street, New York




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(Continued from page 32)

The "non-starter" as it may be called, consists of 5 to 7 inches of dog chain, brass or steel, attached to a piece of bent wire or flat brass. The wire or flat piece is bent to a narrow V-shape to embrace the terminal, and has a loop at one end to attach the dog chain. The method of setting the safeguard in action is to put the bent wire over the terminal and then take a half-hitch of the chain around the hexagon section of the plug. The current will not pass to the plug at all, then.

**Action of the Non-Starter**

The half-hitch around the plug will short circuit the plug and further prevent the would-be thief from shaking it off in pedalling, as would be the case if the chain were merely allowed to rest on the cylinder. The chain is nickeled to correspond with the nickel of the plug and the brass wire is practically the same color as the terminal, thus doing a great deal not to attract the attention of the purloiner. If the half-hitch is made nicely, as in the picture, the device can only be removed by undoing the hitch.

Of course, the device can be placed rather more out of sight than it is shown here. It is not guaranteed to prevent a smart man actually getting away with the machine, but it will retard him and will prevent the ordinary sneak-thief from getting away with the rig, unless he carries it away bodily. For sidecar use it is a first-class lock. When detached, the wire and chain can easily be carried in a pocket, ready for use. You can also test cables and plugs with it, putting on the wire and watching the spark pass from the end of the chain to the cylinder. However, wear gloves for this, as otherwise you will get a nice shock. The little jigger costs about five cents to make up.

**Puzzling Tire Situation**

I have been doing some riding with various kinds of treads, using a sidecar rig and a solo mount with each form of tire. One case has got me guessing. The same tire used on all three wheels of the combination during a long distance run seemed to be no better than a smooth tire, while over the same route on the same days, the tires fitted to two solo machines worked AI. Why the tires should not help the sidecar, a noted non-skidding rig, in preventing sideslip and not do the same with the solo mounts, is more than I can figure on.

# CARBURETER ALTERATION IS EXPERT'S JOB

**BY THE DOCTOR**

WHILE it is very true that we owe much of the world's progress to experimenters, only a few of the many who tried out things have succeeded in getting something of value to themselves or to anyone else. In the big swarm of motorcyclists today there are experimenters by the hundred, expending their efforts on the cams of their motors and on the carbureters. Probably only one per cent. really get any useful results, while the big majority do little else but hasten the motor to quick destruction. They are out after speed without counting how much it will cost them if they do get it.

The design and construction of cams for speed is more or less of an unknown art to most riders, and this is very luckily so. To get a quick opening and closing for high speed often means a cam which will eventually break off the valve head from the stem. A motor fitted with such cams will not run under a very high speed, and this unfits it for touring. It causes the motor to be most wasteful of fuel and often renders it a general nuisance to both owner and the public. It really will pay the rider to have the makers fix up his motor for speed, since the designers at the factory know more about cam-construction than the rider ever will.

**Carbureter Alterations**

So much for cams; now for the easier and more generally unsatisfactory means of getting speed: altering the carbureter. With the moving-needle type, like the Schebler, Heitger and Breeze, the usual method is to grind the business end to a longer taper and to channel it in some cases. This will give a greater flow of gasoline for a given throttle position and an increased speed, but at the expense of slow running and fuel economy.

When a rider finds that after altering his needle valve he no longer has the ability to run less than 16-20 miles per hour, his best procedure is to purchase a new needle valve, using it for touring, and have the altered needle valve inserted when speed is desired. The change from one to the other is merely a matter of screwing one out and screwing the other in the threaded aperture in the carbureter body, with readjustment of the air intakes.

**Gouging the Jet**

This interchange is comparatively easy, but such is not the case with the chap who has altered a fixed-jet carbureter. By the latter, I refer to the Hedstrom in particular. To get speed, the rider reams or gouges out the delicate little passages in the rose-jet, and fixes himself up for good unless he uses another jet-top for touring. The exchange of the jet-tops means disassembling the carbureter, which lots of riders are not anxious to do, even considering the ease with which this operation can be performed.

I have been assuming that the gouging of the jet-openings has been done with care and that the rider has got the speed which he looks for. As a matter of fact, this is usually *not* the case. The scraping or gouging is so poorly done that the motor runs very unsatisfactorily and the rider blames the machine, not his botch work. And then he writes to a trade paper for advice, and gets it: put in a new jet. He generally does his experimenting first and is not pleased with the results, instead of asking about things at the start and then going ahead.

**Get Expert Advice**

The same procedure is up to this kind of experimenter as to the one with the adjustable needle carbureter; he should consult the factory about making any changes in jet openings. This applies also to changes in the length of the wires holding the air cone, another source of luckless experimenting on the part of lots of riders. The best way is to leave these alterations to specialists in that line, and the latter include the factory men and a few experienced racing riders. It will pay in the long run to do this, as a comparison of renewal parts and readjustment costs to make good a botch job will demonstrate.

The writer has had lots of reasons to write this article, for he receives numerous letters from riders all over the country who have experimented in these directions, not wisely, but too well. The advice in this article is the same as that sent back to the inquirer: Let the experienced factory men do it, if you don't know of a reliable racing man fit for the work.

## EXPLOSION DAMAGES TIRE SHOP

Akron, Ohio.—The tire-repair shop of Travis & Pemberton, in North Champion street, was considerably damaged on Tuesday by the explosion of a vulcanizing machine, the sides of the building being blown out and the equipment in it damaged.

## SHOWED WELL AT LOCAL MEETS

**R. S. Woods, Harley-Davidson Agent in Trenton, N. J., with Stock Mount Used During 1915 Season**

## RIDERS TAKE UNDUE RISKS, SAYS OHIO CORONER

Cincinnati, Ohio.—In rendering a verdict of death by accident in the case of Daniel Beszborn, a newsboy who was killed a week ago when his motorcycle ran into an automobile, Coroner Foertmeyer took occasion to point out that carelessness is common among motorcyclists, with resulting danger to them and others. He declared that it is common for riders to take undue risks, both in excessive speed and in trying to get through small openings in traffic, by reason of the ease with which their machines can be controlled; and this, he stated, frequently involves them in danger. He urged that greater care be used in these respects, pointing out that the danger of injury in case of collision is greater to the motorcyclist than to other vehicles, on account of the light weight of the motorcycle.

## UNIFORM SIGN-POSTS FOR OHIO

Columbus, Ohio.—The State Highway Department is working out plans for the use of uniform standard sign-posts on all roads in the State, the need of which has been for some time badly felt by motorists. Highway Commissioner Cowen has issued a set of specifications for the use of local authorities in this connection, calling for 2½-inch letters of white on a black background, or vice versa, mounted on wood or iron posts six feet in height.

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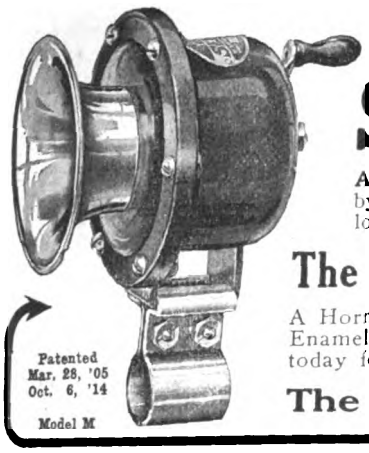


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**A powerful, commanding warning signal**—the surprise in Mechanical Horns. Operated by touch of hand—turning either to right or left—for short low or sharp blast—or for long continuous sound same as a motor driven Horn to demand attention and right of way.

## The Only Hand Operated Horn With the Motor Driven Sound

A Horn to be used—a Horn to be proud of and **guaranteed for 10 years.** Finished in Black Enamel with Nickel Bell. Universal Bracket for attaching to frame or handle bar tube. Write today for printed matter.

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THE COAST LINE TO
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DETROIT, CLEVELAND, BUFFALO, NIAGARA FALLS.
TOLEDO, PT. HURON, ALPENA, ST. IGNACE.

**A LAKE TRIP FOR REST AND RECREATION**
Have a real vacation on the Great Lakes, the most enjoyable and economical outing in America. The cool lake breezes the ever-changing scenes along the shore, and the luxurious steamers of the D. & C. Line are positive guarantees that you will enjoy every minute of your trip, and return home refreshed and glad you went. Daily service between Detroit and Cleveland and Detroit and Buffalo. Four trips weekly from Toledo and Detroit to Mackinac Island and way ports. Two trips weekly, special steamer, Cleveland to Mackinac Island, no stops enroute except Detroit and Alpena. Special day trips between Detroit and Cleveland during July and August. Daily service between Toledo and Put-in-Bay. RAILROAD TICKETS AVAILABLE FOR TRANSPORTATION on D. & C. Steamers between Detroit and Buffalo or Detroit and Cleveland either direction. Send two-cent stamp for illustrated pamphlet and Great Lakes map. Address L. G. Lewis, G.P.A., Detroit, Mich.

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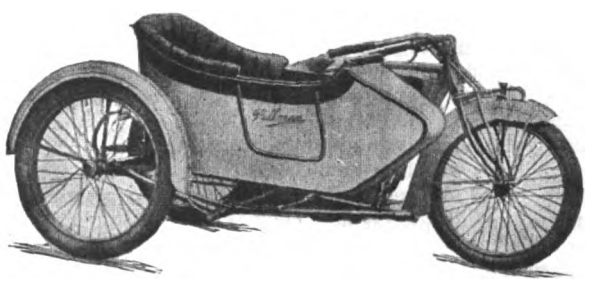
Pullman
THE HARRY SVENSGAARD SALES CORP. DETROIT.

## The Sociable SIDECAR



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you do not need a telephone to converse with your passenger.

Note the side by side position.

The PULLMAN body is slung midway between the Rear Axle and Front Support, giving the Utmost Degree of Comfort.

Every automobile user knows the discomfort of the "over the axle" rear seat.

The PULLMAN SIDECAR is built on automobile lines and gives the passenger the comfort of the long body roadster with centrally located seat.

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**Harry Svensgaard Sales Corporation**
**471-473 Woodward Avenue, Detroit, Mich.**

# THE MOTORCYCLE MANUAL

124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

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All About Motorcycles—Trouble Chart—Complete Dictionary—Trade Directory, Etc.

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**13 PARK ROW, NEW YORK**

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## 3 Cents a Word

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The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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# Trade and Sport in England

By OLD RAMBLER

HERE in Britain we have had 1½ horsepower motorcycles from the earliest days down to the present, and there have been riders of this type of mount each season. But of course, there is considerable difference in performance in the 1½ horsepower motors of ten years back and those of later manufacture, fortunately for us and for all riders of British-made mounts.

### Comparing the Performances

With the 1½ h. p. motorcycles of the early days, loss of power was common, and really we needed something like 100 per cent. efficiency to get much speed. If things were going bad, one actually got the benefit of one-half or one horsepower. Today, with a 3½ h. p. engine, the loss of one horsepower in efficiency will not cripple the mount and the rider can still get along nicely with the remaining 2½ h. p. But as a matter of fact, most men are clever enough to keep their machines well tuned and the mounts themselves are more reliable than the earlier and lower powered ones.

It's the same with the 1½ h. p. engines of today. They are more trustworthy and maintain something like maximum efficiency better than did the pioneers. For that reason, the low-powered modern motorcycle, whether called a lightweight, motorcyclette or any other name, is likely to have a huge sale amongs the present community of push-pedallers who don't want a high-priced mount.

Some of our writers who have been out-and-out big-power enthusiasts for a long time are now realizing the pleasures and trade possibilities of the cheaper and low-powered machine. They're all "boosting" it now. So it's up to the makers to answer the call.

### A Possible New Departure

Are we going to see a new departure and a new development in the motorcycle market? I refer to agents—retail dealers—buying the parts and assembling them in their own shops; putting on their own transfers or name-plates and introducing all sorts of whims and gadgets according to a customer's fancy. That is exactly what happened in the bicycle world ten or a dozen years ago. It was common practice for a smart mechanical man to build up a "local" name and fame. I have been advocating the idea for some time over here and have hinted at it, I think, in a previous letter to this journal. Whilst the bicycle trade is suffering in some respects and whilst motorcycle supplies are scarce owing to firms being on war work, why should not the agents (seeing that many of them are smart mechanics and used to assemble or build bicycles), begin to purchase motorcycle parts and assemble them?

Hundreds of buyers of motorcycles in the past have wanted their machines rigged up in some way rather different from the standard specifications, and surely a man ought to be able to get what he wants, if he is willing to pay for it. That is just what the "local builder" or assembler sees to.

### Parts Makers Will Benefit

The firm that will specialize in motorcycle parts, good and moderately cheap, will make a new departure and, incidentally, big money. The B. S. A., Eadie, Components Limited, and other firms in this country did enormous trade in the supply of cycle parts to assemblers several seasons back, and the motorcycle trade will probably have a development along similar lines. I have written on this subject in trade columns only recently and it has therefore been interesting to see one of our leading public papers supporting the idea heartily.

A very sensible effort is being made in some quarters to enliven the market for accessory or auxiliary power units. We have a few good ones already. The best known is the Auto Wheel, which is attached to the rear wheel of an ordinary bicycle, so that the mount really becomes a three-wheeler (the extra wheel being smaller than the others and having attached to it a neat little gasoline-propelled engine). The Auto Wheel can be affixed or removed in a few minutes, and in some parts of Britain is fairly numerous. What is more, I have not come upon a single case of a user being disappointed.

### Simple and Effective Device

On the contrary, the thing is so simple and so effective that I could quote so much proof of good service that I would make you think I was an Auto Wheel booster. In the Midlands, where we have such superb roads and comparatively few hills of note, people of all ages can be seen using the little engine attachment, jogging along at 12, 15 or 20 miles per hour, as happy as royalty. In Wales, where you can hardly turn without facing hills, I have seen as many as four tourists in one party, all skipping gaily along with the help of their Auto Wheels. This accessory or auxiliary wheel can be removed when necessary, and the owner has then his (or her) ordinary bicycle left for pedal-pushing exercise.

We don't want any tom-fool auxiliary devices. They must be sensible and practical to a degree. You can get an Auto Wheel for $80 to $100, and it is worth the money. It has been on the market for some years and has therefore proved its potentiality.

### The Orbit Outfit

We have a lot more coming out to appeal for public support, and if they are properly advertised, some will "catch on." One neat auxiliary I have just seen is called the Orbit. The gasoline cylinder is fixed to the down tube of an ordinary bicycle and the power unit to the bottom bracket. The whole weight of the auxiliary is 18 pounds. That is an important detail in all these accessory outfits; they should be kept down to such a weight that, if anything goes wrong, the rider can pedal his or her bicycle in the regular manner.

The auxiliary motor sets are not to be regarded as toys. I look on them as valuable recruiting schools, a medium whereby thousands of pedal-pushing cyclists will get a bit of a taste of motorcycling joys, and then go in for more serious motorcycles, with bigger power.

The Orbit is not driven by a belt to the rear wheel. The Auto is, and so are some others. The result is, that when the power unit is taken off, the rider keeps the belt rim on his bicycle, and when he is pedal-pushing (not riding under motor power) the machine unit isn't improved in appearance. Still, that's a small detail and negligible.

### Carrier Motor Unit

A London firm has revived the neat idea of putting the power unit where the British tourist usually carries his luggage nowadays—on a carrier over the back wheel, below the saddle. This reminds me of a prophetic joke that appeared in a cycling paper, probably ten or a dozen years ago, at a time when the Edison story was having one of its world tours: a compact electric power unit of waistcoat-pocket size. (We are still waiting for that concentrated device!) An artist portrayed a cyclist with a little bag on his luggage carrier. On one side of the bag was a pulley; on the rear wheel an extra rim. The joker told enquirers the following: In the bag he carried a belt, which he slipped over the pulley and extra rim aforesaid when he got tired and used the compact power unit that was in the bag.

### WITH SIX UP IN EAST ANGLIA

**How British Sidecar Machine Is Made to Prove Its Reliability and Pulling Powers**

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# Our Canadian Letter

### LATE TORONTO NOTES

Toronto, Ontario, November 9.—Toronto prices for 1916 Excelsiors, including duty, will range from $185 for the lightweight, to $320 for Model 16-3, the three-speed twin. Above the light motorcycle is the regular single-speed twin known as 7-C, which will sell in Toronto for $250. This range in prices indicates that the Canadian charges are getting closer to the American scale. The Excelsior lightweight and the lowest-priced regular twin will cost Torontonians only $50 more than what the same machines will be purchased for in the States—in spite of duty and war tax amounting to almost 45 per cent. of wholesale prices.

Percy A. McBride, the Excelsior and Henderson distributor, has engaged E. L. Brand, formerly of the Lyon Sporting Goods Company, as a salesman. Brand looked after Harley-Davidson sales here until the agency was changed.

The Toronto Speedometer Service Station Company, distributors for Stewart-Warner speedometers, have removed to much larger and up-to-date premises at 486 Yonge street.

The Canadian Fairbanks-Morse Company, Limited, with branches in twelve cities, is pushing the sale of Schebler carburetors throughout Canada. Increasing demand for this instrument is reported.

### McBRIDE IS HUSTLING

Toronto, Ontario.—In spite of 35 per cent. import duty, 7½ per cent. war tax, freight, and other uncontrollable expenses, Percy A. McBride, the Eastern Canadian Excelsior distributor, has made arrangements to sell the Excelsior 16-3 model for $320 F. O. B. Toronto, or only $70 more than the same machine retails for at Chicago. Last year's three-speed model sold for $340 here, but the 1916 machine will cost the riders $20 less. McBride has already started his hustling for 1916 and is making a tour of Ontario in order to allot the territory.

Wilfrid Morrison, salesman for Walter Andrews, local Harley-Davidson handler, has secured the first racing machine from the Milwaukee plant to be delivered in Canada.

### FIRST MEET THRILLS WELLANDERS

Welland, Ontario.—Welland citizens experienced their greatest thrill at the recent fall fair here when six speedsters popped around the local dirt oval in the first motorcycle race to be held in this neck of the woods. The winner of the dash, a four mile affair, was Percy Patterson, the Buffalo board track expert, who covered the distance on his specially-painted Indian in 4:42. James Montgomery of Thorold captured second honors, and Charles Burland came home third.

## WAR BOOSTING HAMILTON TRADE

**Plants Kept Busy by War Orders and Employment Is General—Demand for Motorcycles and Bicycles Greater Than Last Year.**

HAMILTON, Ontario, November 9.—The war is helping the motorcycle and bicycle trade of Hamilton. This anomaly is easily explained. Before the outbreak of hostilities the collapse of the Western market (mainly through the bursting of the real estate bubble) brought financial lethargy to Hamilton, for this is a steel and farm implement center. With the war, however, came huge orders for munitions, and all Hamilton is busy, and all Hamilton has spending money. In spite of the fact that 6,000 of Hamilton's sons have joined the colors, out of a total population of slightly more than 100,000, there is a good demand for both motorcycles and bicycles, according to the statements of several dealers.

"I have already secured far more orders for 1916 model Indians than I had one year ago for 1915 models," declared Nelson Chambers, the well-known local dealer, when interviewed by a representative of **Motor Cycle Illustrated.** "Inquiries have also been very numerous, and my prospects appear to be excellent. I have not yet received my first 1916 motorcycle, but it is due to arrive almost immediately. I have been booking orders without the assistance of a new model on the floor.

"The bicycle trade is very firm, although the competition in this city is very keen. There are no less than seventeen bicycle dealers for the 100,000 people here, but all of them are doing very nicely."

Chambers also declared that he is glad to see the arrival of the lightweight motorcycle on this continent, as it means the broadening of the field. The Indian featherweight will seen in Hamilton for $195, or $45 more than the retail price in the States. The next model, the three-speed Powerplus twin with regular frame, will sell for $300 here, or $50 more than in the States. Chambers anticipates that the featherweight model will sell quickly.

A local bicycle dealer who beams prosperity is Dan Allen, who has handled Cleveland bicycles for years. He owns a big automobile, has a son at college and takes occasional trips to the West Indies. He has made his money out of bicycles, and is still in the ring. He carries a large stock of both bicycles and accessories, but his taste has never run to motorcycles.

### LONDON M. C. PLANS BUSY SEASON

London, Ontario, November 9.—The London Motorcycle Club is looking well into the future. At a recent meeting of the organization, which was well attended, the decision was reached to hold a picnic each year on July 1—Dominion Day in Canada.

The members are also looking forward to the annual election of officers on Friday, December 17. The new leaders will be installed at a social to be held on the third Friday in January. Recently the club held a church parade to the Memorial Church, the pastor of which, Rev. R. W. Norwood, is a member of the club. Mr. Norwood made a trip to New York City last summer. He acts as chaplain to the London club.

E. A. Heard, a local tobacconist, apparently has an eye for business. Not long ago he gave permission to the local club to place a bulletin board in his store upon which notices of meetings and other news could be posted. As a result of this convenience the secretary, William Charles Keen, has found it unnecessary to send out meeting notices except to out-of-town members.

The London organization, one of the oldest motorcycle clubs in Canada, claims to be the livest in any part of the country, and it is true that the membership is steadily increasing. Runs have been held at every opportunity this year, and the members are now thinking of the many social features to come.

### GOOD HALF-HOUR'S WORK

Vancouver, B. C.—One new machine and three second-hand ones were sold in 30 minutes on October 16 by Fred Deeley, B. S. A. distributor for British Columbia, from his headquarters in this city. The transactions netted Fred some $60, and the sum is considered a first-class haul, considering the scarceness of real dry cash these days.

### CORPS LOSES ARDENT WORKER

Vancouver, B. C.—The Cyclist Corps of Vancouver Volunteer Reserve has lost a most valuable member in the person of Sergeant Berry, who has removed to Ladner. The Sergeant has always been an indefatigable worker in the corps, doing much work as armorer-sergeant in addition to drilling and other routine work. He takes the best wishes of the members for success in his new sphere.

### SMITH NOW IN DETROIT

Tommy Smith, one of Toronto's noted motorcycle racers, has chosen Detroit as his future home.

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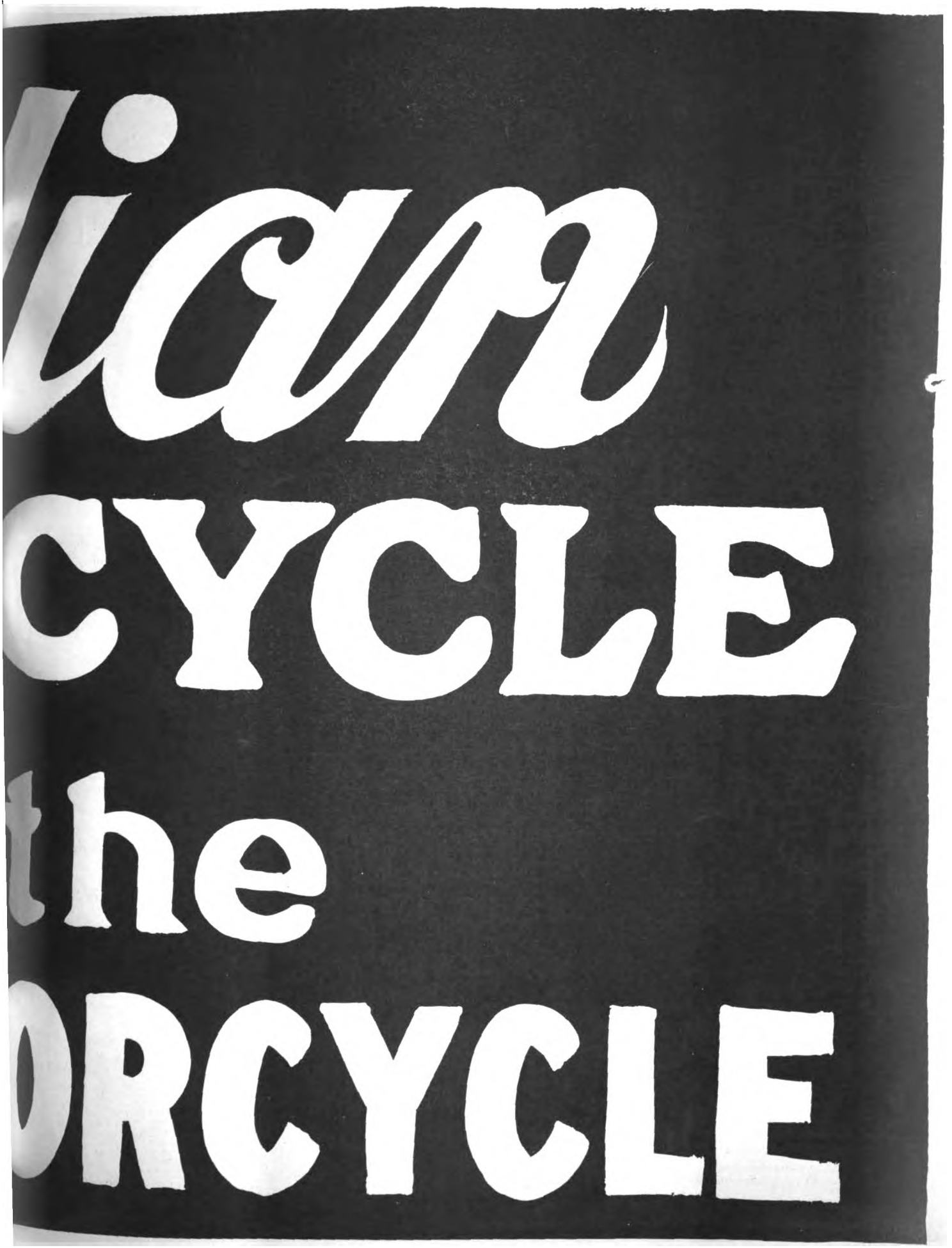




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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## LABELLING AMERICAN GOODS

By reason of the restrictions of certain of the governments engaged in the European War, says a report from the U. S. Consul at Shanghai, China, local firms have in some cases found it necessary to certify to the country of origin or manufacture of foreign merchandise which they desire to re-export from China to other countries.

For the general purpose of simplifying commercial relations in this particular, it has been suggested by local merchants that so far as possible manufacturers in the United States appropriately mark or label their goods so they may readily be distinguished as of American origin or manufacture. It is thought that such marking might tend to protect American firms to some extent against trade-mark infringements, and it would apparently constitute an adidtional and effective form of advertising. Some firms have already adopted the slogan "Made in U. S. A.," which seems to have met with general approval by American commercial representatives in Shanghai.

## BUSINESS WITH ITALY GROWING

Imports into Italy from the United States were $47,240,000 for the first three months of 1915, as against $23,910,000 for the first three months of 1914. In other words, imports from the United States doubled this year as compared with last, although the total imports into Italy were slightly less. The United States has captured millions of dollars' worth of Italian business which was formerly done by Austria, England, France and Germany.

## SIAM SLOWING UP

Both the imports and exports of Siam show a material reduction during the fiscal year 1914-1915, as compared with 1913-1914. Motorcycles dropped from $9,640 to $4,626, and bicycles and parts from $64,494 to $24,931.

## INCREASE IN NEW SOUTH WALES

According to the *Australian Motorist*, there was an increase of 88 motorcycles in the colony of New South Wales during the six months ending June 30, 1915, as compared with the last six months in 1914. On June 30 of this year there registered 10,750 automobiles and 6,461 motorcycles.

## BRITISH MACHINES TOO EXPENSIVE

C. P. Putt, of Omata, Taranaki, New Zealand, writes that "since the war British motorcycles are too expensive, and too hard to procure in New Zealand."

## FEDERAL TRADE BODY TO SEND OUT INQUIRY LETTERS

WASHINGTON, D. C., November 4.—The Federal Trade Commission announces that it will shortly send out 30,000 letters of inquiry, followed up by a brief schedule, as a part of the investigation of conditions which affect American foreign trade. Congress has empowered the Commission to make the investigation and report the facts with such recommendation as it deems possible.

Up to the present, the Commission has been gathering facts and information at public hearings and by other means, in various parts of the country, as a basis for its report to Congress. It now wishes to get information from a large number of men who were unable to be present at the hearings. For this purpose, the letters and schedules will be sent out.

Of the 30,000 letters, about 20,000 will go to American manufacturers and producers, and the remainder will be sent to export commission merchants, manufacturers export agents, importers, domestic merchants, engineers, bankers, etc. Through these letters, the Commission expects to get facts from many different points of view and from all sides of controverted questions. The schedules were prepared after careful consideration of the facts thus far developed in the investigation. In drafting the inquiries, the Commission has consulted noted economists and experts, leading business men in many important lines and representatives of Chambers of Commerce in the United States, the National Association of Manufacturers, the American Manufacturers Export Association, the National Foreign Trade Council and other bodies interested in foreign trade.

The schedules are brief and have been prepared to facilitate convenience in replying.

## ENGLAND'S POSITION

Says the *Motor Export Trader*, of London:

"The whole of our productive facilities, if at all suitable for the work, are engaged night and day in producing the munitions of war required to carry our armies to final and inevitable victory. The result is that so far as concerns the engineering trade in particular, and other trades to a lesser extent, there has been an unavoidable reduction of our export trade. It is not that the world is less ready to buy from us; *it is simply that we cannot supply it.* On the other hand, we find ourselves compelled to import a greater volume of commodities than ever before, these commodities including goods required for carrying on the war and goods required for home consumption as a result of decreased production."

## JAPAN AS A COMPETITOR

According to an English journal, the extraordinary efficiency of the Japanese consulates in India has resulted in cycle dealers being flooded with offers of cycles, accessories and tires from Japan. Japanese sizes in tires are 28 by 1⅜ inches, and other accessories are not quite standard. American accessories have not yet been coming direct, but they are already filtering through Japanese houses. There are no direct steamship lines between America and India, and formerly goods were transhipped at Liverpool or Hamburg, and orders used to go via England or Germany. Now they will go through Japan via Yokohama. So far Japan has little or no manufacturing facilities except in tires, but a large and growing market may enable her to start factories and become a formidable rival, unless American manufacturers take advantage of their present big opportunities for developing business in India.

## MOTORCYCLES AND POTATOES

A business man in New York writes that he has received an order for nine motorcycles and has established an agency in the Netherlands as a result of foreign trade opportunity No. 17615, which was published in *Commerce Reports* on July 26,1915. He also states that as a result of another foreign trade opportunity he sold 5,000 barrels of potatoes and formed a valuable connection in Buenos Aires, Argentina.—*Commerce Reports, November 4.*

## THE SWISS OUTLOOK

"As to the opportunities existing in this district," writes the American Consul at Zurich, Switzerland, "for the sale of American-made cycles, I can say that motorcycling is quite popular in Switzerland, as is also bicycling. The chief difficulty in introducing bicycles and motorcycles here is that of keen competition, due to the fact that the surrounding countries produce machines of excellent quality which are introduced and sold by active salesmen.

"There is no doubt better opportunities at present for the sale of American-made cycles than in times of peace, and in order to make the best of present circumstances, American manufacturers would do well to redouble their efforts in the foreign field."

## A WEEK'S TRADE BALANCE

Exports for the week ending October 30 at thirteen principal custom districts of the United States were as follows: Exports, $74,670,952; imports $32,334,043. This shows a favorable trade balance for the week of more than $42,000,000.

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# BICYCLING WORLD

FOUNDED 1877

ALL THE BICYCLE NEWS EVERY WEEK

*Francis de Lackso in California*
*Enroute on His Trip Around the World*

*Pulling Together in the Bicycle Industry*
*By E. J. Lonn*


*Supplement to*
*MOTOR CYCLE ILLUSTRATED*
*Nov. 11, 1915*


*Story of the Start of the Boston Six Day Race*

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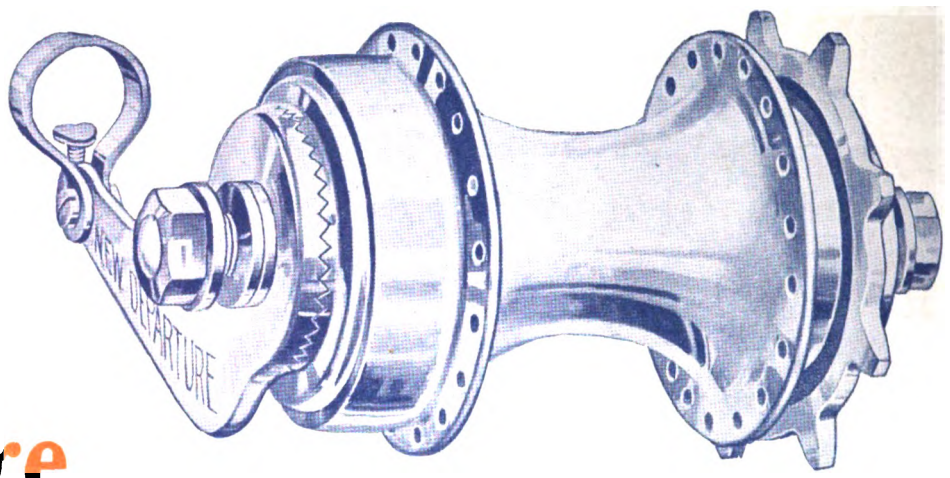
# The New Departure




## Coaster Brake - *The Brake that Brought the Bike Back*

# Let it boost your Cycle Sales for 1916

Ask your manufacturer or jobber to fit your stock wheels with New Departures.

When you sell a second hand wheel have it fitted with a New Departure Coaster Brake. Any wheel so fitted is worth five dollars more to any one.

Stock New Departures for repair work and sundry sales.

# It's well worth your while

**Because** The New Departure stands up to its work year after year—It's a quality article, inside and out, and 5,000,000 satisfied riders now know it. And

**Because** Our campaign for a million bicycles in 1916 means that you get yours in the added profits that come from our work for you.

*Our New Catalog tells the whole story—Send for it*

**THE NEW DEPARTURE MANUFACTURING CO., BRISTOL, CONN., U. S. A.**

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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# MR. SCHOOLBOY, SALESMAN — By Frank Hardy

SO many lines of business are using the American boy to their good advantage—and to his advantage—that one is inclined to believe that the bicycle dealer who overlooks the youngster as a business getter is closing his eyes to an opportunity that affords manifold possibilities.

A Pennsylvania dealer has already started a staff of schoolboy salesmen and is getting good results. He figured that the majority of his sales had been made to boys who attended the local grammar and high schools; and that the best way to get at these porspects was to have a boy representative right on the ground—one who knew the fellows, had their confidence and was himself a bicycle enthusiast.

This dealer realized that bicycling was one of the best forms of recreation. He also knew that the athletic directors of the various schools were always eager to boost that form of recreation which would make the strongest appeal to the boys in their charge. So the Pennsylvania agent paid a visit to the instructors and discussed the possibility and advantages of starting bicycle clubs in the schools. He offered his services in planning trips and getting up racemeets. In most cases he found that the athletic directors were not only willing, but enthusiastic about launching cycle clubs. All of the schools had a nucleus of bicycle riders and they were easily persuaded to join the clubs.

IN each of these clubs the dealer had a few live young boosters who made it their point to gather new members—especially fellows who did not know how to ride a wheel, but who, seeing what a lot of good sport the members of the bicycle club were enjoying, were "aching" to learn how to control a mount and participate in club activities. The dealer's representatives acted as a sort of membership committee and constantly were on the alert for the right kind of prospects—lads who were interested in bicycling and could afford to buy wheels.

The local agent co-operated with the boys and permitted them to use a number of his second-hand machines in order to teach the non-riders. Whenever the schoolboy salesman landed a live prospect he took him around to the dealer's establishment, got an extra wheel and initiated the club candidate to the fine art of cycling. When the novice became sufficiently skilled in riding he was eligible to membership in the school's organization.

OF course the novice had to have a bicycle. Each time the schoolboy salesman brought him around to the dealer's store the agent always showed himself willing to discuss the machines he had in stock, and explain the many strong points of his line. His representative was also on the job and got the boy's family interested in bicycling, taking from his own experience arguments which made a hit with the parents. It was quite natural that since the bicycle club candidate was under many obligations to the dealer, that he should buy a bicycle and accessories at his store.

By stimulating competition among the school bicycle clubs a big interest was aroused among the boys, and the dealer's representatives were able to swing a lot of business his way. On whatever sales these lads were instrumental in making, the dealer allowed a reasonable commission, or gave each boy, if he so desired, a new bicycle after a certain number of sales had been rung up. It is interesting to note also that this Pennsylvania agent was soon able to form a club of his own, which he entered in the school competitions, and that he built up one of the largest and most active followings in his city.

THIS dealer's case is only one example of what a live man, who uses his imagination in his business, can accomplish by focussing his thoughts on new ways of landing first rate prospects. An agent in another state hit upon the idea of starting a bicycle organization in the local Y. M. C. A. He was himself a member of the association and found no difficulty in forming a club. Road races and week-end runs were frequently staged with the result that accounts of these events in the Y. M. C. A. bulletin created an astonishing interest among non-riders. In connection with the regular club, he established a riding class which proved to be a big success, the novices invariably buying their mounts from him.

This same agent used boys to scout around their neighborhoods for prospects. The boy salesmen, of course, knew the fellows who were most likely to want two-wheelers, and easily found ways of steering the prospects into the dealer's store. By constantly keeping on the prospective cyclist's trail, the "boy scouts" were successful in "turning time into money"—setting a pace that beat the records made by their friends who solicited subscriptions for national magazines.

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# PULLING TOGETHER FOR THE INDUSTRY

## *Broad Co-operation on Standardizing Bicycle Parts Essential —A Plea for Individuality in Each Manufacturer's Machines*

By E. J. LONN
President, Great Western Mfg. Co.

AT the Atlantic City convention, it was decided by the bicycle manufacturers and jobbers that standardization of cycle parts was absolutely essential to the progress of the industry. To further the objects sought by this standardization it seems to me that a greater degree of co-operation should be shown. If the right kind of co-operation is displayed by the manufacturer, the distributor and the jobber, it will only be a matter of time—a very short time, in my opinion—before the dealers will join hands with them and work hard toward the common goal.

### Standardizing Rims

While on the matter of standardization, it occurs to me that special consideration should be given to rims, chains and sprockets, because of the several manufacturers interested in the production of these parts. If all juvenile bicycle rims were standardized at twenty-eight holes, and other machine rims at thirty-six holes, the requirements of the rim stock would be reduced one-half and the rim business would certainly not suffer thereby.

The question of hubs is of great importance, because the coaster brake is an expensive article. By the standardization outlined above it would be possible to make all juvenile bicycle hubs drilled with twenty-eight holes, and other hubs drilled with thirty-six holes. I am sure that the coaster brake manufacturers would welcome this standardization, for it would enable them to give the service and deliveries that are not possible under other conditions. And hubs might be standardized to a one and five-eighth inch chain line, as well as the crank sets. If possible, the coaster brake and hub makers should use one standard size of sprockets as far as the center holes and threads are concerned.

### Pitch of Sprockets

Another important feature: Sprockets in my opinion should be standardized at 3/16 inch by 1 inch pitch, eliminating other sizes entirely. Whenever a customer specifies a ½ inch pitch by ⅛ inch chain, he compels the coaster brake manufacturer to make special rear sprockets, with the result that a big—and useless—expense has been entailed The economical and other advantages that would accrue would more than justify the standardization of sprockets and chains at 3/16 inch by 1 inch pitch.

As far as tires are concerned I believe that a standard which would adequately fill every requirement would be a tire of 1¼ inch diameter, especially on all 28 inch size. Even on juveniles at 24 inches and 26 inches the 1½ inch would be advisable, because of the fact that younger folk generally "punish" their mounts more than older riders. If they have 1½ inch tires, the additional air resistance afforded would prevent more than one broken rim. If this matter of standardization of tires were followed to a logical conclusion it would naturally lead to the uniformity of rims as far as width is concerned.

Now in order to achieve these ends the immediate co-operation of all those concerned in the manufacture and sale of bicycles is essential. Let all jobbers at their yearly conferences with their salesmen discuss this matter fully, and arrive at some definite conclusion.

President E. J. Lonn

I would call the attention of jobbers and dealers to another matter of vital importance, which is naturally suggested by a discussion of standardization—and that is the subject of individuality in each maker's machines. Every manufacturer of bicycles should be permitted to follow out his ideas in regard to the style, tone, etc., of his products, as for instance, the automobile makers do. Each automobile manufacturer has his distinctive style of car which can be broadly advertised to the public with resulting benefit to the dealer.

### Individuality in Bicycles

Every bicycle should bear the "ear marks" of the factory from which it comes; and every manufacturer ought to refuse to let his salesmen call on the trade and agree to duplicate someone else's models. Let us individualize and specialize the bicycles which each manufacturer makes, so that machines can get a national reputation and the distributor, jobber and dealer will find it easier to sell them, for they will then be widely recognized as standard products that have been tested and found up to the mark. Present conditions tend to create confusion in the trade, and the average bicycle prospect does not really know what he is buying, for he may never have heard of the particular make of machine which the dealer is trying to sell him.

I am sure that co-operation along these lines by all the manufacturers will be most beneficial. I do not believe in that kind of co-operation which appeals only to a limited portion of the industry, but in the sort of pulling together that will tend toward the general up-building of the trade.

## FOREIGN BUYERS ARE BUSY

Representatives of firms in Holland, Denmark, England, France, Italy and Russia have visited the plant of the Great Western Manufacturing Company, in Laporte, Ind., during the last three weeks, with a view of obtaining bicycles and various bicycle parts. Some of the visitors were in the market for stripped machines, and for fittings, crankhangers, sprockets and tubing, in addition to the complete mounts. These goods were not wanted for war service, but to meet the demand of the regular cycle fields in the countries mentioned, and the Great Western company looks forward to an increasing amount of business of this character during the coming year.

## CLASSIC CLUB IN LEGAL TROUBLE

Toronto, Ontario, November 9.—The Classic Athletic Club, whose many bicycle riders have captured numerous honors this year, are in legal difficulties, owing to the fact that they have several billiard and pool tables in their club quarters on Queen street East. The organization possesses a charter, issued by the Ontario Government, authorizing it to carry on the activities of a club, yet the Toronto police have seen fit to prosecute the Classic officials on the ground that they are only conducting a pool room—and without a pool room license.

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# EMPIRE CITY TEAM WINS THRILLING BICYCLE RACE

1—Start of the Twenty-five Mile Team Race at Celtic Park, L. I., on Sunday, Nov. 7. 2—Riders Coming Along the South Turn of the Track. 3—Bello, Krushel and Jensen Passing the Grand Stand, Finishing the Twentieth Mile Sprint for Points. 4—Nearly Half the Crowd That Witnessed the Race Came on Bicycles, Some of Which Are Seen Stacked Along the Fence

THOMAS BELLO and Jerry Nunziata, of the Empire City Wheelmen, on Sunday, November 7, won the twenty-five mile team bicycle race which featured the annual fall games of the Monument Athletic Club, at Celtic Park, L. I. City, N. Y. The race was conducted under similar rules which govern the six-day contests in Madison Square Garden, with the exception that the victors were decided on a point system.

Bello and Nunziata were credited with fifty-three points at the conclusion of the race, while Smith and Krushel, the Englewood-Buffalo combination, finished second with a score of thirty-three points. Lester and George Bowker of the Glencoe A. C., were third with twenty points. Three points were credited to the leading team at every mile up to the twenty-fourth, while two went to the second and one to the third. On the final mile the victor received fifteen, second team ten, and third, six points.

The race drews as many spectators on bicycles as there were without; the grandstands were thronged and the field had to be cleared often to allow the inside of the track to be seen at all times.

So great was the enthusiasm displayed by the racing amateurs that seventeen teams were started at exactly 3:38:30 p. m., when Daniel M. Adee, the president of the National Cycling Association, blew the whistle, starting off the big "push." At the end of five miles the team of Bello and Nunziata lead with 10 points, while Al Krushel and Chester Smith had 7 points, the time being 13 minutes, 15⅗ seconds for the distance. At the ten mile sprint the leaders were still Bello-Nunziata with 19 points and the Krushel-Smith team had 14 points, time 27 minutes, 18⅗ seconds.

**Tom Bello and Jerry Nunziata Victors of the 25-Mile Team Race**

A bad spill occurred on the back stretch when rounding the turn half a dozen riders crashed in a heap sending the others in several directions.

After the accident the Hiban-Hoffman team gained half a lap on the field with the result that they led for the next three miles. Later they were caught by the Pfister-Laux team; and soon the big field came on, but not, however, before the former team had put a serious dent into the score.

The ending of the fifteenth mile showed the Bello-Nunziata team yet in the lead with 26 points, the Krushel-Smith team coming along with 12 points. The time was 41 minutes 14⅗ seconds. Up to the fifteenth mile the others scoring were the Jensen-Johnson team with 6 points, Pfister-Laux team and the Gutoff-Platt team with five points each, while the Aron-Garbade, Bowker-Bowker teams had 3 points each.

The twentieth mile showed that the Bello-Nunziata team was still in the lead, by gaining three first and two seconds in the last five miles, bringing their points up to 39, with Krushel-Smith in second place with 30 points. Time, 55 minutes, 42⅖ seconds. At the end of the twenty-fourth mile all the teams were called off the track, and for the last mile one rider from each team still in the race, contested for the extra points.

Seventeen teams were in the race at the start; but accidents on the sharp turns were frequent, and there were left eight combinations to battle in the last mile. In the final dash Nunziata, Lester Bowker, Smith, Gaffney, Gutoff, Laux, Hoffman and Johnson faced the starter.

Nunziata, riding the final mile for his team, was beaten by less than half a wheel's length by Lester Bowker, after

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a quarter-mile spurt that roused the 5,000 spectators to highest pitch of excitement. The final mile was ridden by Bowker in 2:43, and the time for the twenty-five miles was 1:09:03.

At the conclusion of the race, first prizes were awarded to Thomas Bello and Jerry Nunziata, having scored as it was announced, 53 points, while Al Krushel and Chester Smith got second prizes having made 33 points, and the Bowker Brothers team third prizes with 20 points. Time for the 25 miles, 1 hour, 9 minutes, 3 seconds.

Much credit must be given to the contestants for their excellent performances in contending on what was to the majority a strange track; and the strong wind that blew the dust into their eyes made the going hard.

The following was the order of the lineup of the teams:

Thomas Bello and Jerry Nunziata, Empire City, 53 points.

Alfred Krushel, Buffalo, N. Y., and Chester Smith, Baldwin, L. I., 33 points.

George and Lester Bowker, Glencoe A. C., 20 points.

Edwin Jensen and Nelson Johnson, C. A. C.

L. Hiban and George Hoffman, Big Mac A. C.

Edwin Jensen and Nelson Johnson, C. R. C. Assn.

Edward Gaffney and John O'Shea, Empire City.

J. Pfister and George Laux, Empire City.

N. Gutoff and H. Platt, Empire City.

A. Attardi, Empire City, and Trickey Skillington, Big Mac A. C.

Harry Aron and Henry Garbade, Glunz Wheelmen.

Fred Woisin and Paul Reinike, Acme Wheelmen.

Joseph Schafer and J. Miller, Acme Wheelmen.

## DE LACKSO ON TRIP AROUND THE WORLD

SAN FRANCISCO, Nov. 6.—Undaunted by his thrilling experiences and narrow escapes from death, Francis De Lackso, who recently completed a trip across the continent from New York to San Francisco on a Columbia bicycle, to which he was handcuffed, has started out on another hazardous undertaking. This time he purposes making a circle of the globe on a Cleveland bicycle, equipped with Goodrich black safety tread tires.

The trip recently concluded was undertaken by De Lackso in competition for the $1,000 prize offered by the Panama-Pacific Exposition for the person who crossed the continent in the most novel way. He left New York City on February 26 of this year, but met with two serious accidents that laid him up in hospitals for several weeks and put him out of the running for the exposition prize, he being unable to finish his journey within the time specified by the exposition management. He pluckily finished the journey, though he realized that he could not possibly win the thousand dollars.

De Lackso has just left San Francisco for New York, going via Los Angeles and the Santa Fe trail to Kansas City. He is making his way by singing and selling souvenirs. He plans to work for his passage across the Atlantic and, in spite of the European conflict, expects to pedal across Europe and continue on around the world, finishing his journey in Frisco.

# SALEM BI-CLUB HOLDS ROAD RACE

### Annual Twenty-Mile Classic at Toronto Captured by Louis Scarletto —Thirty Riders Face the Starter and Twenty-four Finish.

TORONTO, Ontario, November 9.—The Salem Bicycle Club held its fourth annual handicap road race on Saturday, November 6, when thirty cyclists tried conclusions over the course of twenty miles of Vaughan road. Twenty-four riders endured the test and the winner was Louis Scarletto, a prominent member of the Salem family who enjoyed a 5½ minute start. Scarletto took the Salem trophy, but the chief time prize was won by Norman Webster of the Classic Club, who pedalled the twenty miles from scratch in 49:35. Herb MacDonald, also a scratch man, rode the second fastest race, his time being 50:05.

Two young cyclers of the MacDonald Bicycle Club who have been showing up well in every road race around Toronto this year also made splendid attempts in this latest contest. They are F. Jones and W. McNamara, and they finished second and third respectively. McNamara sprang into fame when he won the Dunlop Trophy grind last month.

A feature of the Salem fixture was the starting of the four Bingley brothers on the five minute mark. Bert and Fred, two of the family, sprang leaks in their tires, and Walter Bingley was the first of the quartette to finish—in fourteenth place.

The twenty-four finishers included: 1—L. Scarletto, Salem B. C., 5½ min. handicap; 2—F. Jones, H. M. B. C., 3½ min.; 3—W. McNamara, H. M. B. C., 2 min.; 4—W. Bulger, H. M. B. C., 3 min.; 5—Norman Webster, Classic Club, scratch; 6—Herb MacDonald, H. M. B. C.; 7—P. Brown, H. M. B. C., 2 min.; 8—F. Terry, H. M. B. C., 3½ min.; 9—J. Goldsmith, Salem Club, 1½ min.; 10—L. Bounsall, Classic Club, 1½ min.; 11—Fred McCarthy, H. M. B. C., ½ min.; 12—J. Ruelins, Salems, one min.; 13—H. Martin, Salems, 2½ min.

**De Lackso Delivering Letter from Mayor of Baltimore to Miss Hemsley, Hostess of Maryland Building, Panama-Pacific Exposition, After Ending Recent Trip in San Francisco**

## $10,000 BONUS MONEY PAID RIDERS BY C. R. A.

NEWARK, N. J., November 5.—More than $10,000 was paid out by the Cycle Racing Association this week to the profesional bike riders who were under contract to ride at the Newark Velodrome the past season. This remuneration was given as a final payment on their bonuses and the sums ranged from $500 to $1,500. The season was not as successful financially as the promoters had hoped it to be, but they were not forced to dig down in their jeans to make up the final payments as was the case last year, when the treasury of the Cycle Racing Association was depleted by about $5,000 in order to reimburse the cyclists. No mention was made by Messrs. Mihlon and Uppercu, or the riders, in reference to contracts for the next season's campaign on the saucer, and the cyclists have probably reached the conclusion that they have drawn the last bonus money that will ever be paid by the Cycle Racing Association.

When Bob Spears was handed his check he looked at it, and then informed the promoters that it was $200 shy of the amount due. After drawing his contract from his pocket he pointed to a paragraph which had been added, and which stated that in the event of Spears winning a majority of his match races he would receive $200 over the amount stipulated in the body of the contract. Manager Chapman had never seen that clause and jokingly remarked that if he had he would have given him a run for his money by piling up match races.

Spears won four out of seven events, and one more defeat would have cost him $200. With a broad smile, Spears said that he had a hunch that the clause had been overlooked, and he therefore had not drawn Chapman's attention to it.

### OHRT RETURNS TO FRISCO

Newark, N. J., November 8.—Hans Ohrt, the national and world's amateur champion, left here last week for his home in San Francisco, Cal. A big reception awaits the title holder upon his arrival in his home town. Ohrt rides under the colors of the Olympic Club, of San Francisco, and is one of the most popular simon pures.

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# BOSTON SIX-DAY BICYCLE RACE IS ON—RECORD BROKEN

**Some of the Top-Notch Riders Who Are Participating in the Tenth Annual Boston Six-Day Grind**

BOSTON, Mass., Tuesday, November 9.—At six o'clock this evening all the teams which were entered in the tenth annual Boston Six Day Race were tied at 299 miles and five laps, except the Sullivan-Holbrook combination, which is one lap behind. The former record for this time—twelve hours—was 288 miles and seven laps. Verri failed to appear on the track today, but Corry, his teammate, stuck to the bunch alone until 6:20.

Eleven teams faced the starter yesterday (Monday) at 4 o'clock in the afternoon to plunge into the tenth annual six day race which the Bostonians are witnessing. The Boston Arena is the scene of the annual classic. The field of riders is the best that Boston has yet seen in any six day race, and the crowds are packing the arena.

The teams starting were as follows: Alf Grenda, of Australia, and Fred Hill, of Boston; Reggie McNamara, of Australia, and Bob Spears, of Australia; Francisco Verri, of Italy, and Frank Corry, of Australia; Tom Grimm, of Newark, who was put in at the last minute in place of George Wiley, and Victor Linart, of Belgium; Menus Bedell, of Long Island, and Jake Magin of Newark; George Cameron, of New York, and Harry Kaiser, of Bronx; Eddy Root, of Boston, and Willie Hanley, of Newark; Bobbie Walthour, of Atlanta, and Clarence Carman, of Syracuse; Marcel Dupuy, of France, and J. F. Moran, of Chelsea; Ray Eaton, of Elizabeth, and Edward Madden, of Newark; Tim Sullivan, of New Haven, and Warren Holbrook, of South Boston.

### Exciting from Start

Right after the starting gun was fired excitement began, the pace being a good one and many unsuccessful attempts being made to lap the field. At the end of the first hour 26 miles and 5 laps had been registered.

By the end of the third hour, the riders bunched, accidents began to happen, and both members of the Sullivan-Holbrook team received nasty falls; Holbrook for the rest of the night seemed to be almost groggy, every sprint finding him lacking. This team was finally lapped in the fourth hour, despite the frantic efforts of Tim Sullivan, who repeatedly took his partner's place. Three times in the sixth hour Sullivan was called on to catch the field, after Holbrook had been almost lapped.

The pace continued hot with little lagging, and at 10 o'clock, when the riders were taken off and a motorcycle race run off, the cyclists were 3 miles 4 laps ahead of last year's record, the sixth hour's new record being put up to one hundred and forty-six miles flat.

Punctures repeatedly marred the racing, as many as six occurring in the sixth hour, three of them resulting in spills, which, luckily, were not serious.

As usual, whenever Moran was on the track things were stirring, this rider going out after a lap repeatedly, but being brought back again by quick following.

The greatest excitement of the first day's racing came just before 1 A. M., when Frank Corry, of Australia, who is paired up with Francisco Verri, started after a lap. He jumped his wheel ahead and before the field could wake up he had 25 yards to the good.

Seven relief men came on to take the other riders' places, and after many laps succeeded in pulling him back.

A queer sight for the old fans is that of Frank Kramer, the American sprint

**(Continued on page 50)**

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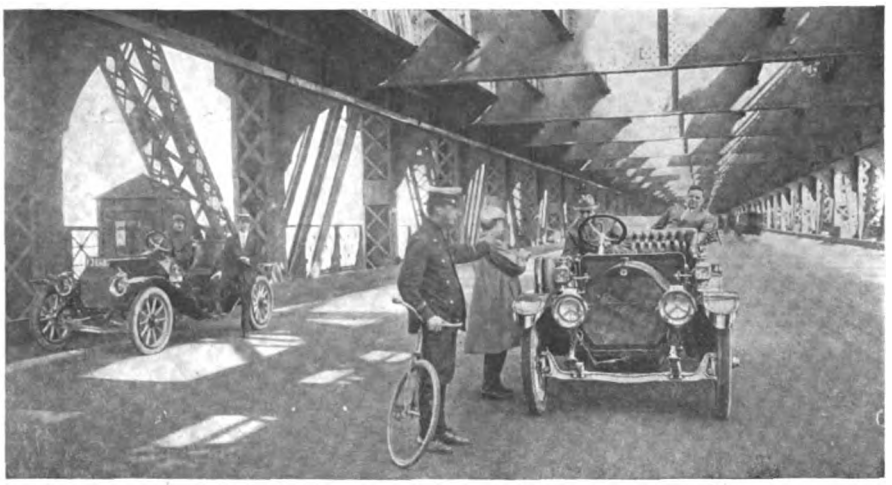
# ON AND ABOUT QUEENSBORO BRIDGE

***How Time Can Be Saved by Using This Modern New York Structure in Crossing Over to Long Island***

By ROBERT BRUCE

THE accompanying photograph will easily be identified by any cyclist who does much riding in the vicinity of New York City, and will convey to others some idea of the roadway over Queensboro Bridge, the main thoroughfare between the center of Manhattan and Long Island City. It probably carries today as much road traffic as the three lower bridges combined, and has done more than anything else to take this form of travel almost entirely from the East River ferries. Even when the distance from one's start to destination is greater via the bridge than via the East Thirty-fourth street ferry, the uninterrupted crossing invariably saves time; and there is an entire absence of that "bunching" of trucks, automobiles, cycles, etc., that is inevitable in running on and off boats.



**Bicycle Policeman Patroling the Queensboro Bridge**

### Bicycle Police on the Job

Queensboro Bridge is, for all practical purposes, a huge elevated street, with the usual rules of the road. Bicycle police patrol it, especially to look after speeding automobiles, many of whom are "taken in" during a season. But considerable observation leads to the belief that motor cars are watched, not so much for technical violations of speed as for reckless driving, which, of course, is the better method. Once in a while a "speeder" attempts to get away, but this is seldom successful; and the bicycle "cops" have a good memory for registration numbers, frequently "spotting" those who might have once tried to give them the slip.

Of the many possible connections from the middle of the city to the bridge, by far the best is through East Fifty-seventh street—asphalted and unusually wide—to Second avenue; take care not to pass beyond the Second Avenue Elevated, but turn sharp left under it and next right to the bridge entrance. Fifty-ninth street is more direct from Columbus Circle, or Central Park South, but it has double car tracks and the pavement is mostly rough stone blocks. There is no objection to Fifty-eighth street, except that it is only the usual width, and it pays to go one block below in order to use Fifty-seventh street, which is wider and also good. Sixtieth street cannot be used eastbound, on account of the traffic regulations, and anyone who might follow that street to Second avenue would not be allowed to ride into the bridge that way, but would be obliged to go back and enter it from below.

### 1¼ Miles Long

The bridge is 1¼ miles long and road traffic uses the only driveway through the structure; however, this is as wide as the average New York City street, and has so far been kept in first-class condition. At the entrances only, there is a division between the eastbound and westbound travel, entering and leaving on either side of the elevated structure in the center, but in each case still inside the promenades; the latter gradually rise and leave the one wide roadway next to the trolleys. The stranger will be impressed with the enormous size and strentgh of the bridge, and if riding over it by night, one will be agreeably surprised to see how well it is lighted—practically the same as a city street.

From the middle of the structure one may glance down in passing upon Blackwell's Island prison—a cold-appearing institution, as many offenders have undoubtedly found it to be. Access to it has always been only by boat, but now there is some talk of cutting an elevator shaft from the floor of the bridge to the island and giving up the ferry. Looking over to the right, one can see the Williamsburg, Manhattan and old Brooklyn bridges—seeming like spider webs strung from high towers over the busy river. Almost before you know it comes the slight descent into Long Island City.

The bridge is so long and so large that its approaches extend a considerable distance onto the mainland at either end. All the East River bridges are now free from toll, by action of the late Mayor Gaynor, especially to facilitate the movement of traffic by saving the former holdups at each end.

### Can Go Direct to Jamaica

It was not until the summer of 1911 that the present viaduct over the Long Island Railroad tracks was completed, enabling one to go straight ahead from the bridge into Queens Boulevard, the direct road to Jamaica. During the past year this route has been greatly improved, and road travel has correspondingly increased, as it will continue to do while the Long Island suburbs keep growing, and especially if the speedway near Garden City is built as expected.

Returning to New York from Jamaica or points beyond, the "one best way" is to retrace the outbound route through Long Island City and across the Queensboro Bridge; but at the Manhattan exit nearly all the traffic bears right onto Sixtieth street. Going to the upper part of the city, cyclists can continue on Sixtieth street to Fifth avenue, and up along the east side of Central Park. But those bound for the cycle district around Columbus Circle, or going downtown, had better turn left to Fifty-seventh street as soon as convenient, and thence west on that street to Madison avenue, Fifth avenue, Seventh avenue, Broadway or Eighth avenue, the principal north-and-south thoroughfares in the central part of the city.

## FRED SANBORN WINS CRESCENT CHAMP. RACE

BALTIMORE, Md., November 9.—History repeated itself on Sunday last when Fred M. Sanborn for the second time won the fifty-mile club championship race of the Crescent Bicycle Club, breaking the winning streak of Welby Sherman, who had previously won four championship races in a row, and duplicating his performance of 1913, when he defeated August Leimbach, who had won seven races in succession in the club championship series of that year. But his task was made easier in Sunday's race by the fact that Sherman, who had been riding neck and neck with Sanborn, punctured at the fifteenth-mile point and was compelled to ride flat until a wheel could be secured for him.

Eight riders started in the race, but a sprint begun by Sanborn, a mile from the start on the grade on the North Point road, shook off all but Sherman, and after the latter punctured, Sanborn rode the remaining thirty-five miles alone, finishing in two hours and forty-six minutes. Sherman attempted to make time on a flat tire and broke his rim as a result; but after running with his wheel some little distance was met by a club mate with a spare wheel, on which he finished the race. Langdon M. Sanborn also had trouble, stripping the threads on his front axle. Borrowing a wheel he rode into second place, thirty-one minutes behind the winner and nine minutes ahead of Sherman, who finished third. As a result of Sunday's race the contest for the club championship has tightened up, only five points separating Sherman from L. M. Sanborn, who is second and one point ahead of F. M. Sanborn, with four more races still to be run.

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### CUBAN AND PHILIPPINE ORDERS

Laporte, Ind., November 6.—The Great Western Manufacturing Company, of Laporte, has just sent out another shipment of 120 bicycles to the Philippine Islands. Since the completion of the Panama Canal the firm has been sending its products by that route to the Pacific, but owing to the recent disastrous slide in the Big Ditch the Great Western folks have been shipping via San Francisco.

From its Cuban distributor, located in Havana, the Great Western Manufacturing Company has just received a gratifying order for 1916 bicycles, all the various models of the Great Western and the Crown lines being included in the specifications.

### LARSON IN LARGER STORE

Dallas, Tex., November 6.—The Larson Cycle Company, formerly located at 213 North Akard street, has removed to larger quarters at 308 North Akard street, and will continue to handle a complete line of Miami bicycles and accessories. This enterprising firm is preparing to do a heavy winter business.

### BROWN CO. HAS R-S AGENCY

St. Louis, Mo.—The E. S. Brown Cycle Company has opened an up-to-date repair shop and bicycle salesroom at 1000 North Grand street, this city. The firm is pushing the R-S brand of cycles and has adopted the slogan "Real Service," which they derived from the initial letters of the bicycle line name.

### SUTER, SWISS CYCLIST, ARRIVES

Newark, N. J., November 8.—Paul Suter, a Swiss long distance cyclist, who competed in the New York six-day race in 1912, arrived in Newark last week from Amsterdam, Holland. Suter is here for an engagement in the New York six-day race, and will probably be one of the starters. Back in 1912 Suter rode with his brother Frank, who was killed in Paris a year ago last May.

### DISTRIBUTOR DIERUFF HUSTLING

Louisville, Ky., November 8.—Billy Dieruff, manager of the bicycle and Smith motor wheel department of the Sutcliffe Company, is busy out in the state just now, fixing up the retail dealers with bicycles and supplies for the Christmas trade. The company handles the entire state for the Smith people, and did a nice volume of business last season.

### GRENDA & GOULLET, DEALERS

Newark, N. J., November 8.—Alfred Goullet and Alfred Grenda are going into the rubber tire business here in the city in an effort to increase their bankrolls. They have arranged to handle a well-known automobile, and will also become the agents for a bicycle tire. Business, of course, will not interfere with their riding.

### FROM SPANISH AGENCY

Six months ago the Great Western Manufacturing Company, of Laporte, Ind., established a connection in Madrid, Spain, and another order has just been received from the Spanish house for a shipment of the Laporte company's bicycles.

# REPAIRING OF SINGLE-TUBE TIRES

## *General Procedure for Preparing Different Forms of Construction for Vulcanization*

By REPAIRMAN

WHILE the repair of double tube tires is very generally familiar to all bicycle and motorcycle dealers, there are often newcomers in the bicycle field who have never had work on single tube tires, and lacking an experienced man are often at a loss how to proceed properly. In vulcanizing, especially, the rather extensive kit frequently leaves the beginner at a loss as to just what to do in the case of a big puncture or cut, for in addition to the roller, stitcher, knife and the sectional molds, the outfit has cement, friction fabric, raw stock, patches and perhaps repair cots.

However, the operation of vulcanizing is not a difficult one, the work being mostly in preparing the damaged tire for the heat treatment or curing, as it is called. The following directions will be an aid, therefore, to the preparation of the tire should the workman lack an instruction book:

### Preliminary Work on Tire

The rubber should be removed from the outside of the tire for about half an inch on either side of the puncture, in a lengthwise direction and about two-thirds of the way around the cross-section of the tire. A coarse file can be used, or a fine grinding wheel (emery wheel), but care should be taken not to injure the fabric of the tire. Next a hole as small as possible should be cut, this hole being for the necessary cleaning.

The inner surface of the tire should then be cleansed with benzine or gasoline in a thorough manner. All bloom and rubber cement must be removed from the inside of the tire or the repair will fail. Next cover the inner surface where the patch is to go with the vulcanizing cement and cement the outside of the tire where the rubber has been removed, taking care to have the edges of the old rubber thoroughly covered. Hang up the tire to let the cement dry; this will take from 15 to 30 minutes, depending upon the thickness of the cement laid on and the dryness of the atmosphere. When the cement is dry, make ready the patch.

### Preparing the Patch

Preparing the patch is performed as follows: Cut a piece of patching rubber and clean it off; then apply vulcanizing cement on one side. Next roll a piece of raw stock on it and moisten the exposed side of the raw stock with gasoline or benzine. Fold the patch in the pliers and insert it through the hole, using the pliers to locate the patch centrally in the hole. The cured rubber on the back of the patch causes it to open on the inside of the tire and also prevents sticking to the opposite wall of the tire.

Let the gasoline evaporate for a few minutes, then press the tire together and pick up the patch. Fill in the hole with raw stock and take a small strip of friction cloth of the width of the hole in the tire and draw it across the hole and around the cross-section of the tire, reducing the diameter of the tire slightly at this point. Next take another piece of friction cloth, cut it to nearly the size of the place from which the rubber has been removed and put it in place, rolling it down hard. Run a second coat of vulcanizing cement over the outside, let it dry for a few minutes and then cover the entire space with rubber and roll it down firmly. Trim the exposed edges to make a good union with the old rubber, roll down the edges, then inflate the tire slightly and look for any air-leaks.

### Ready for Vulcanizing

Should the tire not leak, sprinkle it with talc and place it in the mold, inflate it very hard and vulcanize it. The vulcanizer should be kept at 265 degrees during the cure. It will take from 15 to 18 minutes, as a rule, depending upon the vulcanizer, of course; but if the tire is

**Chas. J. O'Neil's Bicycle Establishment in Savannah, Ga. Pope Line Featured**

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thick a longer time will be necessary.

So much for tires which do not have thread fabric. These are often met with on old machines, and many a garageman has been confronted with one such repair without knowing just how to go about it. With the thread fabric tire, the manner of applying the cement and drying it is the same as that given above, but makers of thread fabric tires do not recommend cutting the hole unless the punctures are very large, advising a plug repair whenever possible.

### THREE RIDERS STILL WAITING TO BE TEAMED IN CHICAGO 6-DAY RACE

Chicago, Ill., November 9.—At the present writing the following teams will be entered in the Chicago Six Day Race: Lawson-Root, Mitten-Grimm, E. Ohrt-Miller, Thomas-Ryan, Lawrence-Hanley, R. Eaton-Maddon, Kaiser-Cameron, Dupuy-Linart, Piercey-Menus Bedell, Hanson-Anderson, Kopsky-Wohlrab, Carman-Corry, Rudi-Russe. The riders Sandersuyft, Walthour and Young Sullivan have not yet been teamed.

The Chicago Six Day Race will start at ten o'clock on the night of November 19 and wind up on November 25. Preceding the big classic there will be a number of sprint races held on November 18. On the schedule at present are a five-mile open and a one-mile handicap for professionals, a motor-paced race in which Walthour, Carman and Linart will participate, an amateur half-mile handicap and three-mile open. The amateurs will again be seen in a five-mile open and a mile handicap just before the start of the six day race.

### SPRINT CYCLE RACES AT GARDEN

The "sprint race," scheduled for December 4 at Madison Square Garden, New York, will give every rider who participates in the big six-day race, which starts on December 6, an opportunity to limber up for the long grind. This year's race will have more starters than any six-day event of previous years. There are several foreign riders who two months ago were fighting in the European war, but since then they have secured short furloughs to ride in the annual six-day race. The "sprint race" on Saturday, December 4, will show a new and novel idea in the way of lap premiums.

### BOSTON SIX-DAY RACE

(Continued from page 47.)

champion, up in the press stand reporting the race for a Newark newspaper.

The standing at 2 A. M. Tuesday, the end of the first day's grind, was as follows:

| | Miles | Laps |
|---|---|---|
| Grenda and Hill | 250 | 1 |
| McNamara and Spears | 250 | 1 |
| Verri and Corry | 250 | 1 |
| Grimm and Linart | 250 | 1 |
| Bedell and Magin | 250 | 1 |
| Cameron and Kaiser | 250 | 1 |
| Root and Hanley | 250 | 1 |
| Walthour and Carman | 250 | 1 |
| Dupuy and Moran | 250 | 1 |
| Eaton and Madden | 250 | 1 |
| Sullivan and Holbrook | 250 | 0 |

# SAN JOSE RIDERS WIN FROM N. C. W.

## Garden City Riders Capture Inter-Club Team Race—New Century Wheelmen Score Highest Points for Season and Retain Title.

SAN JOSE, Cal., November 6.—The Garden City Wheelmen's six-man relay team had little trouble on Sunday, October 31, in disposing of the New Century line-up of San Francisco in the 30-mile point race, the feature of an afternoon of cycle races at the San Jose driving park. The point race was somewhat long-drawn-out and lacked the spectacular which added thrills to the quarter-mile sprints and the three-mile handicap, which were staged later.

Cooper started the Garden City lead in the point race by leading at the wire at the end of each lap of his five-mile heat. He was riding strong and opened up an eighth of a mile lead on his opponent—Morgan of the New Century club. Debrie, a new star being developed by the New Century club, outsprinted Flint five times in the second heat and the score was then evened up.

The veteran Hammitt of the New Century club then placed his team in the lead by walking away from Humburg. Plummer of Garden City evened up the score by winning five sprints from Sangali.

Simondi, of Garden City, won his five sprints with ease in the fifth heat, then Nick Eisentraut came through in the last heat with five wins over Welch of New Century and the home boys won by a wide margin, the total score being Garden City 130 points and New Century Wheelmen 110 points.

The riding of Simondi of Garden City in the second heat of the class A quarter-mile sprint, when he defeated his teammate, Nick Eisentraut, in a close finish, was one of the most interesting of the quarter-mile events.

The prettiest event of the day was the three-mile handicap. The riders at half distance were grinding away in two separate bunches. The scratch men were apparently going just strong enough to close the gap in time for an even break in the sprint, but a quarrel over pace making developed This slowed the back markers just long enough to keep them out of the running, although Hoffman of the Olympic club by a great effort managed to overtake some of the straggling first bunch in the stretch and sneak in for a fourth. Calabro of Garden City, with a 300-yard handicap, won with quite a margin to spare from Cooper, Garden City. Spence of New Century was third.

In spite of its defeat by the Garden City Wheelmen, the New Century Wheelmen, by winning the majority of the Inter-Club team races this season, still retains the championship of the Pacific coast. The points scored by the club throughout the season are as follows: New Century, 5; Garden City, 3; Acme Wheelmen, 1; Olympic Wheelmen, 0; Fresno Wheelmen, 0; Sacramento Wheelmen, 0.

### CYCLE CORPS RAPIDLY FORMED

Toronto, Ontario, November 9.—When the call was issued by Major W. S. Dinnick, commanding officer of the 109th Regiment, for members for a cyclist corps, practically every racing man in Toronto responded. About forty of the pedallists enlisted in a body, and the organization of the corps is proceeding. It is understood that G. L. McKay, Racing Board Chairman of the Canadian Wheelmen's Association, will be given a commission and will be placed in command of the corps.

The men will be provided with regulation uniforms, and it is expected that military bicycles will also be issued without delay. The call came unexpectedly, but the local racers came forward with considerable enthusiasm.

### BETTER DEMAND FOR LOWER PRICED BICYCLES EVIDENT

Los Angeles, Cal., Nov. 6.—John T. Bill, the Southern California bicycle and motorcycle distributor, finds trade conditions improving slightly this fall, and notes especially a demand for second-hand and low-priced bicycle. Of course young men with speed ambitions are strongly attracted to the Pierce, which he carries. The $35 model Pierce, which has been available this year for the first time, has developed a good trade in this locality. Mr. Bill is looking forward to the receipt of the Emblem lightweight which was exhibited at the New York and Chicago shows.

### PACIFIC RIDERS WILL APPEAR AT NEWARK NEXT SEASON

San Francisco, Cal., Nov. 7.—It has been announced by the Garden City Wheelmen that two of its best sprinters, M. Burger and N. Eisentraut, will appear at the Newark (N. J.) Velodrome next season to compete in the amateur events. At the time of this announcement, the Olympic Club issued a statement that Harry Hoffman and Ed Carroll, who sport the winged O, will also make their debut at Newark in 1916.

### HUDSON WHEELMEN RACE

Jersey City, N. J., November 6.—The annual pleasure run and races of the Hudson County Wheelmen were held on Sunday, October 31, a fair sized entry being received from Newark, Elizabeth and New York. The riders paraded on their machines from this city to Rahway, where they sat down to dinner at Weber's hotel, after which they continued on to Woodbridge where the races were staged. G. Knoss won the mile open with Tom Flanagan second and George Kaetz third. The time was 3:08. N. Johnson accounted for the two-mile handicap in 5:56, while A. Matthall captured the interesting novelty race.

### DRILLS POLICE CYCLE SQUAD

Fort Worth, Tex., November 6.—For the purpose of bringing their efficiency up to the highest standard, Captain J. M. Loughry is drilling the police bicycle squad daily in manoeuvers and speed. The drills are making each man expert in handling his mount.

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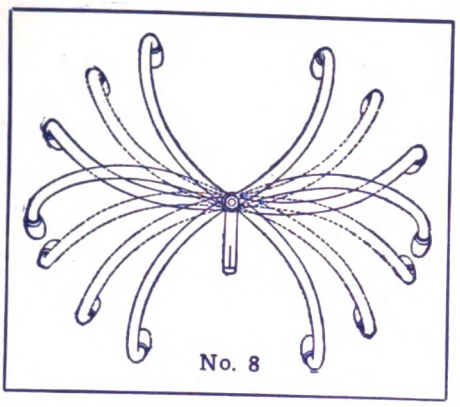
# Kelly Handlebars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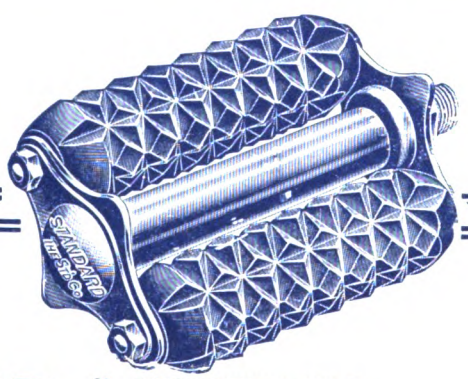

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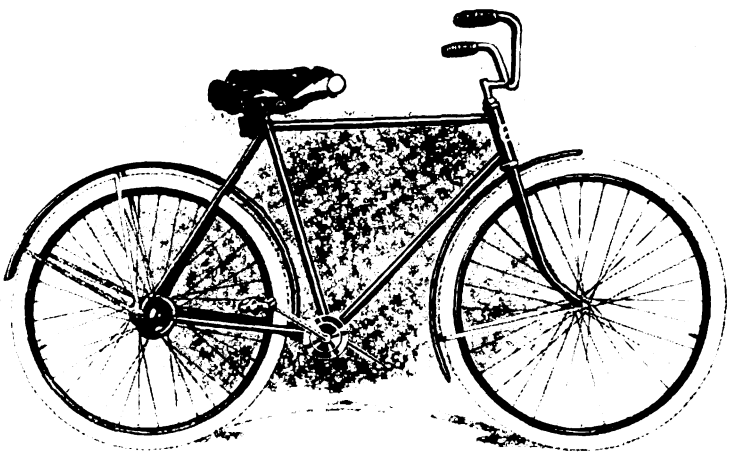

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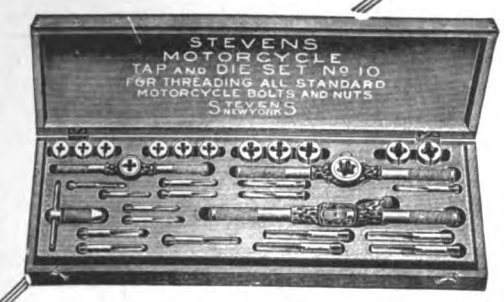


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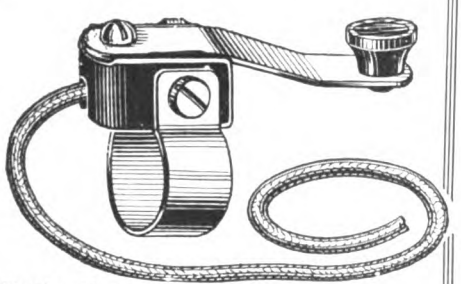

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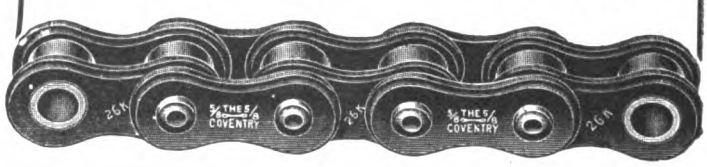


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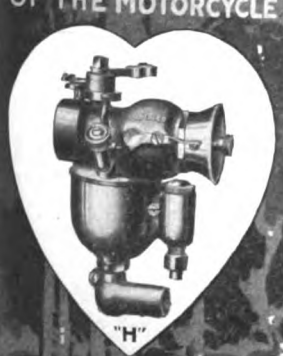


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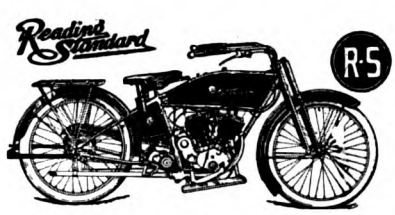


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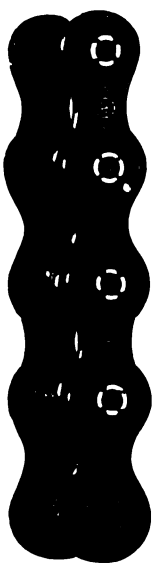

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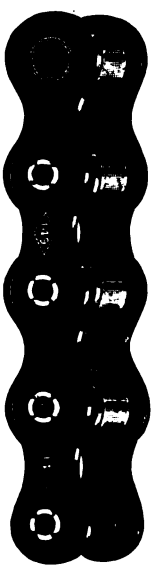

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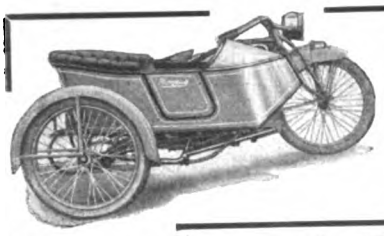

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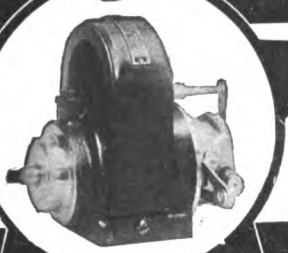

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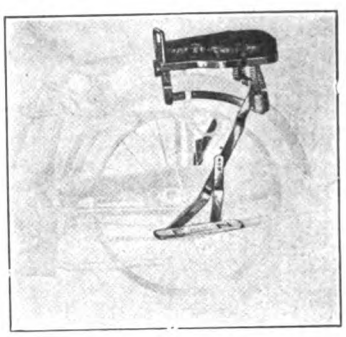

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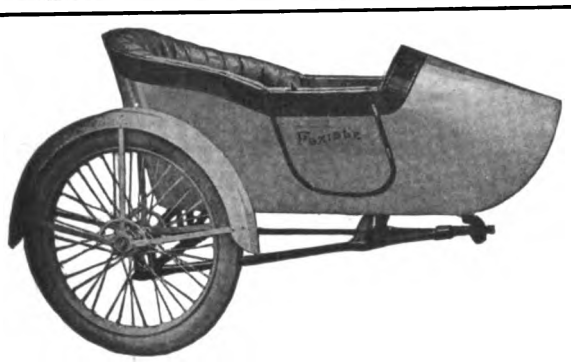

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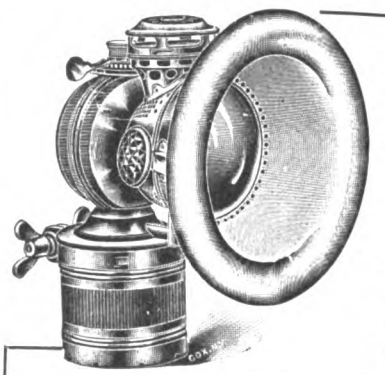

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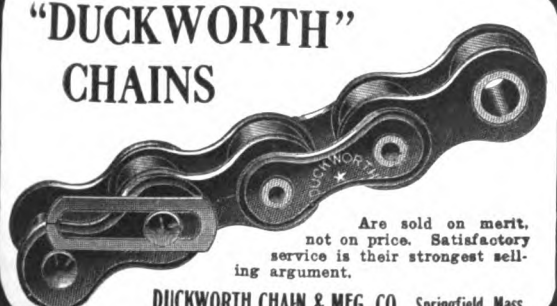


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We will pay the freight charges one way on all motors or machines sent us for rebuilding from October 10th to January 20th.

Motorcycle Accessories Co.
St. Paul, Minn.

# THE MOST BICYCLE FOR THE LEAST MONEY

Bicycles Exclusively | IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US | Capacity 500 Bicycles Daily

GREAT WESTERN MANUFACTURING COMPANY, La Porte, Indiana

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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# National Dealers' Directory

## NEW YORK CITY

**EXPERT REPAIRING**
Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
**Broadway Auto Repair & Supply Co.**
248 West 106th Street C. Lurie, Prop.

**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2959 JEROME AVE., Corner Burnside Ave.

**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3966 Chelsea.

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**Harley-Davidson Sales Co.**
Distributing Agents for
HARLEY-DAVIDSON MOTORCYCLES
533 West 110th Street 15 So. Lexington Ave.
Near Broadway, New York White Plains, New York

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 100th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**HENDERSON**
BRANCH
3119 Third Avenue, near 159th Street
BRONX, NEW YORK CITY

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 450

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
993 Washington Ave. Near 164th St.
AL. CORWIN, Mgr.

**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Rogers Sidecars in stock. Agent for Excelsior and Henderson
1491 Fifth Avenue Telephone, Harlem 2337

**T. J. SIXSMITH**
283 W. 100th Street.
Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

AMOS SHIRLEY, 935 Eighth Ave.
**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles. Parts for the Indian, Excelsior and Pope. Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 2¾ Firestone Non-Skid..... 5.65
These tires are fresh stock practically perfect, but slightly discolored in spots
E. J. Willis Co., 85 Chambers St., N. Y. City

**EXCELSIOR**
**M. WORKSMAN, Agent**
Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
14 VESEY STREET.

**YORKVILLE**
MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
1729 1st Ave., near 90th St. Tel. 2103 Lenox

## BROOKLYN

**HARLEY-DAVIDSON**
Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**FRANK P. BAKER**
BROOKLYN DISTRIBUTOR
*Indian* Motocycles
1638 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

**1915 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
HOWARD C. HENDRICK,
155 Howard Ave. Phone: Bush 3039.

**A. H. PATTERSON**
Distributor of
Excelsior-Reading-Standard and Cleveland Motorcycles, Smith Motor Wheel, Crown bicycles and the best accessories.
Two Stores—1668-82 Bedford Avenue, 713 Flatbush Avenue, near Parkside, Brooklyn, N. Y.

**Thor Motorcycles**
Easy payments. All makes taken in trade.
Full stock of parts. Expert repairs.
B. RUDERMAN
1031 Bedford Ave. Phone Bed. 760

**WINGES BROTHERS**, 1815 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributers for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

LIGHTWEIGHT
**SCHICKEL**
GEO. A. ASHLEY, Distributor for Brooklyn
1213 Bedford Ave.

## LONG ISLAND

**Plaza Motorcycle Exchange**
**EXCELSIOR DISTRIBUTORS**
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1800

**D. & D. MOTOR SUPPLY CO.**
**INDIAN MOTOCYCLES**
Phone: 2045 Astoria.
Expert Repairing—Gasoline.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

**HARLEY-DAVIDSON**
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

**INDIAN MOTORCYCLES**
**NICHOLAS ROSE**
All makes of bicycles—expert repairing.
30 MAIN ST. FLUSHING, N. Y.
Phone 498J Flush.



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## NEWARK, N. J.

1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $35 and up.
**WALTER GOERKE**
321 Washington St. Newark, N. J.

## PATERSON, N. J.

**W. EDW. MACDOUGALL CO.**
Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
182 Van Heuten St., Paterson, N. J.

**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
**91 Broadway, Paterson**
Real Values in used machines

## NEW YORK STATE

**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1915 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. SWENSON 542 Bread St., Providence, R. I.

## CHICAGO

**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

## DENVER

**W. W. WHITING**
Harley-Davidson Distributor for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

**DEALERS!**
**GET IN LINE**
Write us for rates for advertising in this special dealers' directory. Motor Cycle Illustrated, 13 Park Row, New York.

# Special Service Department

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
JUNGKIND & VOGLER, 158 Chambers St., N. Y.
Phone, 6217 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 8656 Bedford.

**GOOD MONEY**
Can Be Made Soliciting Subscriptions for
MOTOR CYCLE ILLUSTRATED
Write for Terms
Motor Cycle Pub. Co., 13 Park Row, N. Y.

**Pacific Motor Supply Co., Inc.**
A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
1438-42 Market St., San Francisco.
924 South Main St., Los Angeles.
*Finest Stores on the Coast*

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
**HARLEY-DAVIDSON SALES CO.**
533 W. 110th St., Near Broadway, N. Y.

**CLEAN-UP SALE**
All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
**WESTERN SUPPLIES COMPANY**
1448-52 Larimer Street Denver, Colo.
Largest Cycle and Motor House in West

# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c. — MORE THAN ONCE TWO CENTS A WORD PER ISSUE

FOR SALE—1915 three speed Harley twin in first class order, $165. S. E. Cory, 7 Norwood street, Rochester, N. Y.

ENGINE CYLINDERS re-ground, new pistons and rings fitted. Complete engine overhauling. Welding of cast iron, steel, aluminum and brass parts. Brazing. Satisfaction guaranteed. Give us a trial. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

$50 BUYS my 1914 Harley twin with equipment. For further information address V. J. Campbell, Jerseyville, Ill.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co. 1777 Broadway, Room 450.

$200 IF TAKEN AT ONCE.—1914 twin chain-drive Merkel and sidecar, complete with Prestolite tank, head light, tail light, sidecar light, Stewart horn, speedometer, luggage carrier, cushion, pump, full set of tools, and one extra casing and inner tube. Has seen less than 1,800 miles; A-1 shape throughout. Illness compels immediate sale. References: Mueller Cycle & Supply Co., 726 National avenue, Milwaukee, Wis. Address L. N. Petirik, 374½ 16th avenue, Milwaukee, Wis.

WANTED.—Good second-hand motorcycle. Must be bargain and in good condition. Sidecar also considered. Give full details and lowest price in first letter. Address Charles I. Reid, Millersburg, Pa.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.

TWO SPEED TWIN Harley-Davidson in A1 condition, equipped with Presto tank, headlight, rear light, horn and speedometer, $155. Box No. 26, Ramsey, N. J.

ONE HUNDRED MOTORCYCLES—New and second-hand, all makes, $25 and up. Write for complete list and prices. Machines sent on approval. Guy W. Campbell Co., Waterloo, Iowa.

MUST SACRIFICE my 1915 two-speed twin Reading-Standard at once; price $175. In the best of condition throughout. Never abused or neglected, not tarnished or rusted. Equipment includes head and tail lights, gas tank, electric horn, luggage carrier, cushion, full set of tools and pump. F. J. Strachota, 396 17th avenue, Milwaukee, Wis.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.



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# REM

## Motorcycle Lighting

Proof of the complete suc
Electric Lighting - Ignit
Motorcycles is furnished
upon thousands of Motor
have used it during the past
In every respect it has full
highest expectations and met
exacting demands.

## It is not affected by ro vibration

Thoroughly protected wiring and a battery that cannot spill make the Remy Electric Lighting - Ignition System trouble-proof.

It furnishes high and low head-lights, tail-light, operates horn, and provides strong, synchronized ignition which increases engine efficiency.

Remy Ignition-Generator

See this thoroughly successful equipment on the **HARLEY-DAVIDSON.** It has been an important factor in the winning of some of the biggest road races during the past season.

CONSTANT REMY SERVICE

***Service stations in all motoring centers***

**Remy Electric Company**

**Anderson, Indiana**

***Engineering Laboratory—Detroit, Mich.***




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# SKF
## BALL BEARINGS

These three representative motorcycle manufacturers know the amazing efficiency of SKF Ball Bearings.

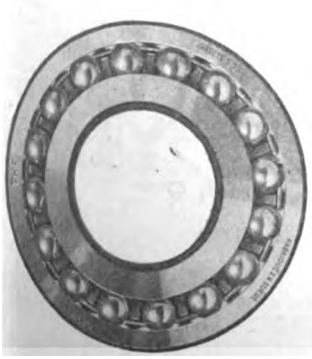
They have found that it pays them in considering the question of ball bearings, to figure upon the added smoothness, the *extra power* possible with SKF Ball Bearings, with their inimitable self-aligning feature that *automatically* compensates for any shaft deflection.

No other bearing on the market has this self-aligning feature. Who's Next?

Our Catalog is ready. May we send a copy?

*Harley-Davidson*
*Reading-Standard*
*Miami*

# Who's Next?



**SKF BALL BEARING CO.**

**50 Church Street, New York City.**

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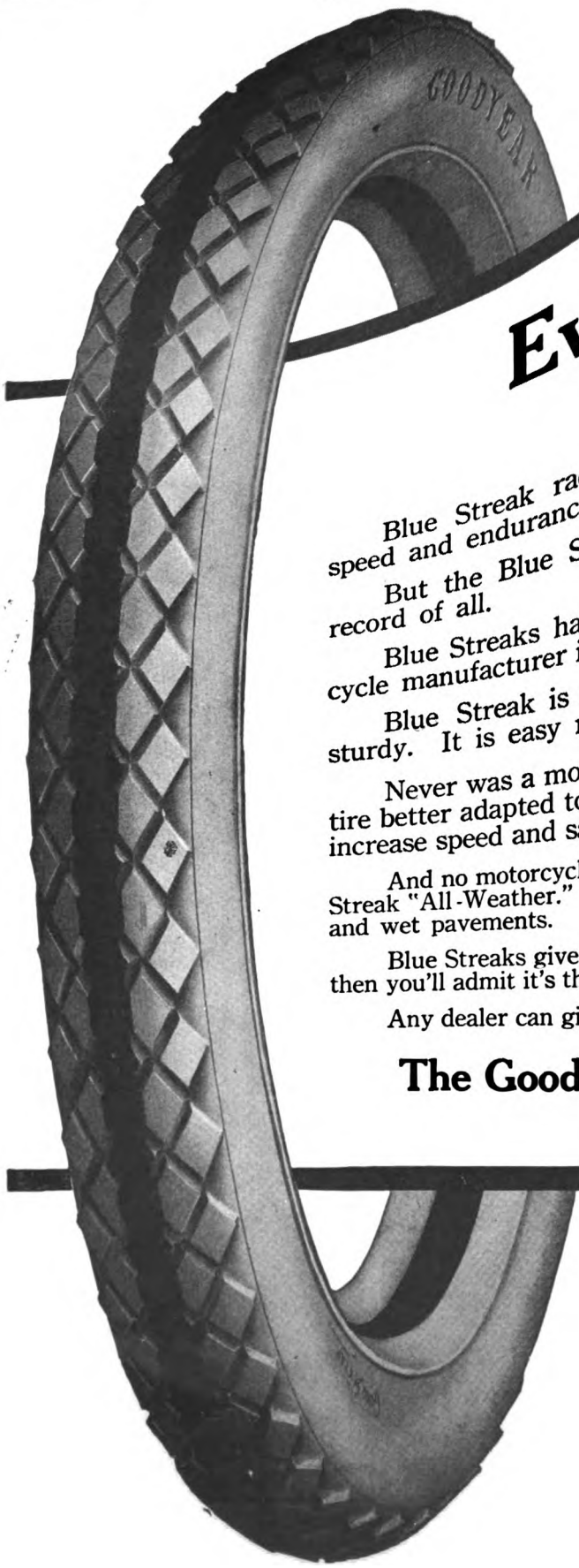


# Every Ma

Blue Streak racing tires hold every wor
speed and endurance.

But the Blue Streak road tire now breaks
record of all.

Blue Streaks have been adopted for 1916 by eve
cycle manufacturer in America.

Blue Streak is the classy motorcycle tire. It is big
sturdy. It is easy riding. It is safe and sure.

Never was a motorcycle tire more resilient. Never was a
tire better adapted to lessen road trouble, give unusual mileage,
increase speed and save power.

And no motorcycle tire has an anti-skid tread so wide as the Blue
Streak "All-Weather." It is safe and sure on slippery, sharp curves
and wet pavements.

Blue Streaks give you protection, freedom, joy. Look at this tire,
then you'll admit it's the swellest tire that's built.

Any dealer can give you Blue Streaks if you ask him for them.

**The Goodyear Tire & Rubber Co.**
**Akron, Ohio**

GOODYEAR
AKRON



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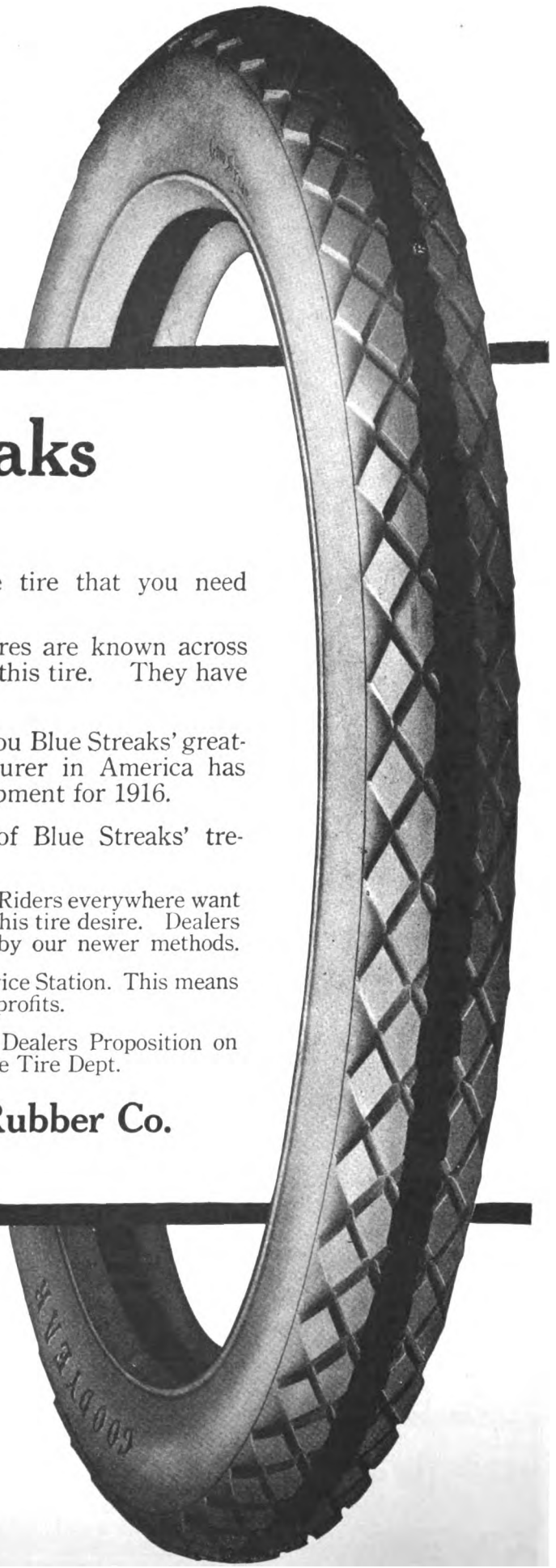
STREAK




# Adopts Blue Streaks 916

Dealers: This is the motorcycle tire that you need never defend.

The records of Blue Streak racing tires are known across the continent. Motorcyclists too, know this tire. They have read of these famous victories.

But motorcycle manufacturers give you Blue Streaks' greatest selling argument. Every manufacturer in America has chosen the Blue Streak road tires as equipment for 1916.

This speaks stronger than words of Blue Streaks' tremendous popularity.

There is a big demand for this classy tire. Riders everywhere want only Blue Streaks. We tell you ways to meet this tire desire. Dealers already have sold thousands of Blue Streaks by our newer methods.

You can make your store a Goodyear Service Station. This means valuable sales assistance that brings you extra profits.

A request from you places our complete Dealers Proposition on your desk. Write us now. Address Motorcycle Tire Dept.

**The Goodyear Tire & Rubber Co.**
**Akron, Ohio**

GOODYEAR
AKRON

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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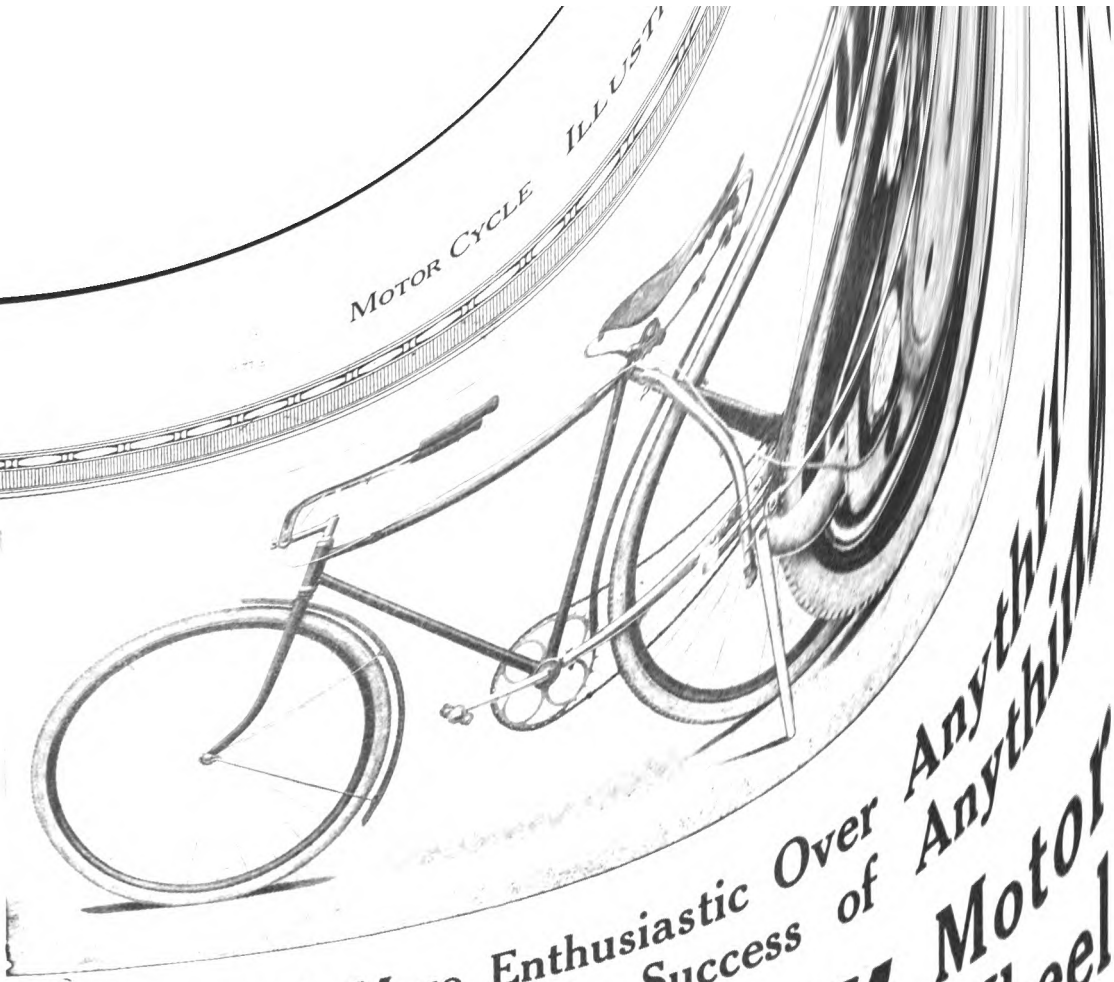

# "I Never Felt More Enthusiastic Over Anything Never More Sure of the Success of Anything Than I Feel Toward the Smith Motor Wheel

Detachable

## "The Bicycle Booster"

100 Miles On A Gallon Of Gasoline
Speed Up To 25 Miles An Hour

**List Price $60 F. O. B. Milwaukee**

### *Says the Oldest and Largest Cycle Dealer in America*

THERE you have the strongest possible dealer endorsement for the Smith Motor Wheel, and the most convincing recommendation to take the Smith Motor Wheel agency in your locality.

The same dealer closes his letter saying: "I am looking forward to results unusual in the bicycle field, due to the Smith Motor Wheel." Those results, however, *you* cannot take part in unless you handle the Smith Motor Wheel, because it means bicycle sales that the Smith Motor Wheel makes—forty to sixty per cent of Motor Wheel buyers buying bicycles at the same time, *from the same dealer.*

That's the big success dealers all over the country are talking about, taking part in and profiting by—the Smith Motor Wheel *sales* success and the increased bicycle and accessory sales it is creating. These are more of the reasons why you ought to write for our 1916 Profit Proposition To Dealers. Will you?

YOU will be entirely alone and without competition in your territory with the Smith Motor Wheel. It is the only bicycle motor on the market that is *detachable* as well as attachable, making it changeable immediately from one bicycle to another. It is the only bicycle motor that is perfectly practical and thoroughly satisfactory. It is absolutely free from mechanical troubles, clean and vibrationless, light in weight, easy to ride and operate. All these features, in addition to the pleasures, conveniences and economy Motor-Wheeling affords, appeal to an unlimited market, to the better class, to the moneyed class—both boys and girls, men and women of all ages. Can't you see the broad extent of profit possibilities before you? Write in and get by return mail our 1916 Profit Proposition To Dealers. Tell us the lines you handle and the size of your business. Address:

**Motor Wheel Division 153**

## A. O. SMITH COMPANY, Milwaukee, Wisconsin

**Largest Manufacturers of Automobile Parts in the World.**

**Smith Motor Wheel Fully Protected by United States and Foreign Patents.**



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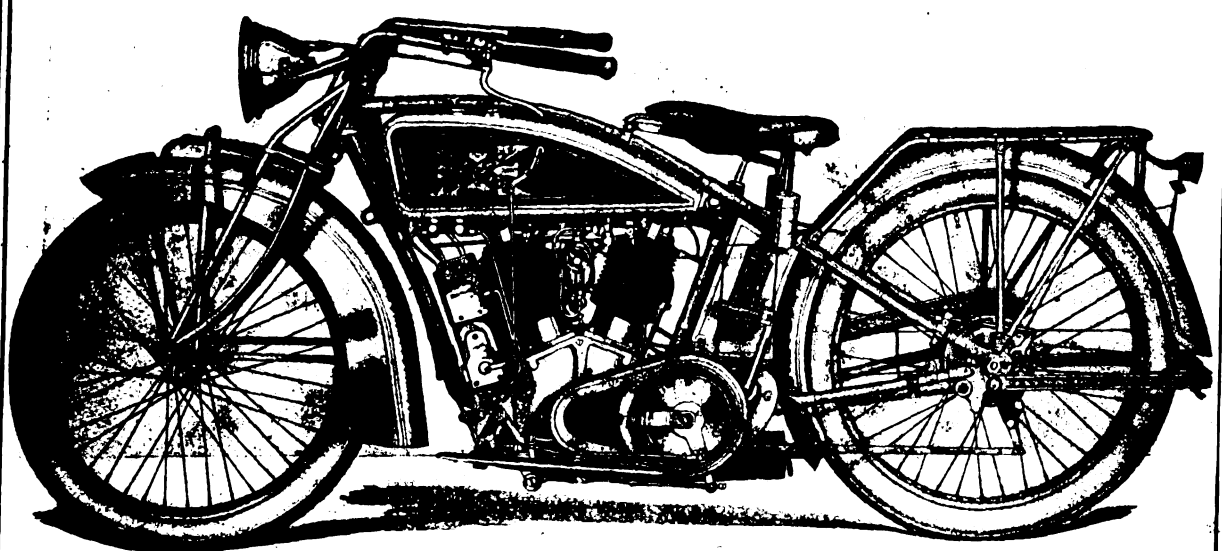
# DURABILITY
## IS A MATTER OF MATERIAL

No matter how handsome the finish, how pleasing the design or how good the workmanship, the Durability and Staying Quality of any mechanism are primarily dependent upon the material, which is the real foundation of any structure.



**Model 16-3, the Ultra Power "X"**

The wonderful record of

**EXCELSIOR Durability**

is the natural result of

**EXCELSIOR Construction**

which comprises Nickel Steel Drop Forgings, the best of Seamless Steel Tubing and the Finest Tool Steel that can be obtained.

In the EXCELSIOR AUTOCYCLE there are no castings, stampings or other low priced but undependable material. Every piece is made of the best material that can be obtained for its specific requirements, and machined and finished in the best way to give maximum efficiency.

It is this perfect construction that gives every EXCELSIOR owner the feeling of absolute confidence that can only be placed in mechanically perfect construction.

There are six models of EXCELSIORS differing in Style, Price and Equipment, but only one Quality.

**The Nearest Possible Approach to Mechanical Perfection**

*See the dealer or ask your friend who rides one*

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory, 3703 Cortland Street, Chicago**

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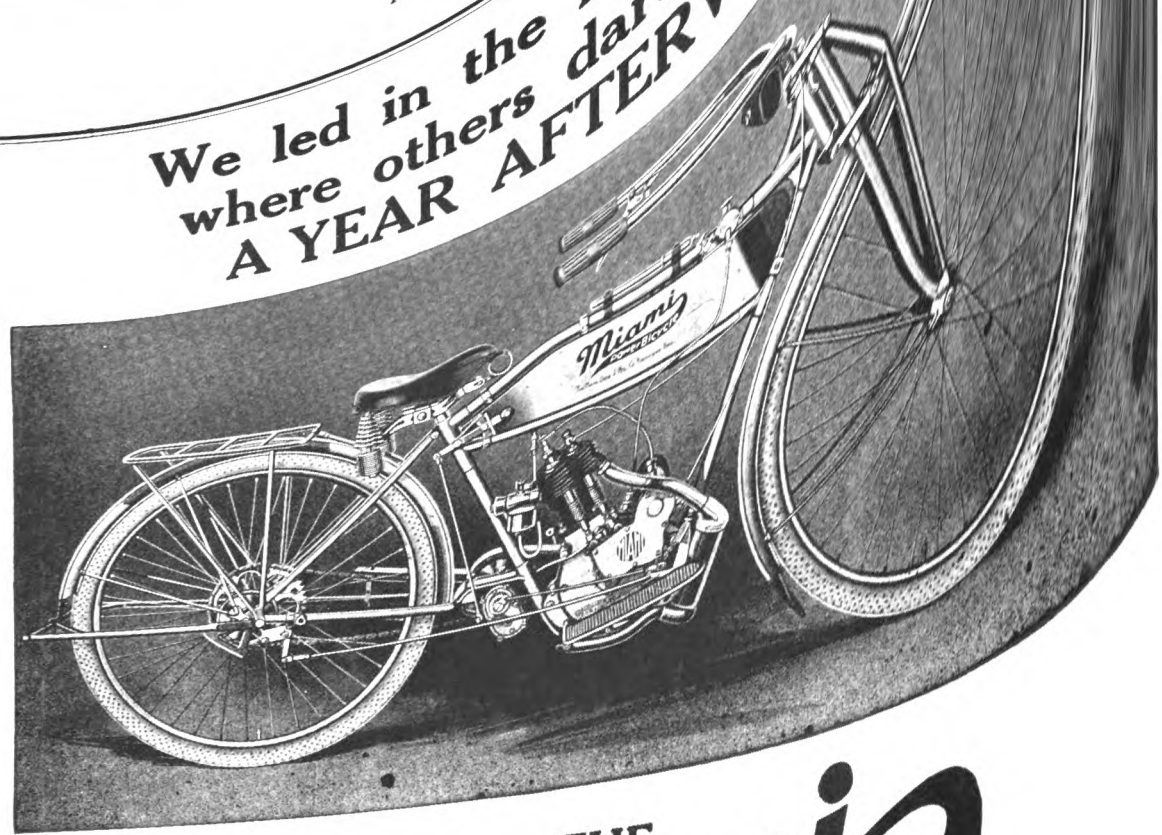
We led in the lightweight field where others dared to follow
A YEAR AFTER WARD




THE Miami PowerBicycle

*America's Premier Lightweight*

**has encouraged some odd and queer things, but—claims to priority and bigger value—lavish statements and startling innovations—all fade before the one word**

*"FACTS"*

***the facts of a year's performance.***

DEALERS: Write for Booklet "Here's What They Say." It tells the tale.

The consensus of opinion by the critics at both the Chicago and New York shows pronounced the Miami the most complete lightweight of them all.

"100 MILES for 10 cents"

**The Miami Cycle & Mfg. Co., Middletown, Ohio, U. S. A.**

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# Here's a Real Opportunity

## This Advertisement is Directed to Live Wire Dealers

### Why don't you sell Harley-Davidson motorcycles?

**The Harley-Davidson line is the fastest selling line today. It is the most sought for. It is the most profitable to the dealer because the most easily sold, and because the service cost is the lowest.**

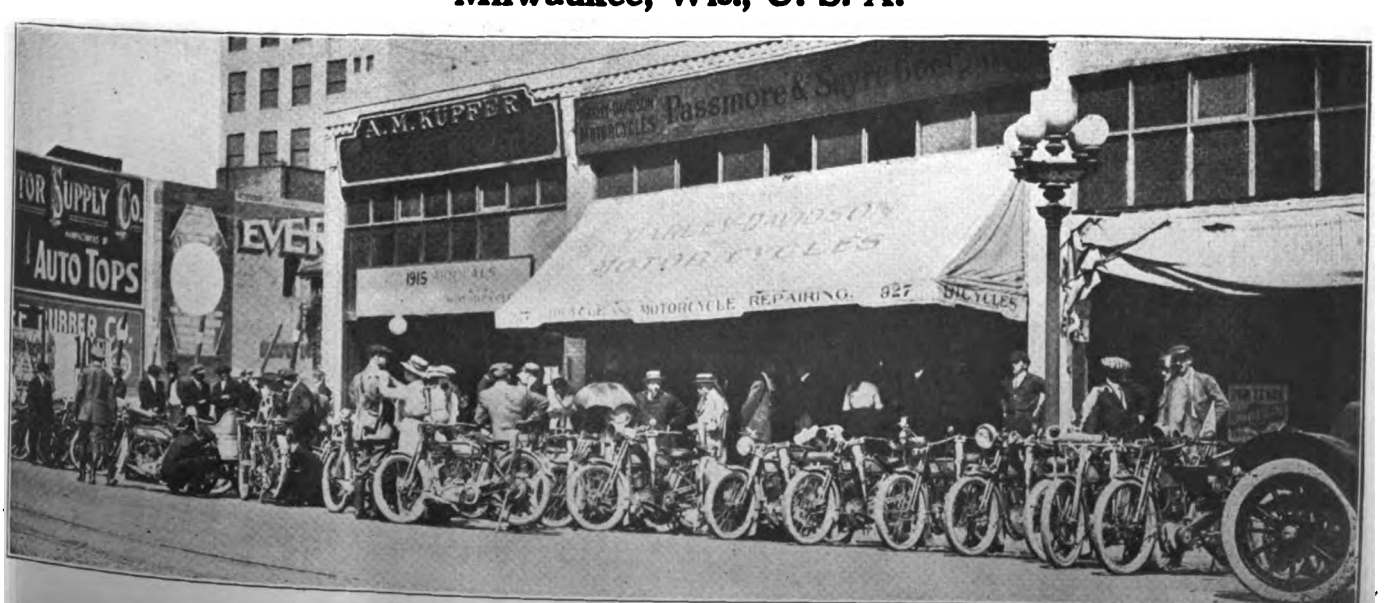
**We want the best dealer in each town to sell our line.**

**In a selling organization the size of the Harley-Davidson, composed as it is of thousands of dealers, some are satisfied with one-third the business they might secure. Each year at the opening of the new season we are compelled to replace some of the inactive ones.**

**A number of splendid opportunities are now open for the right men to hook up with the most progressive sales organization in the business.**

**Possibly we have not closed a contract for your town. Find out. Write us today.**

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**



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ECLIPSE

# Clutch—Brake—Two Speed

The Eclipse Clutch, the Brake and the Two Speed, when fitted to a motorcycle permanently assure its rider that the three essential control factors on his machine are RIGHT. A prospective buyer need look no further if there is ECLIPSE EQUIPMENT on the machine he intends to purchase. That is sufficient assurance that the motorcycle is perfect in every particular. No manufacturer can afford ***not*** to live up to the high ECLIPSE standard in every other essential.

## THE CLUTCH

In the dark ages of the sport, when to ride a motorcycle was considered, in insurance terms, as "double-extra-hazardous," there arose an imperative, an urgent cry "Give us a free engine!" ECLIPSE heard that cry and answered it by producing the FREE ENGINE CLUTCH, for which the Eclipse Machine Company holds basic and original patents. Discs running in oil, never slipping, for either belt or chain drive, engine or countershaft.

## THE BRAKE

Then came the call for a really reliable coaster brake. Again ECLIPSE service came to the rescue, and there was evolved the ECLIPSE brake, which now stands as the premier safety device on the market.

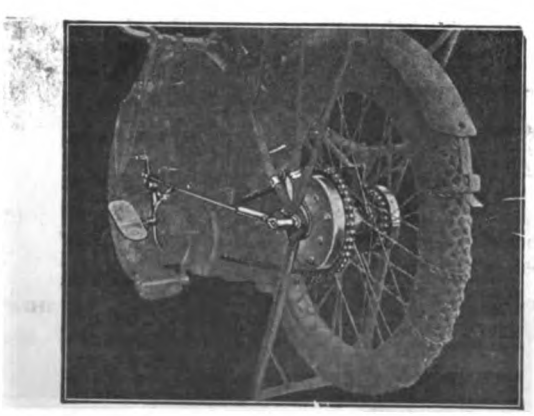
It has 103 square inches of braking surface amply powerful to stop a machine of twice the weight of the heaviest motorcycle and sidecar combination.

## THE TWO SPEED

Finally, with ears ever attuned to the demand, Eclipse engineers, after ten years of patient research, experiment and rigid practical tests, brought out the ECLIPSE TWO SPEED, for either belt or chain drive models.

This trio of fitments for a motorcycle is the most valuable collection, the most effective and practical ever devised. They stand as a fitting example of what can be accomplished by men impelled by a sincere desire to be of *real service* to the industry, whose one aim is to increase the practical utility of the motorcycle, believing that the reward of their efforts will come naturally, and as a matter of course.

Have you ECLIPSE literature?



**ECLIPSE MACHINE COMPANY, Elmira, N. Y.**



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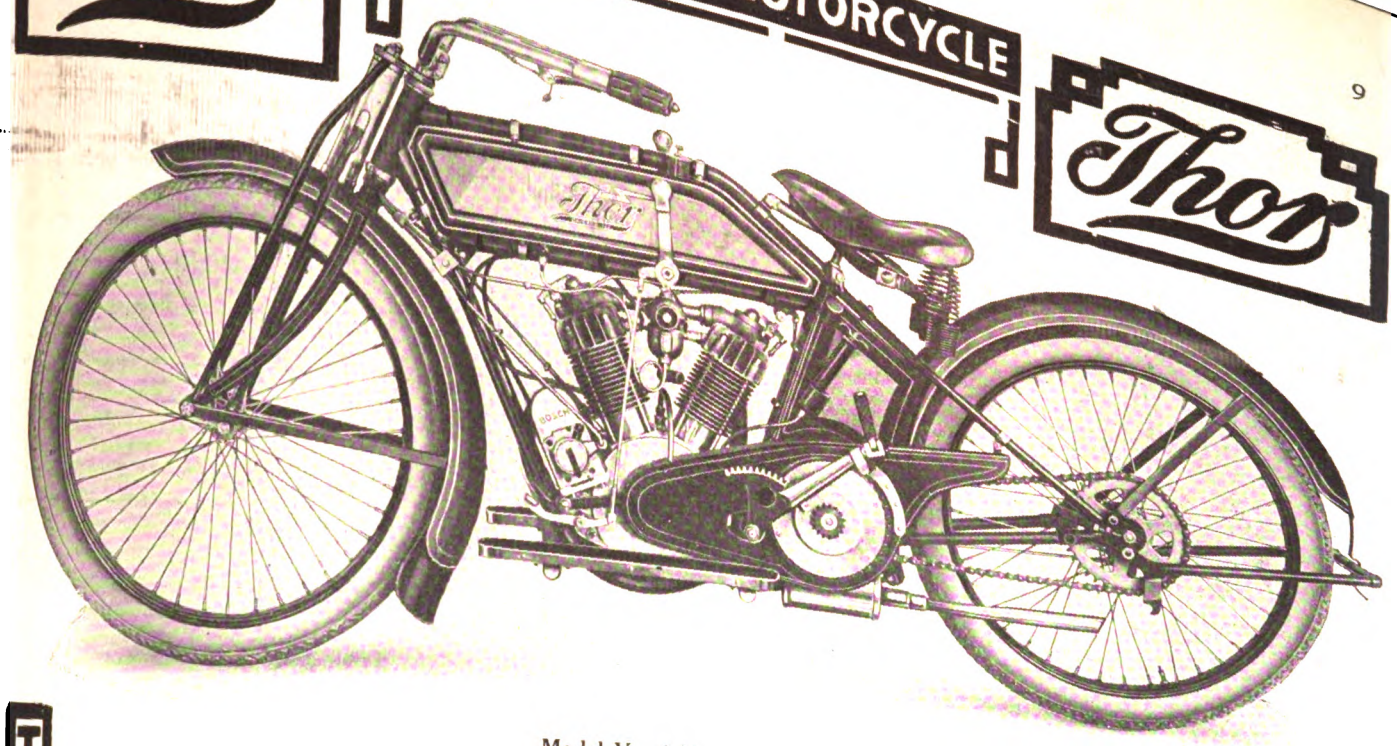
Thor

THE QUALITY MOTORCYCLE

Thor



Model V—6 Horse Power

# The new Thor control is one of the great advantages of the 1916 Thor—easy to operate—simple in construction and always effective—it never fails.

**The transmission clutch and brake are one unit—they work together and both operate with one foot. To apply the brake automatically disengages the motor.**

**The positive locking device in the various speeds means no accidental shift from one speed to another—it means no stripping of gears—it means safety.**

**The Thor control is positively the safest, easiest and the most dependable on the market.**

RELIABILITY

CONSISTENCY

***It is one of the many features that make the Thor the always reliable and consistent machine***

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago. Sales Offices and Works, 361 W. Superior St., Chicago

SPEED POWER



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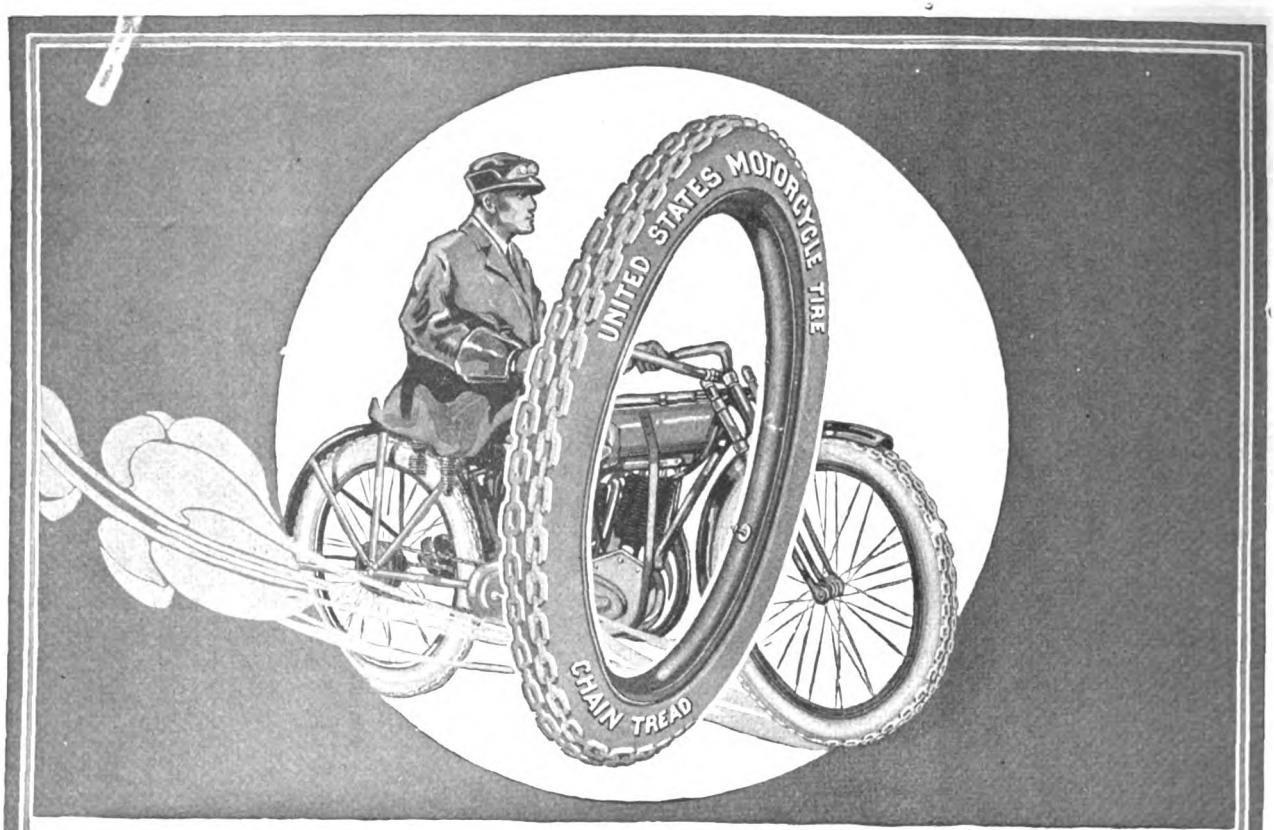


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES



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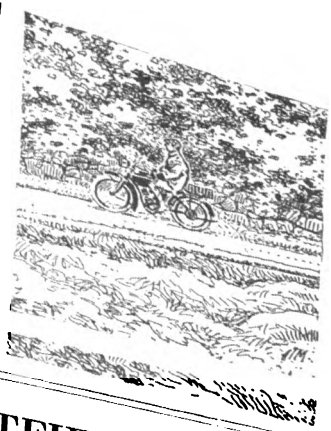
# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED The Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK



Vol. 10 Thursday, November 18, 1915 No. 46


## TUCSON-PHOENIX RACE IS BOIDO'S

### Wigwam Youngster Covers 132 Miles in 3:21:10; Berg, Harley-Davidson, Second, and Edgar Orr of Same Camp Third; Perry is Jinxed.

PHOENIX, Ariz., November 15.—Although he did not succeed in lowering the record for the course, Lorenzo Boido, winner of today's race from Tucson to Phoenix, made a surprisingly good showing and was clocked at 3:21:10 for the distance of 132 miles. Boido mounted a 1915 Indian and stopped his motor only once on the trip, while taking on gasoline and oil at the Florence checking station. Considering the character of the course and the consistently good speed maintained, Boido's performance and the behavior of his motor occasioned much comment.

John Berg, Harley-Davidson agent at Tucson, finished in second place, his time being 3:33:15; Edgar Orr, Harley-Davidson, was third in 3:36:40, and Jack Dodds, Indian, crossed the tape in fourth place, being timed at 3:39:20. There were twelve starters but only five finished. All the machines to complete the race were in excellent condition excepting Berg's Harley-Davidson, which had a damaged rear rim. It was otherwise O. K.

Boido's Indian carried a Dixie magneto and the Harley-Davidson machines ridden by Berg and Orr, the second and third place men, were Bosch-equipped.

Bob Perry and Harry Crandall, the only factory riders to start had bad luck. Crandall spilled near Florence and sustained minor but painful injuries, which compelled him to strike a slow pace. Perry's Excelsior went into a ditch and smashed the front fork. The 70 miles from Tucson to Florence afforded fair going, but the remainder of the route was poor.

## BIG SAVANNAH PROGRAM

SAVANNAH, Ga., November 15.—Final preparations have been made for the dirt track meet to be held here on Thanksgiving Day by the Savannah M. C. The program includes a 25, 10, a 15 and a five mile race, among others, all being open to club members only.

There have been eight entries received to date and more are expected. The meet will undoubtedly bring out the best riders in the city, as well as the champ. riders who are members of the club. The proceeds are to go towards the mile dirt track which the club members are striving to get and upon which they expect to hold several big meets during 1916.

The Savannah M. C. recently held a field day, in which over eighty riders participated. Twenty-five new members were taken in, thus bringing the total membership well over the century mark.

## MOTORCYCLES CROWDED OUT

### No Space Is Provided for Them in Baltimore Auto Show and Dealers May Have Independent Exhibition in January

BALTIMORE, Md., November 14.—The motorcycle dealers of this city will have to hold a separate show next January if they care to display the new models outside of their stores. The auto show date has been fixed and the cars will be exhibited in the Fifth Regiment Armory, as usual. The demand for space has been so great that the committee has been compelled to set aside the gymnasium as the place for the dealers in accessories to exhibit. The motorcycle dealers have always occupied that large room, and as there is no other available space the show committee decided to drop the motorcycles. At present the dealers have no plans in view, but they may get together and hold an exclusive motorcycle show, following in the footsteps of New York and Chicago.

### TUCSON-PHOENIX WINNER

**Lorenzo Boido, the Young Speedster Who Covered Severe 132-Mile Course, with Only One Stop, in 3:21:10.**

## WESTFIELD CO. TO GET HUGE ORDER

### No Details Are Announced, But Extensive Arrangements Are Under Way to Handle $1,500,000 War Contract; Present Lines Not Affected.

WESTFIELD, Mass., November 14.—While refusing to go into details, the officials of the Westfield Mfg. Co., formerly the Pope Mfg. Co., do not deny that plans are about complete for handling a large war order. It is understood that the contract will call for the machining of shells to be shipped to the Allies, and that its total value will be somewhere in the neighborhood of $1,500,000.

At any rate, the order is of such magnitude that a great deal of new machinery will be needed and it will also be necessary to build a considerable extension to the power-plant unless power can be bought from the Westfield Municipal Gas and Electric Works. The Westfield company applied to the Gas and Electric Works a few days ago for 200 electric horsepower and for a tremendous increase in the amount of gas, the latter being used chiefly in the tempering ovens.

So sanguine are the members of the Municipal Light Commission that the well-known cycle manufacturers are assured of landing a huge contract that there has been a discussion relative to securing an appropriation for the erection of a new electric line to the factory and for the laying of a new six-inch gas main from the lighting plant to the Westfield Manufacturing Company's headquarters.

Emphasis has been placed upon the fact that the present lines of the Westfield company will in no way be affected if the concern closes the war contract referred to, and that a policy of consistent expansion will be followed in all departments—even those that have no bearing at all upon the big contract.

The company has been at work for some time on a comparatively small war order, footing up to about $60.000, and the success with which it carried through this contract paved the way to the present opportunity.

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# TO CONFER UPON 1917 SHOW DATES

**Cycle Parts President Appoints Committee to Meet Makers and Jobbers' Representatives to Consider Time and Place of Exhibitions.**

READING, Pa., November 15.—President Daniel F. Printz, of the Cycle Parts & Accessories Association, has appointed a committee of three to confer with a similar committee from the Motorcycle Manufacturers' Association and Cycle Jobbers' Association on the time and place for the 1917 motorcycle shows. The committees will meet at the Hotel Astor in New York during the week of the automobile show, December 30 to January 5, 1916.

At the meeting will be settled the question whether or not there will be two shows and whether the early or the late date best serves the interest of the cycle trades. The committee appointed by President Printz consists of Louis Schwab, of Stevens & Co., New York; Frank Chase, of the Frank Mossberg Co., Attleboro, Mass., and John Ferguson, of the Eclipse Machine Co., of Elmira, N. Y.

### MILWAUKEEANS HEAR HEGEMAN

Milwaukee, Wis., November 16.—J. J. Hegeman, manager of the local Firestone branch, spoke to the members of the Milwaukee M. C., last week, on the manufacture of motorcycle tires. But what Hegeman did not say about tires would fill a book. He gave the boys a rattling good talk on co-operation in club life, urged them to boost with every effort for the organization, and injected pepper generally into the club's membership. Then he passed around some of the famous special brand Firestone cigars, all done up in tinfoil and tissue paper.

### AN ABANDONED MOTORCYCLE

Announcement is made that a Monarch twin which was left in a Brooklyn, N. Y., garage over a month ago has not been called for. It is taken for granted that the machine was stolen and that the thief decided to abandon it. For obvious reasons it is impossible to give the machine's specifications, but anyone interested in the matter can obtain further information by addressing the Editor of **Motor Cycle Illustrated.**

### NEW YEAR'S RUN FOR GRAND RAPIDS

Grand Rapids, Mich.—Plans have been completed for a New Year's Day run by the Grand Rapids M. C. of this city. The run will be to Payne Lake, a distance of 30 miles from this city, where a turkey dinner will be partaken of. The dinner will be held in an old hunting cabin, loaned for the purpose by Local F. A. M. Commissioner Tom Martin.

Present indications are that there will be a record number in this run. There are many hardy, all-winter riders in and around Grand Rapids, and most of these are eager for the time to arrive. While this run will be the first ever attempted by the club, the members feel confident that its success will be assured.

*Jack Prince (in derby) on judge's stand at St. Joseph, Mo., track in No. 1; George S. Maslen and Harry Klebes, of Philadelphia, in No. 2; Larry Fleckenstein and his Cyclone in No. 3, while Mrs. Marble, of Schenectady, N. Y., is in No. 4. Picture No. 5 shows E. Robinette, of Emporia, Kans., who has ridden his Excelsior for 6,000 miles with only 35 cents for repairs. No. 6 is C. H. Slankard, of Phoenix, Ariz.*

# 8,000 PER DAY IS U. S. TIRE OUTPUT

**Present Production Figures Will Soon Be Increased to 14,000, Says President Colt, of United States Rubber Co.; Crude Rubber Prices High.**

OVER 8,000 tires per day is the present output of the United States Tire Company, according to a statement made recently by Samuel P. Colt, president of the United States Rubber Company, of which the tire firm is a subsidiary. The output will be raised to between 13,000 and 14,000 tires daily in the near future, the president states.

Owing to recent increases in cost of crude rubber and fabric materials, the cost of tire manufacture has risen almost ten per cent. Rubber from the firm's plantation in Sumatra is coming through in small quantities, but it will not be until about 1921 that large supplies of plantation rubber will be available, Mr. Colt says. Rubber will then cost 25 cents a pound, whereas the present price is 60 cents.

### WILMINGTON SHOW JAN. 17-22

Wilmington, Del., November 16.—The Wilmington Automobile Show Association was organized in this city last week to further the interests of motor vehicle dealers in Wilmington. It is planned to stage a show at the Hotel Du Pont during the third week in January. The exhibits will be on view from Monday night, January 17, until the Saturday of the same week. There will be three motorcycle exhibits, according to present indications.

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# FROLICKING IN NORTHERN JERSEY WITH THE N. J. M. C.

By GOSLIN

THEY say that "Time and tide wait for no man." Mebbe so, but motorcycle club runs do—every one of those who ride gets a special wait! That's why we pulled out of Newark on our last Sunday trip at 9:07 a. m. instead of 8:30. "Curley" was largely to blame. He insisted upon taking a lady in his sidecar, and everybody knows how long it takes a female to doll up.

Well, we got rolling at last, with Washington (N. J., not D. C.) as our destination. We totalled five solo riders, three sidecars and two tandems. It was a bit cold bucking the west wind as we beat it across the Seven-Bridge road and up the Morris Pike to Morristown. Somewhere along this stretch Wintsch had ignition troubles, and his face was seen no more that day.

Just because the run had been laid out to pass through Mendham to Chester, everyone decided that the road via Bernardsville and Pepack was better (can you beat it?) and the change was made instanter. We were decorated with those red bandanas the Pullman folks handed out at the New York show, and consequently made a gorgeous spectacle for admiring villagers as we rolled along. But we could stand being a little conspicuous where nobody knew us.

Halfway up Schooley's Mount we stopped and took a photo, the elevation being about 500 feet. Of course, that is nothing when you think of Pike's Peak or such, but when you consider that New Jersey's highest point is but 1,840 feet up, you will see how that 500 feet must loom up to our eyes.

Coming back home we stopped and took some more pictures near Glen Gardner, for this section of Jersey is no slouch for scenery. Of course it does not stick up into the air much but it is spread out nicely.

No one could resist that new stretch of road beyond Lebanon and a fine brush was enjoyed. Who won? I don't know. Some one hollered "State Inspector" and we all quit cold. A trip to Trenton and a possibility of paying $15.65 to the State Treasury was everyone's idea of not a good way to spend money.

A stop in Somerville to light up, another in Plainfield for supper and then back to Newark. One more sociable run to store up in our memories for the days when we ride no more and the bunch is scattered to the four winds.

## TAKES OVER FLANDERS STOCK

The Gotham Sporting Goods Company, of 57 Warren street, New York, has bought out the Flanders factory stock, taking 37 new machines in all. These will be listed at $128.50 each, complete, with F-N tandem attachment.

## HEADS SOUTH AFRICAN BRANCH

G. H. Stonestreet, who has been with the British Goodyear interests for several seasons, will shortly take up the managership of the South African branch of the Goodyear Tire & Rubber Company, of Akron, O. He will have headquarters in Cape Town.

## CROTONA M. C. BALL DATE SET

Bronx, N. Y.—The annual ball of the Crotona M. C. will be held on January 15, 1916, at Burling's Casino, Westchester and Prospect avenues, this city. There were 150 riders and their friends at the last annual ball, and it is expected that this number will be exceeded for the 1916 affair.

Two orchestras will furnish music during the evening. One of these will be the regular dance orchestra and the other will be a colored string orchestra of high reputation. Professional talent will be had for the affair. All motorcycle clubs and unattached riders are invited to participate.

# CYCLE BRIGADE OFFICERS NAMED

### Captain Sturgeon of New Washington Motorcycle Corps Announces List of Non-Coms.; to Drill in 3rd Regiment; Second Corps Promised.

WASHINGTON, November 15.—Captain R. A. Sturgeon, of the military division of the National Capital Motorcycle Club, has issued a call for a meeting of the officers of the new organization, to be held this week, at which the duties of the commissioned and non-commissioned officers will be outlined and a non-commissioned officers' school established, which is expected to form a groundwork of a system of military instruction to be transmitted to all members of the new company. Sessions of this school will be continued twice each week until the company officers are pronounced proficient, when the members of the organization will be divided into squads of eight men each, seven privates and a corporal, and general military instruction begun.

Captain Sturgeon has announced his appointment of non-commissioned officers, as follows: First lieutenant, C. V. Dessez; second lieutenant, P. N. Moulden; first sergeant, J. R. Jones; quartermaster sergeant, W. F. Throop; duty sergeants, A. Zimmerman, J. McL. Seabrook, E. J. Barron; duty corporals, A. Y. Dreisenstok, E. M. Dodson, T. N. Mudd, Jr., Karl Schuerger, D. A. Darroch, D. S. Herzog; artificer corporals, J. S. Berryman and T. W. Oetzel.

The company is being organized on the basis of three commissioned officers, 13 non-commissioned officers and 48 enlisted men, a total of 64 members of the company. More than that number of enlistment papers being in the hands of the company officers, a second company, to be known as Company B, will be organized as soon as Company A has been whipped into shape.

Manuals of arms and other text-books have been secured from the War College and War Department, and the actual drilling of Company A will be begun as soon as possible. The armory of the 3rd Regiment, National Guard, will be used, the men being put through the movements on foot until they have become familiar with the various formations. The same formations will be observed in the foot movements as will be followed later when the members are mounted on their machines, particular attention being paid to spacing in order that each rider may have ample room in which to maneuver his machine. The American League baseball park will be secured as a maneuver ground for the company when the motorcycles are put into use, the hard turf, closely cropped grass and large, level field being well adapted for the purpose.

The manual of arms will be included in the early instructions of the company, as well as a special course in field signal work. These branches will be taught by army officers, while the company corporals will have the benefit of instruction and advice by officers of the National Guard.

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# PROVIDENCE SHOW DRAWS BIG CROWD

**B. A. Swenson Has Top-Notch Exhibit at the Annual Motor Classic, Showing Complete Indian Line—Accessories Also Displayed.**

PROVIDENCE, R. I., November 15.—The annual automobile and motorcycle show of Rhode Island, which opened November 12, is being held at the State Armory here. It will end November 20. The largest number of exhibits ever recorded features the event.

The chief motorcycle display is that of B. A. Swenson, the Indian agent for the State. For the first time in the history of the show the Harley-Davidson company is not one of the exhibitors, while the new Excelsior agency opened here last week, was too busy to display its mounts.

Swenson's exhibit consists of seven machines, one sidecar, one delivery van, complete cut-out motor showing all working parts, cut-out three speed, cut-out one clutch and section of frame and fork, while he is also showing the new large piston rods of the Powerplus motor. The machines shown are five of the big Powerplus in the various models and equipments. One Featherweight and one 8-valve racer are among the lot. One of the machines shown was fitted with the new 1916 F-N tandem, also Solar head lamp.

The exhibit occupies two spaces in the center of the basement, directly in front of the entrance to the department where accessories and motorcycles were displayed. In the front displayed on a heavy and finely made display stand of solid oak was one electric equipped Powerplus, and in the rear of the display was a six-foot high heavy glass case showing 35 cups and shields, and 60 medals won by Mr. Swenson on the Indian.

M. Toepel, the Splitdorf veteran, was assistant to Mr. Swenson and was kept busy at all times explaining the mysteries of the new Dixie magneto.

### SUES MIAMI CYCLE & MFG. CO. ON COASTER BRAKE PATENT

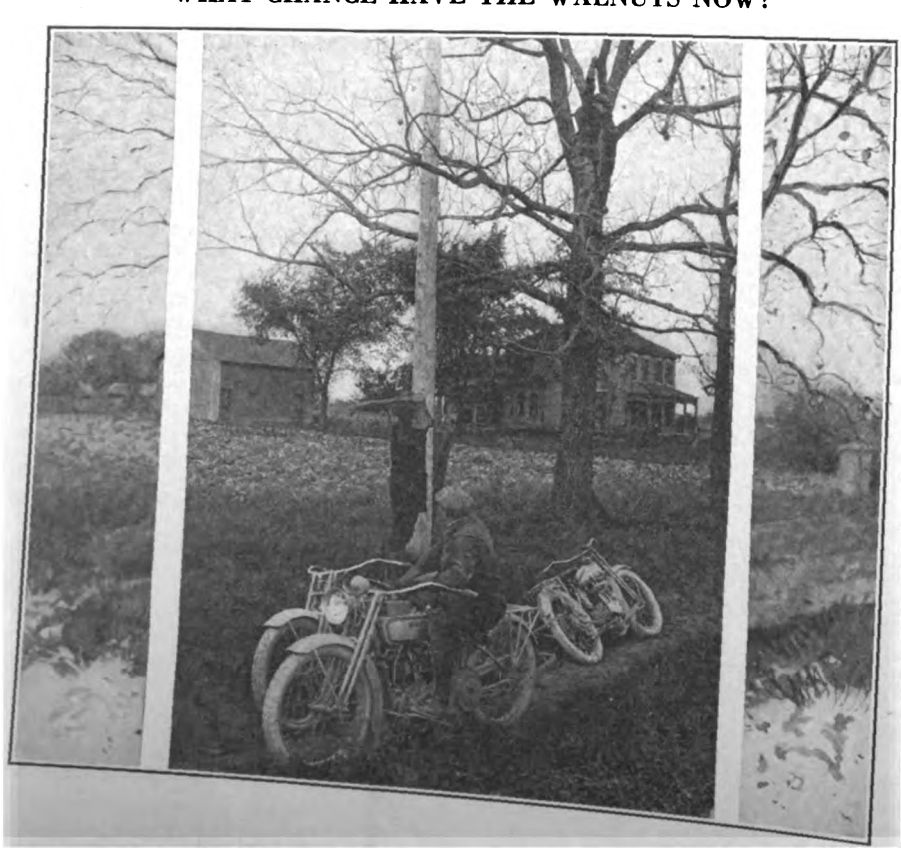
Cincinnati, Ohio.—Michael J. Wald, of Lane Co., Oregon, has filed in the District Court here a suit asking an injunction against the Miami Cycle & Mfg. Co., of Dayton, to prevent it from infringing what he claims to be his patent covering improvements to coaster brakes on bicycles. He also asks for an accounting of profits and damages.

A telegram to the Miami Cycle and Mfg. Co. requesting details brought the reply that no one in the factory at the time knew the particulars of the suit.

### ON WAY TO FLORIDA

Louisville, Ky., November 15.—On last Tuesday Mr. and Mrs. J. M. Shympler, of Chicago, passed through Louisville on a 1915 three-speed Harley-Davidson on their way to Florida. Mr. Shympler stated that he expected to spend a short time in Florida, after which he would cross the continent to San Francisco. A complete camping equipment is carried, and in case the travelers do not reach a city, a camp is pitched on the roadside. The visitors stated that if the war was declared off in Europe during the next few weeks it was their intention of shipping the machine and touring Germany.

### WHAT CHANCE HAVE THE WALNUTS NOW?



# ELLIS TO RIDE WITH CLUBMATES

**Yonkers Speedster Abandons Dash Against Time and Decides Upon Three-Cornered Grind for 24 Hours; Records Still May Fall.**

INSTEAD of riding against time in an effort to hang up a new record for twenty-four hours, State F. A. M. Commissioner George Ellis, of Yonkers, N. Y., has decided to compete against two clubmates in a twenty-four hour grind at the Empire City track in Yonkers, November 24-25. Ellis found that it would cost him $75 to have the F. A. M. sanction and supervise an attempt at a world's record, and while he does not lack sporting blood he felt that the proposition was hardly worth a personal expenditure of $75.

William Holt and Joseph Wasko, two Harley-Davidson riders of the Yonkers Motorcycle Touring Club, will be Ellis' competitors in the round-the-clock contest. The three riders will start at 5 p. m. on Wednesday, November 24, and it is expected that a big crowd will be on hand to see them get under way. They will compete under F. A. M. sanction, and while the world's record idea has been abandoned, at least so far as the $75 sanction fee is concerned, the Yonkers trio will still make a desperate effort to improve upon Spencer's record. Spencer hung up his world's mark at Springfield, Mass., in 1909 on an Indian, reeling off 1,000 miles in 22 hours. 20 minutes and 59 seconds. While Holt and Wasko will mount Harley-Davidsons in the coming contest, Ellis will use a 1916 Powerplus Indian.

### "TURKEY" RACE ENTRIES COMING IN WELL

INDIANAPOLIS, Ind., November 15.—Plans for the annual "turkey" race of the Consolidated Motorcycle Club on Thanksgiving Day are beginning to shape themselves and the entries are coming in as good as might be expected at this time. Twenty-seven riders have sent in their entries and several more are expected from over the state. This race is held each year over the same course and is probably the most important competitive event on the Indianapolis sport calendar.

The course covers sixty-five miles and starts from in front of the state fair grounds entrance. From there the contestants go north to Noblesville, about twenty-two miles over good roads. From Noblesville, where the riders must sign a checking sheet, they will go west through Westfield to Lebanon. The riders will not enter the city of Lebanon, but will sign the checking sheet at the city limits. From Lebanon the riders will turn south again towards Indianapolis, and will enter the city over the Dixie Air Line road. A great deal of gravel has been placed on the road this fall and the time of the riders is expected to be materially reduced.

Cash prizes have been offered to the professionals in the race, together with merchandise awards.

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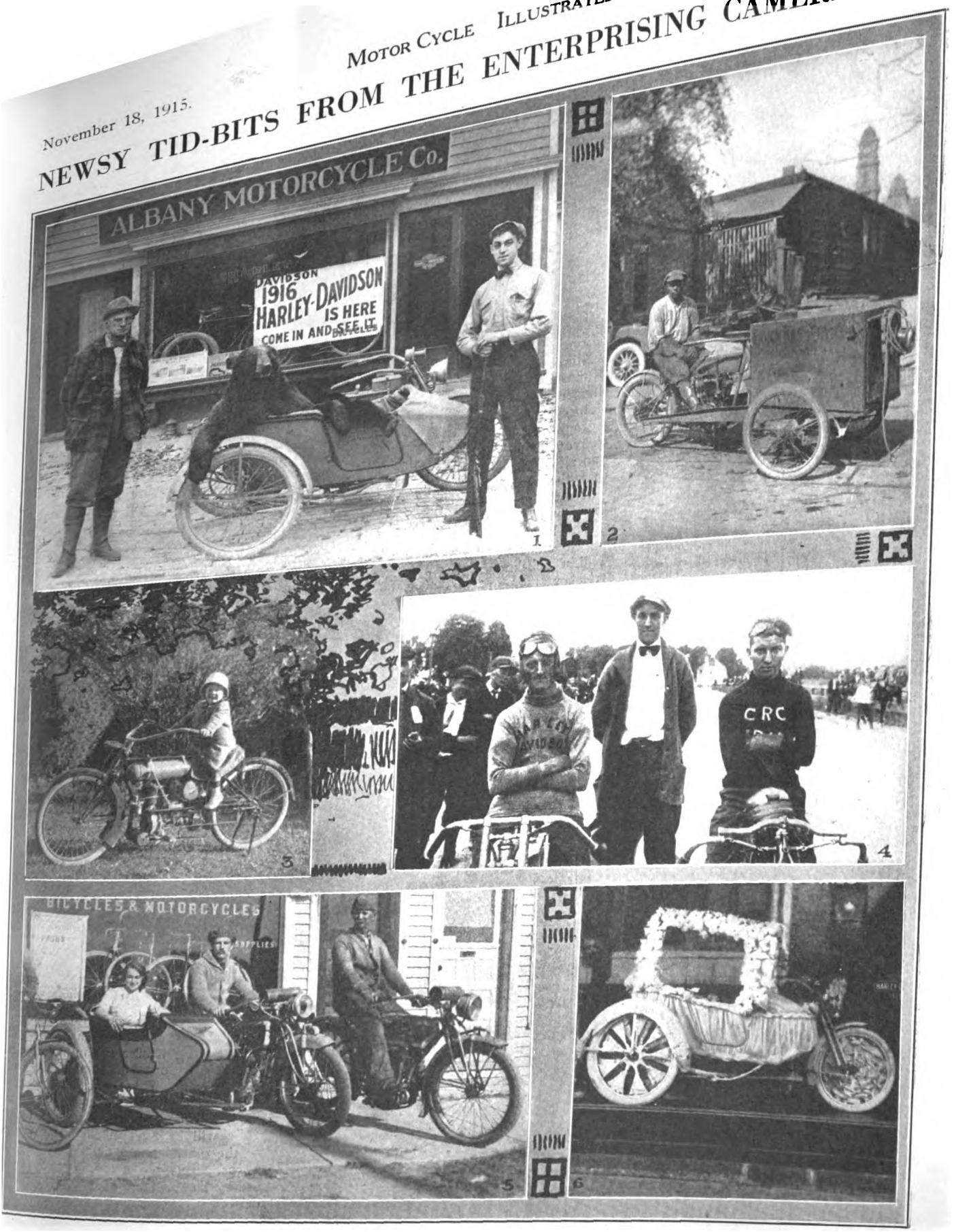
# NEWSY TID-BITS FROM THE ENTERPRISING CAMERA MAN




First picture, H. L. Baggs, of Albany, . Y., Harley-Davidson dealer, with bear ot in Adirondacks; 2, Harley-David- n truck in Dallas, Tex., tire service, hich averaged 150 miles a day for 18 onths; 3, H. F. L. Funke, Jr., erjoying eveland lightweight; 4, Roy Forst, Har- -Davidson (at left) and Charles Carson, Indian, Trenton, N. J., speedsters of prominence, who are desirous of being matched; 5, W. I. Shivers, Excelsior agent in Wildwood, N. J., on sidecar rig, in front of his establishment; 6, Rose bower sidecar rig which won prize in New Jersey M. C. Hallowe'en parade. It was driven by P. W. Stevens.

## TRETRICK BUYS A BUSINESS

Baltimore, Md.—William J. Tretrick has purchased the motorcycle and bicycle business of O. F. Walsh, 1801 Frederick avenue. Tretrick was formerly with the Excelsior Motor and Supply Company and has been associated with the local motorcycle field for several years.

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# On the Pacific Coast

## NEW FIRM ORDERS CARLOADS OF HENDERSON MODELS

Los Angeles, Cal.—Hugh A. Fargo, in charge of Henderson motorcycle interests on the Pacific Coast, states that several carloads of the 1916 models have been ordered by the new Henderson Motorcycle Sales Co., which will handle the southern California distribution, and that some of the new machines are now in transit. "The headquarters of the new company will be well stocked," said Mr. Fargo, in discussing the outlook for business, "and nothing will be left undone to insure the same kind of service that buyers within a hundred miles of Detroit are getting. This applies not only to initial sales, of course, but to the supplying of parts and to repairs, etc."

When questioned regarding the arrangement by which he is to remain in California as Pacific Coast manager, Mr. Fargo stated that he has always yearned to make his home permanently in California and that both business opportunities and his personal inclinations have led up to the present decision.

Work has been started on the headquarters of the new Henderson Motorcycle Sales Co. In the meantime the Henderson will be handled in temporary quarters at 916 So. Main street. All inquiries concerning agencies in Pacific Coast territory will receive prompt attention if addressed to Manager Fargo at the above address.

## NEWLY OPENED HIGHWAY HAS FINE SCENIC FEATURES

Tacoma, Wash.—Northwestern riders are interested in the location of a new road in Washington, through the 26 miles of the McClellan Pass Highway on the western slope of the Cascades. This road has just been finished. The most important feature is that the maximum grade on the last lap of the highway will be but seven per cent., making riding very easy. For the first two miles west of the summit, the highway will give a panoramic view of half of Mt. Tacoma. Other scenery visible from the highway includes the Muir Glacier and Gibraltar Rock.

## INSURANCE PROPORTION TO BE COLLECTED

Tacoma, Wash.—Dealers in the state of Washington who operate power machinery in connection with their shops are going to be watched closely after January 1, 1916, to see that they have paid their proportion to the State Industrial Insurance Commission. This amounts to two per cent. of the earnings of the shop. This takes care of any shop man in the establishment who is injured during the course of his work, the state paying the insurance.

## "GRIF" ON PACIFIC COAST

Los Angeles, Cal., November 5.—A. E. Griffith, of The New Departure Manufacturing Co., familiarly known as Grif from coast to coast, came out to the Pacific states immediately after the Chicago Show and has been enjoying himself and boosting New Departure coaster brakes to the front with his usual vigorous and effective enthusiasm. "Grif" has been encouraging the California boys with facts about good business conditions in the Middle West, and he believes that California, with all the fundamentals and the California spirit, will not show up behind the rest of the country when the returns for the 1916 season are all in.

## MOIST IS A WINNER ON BOTH DUCKS AND HILLS

Long Beach, Cal.—Twenty-five ducks, the limit under the California game laws, is reason enough for the cheerful countenance worn by Charles Moist, Indian motorcycle dealer here, in the upper photograph. Moist is a member of a duck club of twelve, and was consistently high gun all of last year. His experience shows that the man with a motorcycle can go where the game-getting is good and always bring back the "limit."

The lower photograph shows Moist giving a climbing demonstration on Signal Hill, a well-known local grade. This climb tries out the sand-plugging qualities of the

machine in addition to imposing a severe climbing test upon it, and Moist never fails to have an interested audience when he tackles the job.

## THOR LIGHTWEIGHT ON DECK

Los Angeles, Cal., November 8.—Manager E. Lebell, of the Pacific Motor Supply Company, doesn't believe in "making two bites of a cherry." When the Thor factory shipped him two models of 1916 machines, the regular and the lightweight, he simply said: "Come on, George; come on, Plank, just jump on these machines and show them to the folks around all the boulevard country and let them see that we have a regular and a lightweight." So George Rubsch and T. R. Plank beat it out the day after the machines arrived. Rubsch will do a few of his famous hill-climbing stunts to try out the lightweight thoroughly on the grades. They will cover some thirty towns and 600 miles of road, and go as far south as San Diego and back by the coast route.

## USED MACHINE TO GOOD EFFECT

Tacoma, Wash.—Chad Bennett, of this city, has used his Harley-Davidson to good advantage and incidentally saved much railroad fare during the past summer. He went out to work in the apple district of the Yakima Valley, crossing the Cascade range early in the summer, and after the harvest rode back to Tacoma via Snoqualmie Pass, as the roads were open. He considers that three speeds are an absolute necessity, considering the deep mud he encountered, particularly on his return trip late in October.

## BAILEY WINS MERCED CUP

Los Angeles, Cal., November 6.—William Bailey carried away the silver loving cup offered by the Merchants' Association of Merced, Cal., making the 10½ mile road course in 34 minutes.

Henry Stay, the hustling manager of the local Harley-Davidson agency, won the motorcycle event over the same course, in 17 minutes, 30 seconds, with Bailey second and R. G. Taylor third.

## MACHINES FOR SIGNAL CORPS

Washington, November 15.—Osborn & Leishear, Indian agents in this city, last week delivered three Indian motorcycles to the Signal Corps division of the United States Army. These machines were of the cradle-spring type, three-speed, and were enameled the regulation army olive drab. They will be used in and about this city by the official photographers of the Signal Corps. Six Indian machines are now in use by the Signal Corps, three having been delivered last year.

## ADDRESS WANTED

The address of P. Brown, c/o M. Readler, is desired by the Editorial Department. Mr. Brown asked a question on muffler pipes, but he did not send his address with the letter. He is requested to communicate with the Technical Editor, giving his full address.

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MOTOR CYCLE ILLUSTRATED

November 18, 1915.

MOTORCYCLE ILLUSTRATED

With Which Is Now Incorporated The Bicycling World

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H. N. CONDICT, Secretary J. H. DONEHUE, Editor

## "Where are yours, Sam?"

WHILE reports of motorcycle accomplishments on the European battle-fronts are as rigorously censored as all other news of the war, it is admitted in authoritative circles that not even the omnipresent aeroplane has given more striking demonstrations of its utility than the powered two-wheeler. None of the contending nations could dispense with motorcycles. None would try to. Military experts who were scoffers a year ago are motorcycle enthusiasts now. They have seen the goods delivered.

So they have set Uncle Sam to thinking. And it is the purpose of these lines to suggest that American motorcycledom keep him thinking. Washington D. C., has a first-class new motorcycle military corps under way and every other large city should have one. Motorcyclists and patriotism go together and both are plentiful. What are you doing in your city to convince Uncle Sam that his National Preparedness campaign must include the motorcycle on a liberal scale?

## FRED WILLIS NO LONGER WITH HEARSEY

### Well-Known Cycle Man Withdraws from Company After 22 Years and Institutes Court Proceedings

THE cycle trades will be surprised to learn that Fred I. Willis, president of the Indianapolis Chamber of Commerce, and at one time president of the Federation of American Motorcyclists, is no longer identified with the Hearsey-Willis Company, jobbers, of Indianapolis. Mr. Willis has been with the company for twenty-two years as secretary-treasurer. Mr. C. A. Oldham, who was sales manager of the company, is also out of the company. Neither Mr. Willis or Mr. Oldham have as yet announced their plans for the future.

Coincident with Mr. Willis's withdrawal from the company, comes the announcement that he has commenced suit in the Superior Court of Marion County, Indiana, seeking the appointment of a receiver of the company. It appears that this suit is a result of a disagreement between Messrs. Willis and Hearsey. According to the latter, the company is entirely solvent. The annual statement of its condition at the close of the fiscal year on September 1 shows that it has assets in excess of $77,000, and that its outstanding liabilities are less than $41,000. Mr. Hearsey adds that the company is prepared to meet and will promptly pay all of its liabilities as they mature, and will discount all bills subject to discount. Mr. Hearsey will continue in active management of the company.

Referring to the above, Mr. Willis declined to make any statement, at least for the present. He said simply: "I have been associated with the company for the past twenty-two years, and at the stockholders' meeting, being a minority holder, I was dropped from the directorate. I prefer not to enter into a public controversy in the matter. I have not yet decided just what I shall do, but I am considering several propositions to again become identified with the trade."

## TO DISTRIBUTE U. S. TIRES

ST. LOUIS, Mo.—What is said to be one of the largest tire deals closed in this country is that recently made between the Simmons Hardware Company and the United States Tire Company, in St. Louis. The transaction is reported to have involved tires to the value of $1,000,000. The Simmons firm will distribute United States tires from its branches at Philadelphia, Toledo, Memphis, Wichita, Kan., and Sioux City, Iowa, in addition to its headquarters in this city.

## KELLY BACK HOME AGAIN

Akron, Ohio.—J. H. Kelly, second vice-president and sales manager of the Republic Rubber Company, arrived home from a trip abroad recently, and held a conference with other officers of the company on the situation. He secured a large number of handsome orders on the trip, in addition to securing first-hand knowledge of conditions abroad which will be of great help to the company in handling foreign business in the immediate future.

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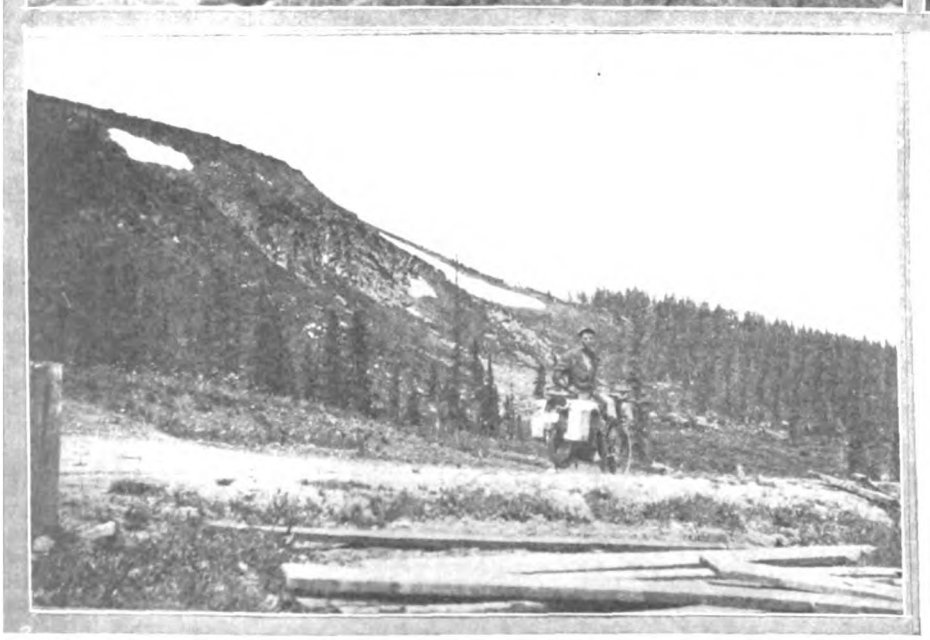
# SCENIC SPLENDORS OFFSET HARDSHIPS ON 1,000-M



*Upper Left, Road Ascending Berthoud Pass, Showing Average Surface; Above, The Grand Canyon Near Glenwood Springs Where the Water Rolls and Moves Ever Onward; At Left, Road Near Timber Line.*

ROUGHING it through the Rockies on a motorcycle has always been one of my ambitions; but I never cared much to try it alone. So when a friend of mine, a fellow motorcyclist, himself proposed a trip over the rugged roads that sweep up and down through this great American mountain range, it didn't take long for me to fall in line. We started out on our trip last summer, fully equipped for a journey that would take us more than a thousand miles through the widest and most primitive sort of country in any part of America.

One bright morning in July we "set sail" from Pierce, Colo., with our two-speed machine almost burried in the equipment we carried, consisting of blankets, a wagon cover that was to be used as a tent, fishing tackles, a rifle, extra clothing, cooking utensils and a supply of food. The entire outfit, including ourselves, weighed six hundred and seventy-five pounds.

The first day's ride took us from Pierce to Idaho Springs, where we were forced to spend the night because of a severe rain storm. It was out from Golden that we had our first taste of the mountain riding ahead of us, but we got into the Springs in fine shape, taking hill after hill with very little trouble. The next day we only got as far as Georgetown, where we decided to wait until the arrival of a 43 tooth sprocket that had been ordered from Denver, for my chum and I realized that we would never be able to make the passes that lay beyond without the use of a large sprocket. After waiting a day and a half we finally got under way again, going first over Empire Pass and then up Berthoud Pass. The climb was more than eight miles, with plenty of steep grades and hair-pin turns.

### Much Muddy Riding

From the top of Berthoud Pass to Fraser, the roads were very muddy, my friend being obliged to walk part of the way, while I tried to keep the machine from skidding. That night we stayed at a ranch house four miles out from Fraser. Another hospitable rancher welcomed us the next evening, after we had covered more than eighty-three miles and had attained a point five miles west of

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# MOTORCYCLE TOUR OF ROCKY MOUNTAINS—By R. C. Hiatt

*Above, Picturesque Fishcreek Falls, Near Steamboat Springs, a Scenic Feature of Trip; Upper Right, Looking Down on the Trail from Rock Formation Near State Bridge; At Right, A Washed-Out Canyon.*

Parshall. On the following morning we got into the mountain proper and hit a steep grade which wound along a precipice and soon afforded a splendid view of Gorge Canyon about 2,000 feet below. Coming down the other side of the mountain we had six miles of easy coasting, and finally reached Yampa where my friend and I put up for the night. The next few days found us riding through country that greatly resembled Wyoming in that the ground was covered with nothing but sage brush.

### Arriving at Rifle

After riding miles over such barren country we got into Rifle where we were detained at a local road house because of a bad rain storm. Leaving Rifle plenty of washouts and slimy mud roads were encountered, and we only rode as far as Glenwood when my seat spring broke, the result of riding over rock slides. After making repairs we continued on through the Grand River Canyon and travelled over almost impassable roads through Wolcott, Minturn, Leadville, the last named town being reached by riding over Battle Mountain and through Tennessee Pass. We had many hair-raising escapes getting into Leadville, when the machine skidded on the roads and nearly pitched us into the canyon below. And the roads leading into Leadville, which is 10,000 feet above sea level, were so badly rutted that our footboards folded up frequently.

Buena Vista was the next day's objective, and it was only after the most gruelling mountain riding, which included eight miles of grinding after dark without any light at all, that we finally reached the little town. Leaving Buena Vista early the next morning we soon found ourselves on a road which had been washed away the night before by a cloudburst. We came to a very bad slide on which reformatory boys from the State Industrial School were working under the supervision of a sheriff. The sheriff and some of the boys helped carry the machine over the slide. Along the rest of the way to Trout Creek Pass we had to remove logs and rocks from the road to ride through. We only covered fourteen miles in four hours. At

**(Continued on page 30)**

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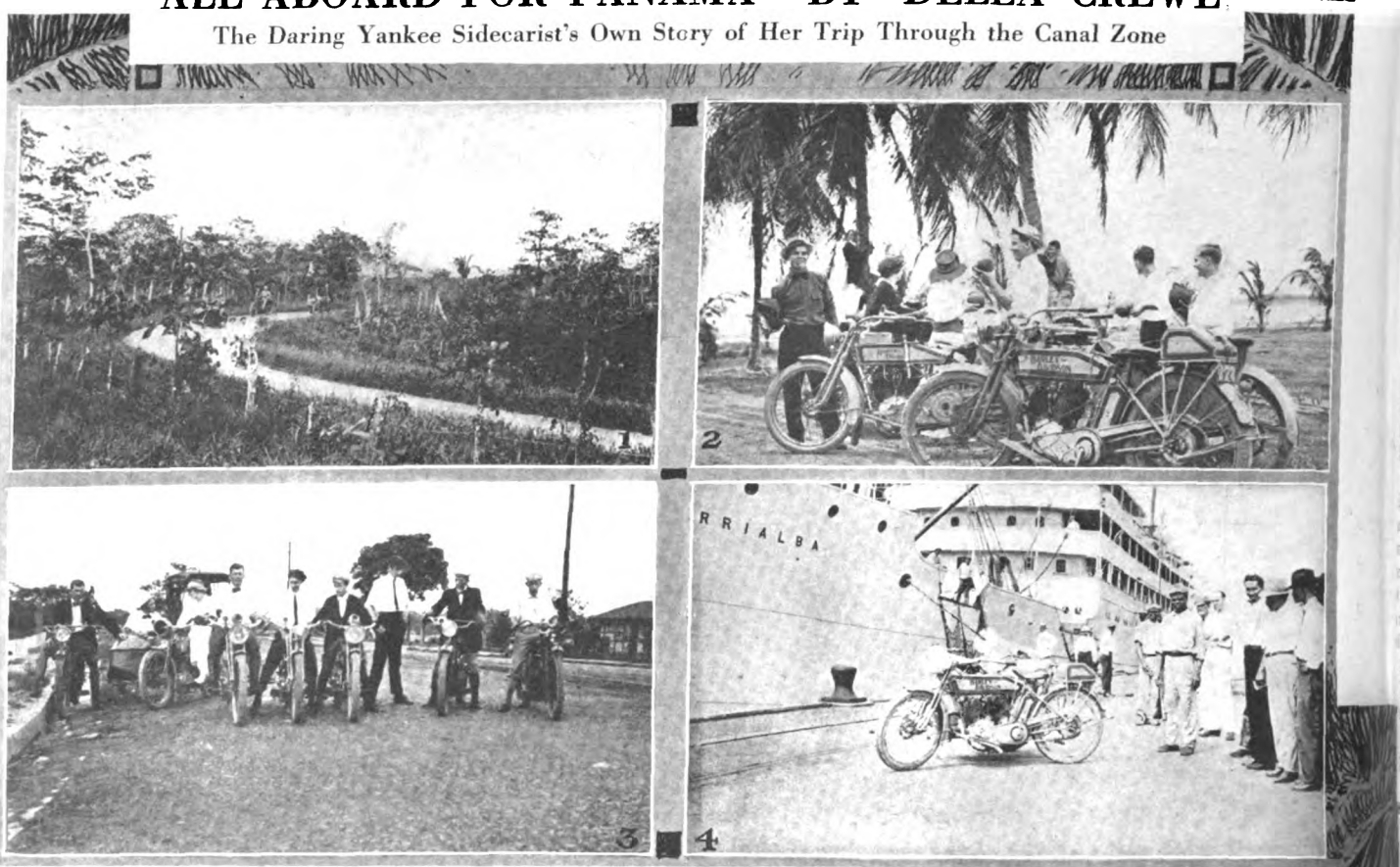
# ALL ABOARD FOR PANAMA—BY DELLA CREWE

## The Daring Yankee Sidecarist's Own Story of Her Trip Through the Canal Zone




*1—Typical Panama road passing through stretches of flowering and fruited jungle. 2—At one of the "Cocoanut Outings" in which Miss Crewe participated. The two riders of the party created a lot of fun by clumsily clambering up the trees for cocoanuts. 3—Members of the Canal Zone Motorcycle Club ready to escort Miss Crewe over nine miles of splendid highway leading into Gatun. 4—Waiting for release from the customs at Colon, Panama. In the background is the United Fruit* ***steamer, "Turrialba," on which Miss Crewe sailed from Havana, Cuba, to Colon, Panama.***

IF you want to have a real good time and lots of fun awheel, just take a trip down to the Canal Zone on the Isthmus of Panama, where that great and wonderful canal unfolds its mysterious methods of transporting the biggest ships afloat as easily as your motorcycle can carry you over the best paved street of your town.

Should you have previously announced the fact of your coming, the moment you land at Colon a great crowd of splendid fellows will welcome you with open arms. To be sure it will seem like a sudden welcome; but then Uncle Sam's motorcycle boys and girls stage everything down there with footlight brilliancy. Just as soon as I got out of quarantine—everybody's got to pass through quarantine who comes in by way of Cuba, as I did—the boys were there with the glad hand and cordially welcomed me to this part of the beautiful tropics.

### Stopped at Quarantine Hospital

A special permit was granted me to ride my machine up to the quarantine hospital. I came up to the door of the hospital unannounced and when the doctor heard the whur of my motor he hurried out and exclaimed: "Don't you know that this is a quarantine station?"

"I know it only too well, doctor," I replied, "but my two-wheeler and I have just come in from Havana, so I am forced to accept most graciously whatever hospitality you have to offer."

Thereupon the doctor led me inside, took my temperature and declared that I would have to remain in the hospital for four days, during which time I would be allowed on the grounds of the station to ride my motorcycle. He also permitted me to take a ducking in the Carribean Sea, which was right near the hospital, whenever I wanted to. Believe me, my motorcycle seemed glad to get back to terra firma, and we showed the doctor some speed.

### Tour Through Tropics Planned

When the days of my internment were finally over, Mr. Hugh Thomas, the Harley-Davidson dealer at Gatun, came up to see me and brought along one of the members of the Canal Zone Motorcycle Club, who arranged for my tour through the Isthmus. The club initiated me at once to a tropical run over nine miles of fine roads leading into Gatun, where we spent the night at the comfy home of good friends.

On the following morning we loaded our machines on the train for Peter Miguil, where the first ridable roads begin on the western side of the Isthmus. After leaving Gatun, we saw some wonderful sights from the cars, for most of the way the train runs parallel to the big canal. Huge steamers were seen riding serenely through the waterway, and all along the canal big dredges were at work bringing up large shovelfuls of mire. The railroad meanders in and out of a picturesque jungle of ferns and flowers. Large game animals were seen now and then. The never ending mountain landscape in the distance, seen from the windowless cars, seemed to lend a majestic protection to the smaller wonders of nature near at hand. I was deeply absorbed in musing over the wonders that I beheld, when a husky voice cried: "All off for Peter Miguil!"

I had pictured this Irish sounding name with a fascinating masculine countenance, welcoming me as did all the other fellows whom I had thus far met in Panama. Well, I didn't see anyone named Peter Miguil, but as I alighted from the train I beheld flaming red Indians, sober-toned Harley-Davidsons, cross-sticked Excelsiors, impressive looking Popes, modest Yales and pretty blue Thors; and on each of the machines was seated a red-blooded motorcyclist whose countenance lighted up with a cordial welcome. And they were all eager for a day's outing. I was introduced to the boys and girls—but all names were alike to me, except Peter Miguil. And Peter Miguil isn't a man at all, you know—it's just the name of a town where everything that's worth while in the

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November 18, 1915.

Panama motorcycle sport seems to begin and end.

**Arrested on the Plaza**

But while I was still thinking of Peter Miguil, the leader of the party started his motor and we were off on the trip. No sooner had we proceeded on a very delightful ride around the Plaza, when the party was brought to a sudden halt and the president of the Canal Zone Club, Mr. Poole, told me that I was "pinched" because I hadn't a license. A "cop," about the size of a ten-year-old school boy, frowned up at me with a look of great authority and invited the crowd to the police station. When the chief heard my story he decided not to put me in the "cooler," but allowed me to ride without a license until ten o'clock the following morning, when I would have to appear before the mayor.

So we left the chief of police, more light-hearted than we had expected to, and continued our journey over a picturesque drive ten miles in length, at the terminus of which we found the reliques of old "warrior" days attractively set in a moss and vine frame that was centuries old overlooking the Carribean Sea.

From that point we journeyed to Juan Diaz, over good roads that ramble through scenic beauty.

We passed hundreds of typical thatched roofed huts in which the natives dwell, and saw many soft-eyed maidens standing in the doorways pounding corn for the morrow's meal. Goats, large and small, were everywhere to be seen, scampering over the fields and nibbling at the green grass. And then we came upon the sight of convicts making the modern Panama roads. The roads are made mostly of crushed stone graded with heavy rollers. The highways were constructed in such a way as to carry off rapidly the heavy rains that frequent the Canal Zone. It is nothing extraordinary in Panama to see a three inch rain fall in fifteen minutes. But when the rain has ceased the government-built roads invariably dry quickly.

**Brought Before His Honor**

Our pleasant day's outing terminated at Balboa Heights, a short distance from Panama City, where I could readily meet the mayor before whom I had to appear and also my F. A. M. defenders. Taking my hostess with me the following morning, I went to the chief of police, whom we found munching a handful of Spanish bread and sipping a cup of coffee. They were pretty slow in bringing my case before the mayor. I am sure that if I had brought some needle work with me that I would have completed it long before I was finally summoned before his honor. The chief of police took us through an imposing corridor, led us along mysterious, winding passages and then presented us to the mayor. When I saw the judge I found myself saying: "He doesn't look so fierce after all."

And neither was he "fierce." We soon found that all our worrying had been in vain. The mayor just wanted to know how many days I wanted to ride in Panama, and when I told him that one day would be quite enough, he promptly extended the time to two days and gave me a permit to ride without a license for that time. As we left the mayor he wished us a most pleasant journey and hoped to see us again. But you can bet that I didn't hope to see him again, even if he didn't look so fierce. I had expected that the motorcyclists who had accompanied me on the ride of the previous day would appear with me before the judge. No one showed up. But we never found them, and I am afraid that this was just a little trick which they wanted to play on me. Well, it was some trick—and I just laughed.

But in closing this story, I want to say that I never really met a better set of boys and girls than the members of the Canal Zone Motorcycle Club. They show a great deal of enthusiasm for the sport, and are mighty good boosters.

## GIRL RIDERS BOOST Y. M. C. A.

Vincennes, Ind.—The ladies' auxiliary of the local Y. M. C. A. has discovered that the motorcycle offers an excellent means of increasing the membership to the 500 mark. Two teams, each of ten girl riders, are now canvassing the city in search of new members, and they have till the end of November to raise the membership from 174 up to 500.

*5—The Canal Zone motorcycle riders formally welcomed Miss Crewe at Mount Hope, where, before the statue of a "Big Chief," an Indian rider is seen shaking hands with the Yankee tourist. 6—A little corner of tropical beauty overlooking the Carribean Sea. 7—On a "fruit" ride through the jungles. Miss Crewe's sidecar is loaded with bananas gathered on the ride. The negroes on the fruit wagon escorted the party through the jungles. 8—Snapped at Cristobal where the motorcyclists turned out to meet Miss Crewe.*

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## STRONG LANGUAGE FOR PRICE-CUTTERS

***Writer in Standard Oil Bulletin Handles the Problem Without Gloves***

**ARGUES THAT PRICE-CUTTER HITS BELOW THE BELT**

HERBERT N. CASSON, writing in a recent number of the *Standard Oil Bulletin,* uses strong language in denouncing the price-cutter, and as the price-cutting habit is one which still exerts an evil influence in some branches of the cycle trades, the Casson article is given in toto for what it is worth.

"The price-cutter is worse than a criminal.

"He is a fool.

"He not only pulls down the standing of his goods; he not only pulls down his competitors; he pulls down himself and his whole trade. He scuttles the ship in which he himself is afloat.

"Nothing is so easy as to cut prices; and nothing is so hard as to get them back when once they have been pulled down.

"Any child can throw a glass of water on the floor, but the wisest scientists in the world can't pick that water up.

"Who gets the benefit of price-cutting?

"Nobody.

"The man who sells makes no net profit; and the man who buys soon finds himself getting an inferior article.

"No manufacturer can permanently keep up the standard of his goods if the price is persistently cut. Pretty soon he is compelled to use cheaper materials, and to cut down the wages of his workers.

"The man who cuts prices puts up the sign: 'This way to the junk heap!'

"He admits his own failure as a salesman. He admits he has been defeated according to the Marquis of Queensbury rules of business. He admits he can not win by fighting fair.

"He brands himself as a hitter-below-the belt.

"If the business world were dominated by price-cutting, there would be no business at all.

"Price-cutting, in fact, is not business any more than smallpox is health.

"Whenever you see this sign on a price-cutter's store—'Going Out of Business'—you may be sure it is a lie. How can he go out of business when he never was in?"

## MISCELLANEOUS NEWS WHICH OVERFLOWED FROM REGULAR DEPARTMENTS

### MANSFIELD AND KAYS RETURN FROM LONG TRIP

Stanhope, N. J., November 13.—Harry Mansfield on a 1913 two-speed Thor and Leyon and Edwin Kay on a tandem-fitted 1915 Harley-Davidson, have just returned from a 2,200 mile trip through Pennsylvania, West Virginia, Virginia, Maryland and Tennessee. They completed the trip in three weeks, and were so enthusiastic over it that they are planning a similar one next Fall.

The first day's run was to Chambersburg, Pa., and on the second the trio reached Morgantown, W. Va. Wet clay roads made them stop at noon of the third day in Mannington, and they returned to Hagerstown, Md., then progressed southward to Staunton, Va., Bristol and thence to Knoxville, Tenn. During the run from Staunton to Knoxville, the tourists claim that they paid enough toll to have purchased the road they traversed. They ascended Lookout Mountain and visited Natural Bridge during their trip to Knoxville.

While in Roanoke, the trio were the guests of the Dixie M. C. The return trip was made via Hagerstown, Chambersburg, Harrisburg, Reading and Easton.

### NO 1915 LICENSE TAGS LEFT

Louisville, Ky., November 15.—Motorists of Louisville and of the entire state are placed at a disadvantage just now through the failure of the authorities at Frankfort, Ky. to secure a large enough number of motor license plates in 1915. The state authorities have returned orders for license plates, and stated that the present supply is exhausted, and that no more 1915 tags can be secured, due to the unprecedented condition in the steel industry. The 1916 automobile and motorcycle plates due to arrive in Frankfort today have been delayed, and will probably not be delivered for several weeks. In the meantime the motorists without licenses will be subject to arrest and the indignities of the magisterial courts. According to Eugene Stuart, secretary of the Louisville Automobile Club, the commissioner of motor vehicles, at Frankfort, has promised to issue 1916 plates as soon as he can get them, in order to give protection to motorists without license plates.

### CHIEF WANTS MORE MACHINES

Norfolk, Va., November 16.—On the ground that the local motorcycle police squad is more than self-sustaining, Chief of Police Kiser has asked the Norfolk Board of Control for the addition of at least two more machines. Fines from arrests made by motorcycle officers for the four months ending October 30, the chief of police reports, aggregated $1,206, while the salaries of the officers and the cost of upkeep of the machines amounted to $1,-120.48, leaving a balance in the city treasury of $85.52. There are at present three men on the motorcycle squad.

### FISK BUYS LAND IN BOSTON

Boston, Mass.—The Fisk Rubber Company, of Chicopee Falls, Mass., has purchased two plots of ground on Beacon street and Commonwealth avenue. The first piece of property, measuring 17,000 square feet, will have constructed on it a building which will house the general offices and salesrooms, while the second piece, measuring 14,000 square feet, will have a service station erected upon it. The sales price for the two pieces of ground is stated to have been $200,000.

### MILE TRACK FOR RACINE

Racine, Wis., November 16.—There is happiness in the local motorcycle fraternity over the announcement that in all probabilities next year will see a mile track in this city. Members of the Racine Motorcycle Club state that they have a practical promise from Ernest Klinkert, owner of the grounds known as Klinkert's Park, which now contains a half-mile track, that he will look into the advisability of having a mile oval laid out around the half-mile track and if the proposition looks feasible will go ahead with the work.

### RIDERS ADVERTISE ATLANTA

Atlanta, Ga.—As a means of assisting to spread the "Atlanta spirit," 250 motorcyclists of this city have bought several thousand attractive pennants and distributed them throughout the State of Georgia. The riders have visited practically every city and town in the State and have demonstrated that they, as motorcyclists, take as much interest in the welfare of the city as do the automobilists and others.

### SIMMS MAGNETO TO ADD

East Orange, N. J.—The Simms Magneto Company, of this city, is to build two additions to its plant. The first will cost $10,000 and the second $5,000.

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# With the Manufacturers

## WAS BEST GOODYEAR SEASON, SAYS SIEBERLING

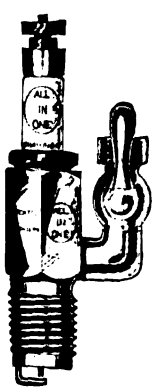
AKRON, O.—That 1915 was the most satisfactory year in the history of the Goodyear Tire & Rubber Company is made plain in a recent statement by President F. A. Sieberling. The Goodyear firm did business in excess of $36,000,000 during the fiscal year ending October 31 and is looking for still greater things for 1916.

"As evidence of our belief in the future," said Mr. Sieberling, "we are now adding eight new buildings, with floor space approximating ten acres, to our Akron factory, and a ninth addition will be made in the spring. We are thus increasing our tire capacity more than 50 per cent. As it is, we have been making from 12,000 to 13,000 tires a day for the past three months and over 2,000,000 during the fiscal year. As our new floor space becomes available, we will steadily increase production until 20,000 tires a day is attained.

"Goodyear product has been kept up to the highest standard of quality and will so continue. We anticipate no difficulty in maintaining our title of the largest tire manufacturers in the world."

## ALL-IN-ONE CHAMPION PRIMING PLUG A NEW OFFERING

From the Champion Spark Plug Company, of Toledo, Ohio, comes the announcement of a new type of Champion plug which is called the "All-In-One." The All-In-One spark plug is the original petcock type formerly manufactured by the Frontier Specialty Company, of Buffalo. The spark plug patents and business of the latter firm were bought out during the past summer by the Champion folks.



The new product is made of specially-treated materials and is tooled, fitted, cushioned and adjusted according to Champion standards. The manufacturers claim that this type of priming plug will start any motor on a single turn. It retails for $1.25. There are eight different types of the All-In-One Champion priming plugs, a type for every form of motor. It can be had in the regular threads.

## OPENS MINNEAPOLIS BRANCH

Minneapolis, Minn.—The Ahlberg Bearing Company, of Chicago, Ill., has opened a branch at 926 Marquette avenue, this city.

## HYDRAULIC PRESSED STEEL ADDS THREE BUILDINGS

Cleveland, Ohio.—The Hydraulic Pressed Steel Company, of this city, is to add three new brick and steel buildings to its plant, the total cost of which will be $50,000. One of these additions will measure 60 x 120 feet, a second will be 200 x 80 feet, while the third will be 360 x 76 feet. Although the company recently completed a large addition, this has been found insufficient to take advantage of its increased business, hence the three new buildings are being prepared.

## VICTORY FOR INDIANA RUBBER AND INSULATED WIRE CO.

Indianapolis, Ind.—The Appellate Court recently upheld the Indiana Rubber and Insulated Wire Co., of Jonesboro, in a suit brought against it by the Buffalo Specialty Co., the latter firm seeking an injunction to prevent the use by the Jonesboro company of a patent fluid in bicycle tires by which the tire is claimed to seal any puncture automatically.

The Buffalo company had contended that it had made a shop license agreement whereby it was to have the exclusive sale of the patent fluid and the Jonesboro company was not to manufacture it for sale except "in a local way." The Buffalo company contended that through a mutual mistake the written contract entered into was not the same as a verbal contract to which they had agreed. The Buffalo company, after losing its action in the Grant County court, appealed.

The Appellate Court declared that the injunctive relief which the Buffalo company sought could not now be granted because the letters patent on the "self healing" fluid have expired, but it also stated that even though the letters patent still were in force that it would have to affirm the judgment of the Grant Circuit court.

## PLUG PRICES REDUCED

Mt. Vernon, N. Y.—A. R. Mosler & Company, spark plug manufacturers of this city, announce that the price of the Vesuvius plug to the dealer will be 55 cents instead of 75 cents as formerly. This is a 20 per cent. increase in profit, as the plug still retails at $1. The jobbers' price has at the same time been reduced from 60 to 40 cents.

## HOUSE WITH VACUUM OIL

C. M. House is now on the engineering staff of the Vacuum Oil Company, of Rochester, N. Y. Mr. House was formerly chief engineer of an automobile firm in Detroit and will continue in that city with the Vacuum staff.

## VANDERLIP ON S. K. F. CO. BOARD OF DIRECTORS

HARTFORD, Conn.—Frank A. Vanderlip, of the National City Bank of New York, has joined the Board of Directors of the S. K. F. Ball Bearing Company, of this city. He will be associated with B. M. W. Hanson, vice-president of the Pratt & Whitney Company, of this city; Franklin B. Kirkbride, of New York; A. Carlander and S. Winquist, of the Swedish S. K. F Company and B. G. Prytz on the Board. Mr. Prytz will act as president of the new firm.

The S. K. F. Ball Bearing Company, recently incorporated under the laws of Connecticut, has taken over the business of the S. K. F. Ball Bearing Company, of New York, a house importing ball bearings from Sweden, and has acquired the right to manufacture S. K. F. bearings in America. A factory for this purpose will be erected in this city. The company has a paid up capital of $2,000,000.

## SCHRADER'S SONS ARE ENLARGING

Brooklyn, N. Y.—A considerable addition to the already large plant of A. Schrader's Sons, Inc., of this city, is now being rushed to completion. The new building, which is of reinforced concrete, will allow of a 60 per cent. enlargement of the firm's facilities, and it will be very welcome when completed, as extra space is vitally needed for expansion in the manufacture of Schrader valves and other products of the company.

## BIG LIST OF STOLEN MACHINES

With a view of assisting Harley-Davidson riders who have had machines stolen, the Harley-Davidson Motor Co., has started to issue lists of the missing machines to dealers and garagemen. The first list sent out refers to 82 Harley-Davidson motorcycles which have been stolen of late. In many cases the owner has offered a reward for the recovery of his machine in addition to the $25 reward regularly offered by the F. A. M. for recovery of a machine stolen from a member.

## ARROW COMPANY TO ADD

Toledo, Ohio.—The Arrow Manufacturing Company has broken ground for a new factory located at Broadway and Emerald avenue, to be 60 by 120 feet, three stories high, and to cost $20,000. The concern makes electrical apparatus of all kinds.

## MOTOR WHEEL FOR EGYPT

Milwaukee, Wis., November 8.—The motor wheel has found its way to Egypt. A shipment has recently been made to C. Bell at Alexandria, and the attachment will be used in the American mission service.

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## HARDEN STARTS ANNUAL TRIP TO VISIT LEADING DEALERS

SALES MANAGER L. D. HARDEN, of the Westfield Mfg. Co., started on Sunday night, November 7, for an eight weeks' trip through the Northwest and to the Pacific Coast. He will travel as far

L. D. Harden

north as Vancouver, B. C., thence southward to San Francisco and to Los Angeles. He will return home by the southern route.

This is Mr. Harden's annual business trip, which provides for visiting all the dealers along the line. In addition to closing contracts and passing out tips for gingering up sales campaigns, he is gathering a lot of direct orders for both motorcycles and bicycles.

### POOR HAS HIS OWN OFFICE

Frederic H. Poor, who, since the incorporation in December, 1909, of the SKF Ball Bearing Company of New York, has been its General Manager, has recently severed his connection with that organization, and opened an office of his own at 30 Church street, New York City.

Heretofore the company's product has been entirely imported from Sweden; but as was recently announced a new organization, the SKF Ball Bearing Co. of Connecticut, has been incorporated to manufacture SKF ball bearings at Hartford, Conn. It is planned that the New York corporation will be absorbed by the newly-formed company after the first of the year.

### BAD ROADS MEAN GOOD TIRES

"The first thing that impresses me, of course, is what all visitors to your country talk about—your vast distances," said H. E. Smith, of John Haddon & Co., London, Eng., who was visiting the factory of the Firestone Tire & Rubber Co. after a trip across country to the San Francisco Exposition. "I am quite ready to believe that the quality of your tires must have much to do with the success of all motor trips in America," Mr. Smith continued, "owing to the great variety of roads you have to traverse and the long tours you undertake. One need only consider the types of roads and the long journeys made to understand that Firestone tires have arrived at their present standing on a basis of pure merit. In no other way could they meet the road tests to which they are subjected in the United States."

### ENGLISH GOODYEAR MANAGER VISITS THE AKRON HEADQUARTERS

"We have been getting big shipments of Goodyears in England but even these have not permitted us to fill all our orders" says P. D. Saylor, managing director of the Goodyear Tire & Rubber Co. of Great Britain, who has just arrived from London and is spending a few days at the Akron headquarters in the interest of Goodyear's European trade. "Business is tranquil in London, and contrary to the general opinion there is no shortage of tires. It is true that the government has taken and is receiving now great quantities of tires from the manufacturers, but they have equipped themselves to take care of the increased business, and are able to fill the government orders and at the same time supply the trade. The tire manufacturers are pleased to get the government business and seek it.

"On account of the departure of so many thousands of men for the front, there is an enormous demand for female labor. In our own office we have had to replace our men who have joined the army, with women.

"The advent of so many women into the trades formerly occupied solely by men at first occasioned not a little apprehension on the part of the trade unions, but this was amicably dispelled by the granting of men's wages to the women. All of the rubber companies are making up the difference between their men's present pay as soldiers, and their former salaries, forwarding the money to the families left behind. Consequently there is little distress among the families of the men at the front.

### BENSON WITH MIDGLEY

E. S. Benson, recently with the Hartford Rubber Works, of Hartford, Conn., is now managing the New York branch of the Midgley Tire & Rubber Co., of Lancaster, O. He succeeds E. L. Duffee, who joins the home office of the Midgley firm.

### DID NOT CHANGE SIDECAR TIRE

"Jimmy" Walker, the Weed Chain Tire Grip Company's missionary, who recently completed a few months' business trip through fourteen states with his Indian machine and sidecar, made five tire changes in all. These were on the rear wheel of the motorcycle. The sidecar wheel which was shod with a Diamond non-skid tire made the entire tour without a puncture or a change. Walker's mileage was 12,418.

### LOGAN WITH McGRAW TIRES

W. V. Logan, until recently manager of the manufacturers' department of the Goodyear Tire & Rubber Company, of Akron, O., is now associated with the McGraw Tire & Rubber Company, at East Palestine, O., in the capacity of assistant sales manager.

## DIXIE PROVES ABILITY IN KEUKA LAKE FLIGHT

AN eight-cylinder Dixie magneto, made by the Splitdorf Electrical Company, of Newark, N. J., had a record-breaking demonstration of its ability during the contest for the Curtiss Marine Flying Trophy over Lake Keuka, N. Y. The flight was under the supervision of the Aero Club of America and David H. McCullogh, of Newport, Pa., was representing the club with a 100 horsepower Curtiss hydro-aeroplane on which the Dixie magneto was fitted. The trophy was offered for the greatest distance flown in a ten-hour day.

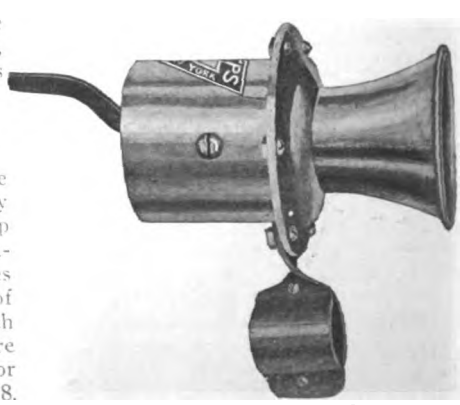
McCullogh had flown around the lake for five hours, without trouble, when the motor suddenly stopped and he was forced to volplane toward the land. On working the throttle, he found that the motor took up its pace again before he had reached a low level, and mounting in the air he continued his long flight. On descending for fuel and water, later, McCullogh discovered that the stoppage was due to a clogged jet, and that the magneto was by no means at fault.

The Dixie magneto delivered its powerful spark about 5,000,000 times during McCullogh's flight of 7 hours, 40 minutes. McCullogh made ten rounds of Lake Keuka, from Hammondsport to Pen Yan, a distance of 480 miles in that time. Outside of the motor stoppage mentioned, which was not the fault of the magneto, there was no falter of the motor during the entire period, a tribute to the consistency of working of the Dixie.

## REEPS HORN FOR BICYCLES AND MOTORCYCLES

TO meet the increasing demand for a good, medium-priced mechanical warning signal for the motorcycle and bicycle, the Reeps Manufacturing Company, of 50 Church street, New York, has brought out the Reeps mechanical horn, listing at $1.50. It is constructed along the general lines of the popular automobile horns, but is smaller and weighs but 11 ounces. Its size and weight fit it for the uses mentioned above.

The Reps horn is operated by pressing a small lever or handle at the back of the



Reeps Mechanical Horn

body of the horn. This handle in turn rotates a saw-toothed wheel against a steel diaphragm. A loud and distinctive sound is produced, placing this horn in a class by itself as an adequate signal for the two-wheeler, whether power or man-driven.

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### SENTER LOCATES IN DODGE CITY

Dodge City, Kan., November 13.—Orens Senter, formerly the Excelsior dealer at Lyons, Kan., has moved his store to Dodge City, where he will continue to handle the X, under the style of the Excelsior Cycle & Supply Company. Excelsior bicycles will be handled, in addition to the full line of motorcycles. A well-equipped repair department will be maintained. Senter's partner, Mr. Coats, is an experienced motorcycle rider, while Carl J. Turner, formerly the X agent in Dodge City, is also connected with the firm.

### JOHNSON SOLD FOURTEEN

Perth Amboy, N. J.—Chris Johnson, who handles the Silent Gray Fellow in this city, has sold 14 motorcycles this season and is grooming himself for a bigger 1916 sales total. Perth Amboy industries were somewhat hard hit by the war, but munition orders have caused business to boom once more. Johnson has his 1916 electric model now, and is pretty busy showing its paces.

### HANDLING HENDERSON TOO

Baltimore, Md.—The Excelsior Motor and Supply Company, 2632 West North avenue, has also taken on a contract for the exclusive agency of the Henderson in this section. The papers were signed a few days ago and the new models are now on display at the showrooms of the firm.

### NEWBY BOYS LOSE FATHER

Kansas City, Mo.—Albert S. Newby, father of Clarence and Orville Newby, the Henderson, Thor and Merkle agents at Kansas City, died at his home November 2. Mr. Newby was 68 years old and well known in the hardware business in Kansas City. Mr. Newby is survived by three sons and a daughter and his wife. W. F. Newby, his third son, is now with Clarence and Orville, the motorcycle agents.

### LIPPOW FORMES NEW COMPANY

Milwaukee, Wis., November 15.—L. Lippow has sold out his interest in the Milwaukee Cycle Supply and Sales Company, and has formed a new company to retail and wholesale motorcycles, bicycles and supplies, which will be known as the Lippow Cycle Company. The new concern will be located in a building now under construction, which will be completed by December 1. L. Lippow has been in the cycle field for the past twelve years.

### OPENING FOR LIVE DEALERS IN PENN'S GROVE

PENN'S GROVE, N. J., November 11.—Although this town has increased from 2,000 to 17,000 population in the past six months by reason of the enlarging of the DuPont powder works, and in spite of the fact that the average wage is $4 a day with a bi-monthly payroll of $500,000, but two bicycle dealers and no motorcycle agents have opened up in town.

"Before the boom, the bike business was better," said James Workman, the oldest dealer in Penn's Grove, "for then there were no jitneys nor railroad service between the town and the powder works. Everyone rode a bicycle for the two miles to and from the powder plant then, but now there are 150 licensed jitneys operating and the railroad runs three or four trains a day charging five cents fare."

In spite of this there seems to be quite an opening for a bicycle and motorcycle shop in the city. Men earning more money in a week than ever before naturally feel the desire to spend it. Payday finds a stream of human vultures crossing the Delaware River from Wilmington with all sorts of contrivances for luring the dollar from the powder-worker's jeans, and they are successful.

A man must be prepared to withstand discomforts here. There are no water or sewage systems in Penn's Grove and board and rooms are way up in price. With a line of cheap bicycles and extending but little credit to the kind of workers at the plant, a dealer should be able to secure some of the business that is being thrown away uselessly.

George Snellbacker, an agent in Salem, has begun to look up prospects in the motorcycle line and feels confident that there is a field here.

### LOUIS PETERIK MARRIED

Milwaukee, Wis., November 16.—The culmination of a romance that started back last June comes in the announcement of the marriage of Louis J. Peterik, manager of the Mueller Cycle & Supply Company, to Miss Pearl Kendrick, a Milwaukee girl. Friends of Louie suspected from the amount of time that he spent in the company of Miss Kendrick that things were getting serious, so the announcement of the wedding does not cause undue surprise. Mr. and Mrs. Peterik are on a honeymoon that started Chicago-ward and will wind up at Manitowoc, Wis., where Peterik's relatives live.

### CHIC'S OYSTER ROAST

Baltimore, Md.—Chic Thomas, former champion of Maryland and sales manager for Howard A. French & Co., has set Sunday, November 21, as the day for his promised oyster roast. He will play host to about 500 riders at the Cliff Side Shore on Back River. Several score of Washington riders will come over to enjoy Chic's hospitality and get their fill of the succulent bivalve served up in the inimitable Maryland style.

### HENDERSON SUB AGENTS APPOINTED

Boston, Mass., November 16.—During the past week, Mr. Kibbe and Mr. Smith, of the General Motorcycle Sales Company, New England Henderson distributors, has closed sub-agency contracts with the following concerns: Dame Brothers, Concord, N. H.; Lanes Motorcycle Company, Burlington, Vt.; L. T. Dubey, Berlin, N. H.; J. P. Poulin, Nashua, N. H.; I. E. Bigelow, Worcester, Mass.

### TWO SIDECARS AMONG HIS SALES

Wildwood, N. J.—Walter J. Shivers, the Excelsior agent for Cape May county, closed up his season recently, with no 1915 models on hand and a 1916 demonstrator on the floor. His sales book showed that 75 per cent. of Excelsiors going to his customers were three-speed twins and there were two sidecar outfits sold completely equipped. The boom in munitions-making has taken a number of Shivers' old riders over to Penn's Grove, the big powder town.

### SCHUETTE AND SHOMO ON THE ROAD

Dallas, Tex., November 15.—Harry C. Schuette, local Indian dealer, and F. D. Shomo, southwestern district manager of the Hendee Manufacturing Company, are covering Kauffman, Rockwall, Collins, Ellis and Dallas counties, exhibiting the new model Indian and taking orders for motorcycles and bicycles. A big supply of the 1916 models has been forwarded to the Harry Schuette Company, and the demand for these counties will be filled from Dallas.

### CRANMER SOLD EIGHTEEN

Mayetta, N. J.—M. L. Cranmer, who handles the Harley-Davidson in Ocean county, disposed of 18 machines during the 1915 season. Four of these were three-speed sidecar combinations. His 1916 demonstrator has been kept on the road for several weeks and has already done more than 600 miles. Cranmer has handled this make since 1913.

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# SOME LIVE DEALER

*1, W. H. Enell, who has associated himself with H. Raoul, Indian agent, at 4192 Broadway, New York; 2, Thor Agency of T. Paulson, at Tacoma, Wash.; 3, Harley - Davidson Agency of Allen Motor Co., at Chewkee, Okla.; 4, Part of Shop of Irving Kibbee in Keene, N. H.*

## MUCH ACTIVITY AT NEW YORK HENDERSON BRANCH

FELIX LEWIN, who is in charge of the factory branch of the Henderson Motorcycle Company, at 227 West 106th street, New York, is now around again, after a severe strain which caused him to take an enforced holiday early in October. He missed a great part of the New York show from this cause, but has made up for the time lost by selling over 30 new Hendersons up to November 3. Of these the majority were two-speed models.

Harry Immel, of the Henderson factory forces is visiting Lewin for a while, along with Mrs. Immel. The factory man has been demonstrating the speed of the new Henderson on the Long Island Motor Parkway on several occasions for the benefit of riders who fancied that their mounts were exceedingly fast.

One of Lewin's most recent sales was a two-speed model to Alfred P. Lane, the international pistol and revolver champion. Lane has been riding for over eleven years and has had his present and his recently-owned mounts fitted with electric lighting outfits. He was the first motorcyclist in the United States to use the nitrogen bulb, having fitted one to his headlight long before they were introduced into the automobile and industrial systems.

## RICHTER GETS FIRST 1916 RECEIVED BY KLINE BROTHERS

Louisville, Ky., November 15.—The first 1916 Harley-Davidson delivered in Louisville was delivered last week to Edward G. Richter, a specialty hardware man, who will use the machine in calling on his trade through the state. Mr. Richter has been using the Harley-Davidson for several years in handling his Kentucky business, and states that he couldn't get over his territory without the aid of the two-wheeler. Kline Brothers, the local agents, report that they have sold two more machines during the week, making six sold, of which only one has been delivered.

## OPEN PROVIDENCE BRANCH

Providence, R. I.—The Hub Motorcycle Co., Inc., has opened an Excelsior agency in this city, this store being a branch of the firm's headquarters at 258 Columbus avenue, Boston, Mass. The local branch will handle the "Big X" exclusively through Stanley Kellog, eastern distributor. J. Linnell is in charge of the Providence store.

## DAYTON AGENT IN WASHINGTON

Washington, D. C.—The District of Columbia representation for Dayton motorcycles and the firm's Motor Bicycle is held by the Neutral Cycle Garage, located at 709 H street, N. W. Sam McPherson, who has been connected with the motorcycle business for over 13 years is managing the garage.

The Neutral establishment is one of the largest firms in this line in the city. It does a large repair business as a regular thing. Three men are constantly employed in the shop. The garage has an excellent gasoline system installed, and Manager McPherson considers gasoline handling as one of his best drawing cards. The Dayton Motor Bicycle has been on show during the past two weeks at McPherson's.

## BRAZENOR INCORPORATES

Brooklyn, N. Y., November 15.—The "Bob" Brazenor Company has been incorporated here with a capital of $1,000, to carry on a general motorcycle and bicycle business. The incorporators are Robert Brazenor and Agnes Brazenor, of 594 Jamaica avenue, Brooklyn, and George Barnes, of 881 Myrtle avenue, Brooklyn, all formerly connected with Brazenor's store.

Brazenor handles the Harley-Davidson motorcycles and has been one of the most active dealers in the Metropolitan district for years past.

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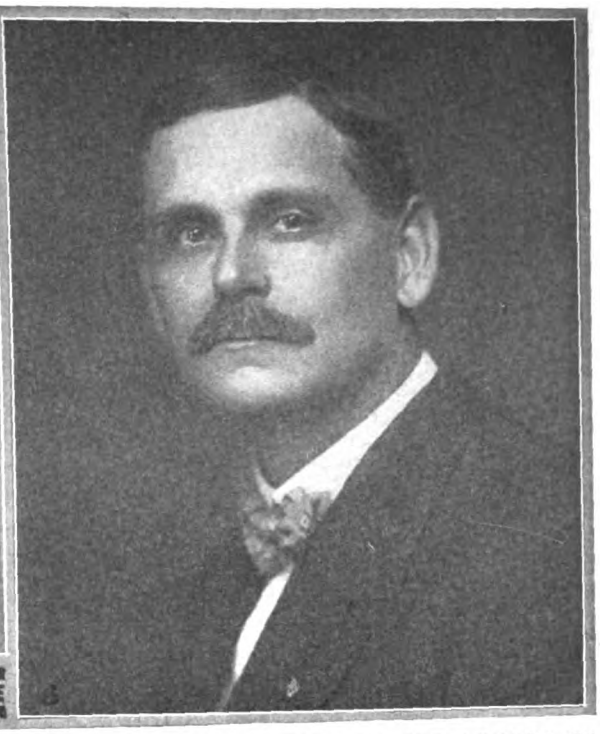
# THEIR STORES



*5, Attractive interior of store of Charles H. Legget at Evansville, Ind.; 6, W. S. Cranmer, of Cedar Run, N. J., handling Excelsiors and Motor Wheels and own bicycles; 7, Excelsior agency of Schneiter Sporting Goods Co. at St. Joseph, Mo.; 8, Yale motorcycle agency of Butler & Romano at Louisville, Ky.*

## NO REST FOR CRESCI

Vineland, N. J.—With 32 of the 1915 Harley-Davidsons rolling along the South Jersey roads, Anthony Cresci, Jr., thought he could take things easy until next Spring, but the early shows made him change his mind and get hard at it. He has three 1916 models already in the hands of users and there are four more on the way from Milwaukee at present. Cresci is kept on the jump seven days a week now, showing the new Silent Gray Fellows to prospects from all over his territory.

## HANDLES DAYTON IN CAMDEN

Camden, N. J.—A. L. Hilaman, one of the best-known motorcycle dealers of this city, has taken the agency for the Dayton Motor Bicycle for Camden county. His shop is at 313 Market street. Hilaman's first order to the Davis factory called for a large part of his original allotment.

## HUB FIRM TAKES ON INDIAN

Boston, Mass.—The Hub Motorcycle Co., Inc., of 258 Columbus avenue, this city, has taken an agency for the Indian from George N. Holden, local Hendee distributor. The De Long brothers will push Indian sales in this establishment.

## MERZ SELLS FIRST 1916 "EX"

Indianapolis, Ind.—Johnny Merz, local Excelsior dealer, has sold the first 1916 motorcycle to reach his agency from the factory. One of the salesmen connected with the Hauger clothing system took it, along with a Dunham sidecar, after looking over practically all other models displayed in the city.

## BAKER LOCATES HIS AGENCY IN BROOKLYN

Brooklyn, N. Y.—Frank P. Baker, formerly manager of the motorcycle department of the N. Y. Sporting Goods Company, of New York, has opened his Indian agency at 1038 Bedford avenue, near Lafayette avenue. Mr. Baker was appointed Long Island distributor for the Hendee products for 1916 early in October, but had been unable to find a satisfactory location for his headquarters until very recently. W. Goetz is in charge of the Baker repair department.

## LANTZ TAKES A BRIDE

Jersey City, N. J.—Morton D. Lantz, Harley-Davidson agent in this city, was married last week and left on a honeymoon trip to the mountains. William H. Bergfels is in charge of his place while Lantz is away. Members of the Arrow M. C. and Walter N. Koch, Harley-Davidson traveller, represented the trade at the wedding.

## COMPLETES "TURKEY RUN" PLANS

Providence, R. I., November 15.—B. A. Swenson has completed plans for a "turkey run" on Thanksgiving day, the trip to cover over 100 miles. At least 25 local riders are expected to enter the event, and appropriate prizes, as well as a trophy, will be presented the winners, one of the prizes including a big Rhode Island turkey.

The party will leave the city and ride to Westerly, a city near the Connecticut border, and return, each man running on a secret schedule, there being seven different checking places on the route.

## TAKES ON HENDERSON

New Albany, Ind., November 16.—Glen Wright has signed up a contract for the delivery of a demonstrator model of the Henderson. Mr. Wright also handles the Harley-Davidson and does a general bicycle and sporting goods business.

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The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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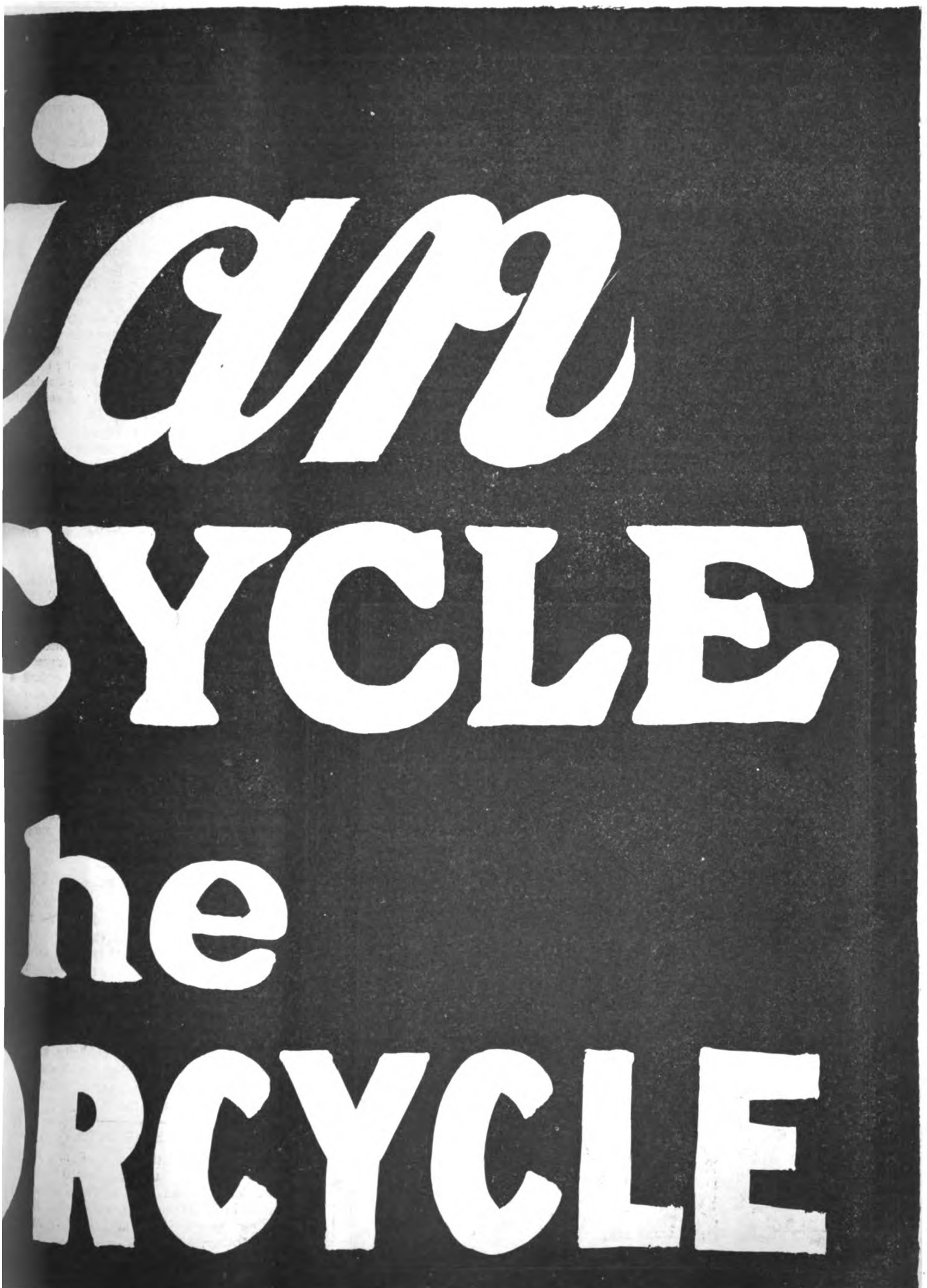




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# NEWS AND VIEWS OF F. A. M. DOINGS

By GOSLIN

WHILE talking over F. A. M. benefits the other day with a rider who has a fancied grievance, he remarked that his club could do just as well if each of the fifty-odd members put their dollar into a sinking fund, instead of sending it up to "Doc" Gibson for dues. The sinking fund was for emergency calls, such as accidents or adverse legislation.

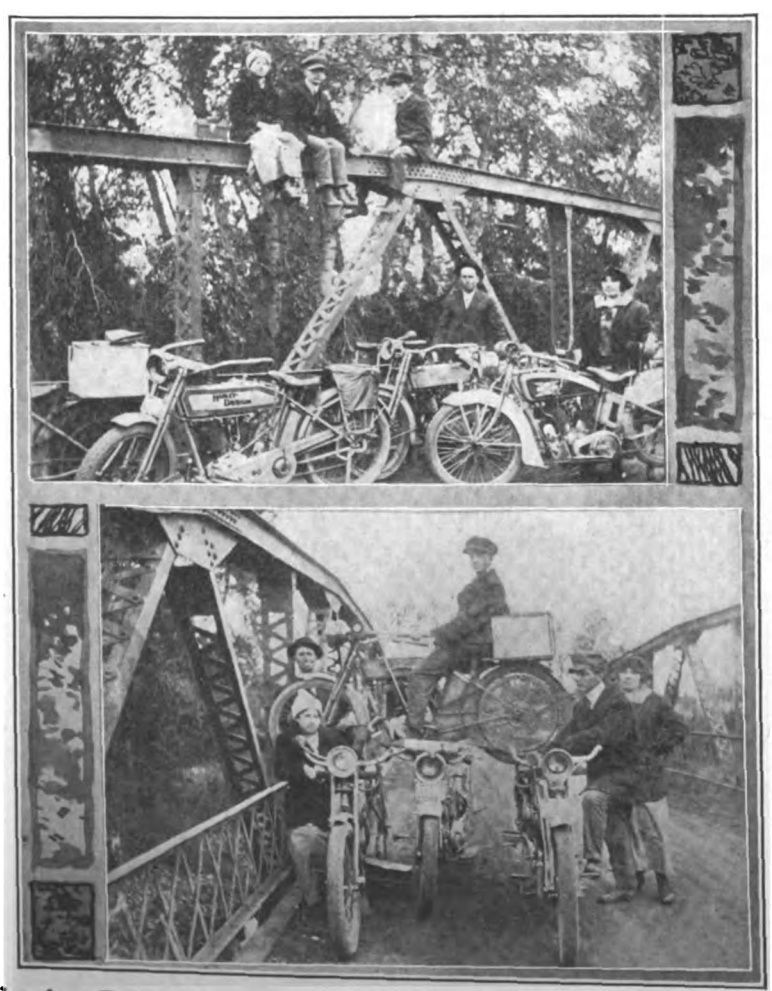
The scheme is possible, but not probable. Put on your thinking cap, Mr. Rider, and conjure up your thoughts: Have you ever seen a big, successful motorcycle club that has remained out of the F. A. M.? Why, every club with a reputation for doing things known the whole country over is an affiliated body. There's the National Capital M. C. of Washington, D. C.; the New Jersey M. C. of Newark, N. J., and the Los Angeles M. C., just to name a few of them offhand. They are all F. A. M. clubs, all wideawake and all progressive.

What is the subtle, undefinable something that goes with the Federation members that makes for more sociability, less clannishness among riders of the same make and more red-blooded sportsmanship for runs of all sorts? The same disgruntled rider referred to before belongs to a motorcycle club that has won four cups in the past two years simply because of its F. A. M. affiliation. What reputation and publicity they have gained has been through this same Federation.

To the writer's knowledge, one large and active club that dropped out of the Federation after a misunderstanding died of dry-rot. From a membership of 125 with fine quarters, the club has dwindled away until its name is but a memory. Another club attempted to run off an unsanctioned road contest. The idea of deciding the winner was unique and without precedent either here or abroad; still the contest had no support from the factories or riders, as it was an outlaw event. Ten riders competed, seven being F. A. M. members who jeopardized their Federation standing. But the point is this—the very fact of being an unsanctioned contest kept a score or more of F. A. M. riders out, and the contest did not attract that large field of riders who remain outside of the Federation, either.

Undoubtedly, the National body is not all that it could be and it probably will never suit all motorcyclists in the United States, but surely it is better than no organization at all.

## IN SPORTIVE MOOD NEAR WALLA WALLA, WASH.



Riders [illegible] L. R. Liggett's Motorcycle Shop on Bridge Crossing Walla River, Near Oregon State Line—Liggett's Place Is in the Washington City

## 1,000-MILE TOUR OF ROCKY MTS.

(Continued from page 19)

the top of the pass we cooked dinner and had a cow puncher for guest.

Coming down from the pass my chum and I were forced to ford a creek and made good time going into Hartsell, considering the fact that some of the roads were little more than primitive trails. A place called Summit, about twenty-four miles from Colorado Springs, was reached late that evening. The following morning we reached Colorado Springs and visited some friends, remaining there the entire day. Only seventy-five miles separated us from Denver, which were easily covered the next forenoon. After eating dinner at Denver, we hit up a good clip for home and arrived at Pierce, a distance of seventy-six miles, at five o'clock in the evening.

We were certainly glad to get home, though we had enjoyed our two weeks' trip immensely, in spite of the hardships. Of mechanical trouble we had very little—not even a puncture. In covering the thousand miles we used up sixteen gallons of gasoline and eight gallons of oil.

## TO CO-OPERATE WITH F. A. M.

Owensboro, Ky., November 15.—The Owensboro Motorcycle Club, Henry F. Pardon, the Indian dealer, and Frank Barkhaus, a well-known rider, are starting a movement whereby it is hoped that every rider in the district will become a member of the F. A. M., so that the Kentucky riders will be in position to co-operate with the F. A. M. in knocking out the unjustly high motorcycle license in Kentucky. The F. A. M. has agreed to aid the Kentucky members in making a fight against the law at the 1916 session of the legislature.

## YONKERS SUPPER POSTPONED

The Yonkers Motorcycle Touring Club announces that the supper which was originally slated for November 27, has been postponed to December 4. The committee asked for more time in which to complete the arrangements.

## TO BALK MOTORCYCLE THIEVES

President A. B. Coffman, of the F. A. M., suggests as a means of reducing the number of motorcycle thefts that "wherever a dealer or distributor offers a second-hand machine for sale he should make known the model and serial motor number in addition to the name and the year." This would apply to advertisements carried in the trade journals and elsewhere, and President Coffman argues that such publicity given to second-hand motorcycles would enable the original owners in many cases to locate and identify their property.

## TWO REGISTER WITH F. A. M.

Shops in Huntington, L. I., and Klamath Falls, Ore., have registered with the F. A. M. The shop of Sol Elkins is the one in Huntington, while the Klamath Sportsman's Store, at 727 Main street, is the other.

W. E. McUmber, of Jackson, Mich., has been appointed local F. A. M. commissioner for Jackson County.

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# GRENDA-HILL CAPTURE BOSTON SIX-DAY RACE

## Leaders Cover 1,409 Miles and 1 Lap; Former Record Broken By 25 Miles and 6 Laps

BOSTON, November 14.—Alf Grenda and Freddie Hill, the betting favorites, won Boston's 10th annual six-day race in a sprint-point system finish that was marked by such foul riding that three of the teams, among them the winners were heavily penalized.

The total distance covered in the race was 1,409 miles, 1 lap, 25 miles and 6 laps ahead of the record for the Boston grind.

Up to the last hour, when the special sprints were started, eight teams were in a tie, Grenda-Hill, McNamara-Spears, Bedell-Magin, Root-Hanley, Walthour-Carman, Cameron-Kaiser, Dupuy-Moran and Eaton-Madden. The Sullivan-Linart combination, which had been formed after the injury, Thursday night, of Tom Grimm, who was originally teamed up with Linart, and Holbrook, who had been with Sullivan, was one lap behind, despite frantic efforts on Sullivan's part to sprint away from the bunch and regain the lap. The distance up to the last hour was 1,382 miles, 6 laps.

### Penalties Meted Out

During the deciding sprints, Bobby Walthour, the veteran, was spilled twice but managed to keep going even through the last sprint. Magin received a five-point penalty for elbowing Bobby in the thirteenth sprint. McNamara and Spears were penalized five points for an illegal pickup and Cameron likewise was put back five points for riding Grenda high during one of the last sprints.

Grenda was unpopular with the crowd, for he rode foul in the eighth heat, forcing little Dupuy of the Dupuy-Moran team, to shove him up several times. Finally Grenda rode so high that he forced Eaton through the fence and spilt Bobby Walthour into the enclosure. Grenda was penalized five points for this, but this penalty was not enough to prevent his team from winning. The final standing:

Grenda and Hill, 99; McNamara and Spears, 97; Bedell and Magin, 86; Root and Hanley, 78; Walthour and Carman, 64; Cameron and Kaiser, 55; Moran and Dupuy, 53, and Eaton and Madden, 52.

### The Race Day by Day

From the start of the race, Monday at 4 o'clock, the pace was gruelling, and never during the entire six days were the riders behind the record. There were many punctures and spills during the first night, and the Holbrook-Sullivan combination dropped back a lap in the standing, despite the heroic efforts of the latter to keep his partner up with the bunch. Holbrook was noticeably soft and showed his lack of experience. Tom Grimm, who at the last minute had been secured as a partner for Linart in place of Wiley, was several times seasick from the wave motion of the small track, but managed to hang on in the pinches. The mileage for the first ten hours was 250 miles 1 lap.

On Tuesday Verri, the Italian, who had been teamed up with Corry, failed to appear, and after his partner had hung onto the bunch for two hours and twenty minutes, he was forced to drop out, leaving 10 teams in the race. There was one lively sprint in the evening, and later Moran set things going several times by his famous jumps. There was no change in the standing, however. The record for the twentieth hour: 490 miles, 7 laps.

Alfred Grenda (on Bicycle) of Australia and Freddie Hill of Boston

Tom Grimm had a lap tied onto his team Wednesday by being shaken by a swift change of pace which caught him napping, snapping him off from the end of the line. The bunch lapped him in three minutes. It became apparent that there were three strong combinations, consisting of the Grenda, McNamara and Root teams, and the others were unable to head the aggregation. McNamara was always starting trouble, Grenda took it as his share to go after any aspirants for lap honors and Root sat tight and tended strictly to business. The night's racing ended with the leaders at 724 miles, 5 laps, with Linart and Grimm one lap and Sullivan and Holbrook two laps behind.

### Bad Spill on Thursday

Early Thursday evening there was a spill on one of the stretches, Grimm being thrown into the fence, Holbrook on his face, and Walthour upon the track. Grimm had to be taken to the hospital, and Holbrook had to receive first aid. Walthour got a few bruises. This spill resulted in the forced withdrawal of both Grimm and Holbrook, and Linart and Sullivan teamed up, taking a two-lap penalty. On the return of these two riders to the track at 11 o'clock, Sullivan at once started doing things, and he and Linart, by fast riding and clever team work, made up one of the laps. Eaton and Madden tried a live-lap steal, but after they had half a lap, the leaders went after them and brought the stray ones back to the fold. Record for the fortieth hour: 954 miles, 9 laps.

The arena was well packed Friday night, with rooters from Watertown, Mass., the former home of Freddie Hill of the Grenda-Hill team; and their cheer-

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## SCORE IN FINAL SPRINTS OF SIX-DAY RACERS

### ORDER OF FINISH

| | Sprints—Position of Teams | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | Ttl. |
| Grenda and Hill..... | 1 | 1 | 3 | 1 | 3 | 1 | 2 | * | 3 | 1 | 2 | 1 | 3 | 8 | 1 | 2 | 5 | 99 |
| McNamara and Spears..... | 2 | 1 | 2 | 2 | 5 | 2 | 3 | 1 | † | 2 | 3 | 2 | 4 | 1 | 3 | 8 | 7 | 97 |
| Bedell and Magin..... | 3 | 3 | 4 | 4 | 4 | 3 | 5 | 2 | 2 | 3 | 4 | 4 | 5 | 5 | 4 | 3 | 3 | 86 |
| Root and Hanley..... | 4 | 6 | 8 | 5 | 2 | 5 | 1 | .. | 5 | 8 | 5 | 6 | 2 | 3 | 2 | 1 | 6 | 78 |
| Walthour and Carman..... | 5 | 8 | 1 | 3 | 6 | 7 | 4 | .. | 7 | 5 | 6 | 3 | 7 | 7 | 7 | 7 | 2 | 64 |
| Cameron and Kaiser..... | 7 | 5 | 6 | 8 | 1 | 8 | 6 | 4 | 1 | 4 | 1 | 8 | 1 | 6 | 8 | 5 | 8 | 55 |
| Dupuy and Moran..... | 8 | 7 | 7 | 7 | 8 | 4 | 8 | 3 | 4 | 7 | 7 | 5 | 6 | 4 | 6 | 4 | 4 | 53 |
| Eaton and Madden..... | 6 | 2 | 5 | 6 | 7 | 6 | 7 | .. | 6 | 6 | 8 | 7 | 8 | 2 | 5 | 6 | 1 | 52 |

**Distance of race, 1409 miles 1 lap; ahead of record 25 miles 6 laps.**

*** Grenda caused a fall and penalized. † McNamara was ninth, but disqualified for "picking up."**

ing nerved the riders to many sprints. At one time Sullivan and Linart had back one of their penalty laps and were even with the field, but the repeated Moran jumps and the break-neck sprints shook them off again and at the end of the evening they were once more a lap behind the bunch. Record for the fiftieth hour: 1,184 miles, 1 lap.

Up to the final sprints, the nine hours of riding Saturday resulted in little excitement, although Sullivan was continually sprinting to get his team up with the bunch in order to get into the final hour of sprints. Sullivan and Linart were unable to get the distance, however, and were called off at the beginning of the finals.

### MORE BOY SCOUTS USING BICYCLES

La Crosse, Wis., November 16.—Bicycles are playing an important part in the maneuvers of the local patrol of the Boy Scouts. Under the leadership of Scout Master Prof. Harry Spence, the members of the scout body take frequent trips out of the city, stopping along the road for practice in the outdoor rituals of the scout.

Last week nine members of the troop rode to West Salem and back. The party left at 2 o'clock and returned home shortly after supper time. The scouts who made the trip were Lloyd Spence, Alfred Ziel, Roy Smith, Leonard and George Jenks, Delber Wiles, Oscar Melbo, R. Redpath and Tim Reynolds. Roy Davidson and Melvin Knutson accompanied the scouts.

### AFFILIATE WITH U. S. BOY SCOUTS

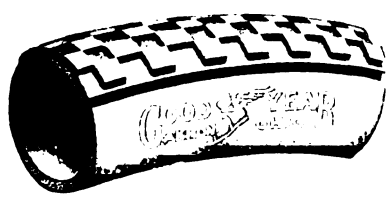
The National Bicycle Scouts of America have become affiliated with the United States Boy Scouts, according to an announcement recently made from their headquarters, at 33 Maiden Lane, New York City, where all inquiries regarding the formation of companies throughout the country can be addressed. That bicyclists are interested in the formation of local companies is evidenced by the fact that inquiries have been received from a number of cities, among which are Birmingham, Ala., Ellis, Kan., Brooklyn, N. Y., and Philadelphia, Pa.

### JUVENILE DEMAND IS BIG

Woodstown, N. J.—George M. Andrews & Sons sell the Iver Johnson in this city. They find a big demand for juvenile bicycles on account of the distance to schools in the surrounding country section. Ladies' wheels, also, are often called for.

## GOODYEAR ANNOUNCES NEW BICYCLE TIRE

AKRON, Ohio, November 15.—Announcement is made by the Goodyear Tire & Rubber Company of a new bicycle tire which will be known as the Goodyear-Akron Blue Streak Bicycle Tire. This new tire supersedes one having the same tread design, but it is different in color, has fifteen per cent. more rubber, and is made tougher. The color is now a creamy white, while a blue streak appears on each side of the new tire, just above the tread. In speaking of the newcomer in the Goodyear line, E. R. Stilwell, manager of the bicycle tire department of the company, said:



**New Goodyear Tire**

"About two years ago when we offered direct to the dealers a quality Goodyear-Akron Bicycle Tire at the moderate price named, it was predicted that we would not be able to put it over. But we had based our profits on quantity sales and soon demonstrated that we had a trade winner for the dealer. Since this offer our number of dealers has trebled and nearly 10,000 of them are now cashing in on the popularity of Goodyear-Akrons. In the past eighteen months we have made three price reductions totaling 33⅓ per cent. or $2.50 a yair. Yet our business more than doubled last year. But with a feeling that this performance can be passed in 1916, we are now offering the new Goodyear-Akron Blue Streak Bicycle Tire. This bicycle tire is made by the same expert methods which have been used in manufacturing its big brother, the Blue Streak Motorcycle Tire.

"The tread of the new tire is the same as the former Goodyear-Akron tire. The tread stock, however, is cream white in color and is more wear-resisting, being much tougher and 15 per cent. heavier. Instead of placing the blue streak in the center of the tread as on our motorcycle tire, we have put a blue streak on each side of the tire just above the tread, which means that these streaks stay in the tire as long as it is in use, instead of disappearing with the tread stock when it becomes worn down. We have left nothing out of this new tire to make it a leader."

### IRBY AND YOUNTS TO OPEN

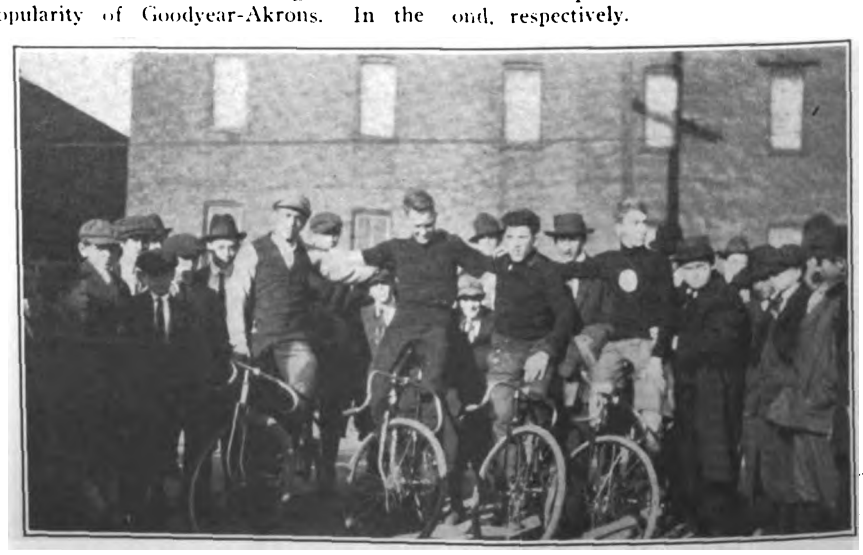
Dallas, Tex., November 16.—R. F. Irby and John Younts, both of Temple, Tex., will open a bicycle and motorcycle store in that city as soon as they can get the stock which has been ordered. Mr. Irby was in Dallas placing an order for a big consignment of Pierce bicycles and accessories with the Cortines Supply Company. The new firm will also handle Pope motorcycles and bicycles.

Mr. Irby has a thorough knowledge of the cycle business, having been employed as mechanician by M. I. Mitchell, the Harley-Davidson dealer, of Temple, for nine years.

### BICYCLE RACE AT SCHENECTADY

Schenectady, N. Y., November 14.—A five-mile bicycle race was held here last Sunday afternoon which attracted a large number of spectators. Eric Friborg took first prize with A. Haber second.

A two-mile handicap followed which was a closer race than the preceding. The winners of the first race were set back 22 yards. The contestants were closely bunched until near the finish when Friborg and Haber pulled ahead for first and second, respectively.



**Riders Getting Ready for the Recent Schenectady Bicycle Race**

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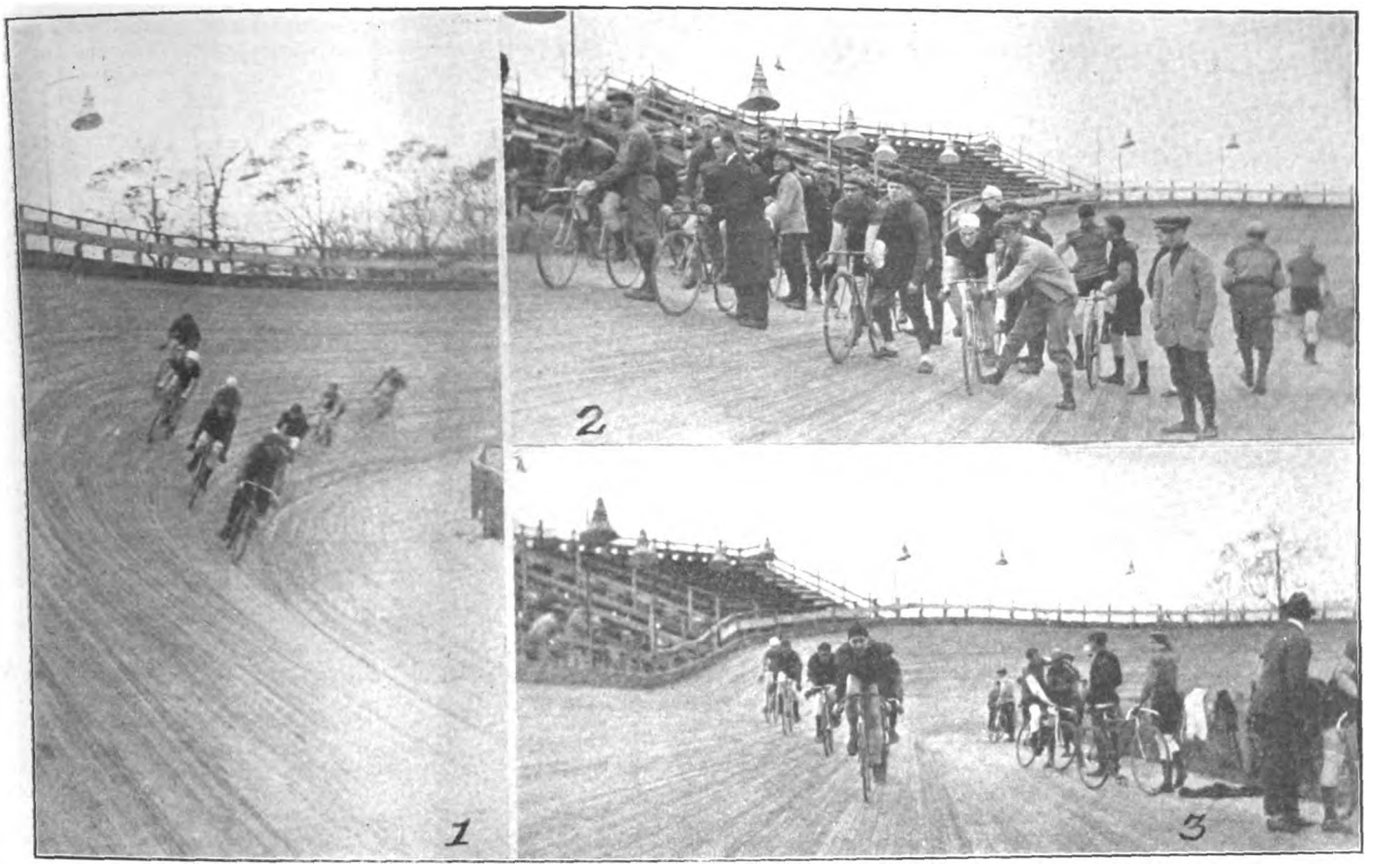

1—Rounding One of the Turns of the Bay Track. 2—Lined Up for the Start. 3—Coming Down the Home Stretch

# JENSEN-STYLES WIN C.R.C.A. RACE

## By Piling Up 22 Points They Capture One-Hour Team Race at Sheepshead Bay — Naphtal-Sattler One Point Behind Winners.

EDWIN JENSEN and Stanton A. Styles, as team mates, won the one-hour track team race of the New York Division of the Century Road Club Association, held at the Sheepshead Bay Velodrome, New York, on Sunday morning, November 14. Joseph Naphtal, teamed with Louis Sattler accounted for second prizes with 21 points, only one point behind the winners. Nelson Johnson and Ernest Kuno were third, while George Harvey with Louis Zemo made up the fourth team.

This event was run on the six-day race style, with a sprint for points at the end of each mile during the last fifteen minutes of the hour. Teams were selected by placing a class "A" rider with a class "B" rider, and thus there was no "best bet" team to start.

The riders started at a fast pace, with the Welton-Winquist team leading at the end of the first mile. The amateurs changed partners in true professional style and no accidents of any serious nature occurred, excepting two small spills.

At ten miles the Welton-Winquist combination still was in the lead, the time being 25 minutes, 32 seconds, and at fifteen miles the Marquart-Lipsett pair started a jam and managed to secure a quarter-lap lead when one of the two spills occurred, compelling the abandoning of the attempt. The excitement of the attendants and the spectators was immense when all the nine teams were on the track at one time.

At 45 minutes, when the sprints for points were started, the racers had covered 17½ miles, and thereafter the riders grew cautious, and watched lest some one try to steal a lap.

The first sprint was won by Jensen; the second was taken by Marquart; the third by Johnson, and then Jensen, by a sudden jump, got away from the field and after riding over a mile, during which time he was relieved, came back and closed the gap which netted him a stolen lap.

Johnson tried the same stunt immediately afterwards, but the field did not permit him to get very far. By taking the first sprint and the last three sprints of the six in the final quarter-hour, and a fourth place at the third mile sprint, the Jensen-Styles combination scored 22 points, just barely leading the Naphtal-Sattler team.

The total distance traveled was 24 miles 7¾ laps, which is considered good for amateurs in this style of riding. The summaries:

| Place | Name of team | Distance traveled |
|---|---|---|
| 1— | Edwin Jensen, Stanton A. Styles | 24 miles 2 laps |
| 2— | Joseph Naphtal, Louis Sattler | 24 miles 1 lap |
| 3— | Nelson Johnson, Ernest Kuno | 24 miles 1 lap |
| 4— | George Harvey, Louis Zemo | 24 miles 1 lap |
| 5— | John Marquart, Robert Lipsett | 24 miles 1 lap |
| 6— | Raymond Caldwell, Howard Carroll | 24 miles 1 lap |
| 7— | Edward Mullin, George Steppello | 24 miles 0 laps |
| 8— | Isadore Taub, Joseph Caldwell | 23 miles 7 laps |
| 9— | John Welton, William Winquist | 23 miles 7 laps |

Points won in final quarter-hour, in each mile sprint:

| Place | Team | Points by Miles 1st | 2nd | 3rd | 4th | 5th | 6th | Tl |
|---|---|---|---|---|---|---|---|---|
| 1— | E. Jensen, S. A. Styles | 5 | 0 | 2 | 5 | 5 | 5 | — 22 |
| 2— | J. Naphtal, L. Sattler | 4 | 3 | 3 | 4 | 3 | 4 | — 21 |
| 3— | N. Johnson, E. Kuno | 3 | 4 | 5 | 2 | 2 | 1 | — 17 |
| 4— | G. Harvey, L. Zemo | 0 | 1 | 1 | 1 | 4 | 3 | — 10 |
| 5— | J. Marquart, R. Lipsett | 1 | 5 | 4 | 0 | 0 | 0 | — 10 |
| 6— | R. Caldwell, H. Carroll | 0 | 2 | 0 | 3 | 1 | 2 | — 8 |
| 7— | E. Mullin, G. Steppello | 2 | 0 | 0 | 0 | 0 | 0 | — 2 |
| 8— | I. Taub, J. Caldwell | 0 | 0 | 0 | 0 | 0 | 0 | — 0 |
| 9— | J. Welton, W. Winquist | 0 | 0 | 0 | 0 | 0 | 0 | — 0 |

### ENTERPRISING WOMAN DEALER

El Paso, Tex.—One of the most enterprising bicycle establishments of this city is operated by a woman. This firm, styled Mrs. Anna Krome, is conducted along the lines of the strictest and most modern business principles, Mrs. Krome herself doing all the executive work. She has just placed an order for a big shipment of bicycles with the Westfield Manufacturing Company.

### MOTOR WHEEL AGENTS IN PARIS

Paris, Ky., November 15.—Dougherty Brothers, dealers in bicycles, supplies and other specialty lines, have taken on the agency for the Smith Motor Wheel.

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# CHOICE BITS OF BICYCLE GOSSIP

By WALTER BARDGETT

WHEN John M. Chapman, who, when not managing his farm in Georgia, manages bicycle tracks and bicycle riders, heard that Verri, the Italian, had quit the six-day race in Boston as a result of too much banquet and spaghetti at the hands of his friends, he declared that he was going to insert a clause in the contracts of all the Italian riders to the effect that if they attended a banquet they would be summarily released.

Riding to the scene of six-day races awheel seems to be the habit nowadays. It has even struck the trainers, and Bobby Walthour's trainer, who goes under the euphonious title of "Fritz from the Walthour," is now wheeling to the scene of the Chicago six-day race. He was reported in Buffalo, where he stopped at the Pierce factory to have a brake fixed, on Thursday last, and he is expected to reach the windy city in time for the sprint races.

Get this one while it is good. A bicycle club has been formed by women in Evanston, Ill., and the beauty of it is the club was formed because they tired of horseback riding and autos. The club has thirty members and among them are some of the "400" of that busy little burg. The touring department of the newly formed club is busy mapping out a schedule for next season.

Despite the aches and also the pains that go with a six-day race and the peeves, too, it is a hard matter to keep the riders out of these grinds. Tommy Grimm, the Newarker, was badly marred in the Boston race last week, but that did not deter him from wiring John M. Chapman in Chicago that he would be all right for the Coliseum race in that city.

With the abandonment of the Atlanta track proposition some of the cyclists are making great efforts to replenish the bank account so that hard work will not be their lot for the winter. With the Boston race out of their systems—or perhaps still in their systems—the Chicago and New York six-day races appear to be about the only events on the calendar before the little blue birds start to whistle in the gentle Spring. And in the Chicago race there will be many efforts to make a good showing so that the favorable mention may be sent on to the management of the New York race and a contract submitted to them for the race under Diana's famous statue.

The six-day riders who are entered in the Windy City race are finishing up their training on the boulevards and roads in the vicinity of Chicago. The Riverview Park people, who took over the Velodrome later in the season, nailed up the club quarters of the Riverview Cycling Club and put the Yale six-lever onto the track. The riders who came here to prepare for the Coliseum race might just as well have staid in Newark as far as accommodations go.

Louis Kuehl, the Chicago amateur, has branched out as a salesman for the Excelsior Cycle Company, of Chicago. Louis dashes about the city in his calls on the trade on a two-wheeler. Recently Louis acted as "the man from Cooks'" in a tour to Crown Point, the Gretna Green of Chicago.

Joe Kopsky and Company are still entertaining the Chicago natives on the home trainers, having been engaged for two weeks by local theatrical houses. Last week they played in the southern portion of Chicago, and this week they are booked for the northern section of the city. Charles Piercey, Rudi-Russe, Norman Anderson, Gus Wohlrab and Miss Jessie Stalter are the other members of the company.

# NEWS FROM ABROAD

## ETERNAL TRIANGLE IN SPY CASE

The Italian sporting paper, *La Gazzetta Dello Sport*, in its latest issue carries a story to the effect that the eternal triangle figured in the recent escapade of Emil Doerflinger, the Swiss cyclist, who was condemned to death by the German military authorities for being a spy, but pardoned by order of the Kaiser after intervention by the Swiss government. Ingold, a Swiss-German, who is in the German aviation corps, Ingold's sweetheart and Doerflinger figured in the case. Ingold was jealous of Doerflinger, informed the German authorities that the Swiss champion was a spy, Doerflinger was arrested, tried and sentenced to death, but was freed after Ingold's story was investigated. The way the situation now stands Doerflinger is free, and Ingold is in "Dutch," so to speak, with his girl.

## VETS RACE FOR RED CROSS

At a recent meeting in London for the benefit of the Red Cross, two veterans rode in a match race. Montaigne Holbein, second on the Bordeaux-Paris road race in 1891, and W. G. George, one of the vets of the English track about 1886, were the principals. Holbein is 51 years of age and George 55.

## STARS IN TOUR OF LOMBARDY

In the recent tour of Lombardy, one of the Italian road classics, Amedeo Polledri, the Italian champion; Henry Pelissier, the French road king, and Giradengo, the fast Italian, participated, Pelissier, receiving a sanction from the French military authorities to do so.

## GOODYEAR CO. LAUNCHES "ONE MILLION" CAMPAIGN

AKRON, Ohio, November 15.—The Goodyear Tire & Rubber Company has joined the ranks of the accessory manufacturers who have adopted for their new season slogan: "One Million Bicycles for 1916." This slogan is now being translated into action by the Goodyear company; its publicity department is asking the cooperation of all the bicycle and parts manufacturers and is formulating plans that, if backed up by the manufacturers, will, it believes, bring the 1916 bicycle output near the million mark. Already advertisements of the Goodyear company have appeared in the trade journals calling attention to the necessity of every one pulling together for the common goal. Letters will soon be sent to all dealers, and the first of a series of communications that are being mailed to the manufacturers is in part as follows:

"There are infinitely more bicycle prospects now than in even those boom years.

"What the bicycle needs most now is additional popularity. It needs boosting. Of late years the automobile has been in the limelight. But plenty of light is still available for the bicycle, just the same.

"Let's all get together now and put the industry back on its proper footing. It will require some work, some unselfishness, of all of us. But the possible rewards are dazzling."

## GIRTON-HOFFER ADD BICYCLES TO THEIR STOCK OF EXCELSIORS

Los Angeles, Cal., November 8.—Score another victory for the bicycle in Los Angeles. Girton-Hoffer, Excelsior distributors, have decided to handle bikes, and, in addition, to their impressive line-up of new Excelsior models they are showing samples of the Columbia, Tribune and other bicycle lines carried by Edwin F. Merry, distributor. The Girton-Hoffer firm will carry only new bicycles, from the lines mentioned, and a few sundries. They found that there was a demand for bicycles among the folks who visited their store, and as usual they made arrangements to "deliver the goods."

## JUVENILES FOR OTT CO.

Dallas, Tex., November 15.—The Charles Ott Company, of this city, has just received a consignment of 52 juvenile bicycles which were ordered through the Simmons Hardware Company.

An order of 55 Excelsior motor bikes have also arrived.

## BUTLER COUNTY DANCE NOV. 19

Hamilton, Ohio.—The Butler County Cycle Club's dance will be held on the evening of November 19, instead of on Thanksgiving, as originally planned. A committee, consisting of George Kendall, Ed. Brannon and William Stump, has charge of the affair.

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### TWO TORONTO "COMERS"

Toronto, Canada, November 15.—Harold Bounsall and Norman Webster, shown in the accompanying illustration, are two prominent cyclists of the Classic Club of Toronto. Both have won many prizes, although neither is yet out of his 'teens. Bounsall is the son of a noted racer who

**H. Bounsall and N. Webster**

rode fifteen years ago, while Norman Webster has just concluded his first year of racing, which he started by winning his novice. Webster finished second to Ohrt, the world's champion, in two open races later in the season, and is running Art Spencer, the Canadian champion, closely for honors. Webster also won the time prize in three road races this fall.

### CRESCENT MILEAGE REPORT

Baltimore, Md., November 16.—The century mileage report of the Crescent Bicycle Club up to the end of October shows that several changes have taken place among the first ten men, several newer members of the club having taken the places of some of the older members. William T. Wright, who has led since early in the spring, is still first, with Jno. G. Stricker holding second place and Fred. M. Sanborn in the bronze medal position. Further down the line Walter Doersch has moved into sixth place and Lester Nickles, Walter Iglehart and Ernest Nitz have moved into seventh, eighth and ninth positions respectively. Thirty-six thousand three hundred and seventy-eight miles have been ridden by the entire club from the first of the year to the end of October, including 75 centuries and one double century.

The standing of the first ten men follows: 1, Wm. T. Wright; 2, Jno. G. Stricker; 3, Fred. M. Sanborn; 4, Welby Sherman; 5, Langdon M. Sanborn; 6, Walter Doersch; 7, Lester Nickles; 8, Walter Iglehart; 9, Ernest Nitz; 10, August Leimbach.

### CRESCENT CHAMP. RACE POSTPONED

Baltimore, Md., November 16.—There was a good turnout of the members of the Crescent Bicycle Club for the annual 100 mile club championship race, but only three lined up to face the starter. The dauntless trio were the three leaders in the club championship series, Welby Sherman, Langdon M. Sanborn and Fred. M. Sanborn. Starter Nitz sent them away on their long grind at 11:10 a. m. Rain started to fall soon after the start, but the riders continued to the finish of the first lap of twenty-five miles, when the race was called off. Fast time was made for the first twenty-five miles, the cyclers turning the distance in one hour and twenty minutes.

### PIONEER CYCLISTS CELEBRATE

Cincinnati, Ohio.—An organization which recalls the palmy days of wheeling in the nineties, is the Queen Cycling Club, of this city, the first bicycle club for women in Cincinnati. It celebrated its twenty-fifth anniversary last week at the residence of Mrs. Bernard Wisenall, wife of a prominent architect. The club started with a membership of seven in November, 1890, and soon grew to sixty members. It has maintained its organization ever since, though of course many of the members have long since given up riding.

### SWAIN BUILDS "SMITH MOBILE"

La. Junita, Colo., November 15.—C. L. Swain, the motor wheel dealer of this city, is taking out a patent on the vehicle shown in the accompanying illustration, which he calls the "Smith Mobile." This machine will seat two men and carry them about the streets of the city at a speed of seven miles per hour. In constructing the vehicle

**The "Smith Mobile"**

ordinary bicycle wheels were used, while the body was built up from parts of bicycle frames. Motorcycle tandem cushions are used for the seats, and a hand brake is attached by chain to a coaster on one of the rear wheels. As shown by the photo, a Smith Motor Wheel propels Swain's outfit.

### STAR HARNESS CLOSING OUT

Dallas, Tex., November 16.—The Star Harness Company, at 1015 Elm street, which has been handling a stock of Norvell & Shapleigh bicycles for the past three years, is closing out the entire stock to devote all their space to the harness and saddlery business.

### CROPS AFFECT BICYCLE SALES

Los Angeles, Cal., November 12.—Stanley Wilson, secretary of the D. P. Harris Hardware Company, of New York City, has been making an extended trip through the West boosting Rollfast bicycles and Roll fast tires. He finds that the increasing prices of barley and alfalfa hay are likely to have an important bearing on the bicycle market in the near future. Owing to the diminished acreage and the heavy export demand, more of the hay will be handled from outlying districts, and the demand for bicycles is expected to grow in direct proportion to the need for labor at distances of from four to ten miles from the thickly-settled sections.

### BICYCLE NEWS FROM FRISCO

San Francisco, Cal., November 14.—Hans Ohrt, the national and world's amateur bicycle champion, arrived in Frisco this week and was given a royal reception by the local bicycle fans at the Olympic club house. Ohrt has announced his intention of remaining on the coast for the winter and will return to Newark next spring.

The Pacific Coast Bicycle Championship races, which were stated to be held on November 7, have been postponed until November 21, on account of rain.

The New Century Wheelmen will hold a six-man team race on rollers at the Cort Theatre, in San Francisco, on Sunday, November 28. This bicycle event is one of the items on the program that is being staged for the benefit of the San Francisco Newsboys' Association. The New Century Wheelmen gratuitously gave their talent last year for a similar occasion, and made such a big hit with the crowd that the management was eager to "put on" the team race again this season.

Maggini & Perkins, Frisco Harley-Davidson dealers, will on the first of the year put in a complete line of bicycles. They have not yet announced what particular line they will handle.

### USE BIKE VAN FOR DELIVERIES

Dallas, Tex., November 15.—The Hans Johnsen Company of this city does a heavy mail order business in bicycle and motorcycle parts and accessories. For the purpose of quickly transporting parcel post and special express packages a rear van was attached to a bicycle, which furnishes a light vehicle admirably adapted to this purpose.

**Makes Deliveries in Dallas**

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# Along Technical Lines

## FITTING KICK-STARTER TO A PEDAL MODEL

### Describing a Simple Device Adaptable to Any Machine

By L. E. FOWLER

HAVING had excellent service from my nine-horsepower Thor during the 1914, I wished to continue using it for another year. Being graduated from the solo into the sidecar class since first purchasing the mount, I was much averse to jacking the rig on the stand every time that I wanted to start the motor, so I developed the kick-starter shown in the photograph, and have been using it to good effect ever since.

I don't mean to say that I arrived at this design right off, for such was not the case. It was only after much thought and experimentation that the form shown was finally adopted and put into service. From the photograph, you will see that the starter is of the gear and segment type, acting directly on the motor shaft. It is semi-automatic in its action; that is, it has to be set for each kick, but returns to an inoperative position the instant that the motor begins to fire.

#### Applicable to Any Model

A kick-starter of this type is applicable to almost any type of motorcycle, regardless of its age or model. It is simple, powerful and compact, and if the proper proportions between the gear and segment are attained, it will prove very efficient. In the starter I use, there are 12 teeth on the pinion located in the boss screwed to the gear case, and 30 teeth on the starter segment. This turns the motor over 2½ times per stroke of the starter.

In designing such a starter, I would impress upon the reader the fact that the greater the number of revolutions that the motor is to be turned over, the more force will be required on the starter lever. Less than two complete revolutions of the flywheels should not be arranged for, three or 3¼ being better.

In the starter shown, the hexagon nut on the end of the motor shaft was replaced by a round nut, on the face of which was a 6-tooth dog-clutch. Into the gear-case cover was screwed a hollow boss, the center of which was on an exact line with the center of the motor shaft. This boss contained a spindle which revolved freely within. A small 12-tooth pinion was screwed on the spindle, while the top of the boss was milled out to allow the gear segment to engage with the pinion. On the inner end of the spindle was a 6-tooth

L. E. Fowler with Mrs. Fowler in Sidecar Starting Off on 2,000 Mile Trip

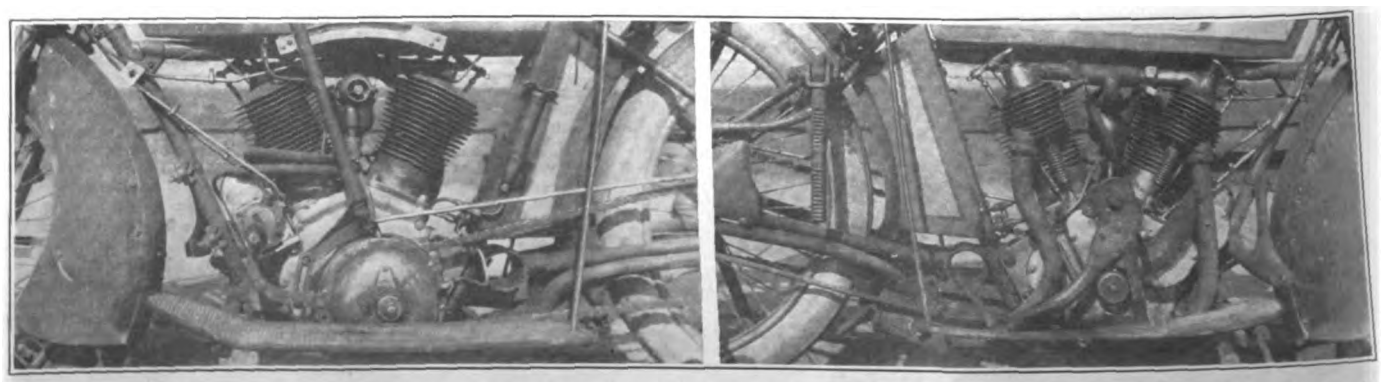
dog-clutch which engaged the face of the round nut on the end of the motor shaft.

Normally, the clutch is out of engagement, being held out by a spring and pin seating in a groove. By forcing the outer end of the spindle in with the foot and lifting up the segment lever by hand, the device is set ready for starting. Naturally, a spring could be arranged to pull the lever up after each kick. As shown in the photograph, the center about which the segment swings is screwed into a casting firmly secured by two of the cylinder bolts and two of the gearcase screws. The segment was forged out by a local blacksmith. The foot-piece folds and turns out of the way.

#### Novel Foot-Board Design

There are other things on this Thor of mine besides the kick-starter. I refer in particular to the foot-boards. These are a radical departure from the accepted type and are a distinct gain in comfort. They are made from pressed steel (aluminum would be lighter and amply stiff), and covered with pyramid rubber. The front ends oscillate about a ¾-inch bar which is fastened rigidly to the motorcycle frame. The rear ends are hung directly from the saddle plate. Thus it will be seen that the body moves as a whole and enables the rider to keep his feet on the boards while traversing the roughest cobblestone street. In the form shown, these spring footboards are more applicable for use on a motorcycle fitted with a sidecar, as they are non-folding, but on my next mount they will be made to fold, in addition, to the present features.

Both pictures give a good idea of the large front mudguard so necessary for touring. There is also shown a foot-control for the clutch, another wrinkle of mine. It is combined with the hand-lever, of course. The above features were used during much of 1915, over 4,000 miles having been covered. Of this, 2,000 was a single trip.



At Left, Clutch Side of Thor Twin Showing Long Pressed Steel Footboards Fitted By Author, Also Foot Control for Clutch; At Right, Kick-Starter Arrangement—The Folding Pad Is Projecting Above Rear End of Footboard

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# WILLIAMS MACHINE HAS MOTOR IN REAR WHEEL

ONE of the latest products of inventive genius in the motorcycle field is that of J. H. Williams, a New York man who has been noted for his work in the typewriter field and in that of aviation, for he spent several years with Glenn Curtiss at Hammondsport, N. Y., during the development of the aeroplane. Mr. Williams' invention is a motorcycle with a three-cylinder rotating motor in the rear wheel, as in the photograph herewith.

The motor is mounted within the rear wheel and concentric with it, so that the cylinders revolve in the same plane as the wheel. It is geared to the wheel through a spur gear train, the gear ratio being 4:1. In common with aeroplane motors of the same type, the carbureter supplies the mixture directly to the crankcase through a hollow shaft, from whence it is admitted to the proper cylinder through an inlet valve in the piston. This inlet valve is actuated by a cam on the upper end of the connecting rod.

### Novel Exhaust Arrangement

The exhaust valve in each cylinder is in the head, being operated by a stationary cam through tappets and tappet rods which rotate with the motor. Instead of being permitted to pass from the valve chamber to the air, the exhaust passes out through a series of small holes, and thus its velocity is decreased and silence obtained. Ignition is by battery and coil with a high tension distributor.

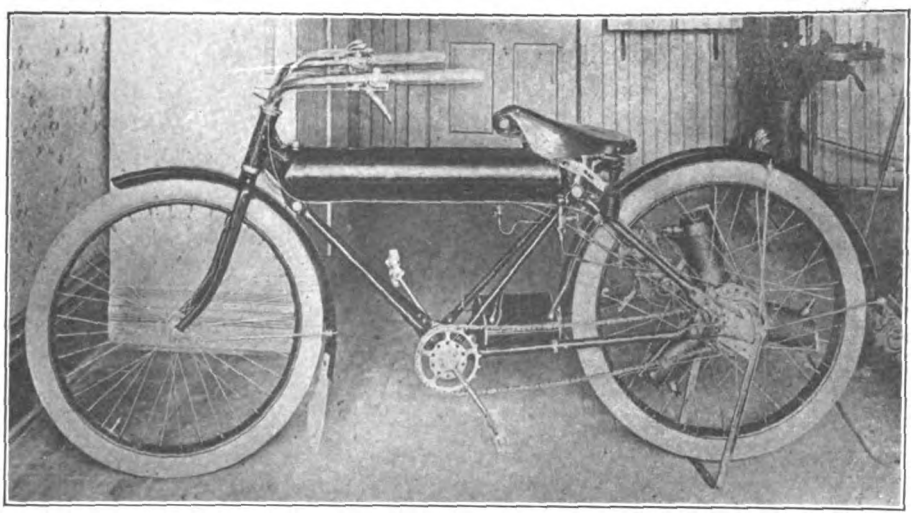
The maker claims that with a motor of this type it is perfectly possible to lubricate all parts by injection-oiling, as in two-stroke motors, but at present this system is not adopted. Oil is fed from the crankcase by means of a drip feed with sight-glass, and is distributed to the respective parts by centrifugal force. A cone clutch serves to connect the motor with the wheel. This clutch is operated by a lever on the handlebar.

The motorcycle shown is but the successor of an older model in which the same principles were employed. The first model was given a very long and thorough tryout by the inventor before being even publicly demonstrated.

### Features of Construction

The advantages claimed for the construction are manifold. Chief among them is light weight. The motor, which develops nine horsepower when run at normal speed, weighs but 31 pounds, and it is said that the model shown weighs fully a third less than any twin motorcycle now on the market. Another big feature is the total absence of vibration, for the three radiating cylinders are perfectly balanced and there are no reciprocating parts with relation to the frame of the machine; hence the motor is perfectly balanced.

In this connection it is well to add that since the intervals between the firing of the cylinders being equal, another reason for smooth operation and reduced vibration is evident. By the same token, the torque being greater and more even, the machine can be throttled down lower and run at slower speed than the twin-cylinder mount. Other features claimed are certainty of cooling, for the cylinders constantly cut the air whether the machine is moving or not, and the elimination of drive chains and their accompanying dirt and noise. The placing of the motor in such an out-of-the way place opens the way for the adoption of the open frame for the accommodation of women riders.



**The Williams Motorcycle with Revolving Motor in Wheel and Novel Frame Design**

In its latest development, the Williams machine is fitted with a high-tension magneto and with a two-speed gear of the planetary type formed as an integral part of the power plant. The frame design has also been altered somewhat and a very effective spring fork fitted to take care of the road shocks.

While neither they, nor Mr. Williams are free to admit it, rumor has it that one of the Eastern motorcycle makers has taken an uncommon interest in the Williams machine, and it may so happen that among 1917's motorcycle offerings there will not only be singles, twins and fours, but also a "triplet."

## EMERGENCY CABLE TERMINAL

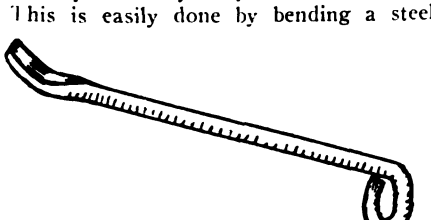
Occasionally, the terminal on the high-tension cable becomes broken or unreplaceable and a quick substitute must be had. One such can easily be made from springy wire, brass stock being preferable to steel. The wire should be about 18 gauge to give fine results, and is to be wrapped into a coil that is somewhat smaller than the high-tension cable.

A nail or other round object can be used as a mandrel for the wrapping. The insulated end of the cable should be scraped bare for about half an inch and then laid back on the insulation. One end of the wire is then bent to form a loop for the sparkplug terminal, while the other end can be bent into a short hook and forced into the insulation, preventing any chance of the wire getting loose.

## EASILY-MADE TIRE IRON

The larger motorcycle tires now being used require more effective tools for their removal than those formerly supplied. Three tools are desirable for expeditious tire work, but as the rider has only two hands, it is necessary to make the irons so that they will stay in place.

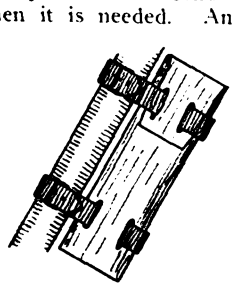
This is easily done by bending a steel rod in the form of a hook, as in the illustration, this hook to encircle a spoke, while the rider manipulates the other tire irons. The outer end of the rod is to be flattened and bent to a slight curve, so that the bead of the tire will not slip off it.



**Tire Iron with Hooped End**

## SIMPLE INNER TUBE CASE

Since butt-end tubes have come into general use, the most effective method of dealing with tire troubles on the road is to substitute a good tube for one that is punctured. If the emergency tube is not properly carried it may not be in condition to hold air when it is needed. An excellent bag of heavy oil-cloth or other water-proof material forms a good carrier, and it can be fastened to the machine as in the illustration.



There is a flap to cover the open end, this flap being held closed by the upper carrying strap, which secures the case to the motorcycle. The slots cut in the case and through which the straps pass keep the straps from slipping. Two good places for the spare tube and its case are to the front forks or under the luggage carrier.

## AMONG THE MISSING

E. J. Crawford, Crown Point, Ind., reports the theft of his Indian, No. 72F834; 1914 two-speed with 1915 kick-starter; Old Sol lamp; carrier and cushion; folding footrests (right one broken); Aermore exhaust whistle; $25 reward.

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# Trade and Sport in England

By OLD RAMBLER

ONE of the troubles in getting out a light-weight motorcycle, and particularly one of the accessory or auxiliary media referred to, is that magnetos are so heavy. And that reminds one of the greatest problems that has beset the motor world over here since the war broke out and German supplies were cut off. What firm can be truly said to have filled the breach adequately? Some factories may promptly claim the distinction; but I beg of them not to be in such a mighty hurry with their claims. Come into some of the motorcycle and motor car factories, or into the garages and workshops, where an agent is wrestling with repairs, and you'll find that despair is generally prevalent over this magneto business. There are plenty of vague and cheerful rumors that some genius or other is going to overcome the magneto problem—its manufacture and plentiful supply. Well, let's hope that the goods will soon be visible, and certainly not be as long in materializing as the long-talked-of Edison battery that would be no bigger than a match-box.

This time of year we are generally in the throes of show work and flooded with news of all sorts of inventions which are going to cheapen and simplify motoring. Just now the topics of the hour are such thrilling subjects as whether the motorcyclist ought to wear his cap-peak at the front or the back.

### Machine-Gun Sidecars

At one of the leading works where I usually make an afternoon call, to get a scoop about coming changes for the new season, I found all hands engaged last week on work that has kept them going most of the war-time, i.e., making sidecars for machine-guns. The mobility of these death-dealers has been one of the features of the campaign.

An old trade friend told me the other day about his trip to Russia with some hundreds of motorcycles for the Russian army, a few months ago. He had an inspiring time, and found the Allies as keen and clever as our own riders over motorcycles. It isn't advisable to say much about these affairs just now, so I'll quit the subject with his closing observation—"I came back across the North Sea and never so much as saw a periscope."

Lighting restrictions over here are perplexing beyond all understanding. I was in some of our eastern counties recently, and experiences at night-time are simply sensational. There is no standard of candlepower in most places where the restrictions exist, and one wag has suggested that he could do with a variable gear for his lamp.

I have fought shy of gossip upon the new import duties for the simple reason that you have probably read and said enough and to spare already; so I'll be content with one or two observations. Don't run away with the silly idea that these imposts affect America only. It's very funny how some writers have totally ignored the effect upon other countries that have found Great Britain to be a good market when its ports offered an open door. Anyway, America only needs to make motorcycles good enough, and they will sell here. Do you think fewer Indians will be bought by Britishers because of the tax? I trow not.

### British Prices to Rise

Many British motorcycles are catalogued with M. A. G. engines. These are made in Switzerland—they must now pay tax. The Britisher will have to pay that; it will lift up the price of English-made motorcycles. And the same with certain other goods. Therefore, British motorcycles will not remain at their *old* prices, and there won't be as big a difference between British and American prices as some scare-mongers imagine.

It is reported that a proportion of duty is to be added by the Harley-Davidson, Indian, Pope and Thor firms; the whole of it by the makers of the American Excelsior and Motosacoche (made in Switzerland). On the other hand, Henderson will not add duty until the present stock is exhausted.

It is now November, when we should be talking of shows and novelties for the next season and rushing from one works to another trying to get "scoops" for our various papers. (How we used to anathematize the shows for one reason or another!) The advertisement managers (and their publications) used to wax fat and jolly looking in November. Now you never appreciate a thing at its full value till you have tried to be without it, and that's just how we are about the shows. Speed the end of the war, and the coming-again of the hurly-burly and whirligig of the show-fever.

What Britain could do with is a two-stroke light-weight motorcycle which wouldn't four-stroke *under any circumstances.* Note the last clause; it refers particularly to running at slow speeds. By the way, that's a lovely Hibernianism, we use in motoring at "slow" speed. The Clyno firm, whose machines have more than once been paid the pretty compliment of being called the Climb-O, has a two-stroke 2¼ h. p. model which seems to fill the bill as nearly to perfection as anything ever yet brought out. I know one that has been used with a sidecar and 26-stone load and despite having only a single gear it has pulled remarkably well up hills. It might have impressed the onlooker on the hills if a variable gear had been fitted, but anyway the little Clyno performed heroics. One might be forgiven for asking, "What is a lightweight?" The mount under discussion is by no means a featherweight, but it is handier to control than most or all of the 3½ h. p. machines that may be described as the standard power of British productions.

The engine is inclined forward and the fact that this Junior Clyno has a long wheelbase contributes to reduce the vibration nuisance. As to the four-stroking inclinations of this engine, they are not as noticeable as on a lot of two-strokers, for one can get down to seven miles an hour without the four-stroking being observed. For any slower crawling than that—and it is necessary in some of our cities with their swarms of traffic and people who suicidally cross the road as if the earth were untenanted except for their important selves—the best trick seems to be to throttle down for a few yards, then open up for a few yards and so on, until one gets a pretty clear course for touching 7 miles per hour or more.

The single cylinder two-stroke is unquestionably a type of machine that will "take"; it has so many commendable features. With two-speed or three-speed gear-sets, it would apparently meet the requirements of thousands who are on the verge of graduating from "push-pedalling" to "fire-engines."

We are getting some striking novelties in two-stroke engines and if times had been normal, with the show near at hand, they would have been the talking point of the autumn. One firm has developed a horizontally-opposed two-stroke engine with rigid piston rods, automatic inlet valves and cylinders closed at both ends so that the gas mixture is not drawn into the crank case.

### The Doughty Douglas

The horizontally-opposed Douglas, unconventional as it was, had to fight through the storm of criticism that was not always fair and very often not at all practical. Today, it is in a class by itself and pretty near the top class, too. The name of Douglas is respected throughout the Empire. As a lightweight, it is probably unsurpassed and you can read of our courageous men at the front who would plump for a Douglas lightweight before many of the higher-powered machines that are being used. Despite their lightweight features, they are put through some most gruelling work.

Some of the despatch-riders and other motorcyclists on war duty look more like chaps who are setting out on a tour of the world, carrying each his kit and his "home" on his back or on the machine. At first blush, you would say some of the loads put an outrageous tax on the doughty little Douglas, but it is going through the war with flying colors and providing a towering tribute to its magnificent qualities.

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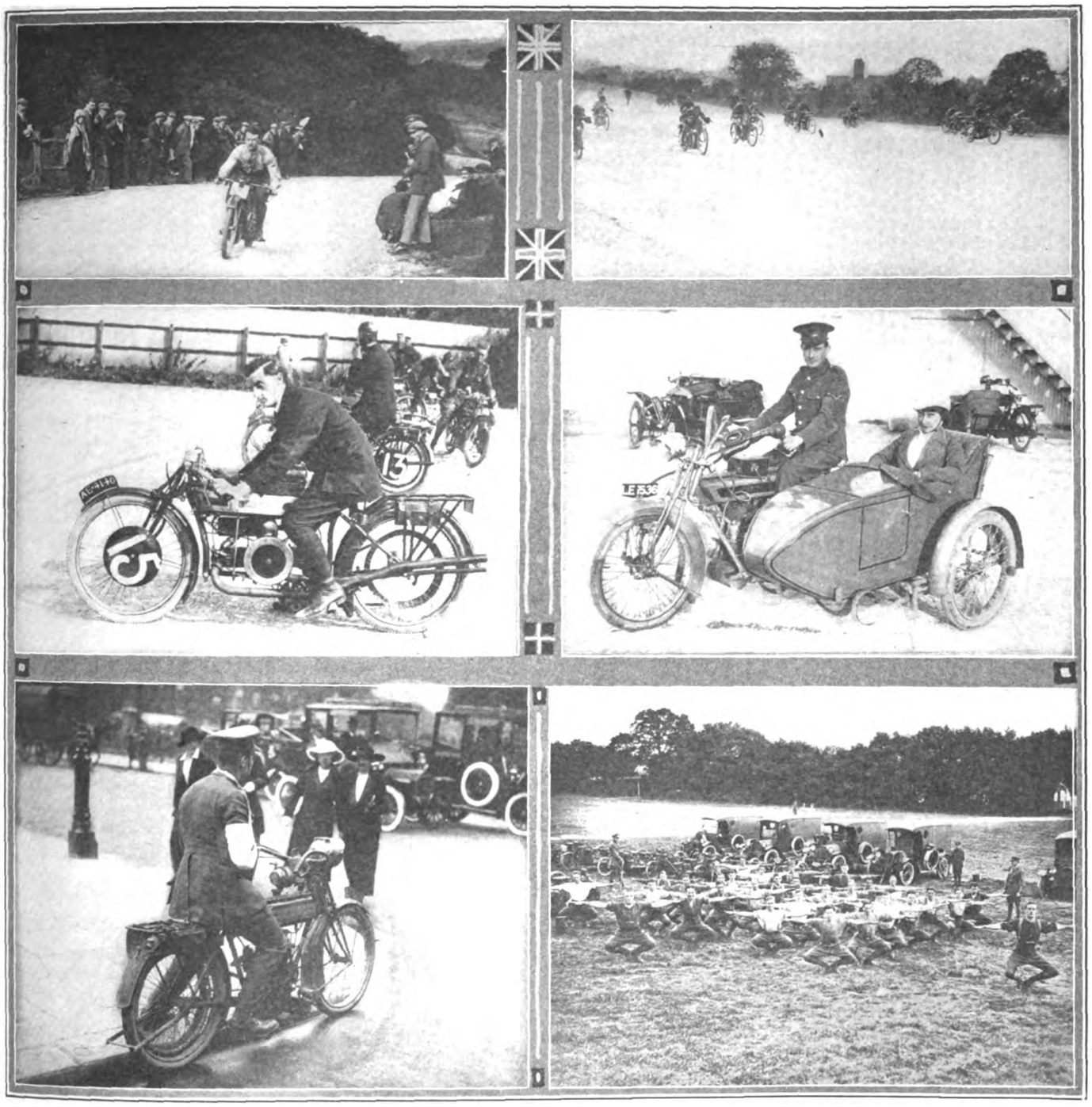
# MILITARY MOTORCYCLE SCENES IN ENGLAND



**Upper Left, Lieutenant Basset, 2¾ H. P. Douglas, in Recent Hill-Climb; Upper Right, Munition-Workers Race at Brooklands; Second Row, Left, G. H. Kingdon, R. N. A. S., at Brooklands on Overhead Valve Douglas; Right, Corporal W. Pratt, Former P. & M. Crack, with Mrs. Pratt on Matchless Combination; Lower Left, Officer with Bandaged Arm Finds No Difficulty Negotiating London Traffic; Right, Setting-Up Exercises of Motor Machine Gun Section—Gun Combinations in Rear**

### REGISTRATIONS SHOW LESS THAN NORMAL INCREASE

Columbus, Ohio.—The Ohio Automobile Department, which has charge of the registration of motorcycles in the Buckeye State, had registered 22,112 machines up to November 10. Last year the total registration of motorcycles was a little more than 21,000, showing less than the normal increase in registrations.

Motorcycle chauffeurs to the number of 104 have been registered by the department, under the provision of the Ohio law. The law requires the registration of all operators of motorcycles used for delivery purposes and by public service corporations.

Registrar W. H. Walker, of the department, has received the first consignment of 1916 tags for motorcycles. They are on a black background and the figures and letters "1916" and "Ohio" are in white.

### BAY STATE REGISTRATIONS 9,437

Boston, Mass., November 16.—Motorcycle registrations this year up to the first of November have reached 9,437. For the same period last year there were registered 8,095 motorcycles.

### FAVOR DIXIE HIGHWAY

Cincinnati, Ohio.—A big delegation of Cincinnatians, including members of the Chamber of Commerce, Business Men's Club, Rotary Club, Automobile Club, Hotel Men's Association, and other business and civic organizations, went down to Knoxville, Tenn., on Sunday night, to attend a meeting of the people of the counties in southeastern Kentucky and northeastern Tennessee in the interest of the Dixie Highway. Cincinnati people are determined to do all in their power to insure a clear road through the South.

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# Our Canadian Letter

## NO CHAMPIONSHIPS THIS YEAR IN CANADA

TORONTO, Ont.—President Jack Scott of the Canada Motorcyclists' Association has announced that no motorcycle championships of any kind were held in Canada this year, and that no titular races will now be staged because of the lateness in the season. In other words, the year 1915 has been passed over by the governing body without a single championship race. Two or three months ago negotiations were started for the holding of the Canadian meet at Windsor, where there is a fine mile track, and later at Galt, Ontario, but the preparations never came to a head. Snow has already fallen in Manitoba, so that no more races can be held in the Middle West.

Alderman Louis Rubenstein of Montreal, president of the Canadian Wheelmen's Association, recently visited Toronto to confer with local officials of the bicycle organization. All but one of the Canadian titles for 1915 were decided, the exception being the ten mile event which should have been staged on the Toronto saucer. The cyclists quit this track, however, before this race could be staged.

The latest bicycle star to join the colors is Joe Harris of the Classic Athletic Club, who has enlisted as a mechanical transport driver in the Imperial forces.

Two prominent local bicycle racers, Norman Webster and C. Coleclough, enjoyed their first taste of military despatch riding when they were ordered to ride twenty miles over a rough road at dead of night in order to deliver an important message. These men are attached to the new bicycle corps of the 109th Regiment.

## 4 MILES PER HOUR LIMIT

Brantford, Ontario, Nov. 1.—The local authorities recently took the Provincial law into their own hands by enacting a by law with respect to the speed of motor vehicles contrary to the Ontario code. This was bad enough, but the regulation passed was ridiculous inasmuch as the local speed limit was placed at four miles per hour. Thirty-five motorists, including a number of motorcyclists, were summoned to appear in court but the magistrate dismissed every case. The law has been declared ultra vires and the Brantford city fathers will have to see the automobiles and motorcycles travelling at the rate of 15 miles per hour through the local streets.

## RUFFLE GIVES UP BUSINESS

Vancouver, B. C., November 12.—R. A. Ruffle, who but a few months ago opened up a fine cycle store on Granville street, Vancouver, has now deserted the Terminal City and migrated to Victoria, having bought out a cycle business already established there.

## LOOK FORWARD TO BIG SEASON

### Sales Are Already Moving Well in Toronto and Dealers Agree That Prospects Have Rarely Been Brighter; Some Trade Brevities.

TORONTO, Ontario.—Almost every feature of the motorcycle trade in Canada already indicates that rip-snorting business is to be enjoyed during 1916—in fact the 1916 season has already arrived. Judging by the prospects for 1916, it is apparent that a number of good openings for agents in Toronto and elsewhere are available, especially as several prominent American makes of motorcycles are not now represented. These include the Thor, Pope, Dayton, Reading Standard and other agencies for the city of Toronto.

None of the new lightweight models has yet been seen in this center, but a fairly large number of the regular 1916 models have already passed over to "consumers." Last Saturday afternoon, Percy A. McBride, the Excelsior and Henderson distributor, sold six new machines. H. M. Kipp is doing very well with the Indian, while Walter Andrews is finding himself overworked in demonstrating the Harley-Davidson and Merkels. McBride also reports a boom in Hendersons, this make having become popular since the short-coupled model and the low prices were introduced.

Herb Kipp is on the road through Ontario for the Hendee interests, while Harold Pratt is travelling the country to stir up the Excelsior trade.

Mr. L. D. Hardin, general manager of the Westfield Manufacturing Company, Westfield, Mass., recently made a business tour through Eastern Canada for the purpose of looking over the field for the Pope. He spent several days in both Montreal and Toronto in order to call upon the whole trade.

Another prominent visitor in Toronto is Fred St. Onge, the former vaudeville star, who is now travelling for the A. O. Smith Company, Milwaukee. He is here to make agency arrangements for the Smith Motor Wheel for 1916.

A sign of the times is that Sturgess Bros., of Hamilton, who formerly handled English motorcycles, including the Matchless, have contracted with McBride to sell the Henderson in Hamilton and vicinity.

An important local change is that Douglas E. MacVannel, advertising manager of the Canada Cycle & Motor Company, Limited, has left that firm to go into the poster business.

## HAMILTON HAS A VETERAN CYCLIST

HAMILTON, Ont.—This city boasts of a real bicycle veteran who is still very much in the ring in spite of his advanced years. This man is J. Marshall, who lives on the mountain near Hamilton, and who has been riding a bicycle almost every day in the year for the past two decades. Marshall is considered to be very wealthy, inasmuch as he is the sole owner of several valuable fruit farms, market gardens and oil fields, yet he uses nothing but a bicycle for transportation purposes, although he is well over the half-century mark in age.

During the past twelve months Marshall has ridden his bike in all kinds of weather for a total of over 9,000 miles. One day, very recently, he pedalled from Hamilton to Bowmanville, Ontario, a distance of 80 odd miles, and he came home two or three days later in the same way. Not long ago a friend invited him to ride a few miles in an automobile to transact some business, but Marshall refused the invitation and used his bicycle to get to the offices where his presence was necessary. He is a familiar figure on the streets of Hamilton—in fact he has almost become one of the features of the city.

Another well-known bicyclist of Hamilton is W. Armstrong, the contractor, who looks after the installation of sewers here. He gets from place to place on his bicycle in order to inspect the civic work. He, too, is a fairly old man and in good circumstances.

## MILITAIRE IN CANADA

Chatham, Ont.—This city is all agog over the recent visit of representatives of a motorcycle manufacturing company in the States for the purpose of inspecting a local factory building in which to make the machine for the Canadian and British trade. The visitors were shown this plant, as well as several other sites, by President Westman of the Board of Trade and Aldermen Briscoe and Lowe. A definite announcement is expected in a few days. It is understood locally that the motorcycle in question is the new Militaire.

## HAMILTON RUN NOV. 20

Hamilton, Ont.—The Hamilton Motorcycle Club has arranged to hold its annual fall endurance run to Guelph and return on Saturday, November 20. The distance is very short, but the competitors will have to keep their eyes glued on speedometers and watches, because two secret controls have been arranged. The road between Hamilton and Guelph is good, and the distance is only about thirty miles, making the total run only sixty miles, therefore it will not be a real physical test for rider or an endurance grind for the machines.

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A quick sales turn-over with no "trade-ins" to consider.

Weighs 21 pounds complete. 100 miles per gallon of gas.

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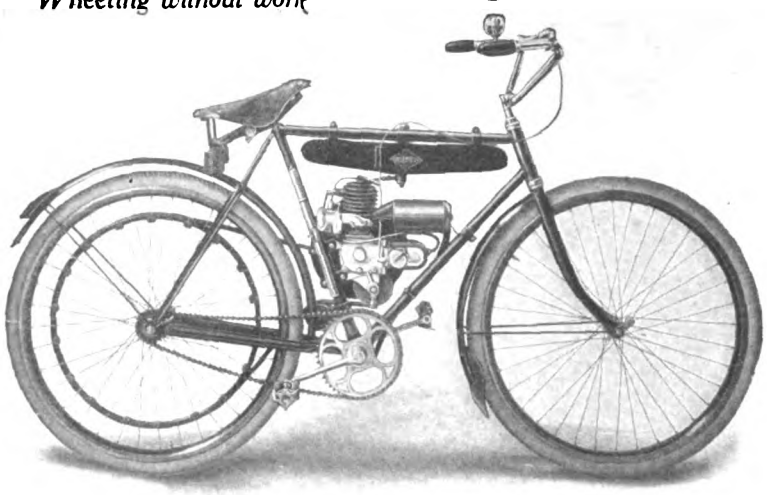

**Price $55.00 f. o. b. Rochester, N. Y.**

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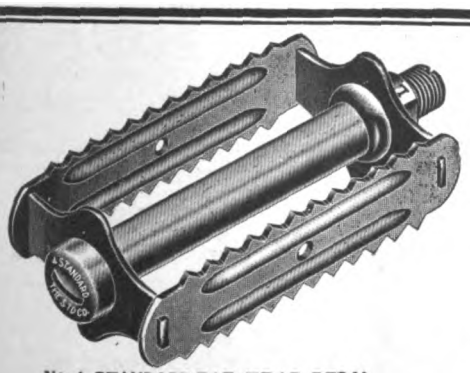


No. 4 STANDARD RAT TRAP PEDAL

# THESE STRONG SUBSTANTIAL MOTORCYCLE TYPE PEDALS

have that sturdy look that comes only from correct design and first class construction.

THE NO. 4 STANDARD is a new type of rat trap pedal added to our line this year, making it the most comprehensive line of rat trap pedals offered to the trade.

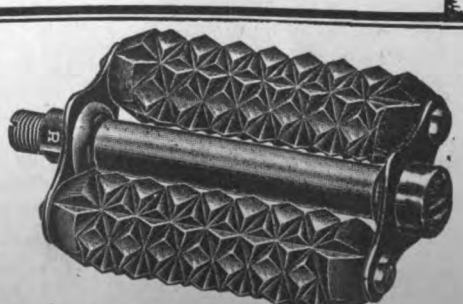
THE NO. 5 PIRATE has such big, soft, easy rubber cushions! It minimizes the jars and bumps. Try a pair and find out for yourself.

Our cycle parts and accessories appeal to the mechanical expert. They have been standard from the beginning, and mark the utmost in the industry.

Our products comprise: Diamond "E" trade mark brand, Spokes and Nipples for Bicycles, Motorcycles, Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals.

**THE STANDARD COMPANY, Torrington, Conn.**

200 X



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If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

The use of a

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will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**
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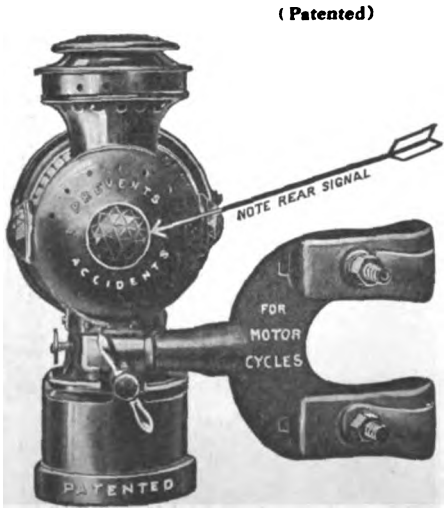
## MOTORCYCLE OIL LAMP
(Patented)




**Burns 10 hours on one filling with kerosene**

**Guaranteed to stay lit or money back**

**Made of best quality brass—cannot rust**

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**No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.**

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That's what a customer said recently to a Pope dealer.

Pope
Bicycles and Motorcycles

It's just this sort of friend-to-friend recommendation that makes the handling of a full line of famous Pope-made bicycles so invariably profitable for the dealer.

A great bicycle year is ahead. The verdict of those who know is unanimous that 1916 will see unprecedented bicycle sales. You are not going to let the other fellow beat you to the profits.

Columbia—Crescent
Rambler—Tribune
Cleveland—Pope

You will carry bicycles that are known the world over for the quality of their workmanship—superb endurance, durable satisfaction—the bicycles that carry with them Pope reputation and all that this reputation means to dealer and customer alike. There's much to interest you in our dealer proposition. Write for it. It's easier to sell bicycles with a reputation than—the other kind.

We have a good proposition on motorcycles, too. Enough models and so wide a range of prices that everybody must be pleased.

Now is the time to stock up for the big Christmas trade which is bound to come and to get all the business in sight you must include our Juvenile Bicycles. Order early so as to have your stock on hand in plenty of time.

## WESTFIELD MFG. CO.

**(Successors to the Pope Manufacturing Company)**

**11 LOZIER AVE. WESTFIELD, MASS.**

**Largest Manufacturers of high-grade bicycles in the World.**




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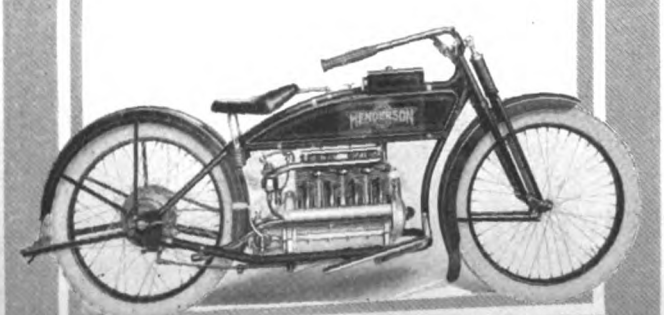
# HENDERSON

RIDERS starting their first trips on Henderson four-cylinder motorcycles naturally expect to find that this machine excels in smoothness, responsiveness, flexibility and silence. The fact that its superiority in service proves even ***greater*** than they had expected, simply confirms their belief in the leadership of four-cylinder design.

*So customers of Henderson dealers are pleased—their business is permanent and satisfying. Write to learn if you can arrange to represent us in your locality.*

**Henderson Motorcycle Co.**
DETROIT

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124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

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# First Again

**This time in the terrific grind of the Phoenix Desert Race, adding—**

***Still another victory to their long chain of triumphs,***

# Firestone

## Motorcycle Tires Win

***Lorenzo Boido on an Indian, Firestone equipped, first***
***J. V. Berg on a Harley-Davidson, Firestone equipped, second***

**Over a course of 136 miles of sand, rocks, ruts and mud, a tremendous test. Firestones brought the winners over the line without mishap. Of the 12 starters, only 6 finished, 4 of these on Firestone tires.**

# DEMAND

**those in-built extras that have enabled Firestones to win every important race victory; that extra ply of fabric; the automobile tire construction; the heavy breaker strip. Learn real motorcycling economy and enjoyment. Insist on Firestone motorcycle tires and secure**

## Most Miles Per Dollar

## FIRESTONE TIRE AND RUBBER CO., Akron, O.

***"America's Largest Exclusive Tire and Rim Makers"***

***BRANCHES AND DEALERS EVERYWHERE***

**Pneumatic Tires, Truck Tires, Pleasure Electric Tires, Carriage Tires, Motorcycle Tires, Fire Apparatus Tires, Rims, Tire Accessories, etc.**




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# IMPORTANT

## Every Dealer Should Read This Advertisement

With over one million bicycle riders in the United States alone and practically each one a Lightweight Motorcycle prospect, besides enormous prospects of people from every stage of life who are not yet riding "Two Wheelers."

Mr. Dealer, your volume of sales must come from these sources and to assure a share of this immense present and future business, it is necessary to handle Lightweight Motorcycles that are made right and with best equipment.

We are directing these remarks to you, Dealers, who handle Belt-driven Lightweight Motorcycles. *You* know and have known that SPARTAN MOTORCYCLE BELTS have been standard equipment for the past 6 years—over 90% of the Belt-drive Motorcycles using SPARTAN BELTS.

Most of the Lightweight Motorcycle Manufacturers recognize the SPARTAN quality, which means best service in all weather conditions and maximum of mileage.

WE POSITIVELY GUARANTEE GREATER MILEAGE WITH *SPARTAN* OVER ANY OTHER MAKE OF MOTORCYCLE BELTS.

***Mr. Dealer, it is to your business interest to specify and insist on SPARTAN equipment on your Lightweight Motorcycles.***

Belt Drive advantages—greater mileage and less wear on motor and tires—a cleaner, smoother, and noiseless transmission.

## Graton & Knight Mfg. Company

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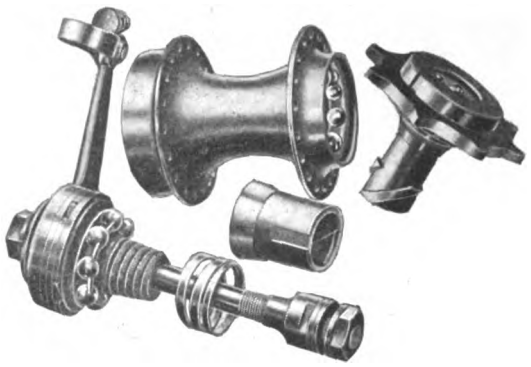

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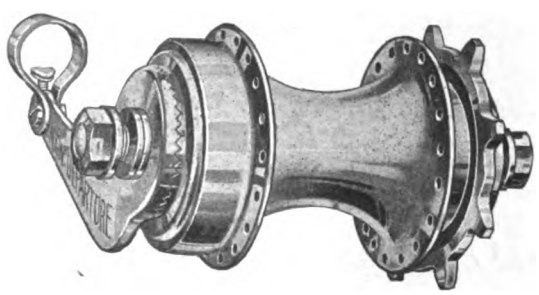

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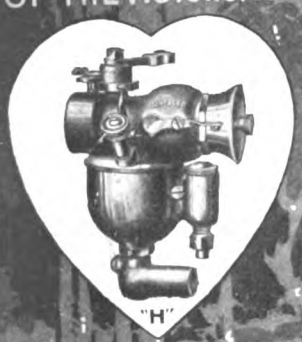

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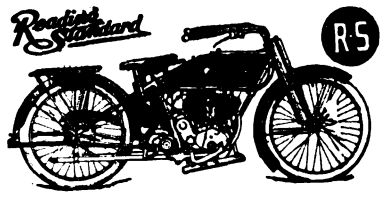


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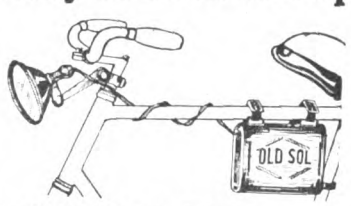


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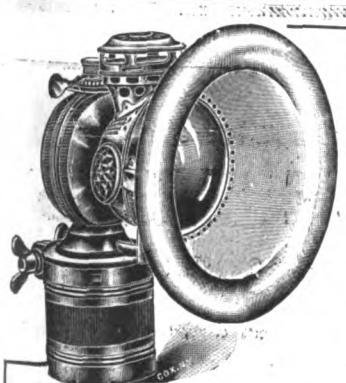

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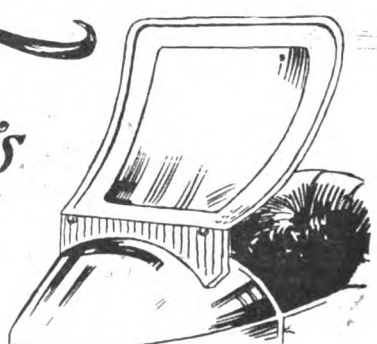

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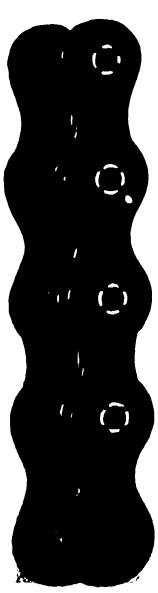

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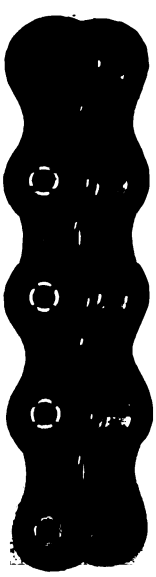

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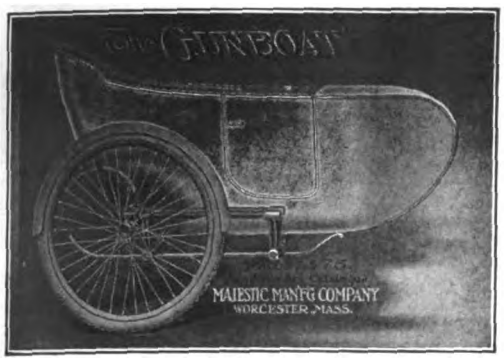


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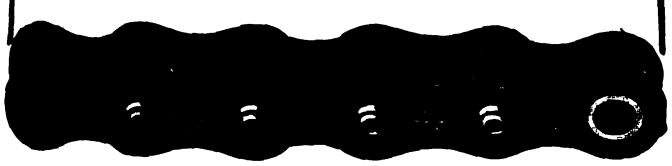

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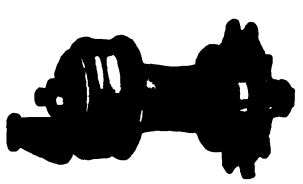

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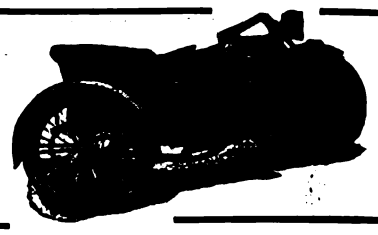

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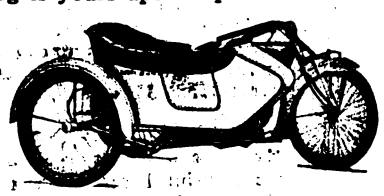

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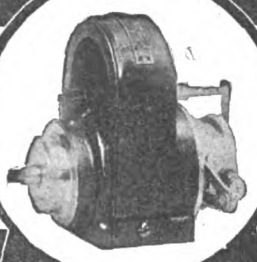

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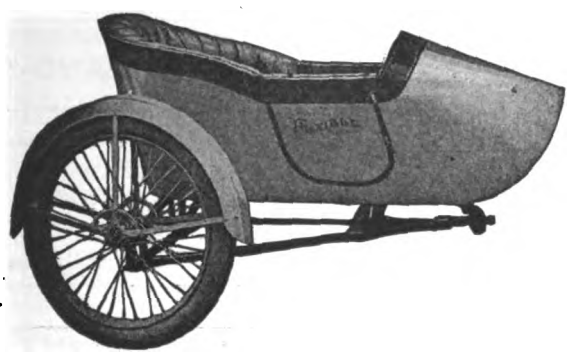

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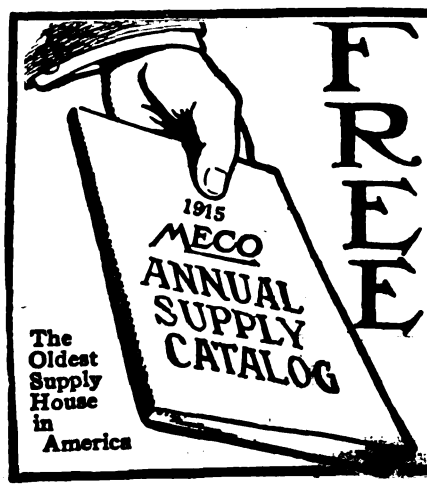


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Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
102 Van Houten St., Paterson, N. J.

**JOHN STEELE**
**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
91 Broadway, Paterson
Real Values in used machines



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## NEW YORK STATE

**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. P.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

## CHICAGO

**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

## DENVER

**W. W. WHITING**
Harley-Davidson Distributer for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

**DEALERS!**
**GET IN LINE**
Write us for rates for advertising in this special dealers' directory. Motor Cycle Illustrated, 13 Park Row, New York.

# Special Service Department

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
JUNGKIND & VOGLER, 158 Chambers St., N. Y.
Phone, 6317 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 8556 Bedford.

**GOOD MONEY**
Can Be Made Soliciting Subscriptions for
MOTOR CYCLE ILLUSTRATED
Write for Terms
Motor Cycle Pub. Co., 13 Park Row, N. Y.

**Pacific Motor Supply Co., Inc.**
A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
1438-42 Market St., San Francisco.
924 South Main St., Los Angeles.
*Finest Stores on the Coast*

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
533 W. 110th St., Near Broadway, N. Y.

**CLEAN-UP SALE**
All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
WESTERN SUPPLIES COMPANY
1448-52 Larimer Street Denver, Colo.
Largest Cycle and Motor House in West

# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

A LARGE DUTCH FIRM wishes to have the sole agency for Holland of a good American motorcycle. Address "W. Z. D.," care of Nijgh & Van Ditmar's Gen. Adv. Agency, Ltd., Rotterdam, Holland.

ENGINE CYLINDERS re-ground, new pistons and rings fitted. Complete engine overhauling. Welding of cast iron, steel, aluminum and brass parts. Brazing. Satisfaction guaranteed. Give us a trial. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co, 1777 Broadway, Room 450.

SPLENDID OPPORTUNITY—$160 buys a Henderson, 1913, in very fine condition. Run only 3,000 miles. Equipped with tandem attachment. Prest-O-Lite, Solar lamp and tire chains. Shipped on approval for $25 deposit. E. B. Turn, 171 Madison avenue, New York City.

1914 HARLEY-DAVIDSON TWIN, $125; 1914 Harley-Davidson two-speed twin, $135; 1914 Thor twin, 9 h. p., $125; 1913 Thor 7 h. p. twin, $110. Every one guaranteed in good condition. $15 deposit with order; balance C. O. D. W. R. Spear, 379 Washington street, Newark, N. J.

WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

SECONDHAND MOTORCYCLES! Let me know what you want, and the price you want to pay. Perhaps I can supply you. B. A. Swenson, 522 Broad street, Providence, R. I.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.

AUTO SUPPLY, Vulcanizing, Motorcycle, Oil and Gasoline Business for sale, *big sacrifice*, on account of ill health; good profits, excellent location; established 4 years. Storer's Garage, 1711 Crawford Road, Cleveland, Ohio.

FOR RENT—227 West 83d street, 100 feet from Broadway. Has been used as motorcycle repair shop five years. Apply P. J. Mulcahy, 2286 Broadway, New York.

A SPLENDID OPPORTUNITY FOR A HUSTLER.

A motorcycle and bicycle business in exclusive west side territory, established 7 years, for sale; 1,600 sq. ft. floor space in store and shop; all modernly equipped. Best of reasons for selling. Mrs. M. Shattock, 606 Forest avenue W., Detroit, Mich.

MUST SACRIFICE my 1915 two-speed twin Reading-Standard at once; price $175. In the best of condition throughout. Never abused or neglected, not tarnished or rusted. Equipment includes head and tail lights, gas tank, electric horn, luggage carrier, cushion, full set of tools and pump. F. J. Strachota, 396 17th avenue, Milwaukee, Wis.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

ENGINE CYLINDERS RE-GROUND, new pistons and rings fitted. Complete engine overhauliing. Welding of cast iron, steel, aluminum and brass parts. Brazing. Satisfaction guaranteed. Give us a trial. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

EXCELSIOR 1912 FRAME, carburetor, magneto, wheels, etc.; will sell all or part. Chas. Grindrod, Belleville, Ill.



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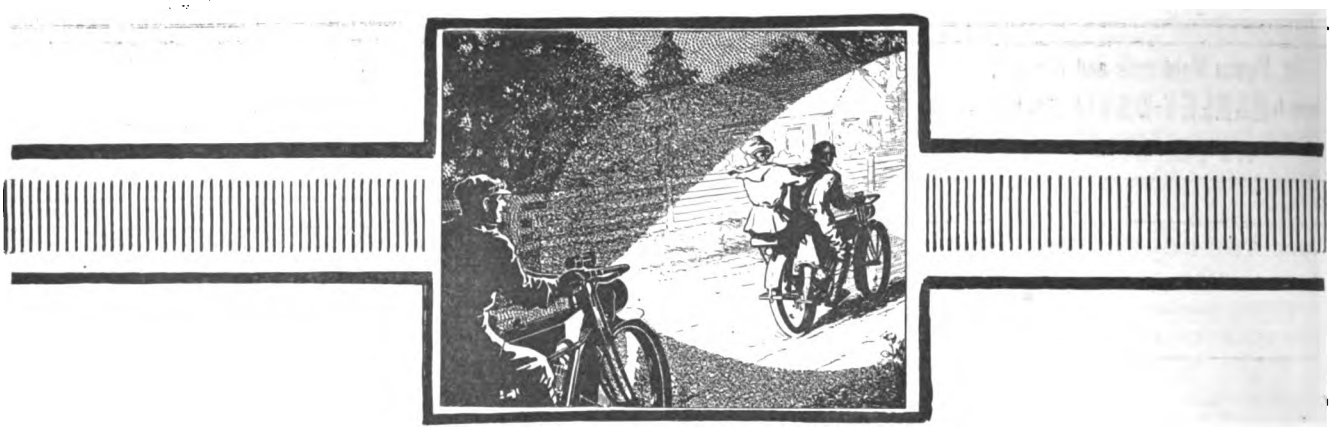


# The Lights of a Motor Car On Your Motorcycle

All the light you can want, steady and brilliant as an automobile headlight, that makes riding at night as pleasurable as in the daytime, and removes all possibility of danger from unseen obstructions.

Turn a key and be on your way as carefree as if speeding along a boulevard at noon.

# REMY

## Motorcycle Lighting-Ignition System

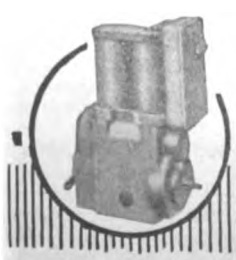
is built and guaranteed by the same company that has for years built ignition and lighting equipment for a number of the country's leading automobiles. The success of the Remy system, proven by tests on thousands of thousands cars, is inherited by the motorcycle equipment and proven by thousands of riders.

Every rut in the roughest road shows clearly as in the daylight, and the system is unaffected by the severest jolts and jars; the battery cannot spill and the bulk of the machine is actually reduced.

Operates head and rear lights, horn, and insures strong reliable ignition, no matter how unfavorable are the conditions.

A demonstration on a Harley-Davidson will convince you.

***Service Stations in All Motoring Centers***



REMY ELECTRIC COMPANY

Factories: Anderson, Ind. Sales Offices and Laboratories: Detroit

CONSTANT REMY SERVICE



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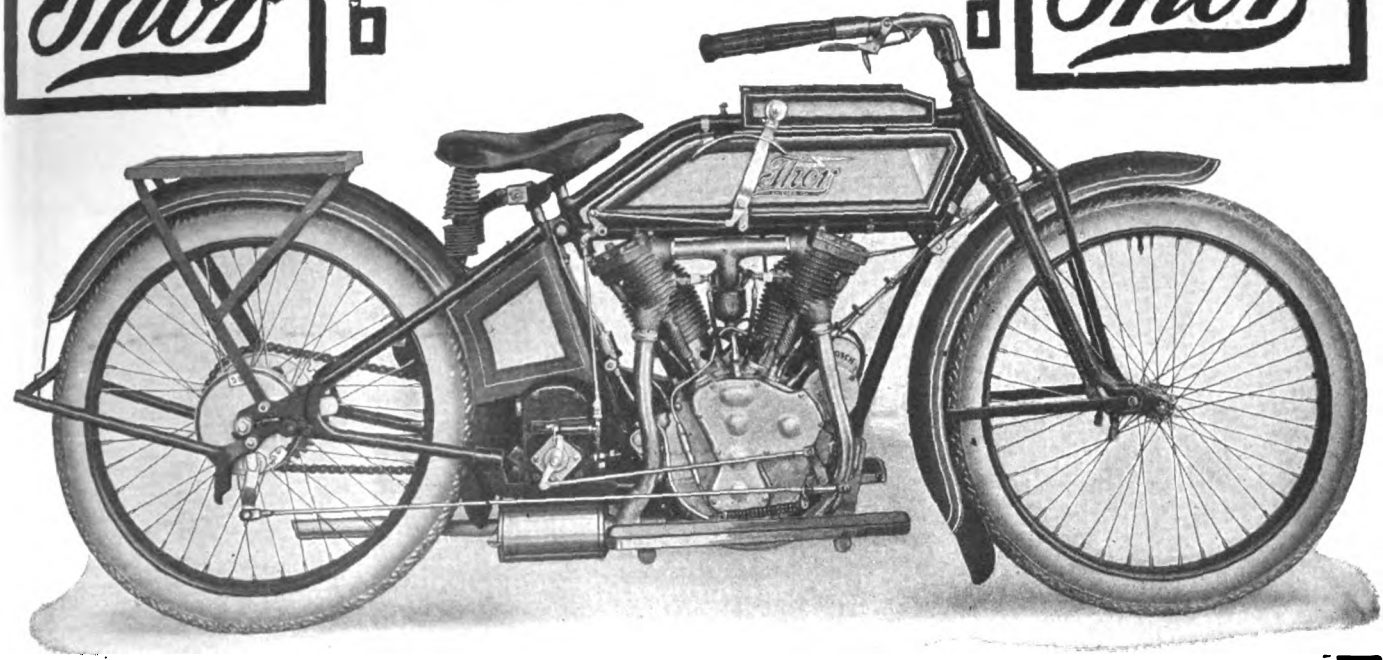
Thor

THE QUALITY MOTORCYCLE

Thor



Model U—12 H. P. Twin

RELIABILITY

CONSISTENCY

# At the crucial moment when every working part of the machine is put to test under a severe strain, then Thor Safety never fails—Thor Safety is built into every machine—it is part of the construction.

## The Thor Brake has no equal for safety.

## The Thor Clutch has no equal for control.

**The Thor positive locking device of the various speeds has no equal for assurance against the stripping of gears.**

*The Thor Brake and Clutch work under one operation—one foot does it all. To apply the brake automatically disengages the motor. It is an exclusive Thor feature.*

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Mich. Ave., Chicago Sales Offices and Works, 361 W. Superior St., Chicago

SPEED POWER

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# Cleveland

## 2 STROKE 2

# Easiest To Sell

You don't have to look farther than this page to understand fully just why the Cleveland should be the easiest motorcycle to sell.

Our big production, made possible by unlimited manufacturing facilities and financial resources, have enabled us to build a sturdy, substantial motorcycle of an advanced type and yet sell it at the remarkably low price of $140.

The price alone is a real selling point.

But the one big fact that you can't get away from is this:

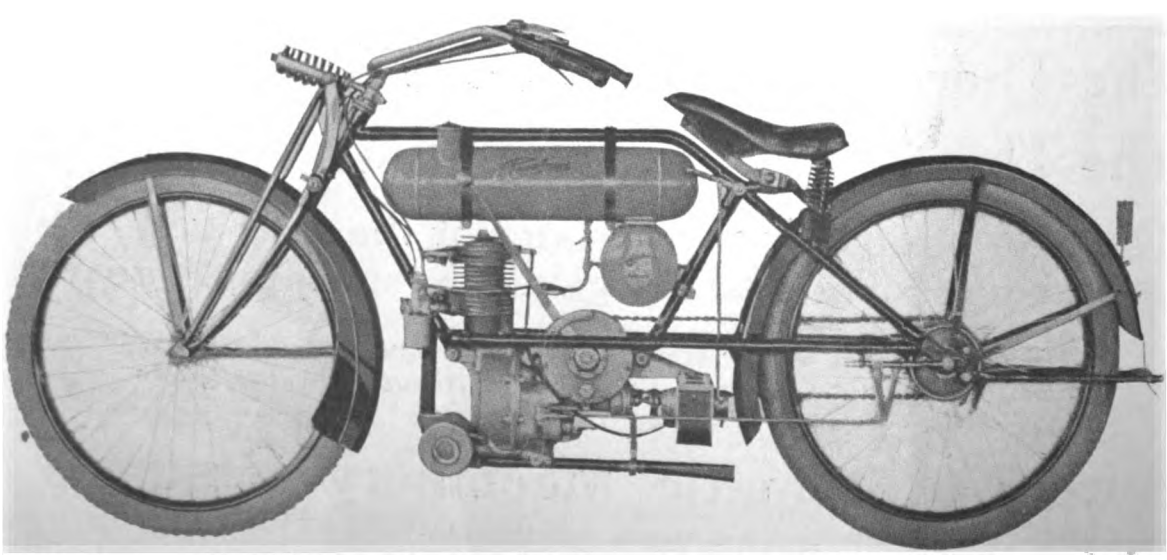
***The Cleveland is a real high grade motorcycle in every sense of the word.***

In design and construction it is not equalled.

In equipment it is absolutely complete.

Read over the following accessories found in the Cleveland:

Eclipse Multiple Disc Clutch (optional)
Brown Barlow Carburetor
Coventry Chain
Drop Forged Frame Fittings
Bosch Magneto
Troxel Truform Saddle
Full Ball Bearings
Aluminum Castings



Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.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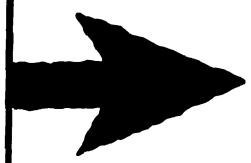

**$140** With Sliding Jaw Clutch

**With Multiple Disc Clutch $10 Extra**

# You Keep The Profits

And, once sold, the Cleveland stays sold.

You don't have to use up your profits in service and free repair work.

Real performance on the road has proved beyond doubt that the Cleveland has the strength, power and endurance to withstand good, hard use under all conditions.

Dealers, jobbers and riders who rode the Cleveland demonstrator at the Chicago and New York Shows pronounce it to be ***fully a year ahead of anything else in the field.***

Here are some of the advantages found combined only in the Cleveland.

**Two-Stroke Valveless Motor**
Explosion at every revolution. Smooth — silent — economical. Runs like a "twin."

**Direct Drive Magneto**
Also eliminates set of sprockets and chains. Positively the highest type of motorcycle ignition.

**Worm-Driven Countershaft**
Eliminates set of sprockets and chains. Adds much to smoothness of operation.

**Unit Power Plant**
All moving parts enclosed in dust-proof casings. Clean—simple—accessible.

**Two-Speed Transmission**
Makes the Cleveland easy to handle in dense traffic. Enables it to climb steepest grades with ease.

Write today for catalog and complete particulars.

## The Cleveland Motorcycle Mfg. Co.

**7207 Platt Ave.** **Cleveland, Ohio**




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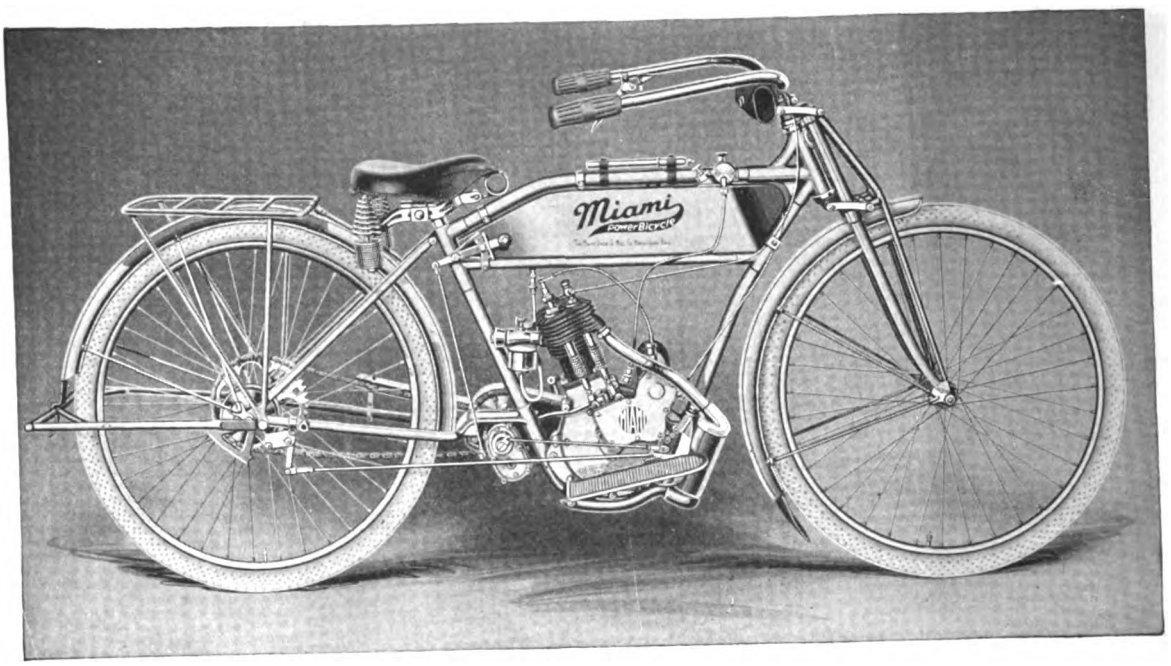
# We led in the lightweight field where others dared to follow A YEAR AFTERWARDS!




THE **Miami** Power Bicycle

***America's Premier Lightweight***

**has encouraged some odd and queer things, but—claims to priority and bigger value—lavish statements and startling innovations—all fade before the one word**

## *"FACTS"*

***the facts of a year's performance.***

**DEALERS: Write for Booklet "Here's What They Say." It tells the tale.**

The consensus of opinion by the critics at both the Chicago and New York shows pronounced the Miami the most complete lightweight of them all.

## "100 MILES for 10 cents"

**The Miami Cycle & Mfg. Co., Middletown, Ohio, U. S. A.**



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# CONSISTENCY

At Phoenix, Arizona, November Twenty-first

**Bob Perry, on Model 16 Short Coupled "X"**

won the 100 mile race
against competitors of national reputation
in eighty-two minutes forty-six seconds

At Peoria, Ill., October Sixth

**Carl Goudy, on Model 16 Short Coupled "X"**

won the 100 mile race
in eighty-two minutes thirty and one-fifth seconds,
defeating the same competitors and establishing
a new world's record

Thus at widely separated points different men and different machines of the same model win one hundred-mile races of national importance with a difference of less than sixteen seconds

**Proving that Excelsior Quality is not spasmodic but the consistent kind that**

# ALWAYS MAKES GOOD

**Excelsior Motor Mfg. & Supply Company**
**Office and Factory, 3703 Cortland Street, Chicago**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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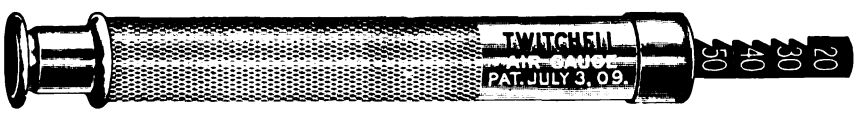
# TWITCHELL AIR GAUGE

## Guessing May Cost You Your Life

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.




Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

*For Sale by Jobbers, Dealers, Garages or*

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**

The SCHEBLER CARBURETOR

America's Standard Supreme through Merit

THE HEART OF THE MOTORCYCLE

WE EQUIP

THOR
POPE
YALE
EAGLE
INDIAN
EMBLEM
DAYTON
SPACKE
DE LUXE
CYCLONE
EXCELSIOR
HENDERSON
IVER-JOHNSON
HARLEY-DAVIDSON
READING STANDARD

WHEELER & SCHEBLER

INDIANAPOLIS, INDIANA, U.S.A.

BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES

SKF Ball Bearings Reduce Friction

No matter at what speed—uphill or down dale — over rugged roads or smooth macadam — SKF Ball Bearing-equipped motorcycles give efficient service. The double row of Swedish crucible steel balls, solid piece retainer, and more important than all, the self-aligning feature, is an efficient sales clincher every time. Look for SKF Ball Bearings on the crank-shaft, on the three-speed gear and on the wheels. Their presence is a sign of quality.

*Special bulletin sent on request*

SKF BALL BEARING CO.

50 Church St., New York

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# "Six Inches of Snow Don't Hinder The Smith Motor Wheel or Motor Wheel Sales"

THAT'S what a far off dealer wrote in during the winter of 1914. And this winter, with the Smith Motor Wheel thoroughly established, after a most wonderfully successful first year, winter sales will be more than doubled. Right now we are filling orders for ten, twenty and even forty and fifty machines. Dealers are selling Motor Wheels in the cold of winter, and at the same time developing early Spring Trade, which promises to be enormous.

**Smith Motor Wheel**

Detachable

*"The Bicycle Booster"*

100 Miles On A Gallon Of Gasoline
Speed Up To 25 Miles An Hour

**List Price $60 F. O. B. Milwaukee**

The cold, ice, snow and sleet know no terrors for the strength, power and durability of the Smith Motor Wheel—and its wonderful performances on winter laid streets positively prove to prospects its worth and worthiness. Get started now on your Smith Motor Wheel business. Introduce the Motor Wheel in your locality now. Bridge that gap of an otherwise dead season with Motor Wheel sales, bicycle and accessory sales that go along. Make this winter a profitable one for you, not a loss. Take on the Smith Motor Wheel now. Christmas is coming, and the Smith Motor Wheel with a bicycle is this year's Christmas gift. There is no stop to the present possibilities of the Smith Motor Wheel business—and now is the right time to get started for spring.

WRITE to us for the 1916 Profit Proposition to Dealers. It will obligate you in no way —and will let you know all about our 1916 offer. Tell us the lines you handle and the size of your business. Address

**Motor Wheel Division 155**

## A. O. SMITH COMPANY, Milwaukee, Wis.

**Largest Manufacturers of Automobile Parts in the World.**

**Smith Motor Wheel Fully Protected by United States and Foreign Patents.**




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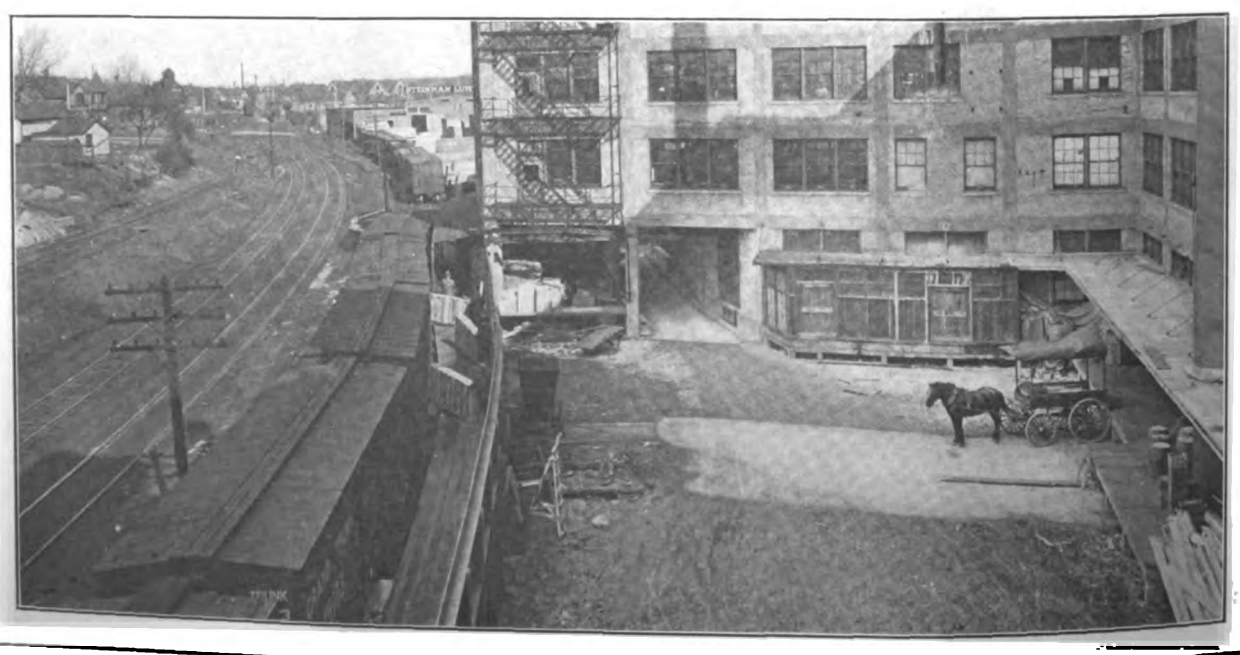
# LOOK A

## TWO thousand 1916 Harley-Davidsons have been shipped to date.

## Harley-Davidson dealers' 1916 sales are eight weeks ahead of their nineteen fifteen sales last year.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**





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# T THIS!

# BECAUSE we backed up the early show with early delivery, Harley-Davidson dealers have been able to increase their early season business beyond all expectations.

## We are now making immediate deliveries on all models and also on side cars and side vans.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**

Harrisburg, Pa., Nov. 8th, 1915.

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:—

Referring to the enclosed orders, wish to have you note the following on same:

No. 11 for C. E. Early, 16-tooth engine sprocket.
No. 12 for C. G. Sollers, 16-tooth engine sprocket.
No. 13 for P. Currey, 14-tooth engine sprocket, sidecar motor.
No. 14 for R. Swails, standard motor.
No. 15 for E. Yost, 16-tooth engine sprocket.
No. 16 for Mr. Paul Brinton, 16-tooth sprocket.

This we find shows that last year we had one order in at this time against 15 this year, and eight sidecars this year against one last year (1915).

As the above shows, we are doing some sailing here in Harrisburg, but find that we are in need of machine and sidecar order blanks, at once.

Well, just landed No. 16, and still sailing.

Yours truly,
HEAGY BROS.
R. W. Heagy.

GEORGE T. DENCE
18 North Main St.,
Gloversville, New York.

Nov. 10, 1915.

Harley-Davidson Motor Co.,
Milwaukee, Wis.

Gentlemen:

Next year is sure to be a hummer as you can see that I have 17 machine orders and 11 sidecar orders in to date and last year by this time I had one machine and one sidecar order. My orders are all secured by substantial deposits.

Yours very truly,
(Signed) Geo. T. Dence.



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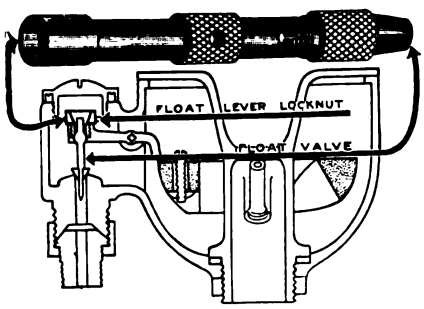



**You Must Adjust Your Carburetor for Winter Weather**

Then why not do it quickly, easily and accurately with the tool made specially for the purpose,

## The Stevens Carburetor Wrench

This handy little tool takes care of all adjustments—combines chuck for reseating float valve and socket wrench for the float valve lock nut. Price, at your dealer's, 40c.

## —and for quick starting

here's another invaluable little device that has made carburetor "crankiness" a thing of the past.

## Stevens Air Valve

Fit this little jigger on your carburetor and watch your motor get back its old starting "pep." A rich starting mixture always. Absolutely air-tight when closed. Price 20c. —at your dealer's.

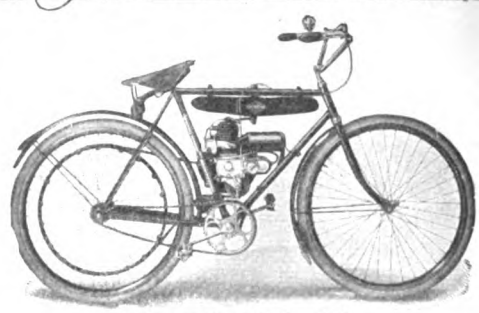
Have you got that catalog of ours? Dealers —your jobber carries a full line of Stevens accessories—each with the "sales punch" fully developed.

## Stevens & Company

379 Broadway New York



# Cyclemotor



Price $55.00. Weight 21 lbs.

One lever control
Steady continuous pull
Absence of vibration

These are some of the factors which have spelled success from the start for live Cyclemotor dealers.

Are you overlooking your opportunity to secure your share of the profits?

CYCLEMOTOR CORPORATION
Arlington Bldg., Rochester, N. Y.

Ask for Booklet "J"



# AB HORNS

Standard Equipment on "Harley-Davidson"

Low Amperage Easy on Your Batteries

*See your dealer or write us direct*

## Adams-Bagnall Electric Co.

CLEVELAND

New York Pittsburgh Detroit Chicago St. Louis



# SPLITDORF

COMMON SENSE SPARK PLUGS

SAVE MAN MOTOR MONEY

with an investment in

**Splitdorf Plugs**

SPLITDORF ELECTRICAL Co.

NEWARK, N. J.

*(All SPLITDORF features are fully covered by patent or patents pending)*

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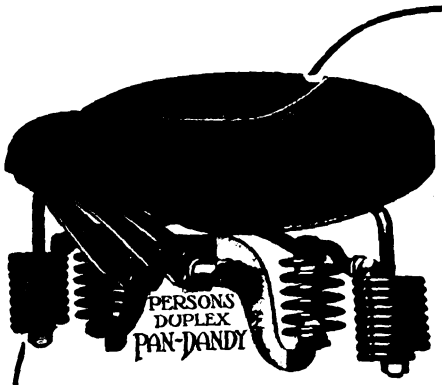



# THE PAN DANDY FOR YOU

Because it is unequalled in comfort and quality and the special Spanish Embossed Grain leather, will retain its finish and color.

Because the Patented Compound spring construction is non-vibratory and anti-concussion.

And, because it is no more expensive than other Saddles that cannot compare with it.

The Pan-Dandy lasts a lifetime.

Send for 1916 Catalogue and get inside facts on this ONE BEST BET.

**PERSONS MFG. CO.**
356 Franklin Street
WORCESTER MASS.

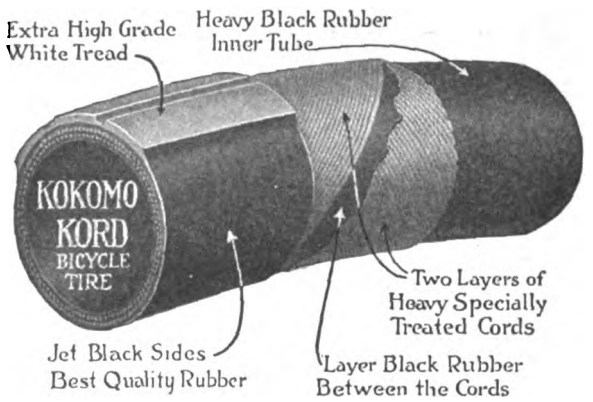
SADDLES PERSONS

## The Very Latest in BICYCLE TIRES

### Not an Experiment

Thoroughly tested and tried out, and found to be an entirely practical tire.

Notice the cut; it tells the story—Most resilient and easy riding tire made. Be up-to-date and let us send you a section of the latest




**KOKOMO RUBBER COMPANY**
**Kokomo, Indiana**

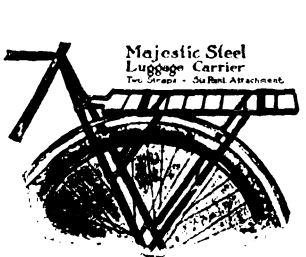
## "THE MASTER LINE"

OF
LUGGAGE CARRIERS. ALL STYLES—ALL PRICES.

SEVEN DIS-TINCT STYLES

SEVEN ATTRAC-TIVE PRICES

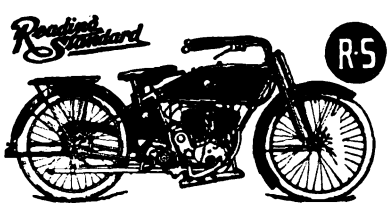
The Majestic line of luggage carriers are produced in a variety of styles and prices, satisfying all tastes and all pocket-books.




MR. DEALER: Your JOBBER will supply you. Send us his name.

**MAJESTIC MFG. CO.** WORCESTER MASS.

## The Riders Know




$230 $265

That is the reason the R-S 3 speed twin is selling on sight. This motorcycle, equipped with positively the most powerful motor of today, is a shining star in the motorcycle world.

Territory is going rapidly.

Write us today.

**Reading Standard Company**
501 Water Street Reading, Pa.



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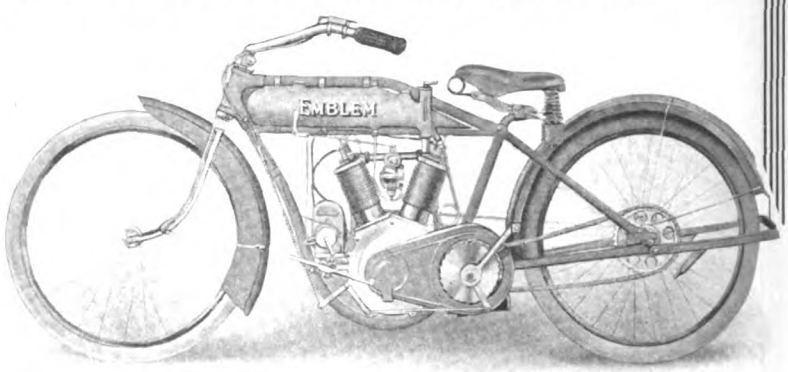
EMBLEM
EMBLEM MFG. CO. ANGOLA N.Y.

# Are You Going to Let the Emblem Agency Get Away from You?

The EMBLEM agency offers the dealer the golden opportunity of a lifetime. This sounds strong but it's an absolute fact. Here is the only real lightweight—up to date in every detail—on the market. Besides its 7 H.P. Twin Cylinder motor it has

## Free Engine Clutch—High Tension Magneto—Kick Starter—Spring Front Forks—Chain Drive

Selling for $175, the EMBLEM Lightweight gives the buyer more for his money than it is possible for him to obtain elsewhere. Hence, if you want to be the busiest motorcycle dealer in your town, wire us today.




**Emblem Mfg. Co.**
ANGOLA, NEW YORK
Also makers of the famous line of Emblem Bicycles

*Did you see them?—the*
TWO NEW **OLD SOL** 1916 MODELS
HORNLITE & No. 4 BICYCLE ELECTRIC LAMP

**OLD SOL Electric Hornlite**
No. 80
Price $6.50

A combination Searchlight and Horn. Two absolute necessities in a handsome compact form.

The powerful light and an imperative warning signal—a new and progressive idea that is going to make the Hornlite famous over night.

There's an OLD SOL Hornlite for every make of motorcycle—Write to-day for particulars.

**OLD SOL Bicycle Electric Lamp Outfit No. 4**
Price $1.50

One of the OLD SOL 1916 Sensations

A new model that cannot be equalled by any other bicycle lamp for the same cost—a standing bargain that pulls sales.

It is to your advantage to gain further information regarding this profitable and live wire line.

**HAWTHORNE MFG. CO.** 4 Spruce Street, Bridgeport, Conn.



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# 1,000,000 Bicycles for 1916

## *It CAN Be Done*

How many bicycles could you sell in your neighborhood, if you really got out and *pushed* them?

Many, probably. Then why don't you get these sales?

You have simply let the automobile and motorcycle business scare you out. As a matter of fact, the automobile and motorcycle have taken only a small part of the former big demand for bicycles.

There is a bigger market for bicycles today than ever before existed. But dealers have refused to meet this growing need.

Bicycles are better made today. Prices are better. Roads are better. Tires are better. The bicycle business will thrive if we all get together and *pull.*

Display bicycles in your store. Talk bicycles. Believe in the future of the bicycle. Then watch your bicycle sales increase.

Bicycle sales used to walk into your store. Now you must get them back again. You can—we all can—if we simply get out and hustle.

Think this bicycle question over. Consider the sales you may be losing—and the profits. Write us today for the Goodyear plan for increasing bicycle sales. 1,000,000 bicycles can be sold in 1916—if we all help sell them.

Address Bicycle Tire Dept.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON




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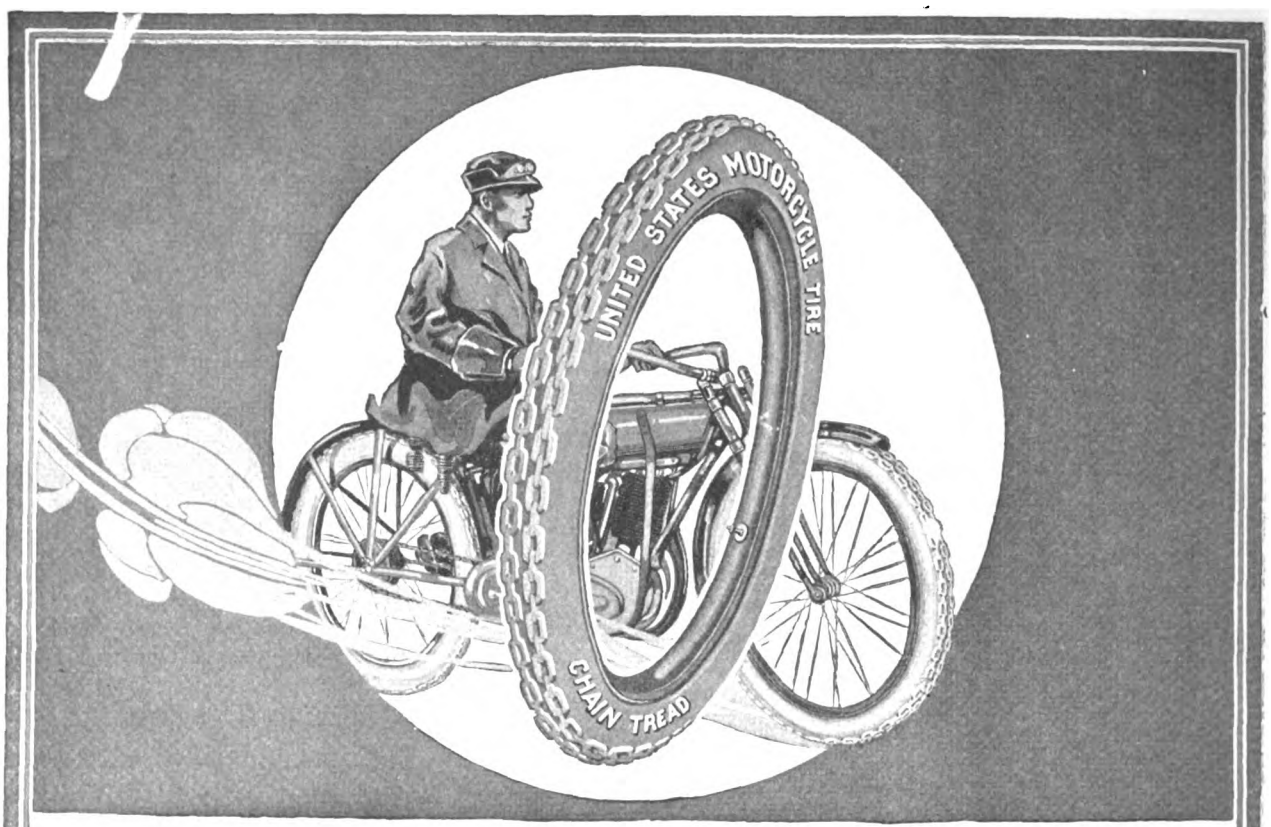


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED THE Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, November 25, 1915 No. 47

## PUTTING BAN ON OPEN MUFFLERS

### Sales Manager Arthur Davidson Is Waging Campaign for Silent Riding and Making Many Converts During Visit to Pacific Coast Dealers.

PORTLAND, Ore., November 18.—That his company is launching a national movement to eliminate from the ranks of motorcyclists the rider who likes to hear his exhaust bang-banging all day long was announced in Portland a few days ago by no less a personage than Arthur Davidson, vice-president and sales manager of the Harley-Davidson Motor Co. Mr. Davidson visited Portland on his annual coast tour and while here conferred with Perry Abbott, chief of the Motorcycle Supply Co., who stands sponsor for Harley-Davidson machines in this city.

"There is no doubt that one of the greatest problems confronting the genuine motorcyclist today is the elimination of the open-muffler fiend," said Mr. Davidson with vehemence. "The noisy rider is responsible for all of the prejudice that still exists against the motorcycle in the public mind, and stringent action should be taken everywhere to reform him. The incessant pop-pop of the exhaust is not only disagreeable to the ear, but it serves to give the erroneous impression that the motorcycle is shaking to pieces with vibration. Motorcyclists know that this is not true, but the non-rider is guided largely by first impressions, and he can hardly be blamed for believing that the machine is necessarily noisy when he sees and hears so many of them being handled in that way. About all we can do to correct this difficulty is to use moral suasion, and our company is systematically bringing pressure to bear—chiefly through dealers—to improve the situation.

"The argument that an open muffler is justified on the grounds that more power is obtained is hardly worth while," said Mr. Davidson; "for while a little more power is acquired through reducing back pressure in the muffler, the difference is so slight that it does not excuse the motorcyclist for creating annoyance."

"Are there any grounds for the argument sometimes heard that motorcycle riding injures a person's health because of the vibration?" Mr. Davidson was asked.

"None in the world," responded the Harley-Davidson official promptly. "It is possible that excessive riding might fatigue a person, but that is equally true of automobile driving, and more so of horseback riding. We know, to the contrary, that hundreds of motorcycle riders who are on the roads today would be in tuberculosis sanitariums or similar distasteful places but for the opportunity afforded by the motorcycle to get out in open air with a very small outlay. There are persons who will abuse any sport, but I am willing to place a wager that no motorcyclist can be brought to say that his machine has done anything but improve his health. Look at the wiry, athletic, sun-tanned men and women, boys and girls on the roads with their motorcycles and sidecars the country over and you will have the strongest kind of an answer to your question."

## 37 NEW INDIANS FOR LOS ANGELES POLICE

LOS ANGELES, Cal., November 20.—C. Will Risden, Indian distributor, has sold 37 Indian motorcycles to the local police department, C. Will being assisted in engineering the deal by Manager Butler, of the Risden store. Twenty-one of these machines will be Powerplus models for the speed squad, and 16 will be 4 h. p. Service machines. They will all be equipped with ABC generators and hand Klaxonets. The speed machines will have Warner speedometers.

Los Angeles has the greatest boulevard mileage, the fewest cops proportionately and the greatest number of motor speeders of any city in the country and the heavy purchase of motorcycles therefore comes as a notable triumph for the power two-wheeler.

## PLAN 200-MILE RACE AT PANAMA EXPOSITION

SAN FRANCISCO, Cal., Novembber 19.—A strenuous effort is being made to stage a two hundred mile motorcycle race on the mile track of the Panama-Pacific Exposition. Walter Collins, of the United States Tire Company's sales force, has started the ball rolling, while most of the jobbers and dealers in this city are favorable to the proposition. But at the same time they feel that the risk incident to the uncertainty of the weather at this time of the year should be carefully considered before any definite action is taken.

## PERRY SETS UP A NEW RECORD

### Excelsiorite Wins 100-Mile Race at Phoenix in 1:22:46 1-5; Don Johns Makes Spectacular Showing; 22,000 People Witness the Event.

PHOENIX, Ariz., Nov. 20.—Bob Perry, mounting his Excelsior, won the 100-mile race which closed the Arizona State Fair here today, and set a new record for the century on a circular flat track. The event was witnessed by about 22,000 speed fans, who divided their cheers almost equally between Perry and Don Johns, of the Indian camp, the latter leading till the 63d mile. At that point Johns stopped for gasoline, started again in fourth place, worked up to second and was making a sensational spurt after Perry when he fell on the last turn of the last mile. Johns was uninjured, but the spill put him out of the running.

Perry covered the 100 miles in 1:22:46⅕, thus lowering the record for the distance on a flat track, which was established at Detroit recently by Morty Graves on his Indian. Graves' time at Detroit for the 100 miles was 1:24:41⅗.

Dave Kinney, Cyclone, was in second place, with Bill Goudy, Excelsior, third. The riders named were the only ones out of eight starters to finish. Lorenzo Boido, Indian, was in fourth place when he stopped in the 98th mile for gasoline. Harry Crandall, Harley-Davidson, the only other Phoenix rider entered, did not start because of injuries sustained in the road race on Monday.

Don Johns took the lead at the start and made the first mile in 49 seconds. That was his average for the first 60 miles. In the 21st mile Johns and Ray Creviston were far in the lead when Crevy's fuel pipe broke and his Indian caught fire. Frank Montgomery, Excelsior, went out with a leaky gasoline tank in the 33rd mile. Morty Graves was well in the rear owing to the fact that he did not succeed in getting his 8-valve Indian to hit right at any stage of the game. He was flagged down after the finish.

Perry's Excelsior was equipped with Bosch magneto, Schebler carbureter, Renold chains and Goodyear tires.

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## SEEING "CANNON-BALL" SHOOT OFF TO KANGAROO LAND

**At Left, Baker with Manager Anderson, of Hendee Branch at San Francisco; Upper Right, Baker at Gangplank Head Talking to Friend on Pier; Below, Bidding Good-bye to America as Ship Steamed Away**

# FIRM TO BOOM FOREIGN TRADE

### Company with $50,000,000 Capitalization Will Develop Overseas Market—F. A. Vanderlip, of S. K. F. Company, Is Chief Organizer.

A $50,000,000 company has been formed to develop the foreign trade of the United States, according to an announcement which was made on Tuesday, November 23, by the National City Bank, of New York, whose president, Frank A. Vanderlip, a director of the S. K. F. Ball Bearing Co., is the organizer of the new company. Back of it are said to be the most powerful banking interests of the country, and men who have made a success in foreign fields. The purpose of the company, which has not yet been given a name, will be to carry American capital into foreign countries and to open the markets of the world to American products. Charles A. Stone, of Stone & Webster, Boston, Mass., will be president of the corporation.

### READY FOR TRADE LUNCHEON

Chairman W. J. Surre announces that arrangements have been practically completed for the luncheon to be given at the Hotel Astor, New York City, January 6, in connection with the meeting of the accessory and parts men and the motorcycle manufacturers. At this meeting a committee will be appointed to take charge of plans for the annual summer convention of the Cycle Parts Industries.

### FIRST THREE BOSCH-EQUIPPED

The original telegraphic report on the recent Tucson-Phoenix road race stated that Lorenzo Boido, the winner, had used a Dixie magneto on his Indian, but a later statement brought out the fact that Boido's machine was Bosch-equipped. Under these conditions, the first three places go to Bosch-equipped machines.

### GOODRICH BRANCH MOVES

Nashville, Tenn., November 22.—Manager Fornof, of the local branch of the B. F. Goodrich Company, has announced that the sales and stock rooms will be moved from 908 Broadway to 902 Broadway on January first.

### TO INCREASE CAPITAL

Newark, N. J.—The Hyatt Roller Bearing Company, of this city, will shortly increase its capital from $400,000 to $600,000. Extension of the firm's business has made this necessary.

# BID BON VOYAGE TO ERWIN BAKER

### Friends Give "Cannon Ball" a Royal Send-off as He Departs for Australia on the Sonoma—What Baker Hopes to Do in the Antipodes.

SAN FRANCISCO, Cal., November 19.—Waving a cheery goodby to a party of admirers who had assembled on the dock, last Tuesday, to bid him bon voyage, Erwin G. Baker, the "Iron Man" of the motorcycle world, departed at 2 o'clock that afternoon on the liner *Sonoma* for Australia, seeking new laurels as annihilator of time and distance.

Before climbing the gang-plank of the steamer which is to take him half way round the world, Baker made this statement to a representative of **Motor Cycle Illustrated:**

"I am making no rash prophecies regarding what I expect to do in the Antipodes. Of course, I don't know what sort of a game I am going up against as regards road and weather conditions at this time of the year. Indeed, I really don't know much about what Mr. H. Rhoades, the Hendee representative in Australia, has mapped

OUR CANADIAN LETTER ON PAGE 36 IS BULGING WITH FRESH TRADE NEWS

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ut for me, except that I've been informed hat I am first to try to beat the best time nade by train between Sydney and Mel-)ourne. I don't even know what the dis-ance is between the two cities, but I have )een told that a fast train makes it in 17 iours, so I judge that the distance is be-tween 600 and 700 miles, allowing for the same rate of speed as is made by railroads in this country.

"I am due to arrive in Sydney on December 6 and from there I will go by train to Melbourne. I shall want to get my land legs after the long ocean voyage and become a bit accustomed to the climate before I go after any records, so it will be about Christmas before I make the try for the Sydney-Melbourne record.

"My next undertaking will be a run of 1,200 to 1,500 miles, following which I shall try other records. I am to ride in North and South Australia and New Zealand, but aside from the two events referred to, I am not familiar with the details of the other rides I am to make.

"As I said before, I am taking no chances on not having equipment or parts enough to carry me through. I am taking along extra parts, an extra motor, 12 U. S. tires—nobby and corrugated—and 20 inner tubes. Besides that I have with me 30 dozen films for my kodak, which I expect to make good use of.

"Of course, you know, I am to ride a 1916 3-speed Indian, using the Powerplus motor I made the three-flag record with; and if anything goes wrong with it I will have the extra motor to fall back on.

"I figure that when I get back to Springfield, Mass., again, which I expect will be some time next April, I shall have traveled between 30,000 and 35,000 miles, taking into account all my travels, including rail trip from Springfield to San Francisco and return, the round trip across the ocean and my mileage rolled up on the two-wheeler. That will be going some, won't it?

"I haven't decided just what I will attempt to do in the Hawaiian Islands, where I will stop on my way home from Australia. I expect to lay over in the islands for about a week and probably will attempt some record-breaking stunt there. I plan to live at the Hawaiian Islands about March 15 next."

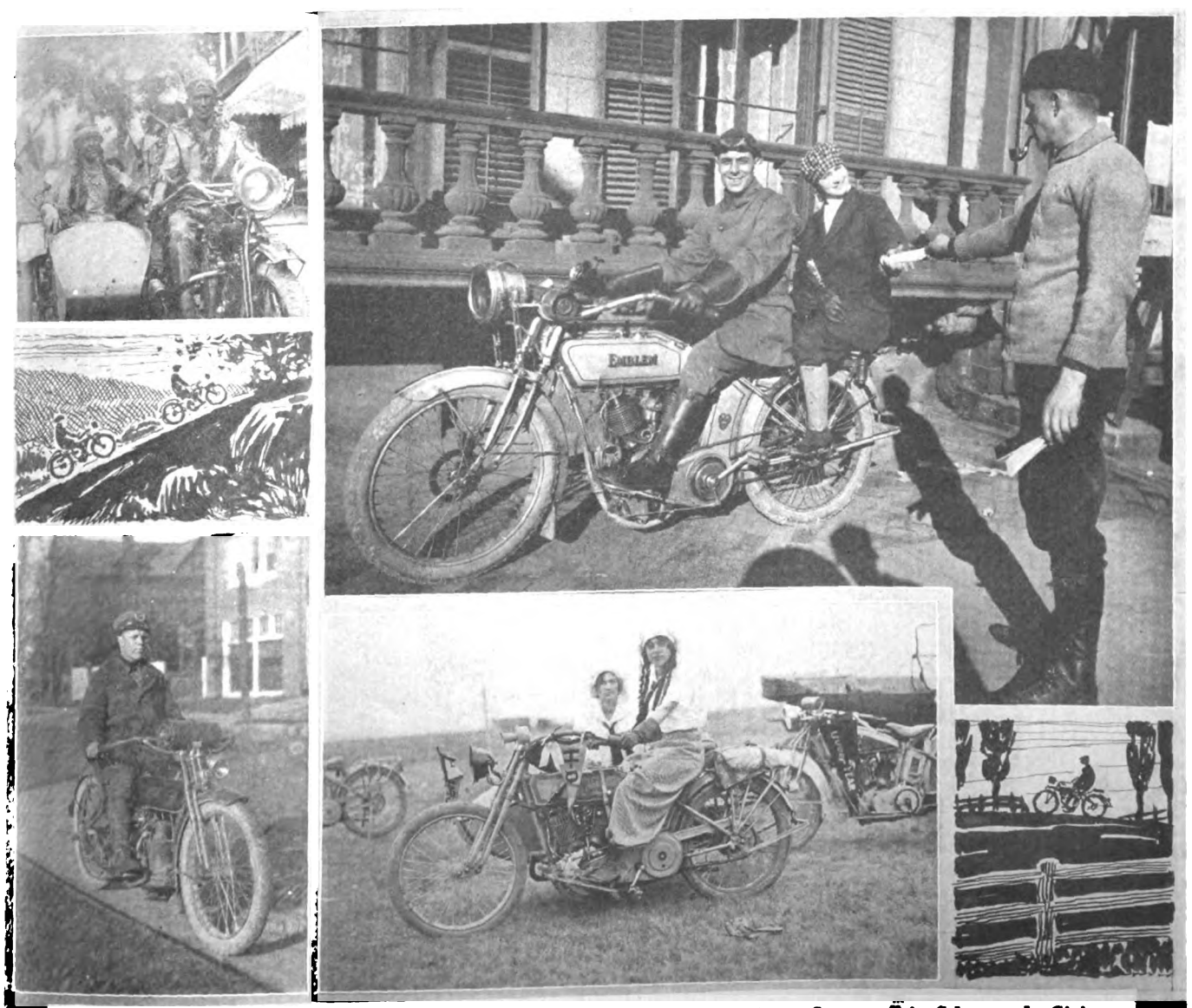
# 10-DAY WELCOME IN CANADA NOW

**Ottawa Customs Officials Pass Amendment for Reciprocal Treatment of Visiting Motorcyclists; No Charge for a Ten-Day Tour in Dominion.**

OTTAWA, Ontario.—The Customs Department at Ottawa has just granted to the United States motorcycle tourists who desire to enter Canada a privilege hitherto denied them, although Canadian riders have enjoyed the privilege in the States for years past.

By an amendment to the rule governing the admission of motorcycles into the country, temporarily, it is provided that a non-resident owner of a motorcycle manufactured outside of the country may be granted a permit for a stay of not more than ten days. Hitherto tourists entering the Dominion have had to make formal ap-

## THREE PASSENGER RIGS AND A SOLO-MOUNTED MESSENGER




**Upper Left, Indian Rig in Recent Parade at Danville, Ill.; Right, Emblem Agent Strogonoff in Schenectady Giving a Check to Mrs. Marble; Lower Left, E. Langell, Detroit Messenger; Right, Mrs. J. Vanderhoof, of Denver, Colo.**

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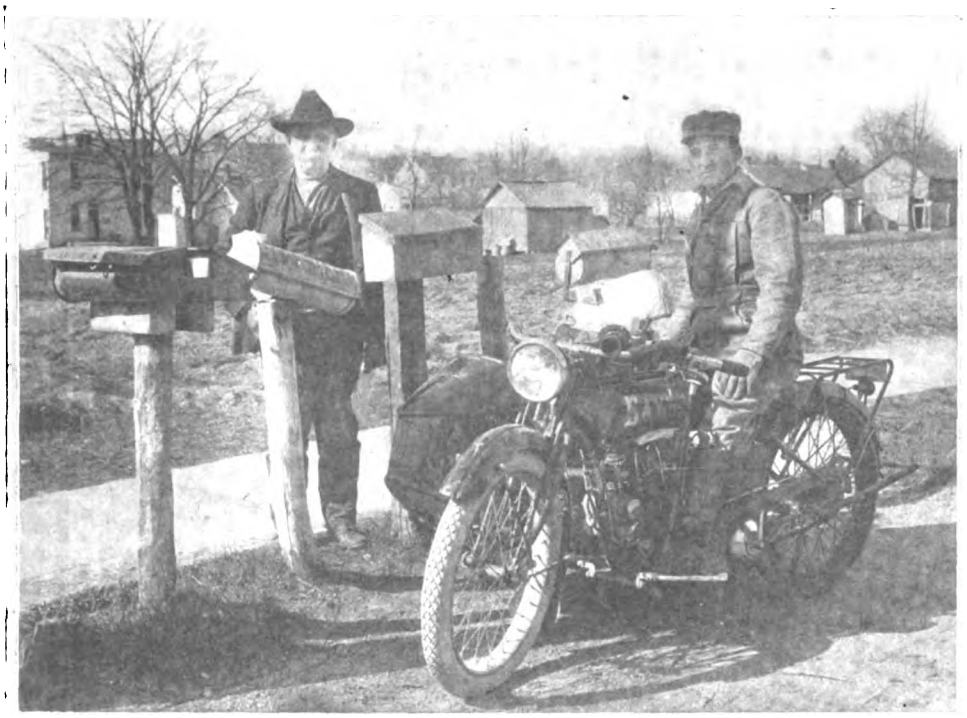
# PICTURING MOTORCYCLISTS AT WORK AND OUT FOR PLEASURE



Upper Left, Harry Brockert, R. F. D. Carrier of Wapakoneta, O., with Dayton; Right, Wideawake Druggist Utilizes Messenger; Lower Left, Dayton Riders on Pleasure Trip; Right, Fancy Dress Dance of Los Angeles, M. C.

plication and file a bond, costing $5, with the Government officials at the border.

The abolishment of this red tape is expected to have the effect of encouraging far more international touring by residents of the United States. The change in the rule came very unexpectedly.

## TO LOWER GEORGIA TAX

ATLANTA, Ga., November 22.—That the tax on motorcycles in the State of Georgia will be reduced from $5 to 2 seems assured by the action taken by Governor Harris in calling an extra session of the legislature, that has convened to consider a number of bills among which is the Automobile Tax Bill, incorporating a clause relative to this reduction in the motorcycle license. A canvass of the members of the legislature now in session showed that the majority were in favor of lowering the motorcycle license fee to $2. The Governor is also very much in favor of the measure, having already assured Mr. Gus. Castle, the F. A. M. Southern Director, that he would affix his signature to the bill as soon as it passed through the senate.

## READING PRIZES AWARDED

READING, Pa., November 22.—Prizes were awarded last week for the high scorers in the recent 182 mile "Clover Run" which was held by the Reading Motorcycle Club. The list of prize winners is as follows: James Dunkle, 958 points, first, speedometer, offered by Keyser Fry; Alfred Eisenberg, 944 points, second, tire; Paul Maurer, 880, third, tire, Robert DeHart, donor; Ellis Landis, 710, fourth, tire, Penn Motorcycle Company, donor; A. Hettinger, 475, fifth, coat sweater, John G. Nuebling, donor; George Dengler, 228, sixth, horn, William Buel, donor; William Buel, 191, seventh, $5 in cash, Perkiomen Motor Company, donor; Raymond Fritz, 177, eighth, inner tube, William Buel, donor; Harry Souders, 149, ninth, dollar bill.

### AFTER SHORT MEASURE MEN

Columbus, O.—Vigorous steps are being taken by T. L. Calvert, chief of the dairy and food department of the Ohio Agricultural Commission, to stop the practice of giving short measure in the sale of gasoline. The steps are being taken in answer to complaints of users who claim that many small garages and store keepers are not giving full quantities in their measuring devices. The penalty for such practice is $500 fine and six months in jail on conviction.

### WILL SOON BE IN NEW GARAGE

Manistee, Mich.—Henry C. Sells, local Harley-Davidson dealer, will soon be installed in his new garage. The building measures 60 by 140 feet and will be completely equipped to care for automobiles as well as for motorcycles, as Sells holds the representation for several makes of four-wheelers, also. A specialty will be made of complete overhauling jobs as well as of general repairing.

### HOLD THANKSGIVING TOUR

Sheboygan, Wis., November 23.—The motorcyclists of this city planned on spending Thanksgiving day in a tour of the surrounding cities. The trip was arranged by Elmer Herman, Albert Goedecke and Fred Schmidt.

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# On the Pacific Coast

## FRISCO CLUB ON RUN

SAN FRANCISCO, Cal., November 19.—The members of the San Francisco Motorcycle Club held a run to Moss Beach last week, which was enjoyed by a big turnout of riders. The course led out to Mission and Colma, thence via the new Point Pedro Boulevard to the beach. Scenery of surprising beauty was met almost as soon as the city streets were left behind. The road took the Frisco club riders over hills and down dales, through long winding valleys, around lakes and finally to Moss Beach, where the fellows went in for a swim. After lunch the party broke up into two groups, each following a different course home.

## SHOW FOR SACRAMENTO

SACRAMENTO, Cal., November 19.—This city is to have a separate motorcycle and bicycle show. F. M. Woodson, state referee for the F. A. M., with headquarters here, was in San Francisco recently to see jobbers for the purpose of enlisting their support in the project. It is Woodson's plan to make the show a three-day proposition, beginning on a Friday and ending on a Sunday night. The middle of December is favored as the best time to hold a show. According to the plans now formulated, the Travelers' Hotel will be the scene of the exhibits, and a grand ball will be given on Saturday night in the ballroom of the hotel.

## AGREE ON CLOSING HOURS

SAN FRANCISCO, Cal., November 19.—San Francisco motorcycle and bicycle dealers have come to an agreement on the subject of closing hours for their establishments. All the salesrooms and the repairshops are to be closed hereafter at 6:30 p. m. on weekdays, except Saturdays, when the closing hour will be ten o'clock. Stores will be closed the entire day on Sunday. The agreement has already gone into effect and everyone seems to be satisfied.

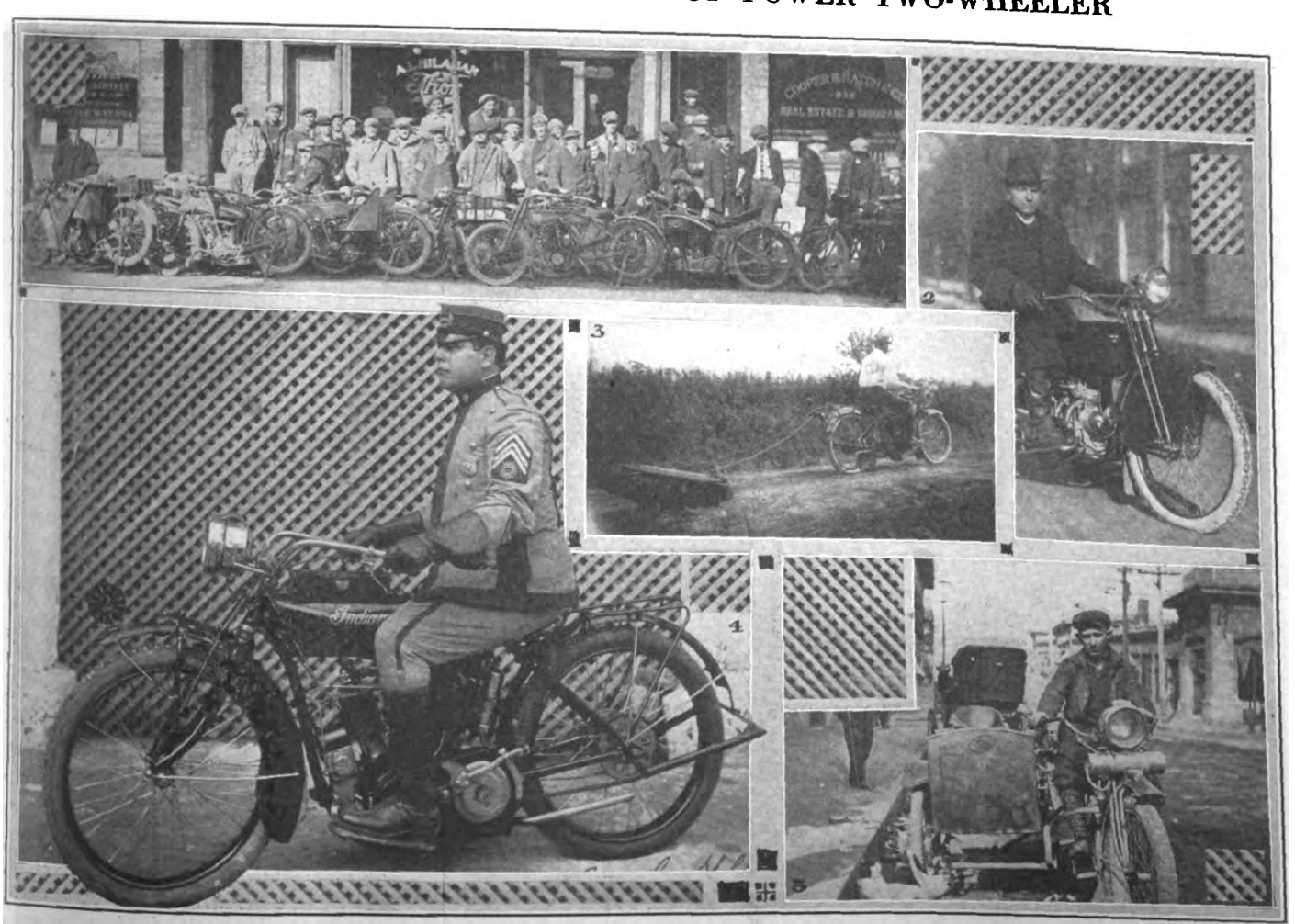
## HANDLING FIRESTONE LINES

Los Angeles, Cal., November 15.—Firestone bicycle tires will hereafter be handled on an exclusive basis in California and Arizona by the Appeal Mfg. & Jobbing Co., of Los Angeles, with a branch in San Francisco. Manager E. E. Welborn states that the company has handled Firestone motorcycle tires for some time past and will continue to do so, but not exclusively. The Appeal company will not handle any special brand tires in future; it feels that it gives the dealers better returns by selling a staple line of products that are backed by a solid organization and well advertised.

## THEY EARNED SUCCESS

Los Angeles, Cal., November 15.—Improvements which have been made in their establishment by Minyard & Boon, of Anaheim, show what a money-maker the motorcycle is for bright young fellows who are willing to get out and hustle. Two years ago, when Arthur Davidson was in California, he found them plugging along with a little repair shop and sized them up as comers, but at that time they could not take on the Harley-Davidson agency. A year later E. E. Welborn, of the Appeal Manufacturing & Jobbing Co., made it possible for them to get a start and carry a limited stock of 1915 machines. They

## DEMONSTRATING VARIED USES OF POWER TWO-WHEELER



**1, Riders in Front of Headquarters of A. L. Hilaman, Thor Agent, at Camden, N. J.; 2, Father Depeu, of Belgian Catholic Church in Detroit, Who Makes Parochial Calls on His Henderson; 3, Emblem Rider Aiding in Good Roads Work; 4, Sergeant Alvarez, Police Traffic Chief of Havana, Cuba; 5, Sidevan Outfit Used by Roanoke Railway Co., of Roanoke, Va.**

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burned up the roads on the demonstrators chasing prospects, and the result was they put in 18 machines and now have a store that is in good shape, a nice stock of merchandise screened off from the shop, a beautiful cabinet for accessories, and a flourishing trade drawn from territory for quite a number of miles around.

### SWANSONS MAY TAKE AGENCY

Livermore, Cal., November 20.—Swanson Brothers, who have just opened a motorcycle and bicycle repairshop here, have been visiting the San Francisco jobbers for the purpose of purchasing a general line of supplies. They will conduct a cycle repair business here and may later decide to take the agency for some leading line of motorcycle and bicycle.

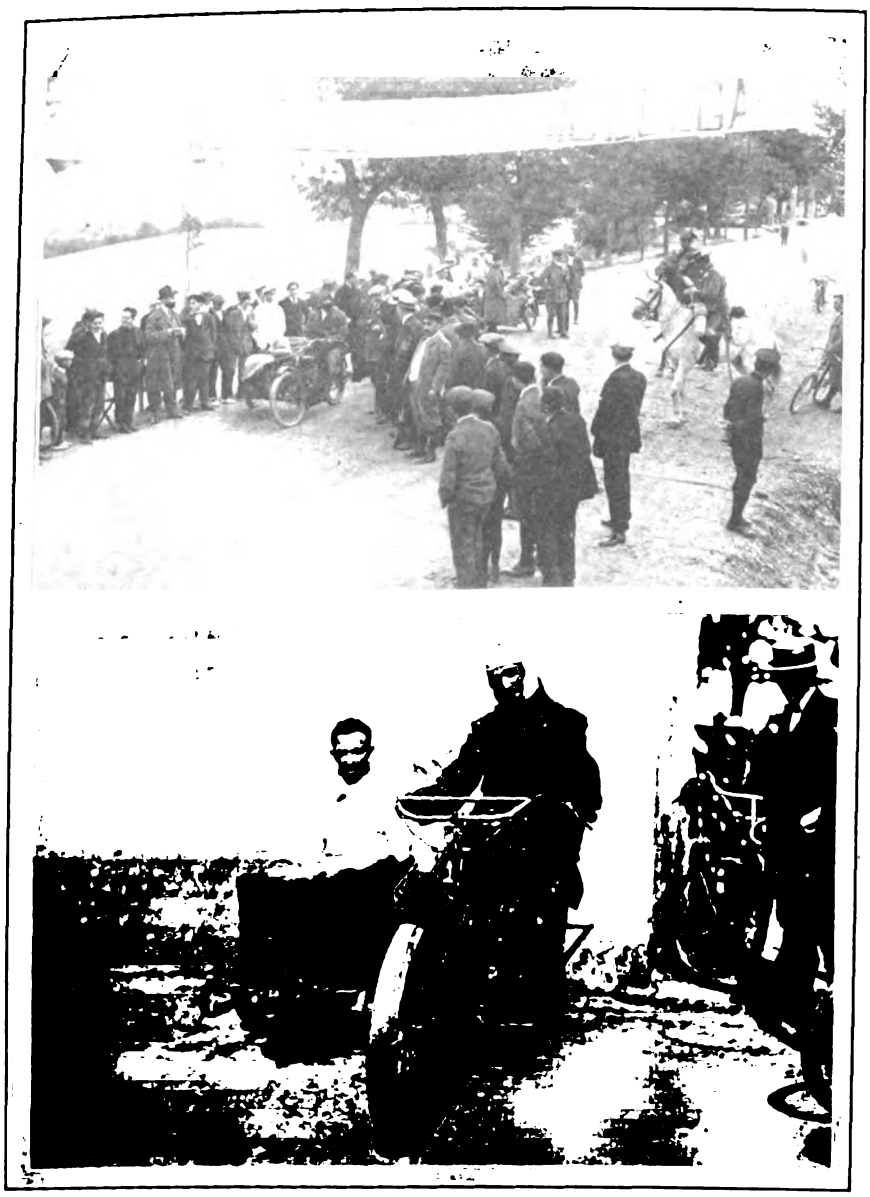
### LOUDENLOS TAKES R-S AGENCY

San Francisco, Cal., November 19.—Ed. Loudenlos, the hustling young motorcycle dealer who a few months ago came from Pasadena to start a distributing agency for the Cyclone, has taken a new partner, E. J. Angwin, and the name of the company has been changed to the Motorcycle Sales Company. An agency has recently been taken for the Reading-Standard motorcycle. The salesroom and repairshop will be maintained at the present quarters, 1506 Market street.

### MOTOR WHEEL IS ECONOMICAL

Los Angeles, Cal.—The Pacific States Telephone & Telegraph Company have had Smith Motor Wheels in service five months. Each month a report of maintenance cost for each machine is rendered. For the last month the following report covered one of the machines: Gasoline, 95 cents; lubricants, 75 cents. Total, $1.70; number of days in use, 24; average daily mileage, 40; cost per mile, gasoline, $.0078; cost per mile, lubricant, $.0078; miles per gallon gasoline, 96; miles per gallon lubricant, 548.5. Lubricating oil on the coast costs 42½ cents per gallon; gasoline costs 9½ cents per gallon.

### WHEN INDIAN SIDECARS WON SPANISH ROAD RACE



**Upper Picture Shows Jose Reina, Who Took Third Place, Ready to Start from San Sebastian; Lower Picture, Agent Antonio Vildosola, Winner, in Saddle**

## SPECIAL JOBBING CONDITIONS IN LOS ANGELES

LOS ANGELES, Cal., November 15.—"The volume of our sundry business is very large, in fact almost abnormal, but I don't mind saying that prices are all shot to thunder," said the sales manager of a big jobbing house in Los Angeles to the correspondent of **Motor Cycle Illustrated**.

Jobbers who have been in the field for some time are out meeting the competition of newcomers in the field who attempt to gain a market by cutting prices. Retailers have passed along the cuts to the public and the situation became so serious that one or two retailers, who refused to come down on their prices, were forced out of business in outlying towns. People who are most experienced in the trade, including representatives of manufacturers, who visit the city, are criticising the situation unfavorably. At the same time some of the jobbers have information which leads them to believe that some representatives of manufacturers are secretly encouraging the situation in unseemly haste to get the present volume of business, whatever the burden it puts upon the jobber, who is obliged to sell it without profit. As they "have the goods" on some of these men, when the situation is cleared up it is likely that their firms will have to do some explaining or send new faces into this territory.

### GETS CARLOAD OF BICYCLES FOR CHRISTMAS TRADE

San Francisco, Cal., November 19.—A carload of bicycles—357 machines, to be exact—has just been received by Edwin F. Merry, the local distributor of the Excelsior line of motorcycles and bicycles, and another carload is expected within ten days. These silent two-wheelers are intended for the Christmas trade, which, according to Mr. Merry, promises to be very satisfactory. Samples of the entire "X" line have been received here and the first carload of powered machines is expected by December 1.

### GLASGOW'S STOCK COMPLETE

Tacoma, Wash.—W. P. Glasgow, local Harley-Davidson distributor, now has a complete stock of supplies and accessories, having been able to purchase in quantities from Eastern manufacturers. He has issued a six-page folder on supplies and accessories, and has mailed a copy to each rider in Pierce county, along with a 1916 Harley-Davidson catalog.

### FRISCO M. C. TO DANCE

San Francisco, Cal., November 19.—Two big events are planned by the San Francisco Motorcycle Club for the first week of December. A social night will be held on December 2, and a monster dance on December 4. A "blind" run is also on the club's schedule for the near future.

### DAY NOW HAS INDIAN

Tacoma, Wash.—Ray Day, long known as Flying Merkel distributor for this section, has secured the distribution for the Indian for 1916. He held the record of having sold more Flying Merkels than anyone in the Northwest during the last four years.

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H. N. CONDICT, Secretary J. H. DONEHUE, Editor

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Western Representative, HARRY G. JACOBS
1535 First National Bank Building, Chicago

## LINE FORMS AT THE RIGHT!

THERE are strong indications that the steaming gobbler depicted above will prove to be one of the fattest and most toothsome birds ever carved for American motorcycle dealers, but it stands to reason that those who come first will receive the most appetizing cuts. This is simply another way of saying that dealers who canvass their districts early and file their orders with the factories at once will get the quickest returns and therefore be enabled to obtain the greatest possible percentage of 1916 business.

Don't lose time in responding to the bell. The 1916 bird is a big one and frilled up to tickle the palate of a king, so it will pay every dealer to sit in without delay and make the most of the season. It goes without saying, too, that every diner will get just what his energy and initiative entitle him to.

## ST. LOUIS GASOLINE RATES GO AEROPLANING

ST. LOUIS, Mo.—Three one-cent increases in the retail price of gasoline within eight days have established a new record in this city. On November 15 the Standard Oil folks raised the price of Red Crown gasoline from 11.9 to 12.9 cents. Next day the independents boosted the price of No. 3 gasoline to 12.9 cents and the tank wagon price was raised from 13 to 14 cents. On November 22 the filling stations raised the price to 13.9 cents and the independents went one better by putting the price up to 15 cents. About the same time the filling stations put some of the better grades of gasoline up to 15.9 and No. 1 gasoline up to 17.4 cents a gallon. All prices apply to 10-gallon lots. Four months ago gasoline sold here for 8.9 cents a gallon. The present juggling with the market has brought on a Federal investigation.

### WALKER'S SIDECAR TIRE

It was erroneously stated in a recent issue that Walter F. Walker, the Weed Chain Tire Grip Company's traveler, had used a Diamond non-skid tire on his sidecar during his recent business trip through fourteen states. Walker's sidecar tire was a smooth-tread Diamond. He did not use non-skid tires at any time during his trip.

### HENRY—HASSETT

Buffalo, November 24.—Mary Cecelia Hassett, daughter of John and Mrs. Hassett, of this city, today became the wife of John William Henry, of the Vim Cycle & Hardware Company. The wedding ceremony was performed this morning at St. Stephen's church.

### WESTFIELD COMPANY'S INCREASE

Advertising Manager Starr, of the Westfield Manufacturing Company, reports that the company is doing a very much larger business in both motorcycles and bicycles than was experienced for the same period last season.

### ROTH TO RETIRE

Altoona, Pa.—George Roth, local agent for the Pope and well-known dirt track rider, is going to give up his motorcycle business in this city, owing to his approaching removal to California. Roth was record-holder for the local track for years and also won every motor-sled race in this section of the State. His many friends will be sorry to hear of his departure.

### "LIKE A STRETCH OF AMESITE"

**"I have left the motorcycle business (Indian Motors Co., in Perth Amboy, N. J.) and taken up the study of medicine, but I like to get my Motor Cycle Illustrated anyway. It's like a stretch of amesite boulevard in the course of the day's work to have it come."**

**ARTHUR LAROE,**
**Central Y. M. C. A., Philadelphia, Pa.**

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# MOTORING IN THE PICTURESQUE REALM OF THE MIKADO

## What a Tourist Saw from the Saddle of a Motorcycle

By Major George H. R. Gosman, U.S. Army

A TRIP of many miles in Japan on a trusty motorcycle is like whirling through an enchanted land. Especially is this true when one has made a study of the history and customs of the wonderful little Japanese, for the tourist in his travels finds everywhere places of peculiar interest which link the present with a majestic and mystic past. I rode through nearly the whole of the old Tokkaido on my Indian last year, and haunted the historic reliques of the old days of feudalism and the Daimyos, as the feudal lords were called, though I did not neglect the splendid opportunity I had of becoming well acquainted with the courteous and kindly Japanese of the rural sections.

### His Honorable Self Starts Out

Having already walked through a greater part of the beautiful district where my machine was about to carry me, I realized that the early days of November were ideal for the trip both as regards weather and the scenery. So after overhauling my motor, and getting my Jap servant to strap on the luggage carrier all the necessary equipment, I set out from Tokyo, with the city of Kyoto as my destination. My little Jap valet bowed me out of the garage with a very humble, "Be careful of your honorable self and come back to your worthless servant safely," and I was off.

Experience had shown me that it was most wise to start out early in the morning in order to avoid the traffic. In most parts of the city of Tokyo there are no sidewalks, with the result that the women and children use the middle of the thoroughfares to the great discomfort of motorists. Indeed, to ride from Tokyo to Yokohama without getting into some sort of trouble would be a veritable miracle; everyone seems to get right in front of your machine, and though you toot your horn and shout at the top of your lungs they will remain right in your way as if rooted to the ground. I once asked an intelligent-looking old Jap why some of the children, instead of staying at the side of the road when they saw me coming along, always insisted upon rushing past the two-wheeler, and he told me that the kids became frightened at hearing my horn and wanted to flee home to their mothers for safety.

### The Historic Tokkaido

I sped on through the outskirts of Yokohama by way of Kanagawa without any delay, and soon reached the first part of the Tokkaido, when the roads became a bit rough, but being accustomed to such going I was nevertheless able to open my throttle and go sailing past Hodogays, Totsuka and other places of special interest. Now the roads became like boulevards and all the way from Kodzu, delightful scenery broke into view on either side of the road. Riding on the Tokkaido recalls vividly to the tourist's mind the history of bygone days, when this thoroughfare was one of the mainly traveled routes that led from Kyoto, which was formerly the capital of Japan, along the sea shore in an easterly direction to Tokyo, the present capital. Back in the seventeenth century this highway was

Major Gosman's Little Japanese Servant

traversed twice a year by the serfs and followers of the feudal lords, the Daimyos, these occasions being the great events of the year when much pomp and ceremony were in evidence. Thus you can understand that the Tokkaido must have been a very busy thoroughfare with its many pedestrians, palanquins and their attendants, to say nothing of the hundreds of conveyances of the poorer classes. What a wonderful scene of bustling activity it must have presented then—but now it was deserted, and I sped along the road with no company other than the stern old pine trees, which stood, tall and erect, like sentinels of the feudal days, seeming to keep a jealous watch over the historic highway.

Along by Fijisawa the scenery became very beautiful, and since the world was still fast asleep, I met only an occasional rumbling old cart that seemed to be a part of the landscape. The horses and even the bulls were frightened at the whir of the motor, but more often it was the driver. I found the Japanese peasants very friendly, and quite frequently when a driver inadvertently got in my way he was profuse in his apology, berating the horses or the bulls for their stupidity and making use of the word "honorable" in referring to me and my machine, just about as often as he could. The city people of Japan, on the other hand, are not nearly as courteous in their attitude toward foreigners.

### Stopping at Oiso

Having a friend living in Oiso, a small town along the route, I decided to stop at his pretty villa for a cup of coffee and a bite to eat. About eight o'clock I ran up to his house and received a cordial welcome. Oiso is a sort of highly restricted town like some of the suburbs near New York City, for it is located right on the coast and is well protected from the winter winds. The air is mild and pleasing, bearing the aroma of the many pine trees which grow along the coast. After remaining but a half hour, I bid farewell to my host and continued on my way, when I heard something in the lower part of my engine race free. My first thought was that the clutch had broken off, and you can imagine my feelings, for I have only covered about sixty miles of a journey which I had planned would see me roll off many more miles than that.

However, I was still near my friend's place and pushed my machine back to the villa, where upon examination I discovered to my dismay that the chain was missing. Where was the chain? Evidently it had dropped somewhere on the road as I was pushing the two-wheeler along. I searched everywhere for it but failed to find the chain; I even went so far as to notify the police. Then I finally telegraphed to Tokyo for a new one and returned to the villa to await its arrival. I was still pondering over my ill-luck, when a little street urchin came running up the porch with the lost chain in his hand. You can imagine my surprise, my joy. I made the little gamin happy with a small coin, and then hurried to my ma-

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chine to repair the chain and place it in position.

Again I said goodby to my friend and hurried on. It was three o'clock in the afternoon; I counted on riding until twelve at night. Getting as far as Kodzu, I knew that the military road immediately beyond was not yet passable, so I decided to cover the distance by train. I attended personally to the loading of the machine and then stepped aboard the passenger car, and rode as far as Gotemba, a distance of twenty miles. It is interesting to watch the willing Japanese load the machine; they take hold of it as though it were very light, and when they find out how heavy it really is a look of great surprise spreads all over their faces.

**Passing Fuji Mountain**

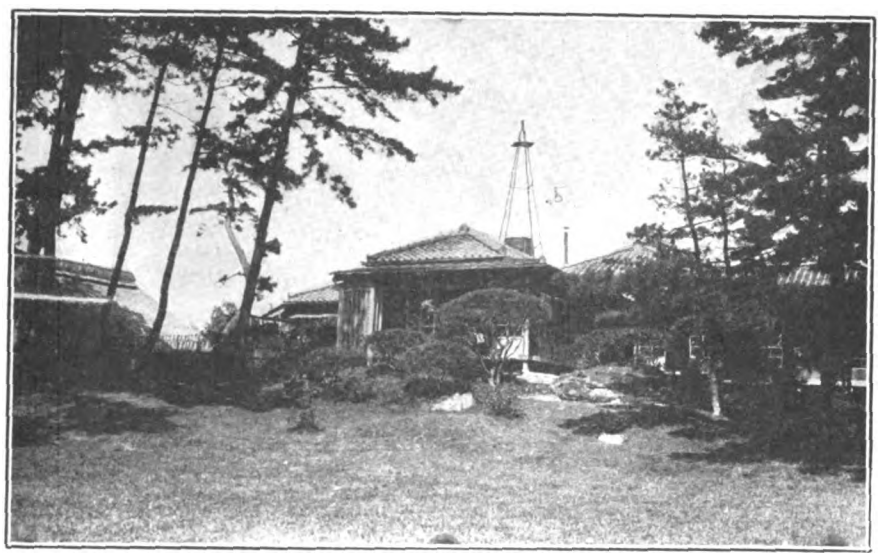
By the time I reached Gotemba it was dark, but the yellow moon was coming up, and knowing the road well I was off in a jiffy. The country on from Gotemba, which was the seat of a hunting lodge maintained by one of the great lords in the feudal days, is a flat fertile expanse and nothing interrupts the pretty view of a mountain nearby, known as the Fuji. It has been my good fortune to have seen this mountain many times, but never have I seen her appear more majestic than she did on that cold, crisp night in the pale yellow moonlight, covered with snow from the base to the summit like a hugh cone perfect in form and outline.

It began to get colder, and as I was traveling at a rate of about thirty miles an hour, it became necessary at times for me to warm my hands and feet. The former I did by putting one hand at a time over the motor, and the latter by stamping on the long foot rests. The roads continued good so I flew on at a fast clip passing through a number of small towns and finally reaching Shizuoka without a mishap, a little after midnight. Here I put up at the first hotel I struck. After a good hot bath and a comforting cup of equally hot tea, the Nesan tucked me into a big futon, and I was soon dreaming of lost chains and beautiful Japanese scenery shimmering under the mellow moonlight.

Six o'clock the following morning I was out on the road again, after buying a supply of gasoline and oil. Gasoline, by the way, can be bought in almost any sort of store in Japan. For instance, I once filled my gas tank at a notions shop. One must be careful, however, about purchasing gasoline at such establishment, for often it is found to be very dirty or an extremely inferior grade. As for oil, it is much more difficult to obtain, and on several of my trips I eliminated all chances by having cans of it sent ahead from Tokyo.

**Crossing Rivers in Japan**

From Shizuoka to Nagoya is about one hundred and twenty miles, and I laid this out for my second day's run. For the most part the road skirts the sea—the Tottomo Sea—and runs through a flat country of pretty rice fields with low hills in the distance on either side. Just outside of Shizuoka I crossed a river called the Abegawa, and while shooting over the bridge I again caught a glimpse of the sea sparkling under the rays of the rising sun. Continuing on I came to a second river, the Oigawa, which was difficult to cross. It is impossible to maintain any but steel bridges over streams of this character, for during flood times the swollen waters of the river rush along at such a terrific speed that they leave destruction in their wake. Though the Oigawa, when I saw it on this trip, was but fifty feet wide, the bed of the stream was at least a hundred feet in width. Thus, to reach a rowboat in which to ferry my machine across—there being no bridge at all here—it was necessary to pass over the exposed gravel bed of both sides of the stream.



Pretty Villa at Oiso, Which Is Owned by One of the Major's Friends

**Inquiring About Road**

Riding on I was soon in the town of Kanawaya, where I stopped to inquire about road directions from a group of jinrikisha men who were assembled, as usual, before a railroad station, waiting to carry passengers about in their "rikishas"—these being the two-wheeled vehicles which one frequently sees on Japanese post cards. The jinriksha, like cab drivers in some of the larger cities in America, are not always truthful about what they say, and one must, therefore, accept their advise with some hesitancy. So when they told me that the road which crossed the mountain pass nearby was in first rate condition. I favored the other.

Leaving the little town I struck a good pace for the mountain pass and soon came to a steep ascent where the going was fair on the straight stretch; but suddenly I struck a sharp turn and came on a lot of newly broken stones, when whiz! yours truly found himself in a ditch. Fortunately I was not thrown with any great force, and except for the fact that I was a bit shaken up, I was none the worse off for the little mishap. As I was looking around for help, an old Japanese peasant came out from a cottage nearby and seeing my predicament asked, with an encouraging smile, whether he could assist me in any way. I invited him to help push the motorcycle up the summit of the pass and he readily assented. We tried to coax the machine up, sometimes by pushing, then starting the motor and running alongside, or, if the road became better I jumped into the saddle only to be forced off again by the loose stones that were strewn over the highway. The old peasant, though often left far behind, would, just as I thought he had deserted me, bob up from some short cut in the road, and still smiling he would ask if he could be of further assistance. He stuck to me to the very top of the pass.

I stopped at a quaint little tea house on the summit of the pass, where I was glad to sit down for a cup of tea and a sandwich. There were several others who had tarried at the tea house and they made an interesting audience for my recital of the trials and tribulations which I had passed through since leaving Tokyo. They were almost dumfounded upon learning that a mere motorcycle had taken me over the entire distance and that the machine could travel at the rate of fifty miles an hour. I have always enjoyed my talks with these simple and very courteous country folk of Japan, and I believe that it has been from contact with these peasants, their life, their love of nature, and all things beautiful that I have become so fond of the little island empire. And among these peasants, too, I would often find one who had read of his country's history, who was perhaps the town scholar. It would delight him if I would ask about the history of the locality in which I happened to be, and you could see his eyes glisten when he related the valorous deeds of some ancient warrior. Nothing pleased these good Japanese peasants more than to hear me talk in their native tongue about their picturesque history, and I always made it a point to do so. It was from such talks with people that I acquired whatever knowledge I have of Japan.

After spending a pleasant half hour in this manner, I started off down the other

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side of the pass. It was pretty steep at times, and I was frequently compelled to dismount in order to keep the machine from rolling down the slope. Back on level ground once more, I rode only a few miles when I reached a river named the Tenryugawa, over which for once a well-constructed bridge crossed. The scenery of the Tenryu is very beautiful and impressive; there is almost a continuous series of rapids and races as the stream twists and turns around among the great high walls of the mountains.

**At the Tenryu River**

The next town was Hammamatsu, a big, thriving place of very peculiar houses, which have extremely long eaves that give the structures the appearance of toppling over. Leaving the town from the road I was traveling I could see the Pacific, which naturally recalled memories of home; and I stopped by the roadside for a few minutes and looked forth on this vast expanse of water. The boats sailing serenely on the bosom of the ocean and the tall mountains which reared their snow covered heads above me, formed a very pretty picture. Just on the outskirts of Futagawa I found a high rock which supported a bronze image of Kwannon, the goddess of good fortune. The natives called her Iwaya and tell you that the

**Before the Quaint Tea House at Which Major Gosman Stopped**

image has real gold eyes and is more than one hundred years old. That day I rode as far as a place called Toyohashi, where I decided to put up for the night.

This turned out to be a wise decision as the next day was rainy, and I was glad that I was in a fairly good-sized town. Taking it all in all, I can say that I had been through a hard day's riding. One may start out early in the morning, fresh and filled with ambition to burn up the miles, but a few spills and an occasional river without any bridge will rob even an ardent motorcyclist of some of his zest.

*(To be continued.)*

## CARELESSNESS CAUSES 90 PER CENT OF ACCIDENTS

FROM an analysis of traffic accident records made by the New York Police Department, it has been found that 90 per cent. were due to careless or other fault of the injured. In the month of August, out of a total of 1,033 accidents, 903 were due to the fault of the injured, 51 to the fault of the driver, 34 due to skidding and 42 to other causes.

Falls from vehicles accounted for 224 accidents, 137 persons were killed or injured while playing in the streets, 90 ran into or in front of vehicles and 58 were stealing rides.

**The Next Installment of Major Gosman's Article Will Tell of the Completion of His Tour to Kyoto, the Ancient Capital**

# KEEPING BRACKETS FROM BREAKING

MANY riders will not pass the 1916 season without one or more breakages of lamp brackets. This is not necessarily because of poor quality in the metal used in the brackets, but by reason of excessive vibration. This vibration tends to crystallize the metal of the brackets and they weaken; the weight of the lamp does the rest.

Now, if we can check this vibration, we won't have brackets break. One of the best means of doing this is to use rubber washers or fillers where the bracket attaches to the motorcycle—nice, thick washers being better than thin ones. Something can be done in the way of placing washers under the lamp ears, where they rest on the shoulders of the bracket ends, and while this is not so effective as when the washers are fitted under the clamps, it will help matters. If you are afraid that the rubber will slip on the plated handlebars, put a strip of tire tape on first and cement the washers to the strip. But in most cases the tire tape won't be needed.

**For Tail Lamps Also**

While the washers are very useful for headlight brackets, they are more so for tail light and sidecar light carriers. When riding over bumpy roads, it is no uncommon thing for the rider to find that his tail lamp has quit work, due to the jouncing, and this may leave him the prey to some motorcycle cop who has been sent out to "get someone" in order to make good with his superiors. The washers will go a long way toward keeping the tail lamp on the job.

Cutting rubber is not a dry-knife job at all, and you can't use a drill on it. A knife kept moist with water or gasoline (the former by choice, will enable a hole to be made to pass the bolt through, but a better way to form the hole is by meanss of a cutter. This can be made of a section of brass tube, about ⅛ of an inch larger inside than the bolt, sharpened at the end and revolved into the rubber and kept constantly wetted with water. The operation will take a little patience if the rubber is thick, but the holes made will be clean.

If you are using an electric headlight where the circuit has to be completed through the brackets, put one end of a piece of copper wire under the rubber washer next to the handlebar and the other under the nut on the bolt of the clamp. Otherwise the circuit will not be complete and the lamp will not light up.

## TRANSCONTINENTALISTS MEET IN WESTERN NEVADA

Robert W. Wengatz, who is crossing the continent in a Dayton sidecar combination with trailer attachment, from Albany, N. Y., met Harold N. Baker, of Boston, en route for San Francisco on a Dayton bicycle. The meeting place was in the wilds of Nevada, and a pow wow of several hours was the result.

Baker broke an axle in the desert and had to walk 55 miles through knee-deep sand to get a new one. This journey took him two days and nights and he slept out in the desert far away from any habitation. On getting started again he punctured a tire and had to spend another night in the wilds. Baker reports his Dayton bicycle in good condition except for the axle and a broken rim, the latter being quickly repaired at a shop on the way west.

Wengatz reported many chuck holes all through Nevada and said that it was an easy matter to get off the highway as there were numerous side roads leading to mines and ranches as much as 100 miles away. Both he and Baker expect to arrive in San Francisco by Thanksgiving and will celebrate together.

## MAUGAN ON WAY HOME

Milwaukee, Wis., November 16.—"Billy" Maugan, the midget who motorwheeled from Columbus, O., to the Chicago show and afterward to Milwaukee to get a job with the A. O. Smith Co., has left this city en route for Columbus once more. He is travelling via La Porte, Waterloo, Akron, Toledo and Cleveland, totalling 550 miles, on the same motor wheel-equipped bicycle on which he came to Milwaukee.

Maugan is writing a daily letter to the Smith factory, and these letters will be incorporated in a forthcoming motor wheel booklet.

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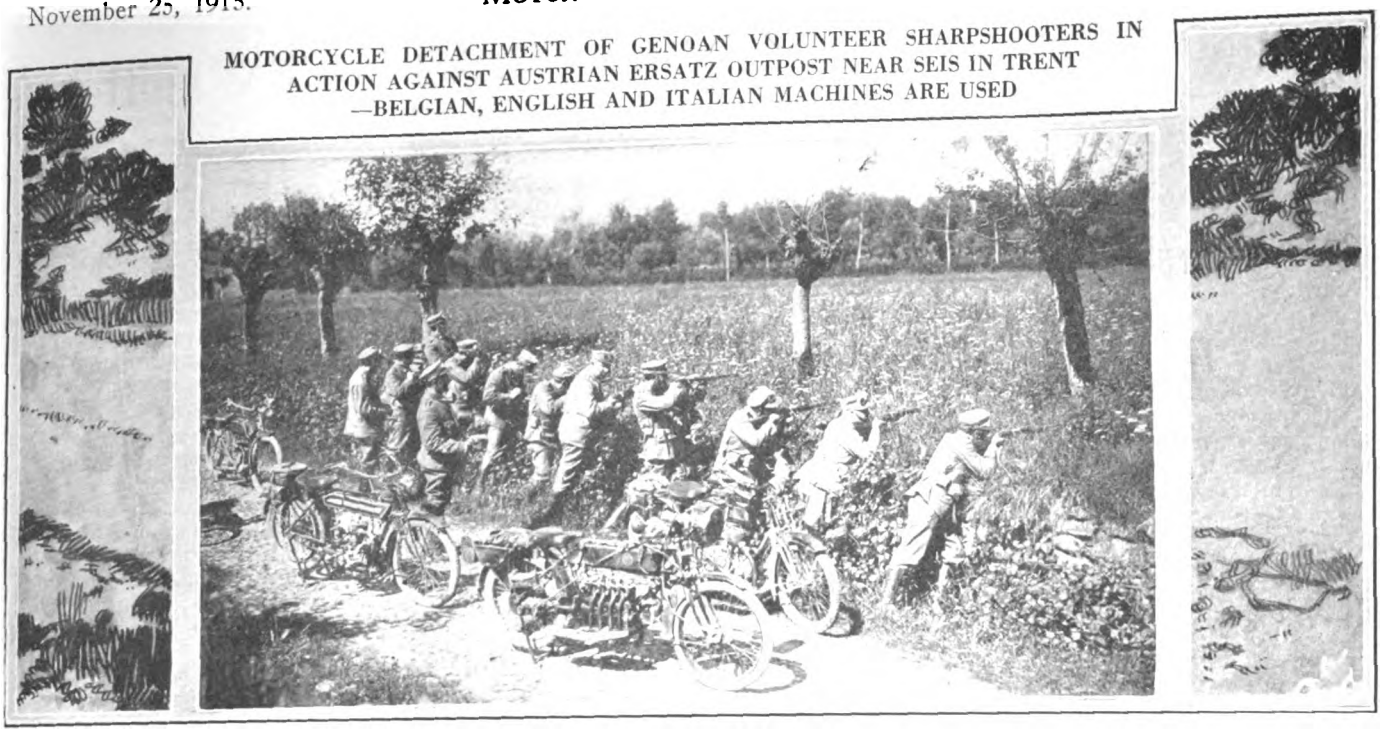
MOTORCYCLE DETACHMENT OF GENOAN VOLUNTEER SHARPSHOOTERS IN ACTION AGAINST AUSTRIAN ERSATZ OUTPOST NEAR SEIS IN TRENT —BELGIAN, ENGLISH AND ITALIAN MACHINES ARE USED



## CYCLING BREVITIES FROM HAVANA

HAVANA, Cuba.—The motorcycle races for the title of 1915 champion of Cuba have been postponed owing to a lack of enthusiasm on the part of those who have helped the sport in the past. Plans are already being laid, however, to hold the 100-kilometer event in another province in 1916.

Motorcyclists of Havana have been bothered a great deal of late through the seemingly unreasonable activities of the local police authorities. One of the latest riders to be arrested is Senor Pepe Vence, Havana dealer in Harley-Davidson machines. He was taken into custody for driving without an operator's license and his machine was sent to the Municipal Storage Hall.

The winter season opened in Havana with the inauguration of a brand new traffic squad, 12 men, all mounted on 7 h. p. Indians of the 1915 model. While riders expect to be annoyed considerably until the motor cops came down a bit, it is generally believed that they will in time do very effective work. The squad was created by General Sanchez Agramonte, chief of police who has plenty of good ideas about regulating traffic.

Owing to the unexpectedly rapid development of the sport of motorcycling in Havana, the mayor of the city, General and Doctor Freyre de Andrade, has issued an order calling for a conductor's license for motorcyclists and a tax of $18.75. It is also necessary to have lights and numbers on both front and rear of the machine. Riders are up in arms, and it is predicted that the motorcycle will be thrown into the background very soon if there is not a modification of the stringent regulations. The Union Motociclista de Cuba has appointed Sr. Fervienza and Senores Ruiloba, Pedroso and Gonzalez as a committee to fight the new law.

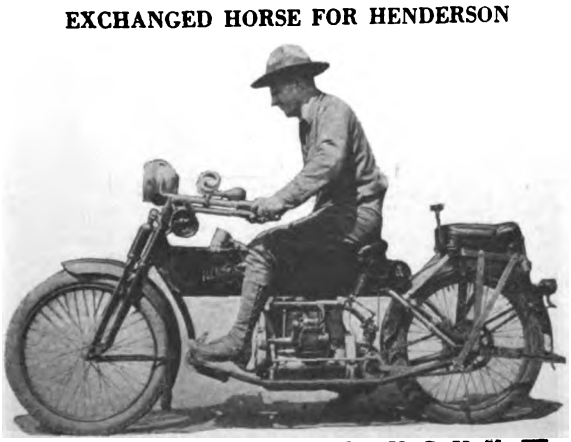
General Hevia, who has just returned to Cuba after a visit to the United States, has submitted an interesting report on the part played by motorcycles and bicycles in recent maneuvers at Van Cortlandt Park, New York. He was so favorably impressed with the work of cyclists in the New York maneuvers that he has appointed twenty bicyclists to act as headquarters' orderlies here. Folding bicycles will be used by these riders, and the Senores Grana y Compania, bicycle dealers in Havana, who have taken the contract to supply the machines, wish to get in touch with manufacturers who can provide the folding type of cycles. They are ready to give further information on request.

## NEWS AND VIEWS OF F. A. M. DOINGS

By GOSLIN

WHEN the F. A. M. refused to sanction races between 61 cubic inch twins on half-mile tracks it was not an idle whim on the part of some one in charge. It was plain, ordinary horse-sense, and every accident caused by big twins on small tracks adds further proof to the wisdom of this prohibition. Every time riders and dealers have contests on small tracks with these banned motors, they show no forethought and little regard for the future of the business that is their bread and butter.

### EXCHANGED HORSE FOR HENDERSON



**Trooper James Lowe of 1st Cavalry, N. G. N. Y., Who Uses Four-Cylinder Mount in Army Drills**

### The Veteran Pin Idea

This new idea of "Doc" Gibson's in making every five-year member of the F. A. M. in good standing eligible to wear a veteran's pin is most excellent. In these days of cheap new and second-hand automobiles, any motorcyclist who can resist the lure and false glamor of being an automobilist for five years is entitled to be a veteran, with a capital V. Me for a pin next year, Doc!

### Need of Clubs in Country

Only too true and much to be lamented is the fact that the average country-town rider gets little benefit from his motorcycle on the sociability side. Time and again the writer has asked a successful town dealer about a local motorcycle club, only to hear that his bunch lack interest and have no club spirit.

Instead of a score of country district riders making up a party and going off in a bbody on a 100-mile run every Saturday and holiday, they hang around the agency and take numerous five and ten-mile spins up and down the same road, calling this a day's sport. You country dealers, get your crowd together and take 'em out on a trip next Sunday. Show 'em some of the country beyond the hills over there.

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# WORLD CYCLE MARKETS OPEN TO U. S. MANUFACTURERS

## Expert Points Out Wonderful Opportunities for Bicycle Makers Who Will Adapt Their Models to Foreign Requirements

"WHEN American bicycle manufacturers prove their willingness to make certain changes in their models in order to meet the special demands of foreign buyers they will be in a position to go after not only the cycle business of England and her colonies but of practically the whole world," said Mr. O. Ling, export manager for the Herbert F. L. Funke Co., of New York, in an interview a few days ago. Mr. Ling formerly was export manager for the Birmingham Small Arms Co., of Birmingham, England, which has suspended the manufacture of B. S. A. motorcycles to produce munitions of war. He has just joined the Funke company, and is keenly interested in the opportunities presented to cycle makers in the United States as a result of the world conflagration.

### Heavy Sales Assured

"American cycle manufacturers who confine their efforts solely to supplying the home field are certainly on the wrong track," continued Mr. Ling, "because by making a few comparatively simple changes they could extend their scope to a wonderful degree. The American bicycle is a laudable product, but it cannot be expected to meet with approval where the British, German and Italian bicycles have formerly held the market. Buyers in foreign countries have become accustomed to certain outstanding features of design, and must have them. It is a serious mistake to attempt the policy of forcing on them the standard American bicycle, however satisfactory it may be from the United States viewpoint. The foreign business is well worth the effort needed to adapt bicycles to it, and the manufacturer who first works along that line will obtain truly remarkable results.

"I am convinced that the business to be derived from the sales of Overseas models would total more than $200,000 in the first year, provided the foreign agents were given what they want, and when this business was once acquired it could be held indefinitely. Before the warring countries can adjust their affairs and begin to think of the cycle trade again after the war, the American manufacturer can be so firmly established that he will not be readily driven out. But let it be understood that no such result can be hoped for unless the bicycles are changed to meet the specific demands of the foreign markets; that's the big point.

### Why Trade Was Lost

"In the bicycle 'boom' days America enjoyed a great export business, and it was lost not through any fault of the American wheel but simply because the manufacturers did not see fit to cater to the idiosyncrasies of the average foreign buyer. One thing that contributed largely to the loss of this business was that American bicycles were shipped in large numbers complete in themselves, and without ever a repair part included. When parts were worn out or broken after long usage the foreign dealer could not make repairs or replacements except at high cost, because the manufacturer had not supplied the parts; and thus the American wheel lost prestige.

"The bicycle that will sell Overseas must be distinctly different from the type which finds favor here. In place of the one or two-piece crankhanger, for example, the four-piece hanger similar to the British design must be adopted. Wood rims, or steel-lined wood rims, are absolutely tabooed. The full steel rim is a necessity, not only to obviate warping, but to accommodate the front and rear brakes which the foreigners demand. In place of the coaster, which is universally used here, a simple 'free wheel' device, with these front and rear rim brakes, finds favor. The frames should be made of weldless steel tubing in preference to tubing of any other kind, although it is not unlikely that the foreign trade can be educated up to the point where it will accept the meritorious welded tubing in time to come. The screw threads throughout must be B. S. A. standard, for that standard is in universal use throughout the world's cycle markets.

"Some bicycle fitments which we never see here are in demand on the other side. For instance, the pumpmaker who produces a very light tire pump with a celluloid barrel or cylinder, and the manufacturer who offers celluloid grips will make friends rapidly. The celluloid pump and celluloid grip are almost universal in the foreign trade. If they can be produced at the right price, there is $100,000 worth of business in them alone in England and her colonies during the year subsequent to their introduction."

The information given by Mr. Ling is invaluable, in view of the fact that it is based upon years of experience in handling the B. S. A. bicycles in foreign markets. He has traveled all over Europe and through all of the English colonies, and knows to a nicety the requirements of foreign buyers. Mr. Ling is desirous of going into the export proposition with American bicycle manufacturers, and has full samples of just what is needed in addition to unlimited data bearing upon the present opportunities abroad. His address is 110 Broad street, New York, the Funke Co. headquarters.

# THE MOTORCYCLE OUTLOOK IN MEXICO

## Visitor from Mexico City Believes Good Cycle Business Is Coming

MILWAUKEE, Wis., November 16.—That Mexico is ripe for the invasion of American motorcycle manufacturers is the assertion of Albert Zoeller, who came here for the purpose of establishing business relations with the Harley-Davidson factory as its dealer.

Anyone expecting to find in Albert Zoeller the typical chili con carne Mexican is due for disappointment. His card reads "Mexico City," and states that he is in the banking business. Zoeller is a Texan and, like other Americans that have invaded the commercial world of our turbulent Southern neighbor, gives as a reason for his being there that no other country offers the possibilities for American capital that are found in Mexico.

Albert Zoeller

"Mexico looks to Carranza for amicable settlement of her factional troubles," said Mr. Zoeller. "The states of Morelos and Sonora, together with Zapata's adherents in scattered other sections of the country, responsible for the present revolution, are not expected to make a prolonged fight, and with the settlement of the difficulties that harass Mexico on this account there will come peace and prosperity such as Mexico has never seen. There will be an unprecedented boom in every line of trade."

Before the present world war began, English and French exporters had a strong hold on Mexican buying. Now that the European market is closed, Mexico is looking to the United States for greater portion of its needs, according to Mr. Zoeller. "The fact that hundreds of United States citizens are going into Mexico to make their homes at the present is indication that there is an outlook for prosperity. The fact that paper money is being put into circulation as fast as it can be printed does not seem to affect its value as legal tender. Fifteen Mexican pesos make an American dollar.

"The native Mexican is quick to learn. Price has no consideration in his buying. If an article looks good to him he wants it, regardless of whether there is a similar article in the same line that is cheaper. Heretofore English and French motorcycles have been the big sellers in Mexico.

"English enterprise accounts in large measure for the predominance of that make of motorcycle in Mexico before the beginning of the war. American makers are beginning to get wise with the result that machines familiar to you Americans now are beginning to be popular in Mexico also."

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# News of the Clubs

### HENDERSON CLUB'S INITIAL RUN

Quincy, Ill., November 15. The Henderson Motorcycle Club, a new motorcycle organization in this city, held its initial run to Mendon and Keokuk recently. Henry Maching, the local Henderson dealer, entertained the riders with a chicken dinner at Mendon, and also pulled off a few stunts with his sidecar outfit that made a hit. Among those who participated in the affair were Mr. and Mrs. Henry Maching, Mr. and Mrs. John Bernard, Mr. and Mrs. Frank Stolze, Mr. and Mrs. Samuel Strauss and Henry Lange. Other runs are on the club's schedule which will be staged in the near future.

### HILL CLIMB FOR WHEELING CLUB

Wheeling, W. Va., November 15.—At the regular meeting of the Wheeling Motorcycle Club, held last week, with President J. Landon Bier in the chair, it was reported that all arrangements had been completed for the Thanksgiving Day hill climb. The Wheeling Register has donated a large silver cup for the first prize.

### RACINE ADEPT AT POLO

Racine, Wis., November 23.—The Racine Motorcycle Club signalized its entry into the Racine Polo League by winning its first game against the Big Chiefs in Lakeside Auditorium by a score of 3 to 1. Van Valkenberg made all of the goals caged by the motorcyclists, slamming the first one into the goal in eight minutes of play. The lineup of the Racine Motorcycle club team is: Bulletts, Van Valkenberg, Evenson, rushes; H. Moorman, center; Korzelius, half back, and Peters, goal.

### OPEN MEMBERSHIP CONTEST

Wheeling, W. Va.—The Wheeling M. C., of this city, held a banquet on November 16 to celebrate the opening of a big membership campaign. The club members were divided into two teams and will seek to get new members. The team getting the most will be either treated to dinner or to a bowling party by the other.

### ASSOCIATION TO GIVE BALL

Chicago, Ill.—The Chicago Excelsior Motorcycle Benevolent Association will give an entertainment and ball at the West Chicago clubhouse, 121 Throop street, on December 11. The proceeds are to go toward equipping the clubrooms and increasing the membership.

### PEERLESS M. C. ELECTS

The Peerless Motorcycle Club, of 1895 Washington avenue, Bronx, N. Y., has affiliated with the Federation of American Motorcyclists and elected the following officers: President, E. Martine; vice-president, Jack Byron; treasurer, Sam Burticale; secretary, T. Besio; sergeant-at-arms, Fred Huron.

The club came into existence June 22, of this year, and now has a membership of twenty-five. It is the intention of the officers of the club to hold a dance in the near future.

### READING CLUB GETS DAMAGES

Reading, Pa.—The Reading M. C. has been awarded $180 damages for loss by fire in its old club headquarters in Penn Square, from the Metropolitan Electric Company of that city. An appeal from the finding of the jury in the case was denied by the trial judge last week. Defective insulation in the wiring in the club building is alleged to have caused the fire.

### TUCSON CLUB RACE

Tucson, Ariz., November.—The Tucson Motorcycle Club is promoting a race to Oracle, 35 miles distant, and return, on New Year's day.

**Members of Wheeling (W. Va.) M. C. at Their Membership Boosting Banquet on November 16—Item Above**

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## MILWAUKEE MEMBERSHIP CAMPAIGN

MILWAUKEE, Wis.—November 23.—Milwaukee motorcyclists are deep in the work of a booster membership campaign that finishes during Milwaukee show time. J. J. Hegeman, manager of the local Firestone branch, started things by donating three Non-Skid casing and two inner tubes and he was seconded by Louis Peterik, manager of the Mueller Cycle & Supply Co., local Harley-Davidson dealer, with five more prizes.

The local club proposes adding 150 new members in this campaign and has waived its initiation fee as inducement for the 2,000 motorcyclists of this city to begin thinking seriously about getting in with the live motorcycle club here. The Milwaukee club was largely instrumental in having averted the proposed increase of license fees on motorcycles during the last legislative session at Madison.

By a sweeping campaign through the State clubs and State newspapers the local club waged a fight for arousing sentiment against the $3 license fee with the result that it was indefinitely postponed. The club feels that it is entitled therefore to the support of the local motorcyclists with their memberships. They never know when some more fool legislation will pop up.

## RACE MEET CLOSES SEASON

Trenton, N. J., November 13.—The Trenton M. C. closed its season here today with a "booster" race on the Ewingville race track. Two amateur, one novice and one free-for-all event completed the card, although a match race between Ray Forst and Christopher Carson was on the list. Forst, however, spilled during a special contest between Joe Miller and himself, to settle a dispute between two local dealers and his match with Carson did not come off, much to the disappointment of the spectators.

Elmer Ansley, Indian, took the ten mile free-for-all, in 12:11⅕, with Joe Miller, Excelsior, second. E. G. Applegate, Thor, won the ten mile amateur single cylinder race, even though he spilled during the third lap. Applegate beat Ray Forst, Harley-Davidson, by nearly a quarter lap. Time, 14:11⅗.

The five mile novice race went to Earl Ely on an Excelsior, with R. S. Woods, local Harley-Davidson dealer, second. The time was 6:36. Christopher Carson, Indian, carried off the five-mile amateur twin race with Ansley, Indian, second. Carson's time was 5:43⅗.

## MILWAUKEE'S BOOSTER BANQUET

Milwaukee, Wis., November 23.—The Milwaukee Motorcycle Club is making arrangements for a monster booster banquet to be held in the club rooms Friday evening, December 3, for the purpose of arousing enthusiasm in building up a stronger local organization. The club is heavily in debt at the present time due to the losses sustained in this summer's race meets and the booster banquet is expected to get something started toward reducing the club's debt. President Coffman of the F. A. M. will be asked to attend and there will be numerous other motorcycle lights present.

## HALEDON TEAM WINNERS

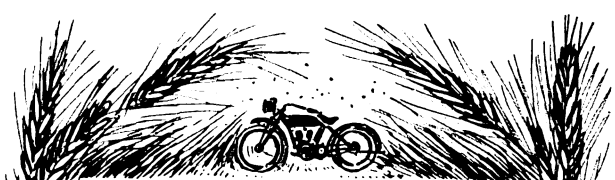
Haledon, N. J.—The Haledon M. C. basketball team opened its season with a victory over the Paterson Superiors, a semi-professional five of high class in this city. Games have been booked with several other teams in the near future. Manager Scott, of the Haledons, is anxious to meet basketball teams of any strength, and can be addressed care of the Haledon Club, Haledon, N. J., by managers desirous of arranging for games.

## MAY REVIVE CLUB

Columbus, O.—Steps are being taken to revive the Franklin County M. C. of this city. A meeting will probably be called soon for the purpose of discussing the reorganization. The project of consolidating this club with the Capital City M. C. has been dropped, as the latter organization is practically dead.

## CANAL ZONE MOTORCYCLE CLUB

A recent report from the Panama Canal Zone states that motorcycling interest there is on the boom, due chiefly to the recent organization of the Canal Zone Motorcycle Club, with headquarters at Ancon, C. Z. This club is reported to be growing rapidly. Canal employees get their merchandise in free of duty and at greatly reduced freight rates, so that the motorcyclists all order their machines from the United States.



## TWELVE REASONS WHY THE FARMER IS ABLE AND READY TO BUY MOTORCYCLES

| 1915 CROPS. | AMOUNT. | VALUE. |
|---|---|---|
| Corn | 3,090,509,000 bu. | $1,913,025,071 |
| Wheat | 1,002,029,000 bu. | 932,888,999 |
| Oats | 1,517,478,000 bu. | 532,599,822 |
| Hay | 101,276,000 tons | 877,054,890 |
| Cotton | 5,250,000,000 lbs. | 609,000,000 |
| Potatoes | 425,903,000 bu. | 260,881,874 |
| Apples | 76,670,000 bbls. | 164,380,480 |
| Barley | 236,682,000 bu. | 118,577,682 |
| Tobacco | 1,050,025,000 lbs. | 105,002,500 |
| Peaches | 64,218,000 baskets | 60,613,736 |
| Rye | 44,179,000 bu. | 37,861,403 |
| Flaxseed | 18,446,000 bu. | 30,050,534 |
| TOTAL VALUE ..... | | $5,641,956,991 |

## CONSOLIDATED CLUB HOLDS LAST RUN OF SEASON

INDIANAPOLIS, Ind.—The Consolidated M. C. of this city, held the last tour of the season to Flat Rock Cave, near Shelbyville recently. The club was joined at Shelbyville by members of the Indianapolis M. C. under the leadership of Johnny Merz, and the two bodies rode together to the cave and park. About 50 riders in all made the trip.

Dinner was had at Shelbyville, as the park was closed for the season. On arriving at the cave, the riders and their fair guests made a tour of inspection after one of their number had seen that the passages were dry enough for the ladies to travel over. Pocket flashlights were used during the inspection. The many slides and swings in the park were kept constantly in use after the cave was explored, and these in connection with boating on Flat Rock creek, served to pass the afternoon pleasantly.

## FUND GIVEN TO CHELINI

TO the Chelini Fine Fund has been contributed the total of $38.50 which has been turned over to A. Chelini in an endeavor to reimburse the California rider for the fine he had to pay as a result of speeding, while covering the last leg of the recent Transcontinental Motorcycle Relay. **Motor Cycle Illustrated,** originator of the fund, has given ten dollars, and has also been able to secure the following contributions: C. H. Minto, assistant sales manager, the United States Tire Company of California, $1; San Francisco Branch of the Goodyear Tire & Rubber Company, $1; San Francisco Branch of the Hendee Manufacturing Company, $1; Fred M. Mills, F. A. M. Commissioner of Washington, D. C., $1; Dr. G. B. Gibson, secretary-treasurer F. A. M., $1; A. B. Croft, Indian dealer at Ouray, Colo., $1. The Westfield Manufacturing Company, of Westfield, Mass., has given $10 through F. A. M. Competition Committee Chairman Johnson. *Motorcycling & Bicycling* has contributed $10 and received $2.60 from the employes of C. Will Risden, Indian distributor, Los Angeles, Cal.

## OPEN WINTER SEASON

Baltimore, Md.—The Maryland M. C. inaugurated its winter social season last Tuesday evening at the club house on Hamilton Terrace. Monthly dances will be the feature, a new dance floor having been laid. Moving picture entertainments will also be given and lectures on various topics from time to time. Captain Ernest Wood and Theodore Krug have charge of the programs.

## BUY TREMPER'S STOCK

Seattle Wash.—Vernon & Son have purchased the stock and supplies of Theodore P. Tremper, former Thor agent in this city. While the Tremper firm will not handle the Thor, they will continue to stock the parts.

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## COMPARATIVE EXPORTS FOR 1914 AND 1915

A COMPARISON of American export figures for the nine months ending with September of 1914 and 1915, respectively, show a tremendous increase this year. The increase is largest in the amount of business done with such countries as France, Italy, the Netherlands, Norway, Russia, Sweden and the United Kingdom. At the same time, the United States is also doing more business than ever before with most of the South American countries, as well as with Asia, Oceania and Africa.

A comparison of the figures will dispel a rather general impression that the increase in American foreign business is due almost entirely to unprecedented shipments of war munitions. While it is quite true that our business with European countries has increased from $873,000,000 during the nine months ending September, 1914, to $1,845,000,000 for the nine months ending September, 1915, in every other grand division of the world, also, the 1915 figures are higher, as follows:

| | 1914 | 1915 |
|---|---|---|
| North America | $374,000,000 | $386,000,000 |
| South America | 73,000,000 | 103,500,000 |
| Asia | 68,800,000 | 100,194,000 |
| Oceania | 57,410,400 | 70,640,000 |
| Africa | 19,310,000 | 25,400,000 |

Exports for the week ending November 6 at the thirteen principal custom ports of th United States were $64,286,785, and imports $30,273,913, leaving a favorable trade balance for the week of more than $34,000,000.

## PANAMA CLUB BOOSTS TRADE

We are informed by Consul-General Alban G. Snyder, stationed at Panama City, that up to a short time ago little motorcycling was done and there were only a few motorcycles on the Isthmus of Panama. Added interest was given to this form of recreation a few months ago by the organization of the Canal Zone Motorcycle Club, with headquarters at Ancon. The club is growing quite rapidly. As employees of the Panama Canal get their merchandise in free of duty and at greatly reduced freight rates, all the Panama riders have purchased American-made machines.

## UNSATISFACTORY BUSINESS LETTERS

Unsigned business letters from American firms do not find favor among foreign tradesmen, and their criticisms have been confirmed by the increasing proportion of letters coming to the various consulate generals without signatures.

The comments that have been heard apply to three classes—letters asking for information, letters of acknowledgment, and those making business offers. It is unlikely that a letter of the third class, unsigned, would inspire much confidence, as the conclusion would naturally be drawn that it had received purely perfunctory attention on the part of the writer, or had been written by some one who had no authority to sign it.

An unsigned offer of sale creates an impression similar to that which was produced several years ago, when numerous letters were sent out by business houses in the United States conspicuously stamped "Dictated, but not reread."

## RHODESIA IMPORTS

According to American Consul E. Gunsaulus, of Johannesburg, imports of motorcycles and bicycles into Rhodesia, British South Africa, in 1913 and 1914, respectively, were as follows:

Bicycles, 1913, $98,060; 1914, $66,442.

Motorcycles and parts 1913, $36,289; 1914, $44,879.

Imports into Rhodesia from the United States, of motorcycles and parts, increased from $3,733 in 1913 to $4,253 in 1914.

## NEW EXPORT RECORDS

Figures just made public by the Bureau of Foreign & Domestic Commerce reveal new records in American export trade and export balance. Exports for last month totaled $297,766,750, and exceeded by nearly $80,000,000 the total for September, 1913, and by $141,000,000 that of September, 1914. Nine months' exports this year totaled $2,529,575,095, compared with $1,467,401,989 last year and $1,733,422,158 two years ago. The nine months ending in September show an export balance of $1,227,293,504, an increase of $1,170,000,000 over that for the corresponding period of 1914 and $821,256,417 over that of 1913.

## FAVOR AMERICAN GOODS

We are in receipt of a letter from the editor of *Motor*, of Copenhagen, Denmark, in which he says:

"It is of the greatest importance for the Danish motorists to be able to follow the progress of American sport and industry because public inclination here in Denmark becomes more and more favorable to American goods."

## GAIN OF MORE THAN BILLION

For the nine months ending September, 1915, exports out of the United States totaled $2,532,485,167, as against $1,467,401,989 for the first nine months ending September, 1914. This represents a gain for the first nine months of this year of more than one billion dollars.

## COLOMBIA FAVORS AMERICAN BUILT CYCLES

ADVERSE street and road conditions, as well as the high cost of gasoline and lubricating oil, are factors which have greatly retarded the sales of bicycles and motor-driven vehicles in the Cartagena district, in Colombia, according to a recent consular report. The city streets are narrow and generally in poor condition, while the roads are very bad in most cases.

Gasoline sells at 40 cents a gallon, retail, and 36 cents wholesale. Lubricating oil, which is like the gasoline manufactured locally, sells at the same figures. In spite of these factors, continues the report, the importations of bicycles, motorcycles and accessories through the port of Cartagena during the last calendar year were valued at $15,359, as against $6,472 during the fiscal year ending June 30, 1914. In the calendar year, American goods passing through the port were valued at $11,533, or about two-thirds of the total importation.

The import duty adds a relatively small amount to the original cost. According to item No. 855 of the import tariff schedule, the duty on bicycles, tricycles and velocipedes, with or without motors, is five cents per kilogram (2.2 pounds), levy being made on the gross weight. Including the surtax of two per cent., of the duty, the total duty is equal to $2.31 per 100 pounds. Thus, the duty on a bicycle amounts approximately to $1.25, if packed lightly, while the duty on a motorcycle is $7.50 to $8.

Bicycles, continues the report, are usually sold by dealers for cash, while motorcycles are purchased on monthly installments. Bicycles for this district should be fully equipped with lamp, bell, coaster brake, mudguards on both wheels, and a complete tool kit. Motorcycles should be quoted with extra parts.

There are only four motorcycles in Cartagena and only one active agency. Three of the machines are American made and the fourth of Italian construction. Correspondence and advertising matter should be in Spanish, and weights quoted, gross and net, in kilogrammes. Prices may be given in American currency.

## OPENINGS IN CALCUTTA

According to the American Consul at Calcutta, India, "opportunities for the sale of American-made cycles, parts and accessories are excellent. There are already a great many motorcycles in use in Calcutta. The roads are good and the country is flat. There is a particularly good chance for selling low price machines, but their quality must be good."

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# Of a Personal Flavor

FRED M. RANDALL has just formed the Fred M. Randall Co., advertising agents, at 605 Ford Building, Detroit, Mich. Mr. Randall was formerly with the Taylor Critchfield-Clague Advertising Agency, but resigned to form his own firm.

S. M. Beatty is now with the sales promotion department of the Goodyear Tire & Rubber Company, at Akron, O. He was formerly manager of the Providence, R. I., branch. Mr. Beatty is succeeded at the Rhode Island capital by E. J. Smith, formerly of the Hartford, Conn., branch.

W. H. Schwab, formerly sales manager for the Gemco Mfg. Company, of Milwaukee, Wis., and C. W. Beckler, advertising manager of the same concern, have become interested in the Auto Parts Mfg. Company, of 528 Broadway, Miuwaukee, Wis. Messrs. Schwab and Beckler severed all connection with the Gemco firm recently.

F. I. Reynolds is now manager of the Automobile Tire Department of the United States Tire Company, of 1790 Broadway, New York. He was formerly tire sales manager for the B. F. Goodrich Company, of Akron, O.

M. I. Husted, formerly with the United States Tire forces, is now affiliated with the Ellason Brothers Motor Car Company, of Baltimore, Md.

R. P. Hinckley has joined the sales forces of the Connecticut Telephone & Electric Company, of Meridan, Conn. He will handle jobbing trade east of Chicago.

Frederick H. Poor, who since the incorporation of the S. K. F. Ball Bearing Company, in December, 1909, has been its general manager, has resigned. He will open an office of his own at 30 Church street, New York.

A. E. Schaefer, formerly with the Packard Motor Car Company, is now affiliated with the Goodyear Tire & Rubber Company, at Akron, O.

Professor Vivian B. Lewes, one of the foremost English authorities on fuels and acetylene, has just died. He was professor of Chemistry at the Royal Naval College, at Greenwich.

Boston, Mass.—F. Shirley Boyd, a pioneer in the motor accessory trade and in the bicycle industry, died in this city of appendicitis on November 12. Mr. Boyd had been president of one of the leading accessory houses in New England for several years prior to his decease.

H. R. Curtiss has been appointed manager and treasurer of the Excelsior General Supplies Company, of Chicago, Ill. He was formerly manager and treasurer of the Boston, Mass., branch of the Splitdorf Electrical Company, of Newark, N. J.

R. M. Ellis is now in charge of the Boston, Mass., branch of the Splitdorf Electrical Company, of Newark, N. J. He left his position as export manager for the Splitdorf interests recently to take up his new work.

Mr. K. R. Jacoby, formerly identified with the Miami Cycle & Manufacturing Company, announces that after the first of December he will be connected with the Willys-Overland Company, automobile manufacturers of Toledo.

Louisville, Ky.—H. N. Kirk, sales manager for the Aurora Automatic Machine Company, of Chicago, Ill., was recently in Louisville to confer with some of the dealers concerning a new Thor agency in Louisville.

Columbus, O.—Newspaper men of this city recently tendered a farewell dinner to D. A. Donovan, formerly of the staff of the *Columbus Dispatch,* who is now editor of the house organ of the B. F. Goodrich Company, of Akron, O.

## BREGENT TAKES SEVERAL DISTRIBUTING RIGHTS

MONTREAL, Quebec.—The wave of activity throughout Canadian cycle circles is being felt in Montreal, as well as business. A number of new connections for the coming trade year have been definitely arranged and these industrial ties will affect business relations in the whole of Eastern Canada.

An announcement of importance is that A. E. Bregent, 206-208 St. Catherine street East, the local distributor, has obtained the sales privileges for Pope bicycles for the whole of Eastern Canada. Fred St. Onge, the travelling salesman representing Bregent, visited the plant of the Westfield Mfg. Company, at Westfield, Mass., and later L. D. Harden of that company called upon the local trade with the result that Bregent was selected to handle Pope bicycle sales in the East.

Negotiations have also been concluded whereby Bregent will handle the new Regent line of studded tread, white rubber, bicycle tires made by the Canadian Consolidated Rubber Company of Montreal, a sister organization to the United States Tire Company in the States. A new tube, of extreme thickness, also made by this company, will be sold by Bregent in Eastern Canada as well.

Bregent has secured the Canadian distributing rights for the Worksman delivery van, made by M. Worksman, 14-16 Vesey street, New York. This is a commercial tricycle to which can be easily attached a Smith Motor Wheel if desired.

The sale of the Smith Motor Wheel is being boosted all through Quebec and Ontario by Bregent's representatives, including St. Onge, who is a former vaudeville cyclist. The latter sold a great many Smith Motor Wheels at the fall fairs at Quebec, Sherbrooke and other places, where he pulled off a number of his old bicycle tricks by way of introducing the motor attachment. St. Onge is placing agencies for Smith Motor Wheels, Regent bicycle tires, Pope bicycles and other lines in all the cities, large and small, in both of the Provinces named.

Montreal was visited, briefly, by sixteen of the professional bicycle racers who have been engaged in the six-day race at Chicago as they were proceeding from Boston to Chicago by way of the Canadian route.

S. E. Rochelle, of Corcoran & Parrish streets, Durham, N. C., has registered his shop with the F. A. M.

**WHEN SIX CONGENIAL SPIRITS MET AT CHARLOTTE, N. C.**

**Back Row, Left to Right, E. C. Briggeman, Iver Johnson; E. C. Recknagel and R. J. Smith, Corbin Screw Corp.; Bottom Row, A. E. Lonn, Great Western; J. Pickard, and T. N. Biddle, the Morrow Brake Man**

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# With the Manufacturers

## TULLY JOINS SCHICKEL

W. B. TULLY, formerly Southern traveler for the Great Western Manufacturing Company, has become affiliated with the Schickel Motor Company and will travel South for it. The territory covered by Mr. Tully will comprise Florida, Georgia, Alabama and the Carolinas.

The Schickel Lightweight is receiving enthusiastic endorsement by the many dealers who have contracted for selling the machine, as evidenced by the following letter received from the Barber Bicycle Company, of Sandusky, Ohio. They say: "We have received our machines and we are very much pleased with the 'Little Bug'; it has plenty of speed and ample power."

## INDIAN SETS NEW RECORD

JOHANNESBURG, South Africa.—P. E. Hunt, local Indian agent, using a 7 h.p. big twin sidecar combination, covered the distance between this city and Durban in 18 hours, 29 minutes, on September 18. Hunt's time betters that of the mail train by 5 hours, 9 minutes. The road to Durban is boulder-strewn and in parts deep in dust, while there are steep gradients and over 50 gates to be opened on the way. Hunt's was the first sidecar to cover the distance in better than the train time.

## THREE ADDITIONS FOR HYATT

TOLEDO, O.—The Hyatt Roller Bearing Company is so rushed with orders that three large additions to the plant have become necessary. Work on them is being rushed and the three will be completed by the first of the year. Two of the buildings are 200 x 50 feet, eight stories high, while the third is 110 x 90 and six stories high.

## NO DUCKWORTH SLACK-UP

Although this season of the year usually permits the Duckworth Chain & Manufacturing Company, of Springfield, to catch up with their orders on hand, it is, however, not true of the present season. The factory is running full capacity, and even at that are unable to catch up with the demand.

## RUNNING FULL CAPACITY

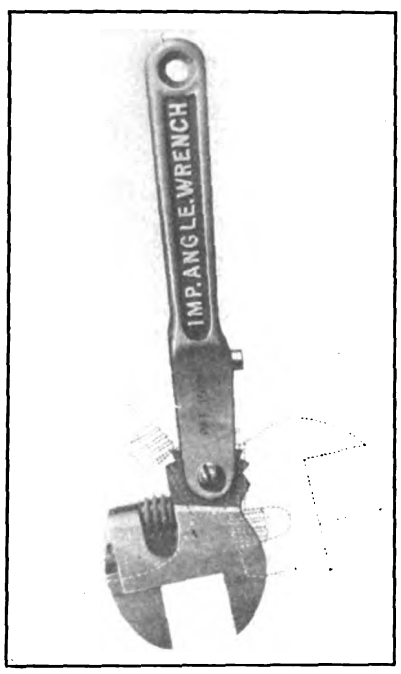
Sales Manager Jones, of the Majestic Manufacturing Company, states that business has been exceptionally good and that at present they are running full capacity. This big volume of business is especially true of their pedal line.

## ALLWON EYESHIELD AGENT

The Herbert F. L. Funke Company, of 110 Broad street, New York, has taken over the distribution of the motorcycle and export trade of the Allwon eyeshield, made by Strauss & Buegeleisen, of 489 Fifth avenue, New York.

## IMPERIAL ANGLE WRENCH HAS ADJUSTABLE HANDLE

USEFUL to both rider and repairman is the adjustable handle angle wrench recently brought out by the Imperial Tool Company, of Bloomington, Ill. This wrench has an adjustable jaw which will take




Imperial Angle Wrench

any tap up to 1¼ inches at eight different angles, or the tap can be turned in very close quarters by ratcheting the handle one or more notches at a time in either direction by merely operating the ratchet button.

The handle is locked rigidly when the ratchet button is released. The wrench is not a novelty tool, but a practical one, made of the best material possible and capable of withstanding the hardest service. It will take the place of a variety of different styles of wrenches, as it can be easily operated in positions and angles where special wrenches are ordinarily needed, and also in places where no other wrench can be used. The Imperial Tool Company gives a first-class guarantee with each wrench.

## SEIBERLING TALKS TO SAN FRANCISCO CONFERENCE FROM AKRON

Akron, Ohio, November 23.—President F. A. Seiberling, of the Goodyear Tire & Rubber Company addressed a conference of Goodyear men at San Francisco from his office at Akron last week, when for the first time telephone connection was established between the factory and the western coast, a distance of three thousand miles. The western men were assembled in the telephone exhibit theatre at the Panama-Pacific Exposition at a pre-arranged hour for the talk with Akron. Sixty-five of the Goodyear men sat with telephone receivers clapped to their ears at 'Frisco, while a party of men sat at the Akron office similarly equipped for "listening in." "Greetings from the factory from across the continent" were the first words spoken by President Seiberling, which were distinctly heard at the other end. "Thank you, how are you?" came instantly and clearly the voice of A. F. Osterlich, assistant secretary of the company. Then followed for half an hour a conversation which was clearly heard at either end of the three thousand miles.

## SMITH EMPLOYES GIVE VAUDEVILLE SHOW

MILWAUKEE, Wis.—A vaudeville show of eight acts was given in the Auditorium, the city's largest hall, by employes of the A. O. Smith Company, manufacturers of the Smith motor wheel. The performers were all amateurs and employed by the company in various departments of the factory and office. President L. R. Smith made a very pleasing address preceding the performance, which was followed by dancing. The plant was closed down for the night.

## YATES WITH WESTFIELD CO.

Boston, Mass., November 23.—J. A. Yates, of this city, better known to the trade as "Jack" Yates, has joined the traveling forces of the Westfield Mfg. Co., and will cover the Northwest as the Pope bicycle and motorcycle traveler, with headquarters at Minneapolis, Minn. Mr. Yates is of the clean-cut, hustling type of salesmen, who is very popular with those in the trade who know him, and has many friends in the Northwest.

## BOIDO USED FIRESTONES

Announcement is made that the Indian on which Lorenzo Boido won the Tucson-Phoenix race on November 16 was equipped with Firestone tires, and that John Berg, who finished second on a Harley-Davidson, also used Firestones. Of the six machines to complete the course, 132 miles, including good, bad and indifferent roads, two others were also Firestone-shod. Tire troubles were conspicuous by their absence despite the severity of the route.

## WESCHLER ON WAY TO COAST

Springfield, Mass.—Frank J. Weschler, treasurer and sales manager of the Hendee Mfg. Co., is on his way to the Pacific Coast for a general tour of Indian dealers in that section. He will stop over in Denver and Salt Lake City en route.

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## MOTOR WHEEL EXPORT SHIPMENTS ARE GROWING

MILWAUKEE, Wis.—One hundred and eleven Smith motor wheels were shipped to foreign parts of the world during the month of October, and thus far this month the number is more than equalled. The A. O. Smith Company is enjoying a splendid export business, each month showing increases, and it is expected that the year just starting will bring foreign motor wheel business far into the thousands. "Although export shipments and foreign trade are said to be difficult to handle, we find little trouble aside from our regular routine," said Manager W. V. C. Jackson. "The thing to keep uppermost in mind on foreign business, I believe, is pack securely and route the most rapid way, thus avoiding the two things obnoxious to foreign buyers; delays in receiving shipments and receiving the same in injured condition. We have been complimented repeatedly on the method of packing, and I believe it is a long way toward setting us right with foreign buyers. We are experiencing no difficulties with foreign collections and are treating our foreign trade liberally in that respect, which the buyers in other countries, particularly Spanish-speaking countries, are accustomed to."

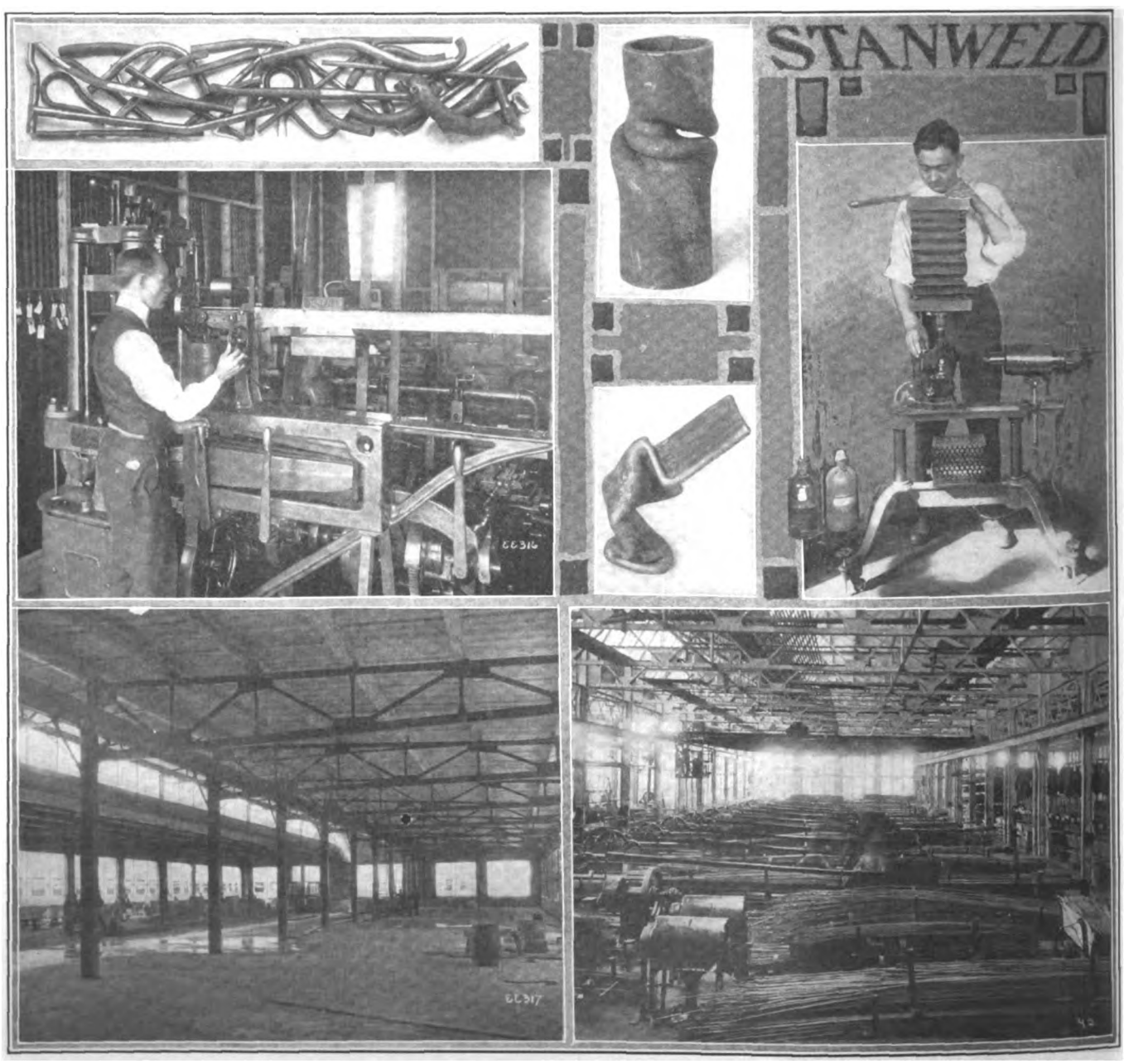
## FIRESTONE DAY AT DES MOINES

DES MOINES, Iowa.—H. S. Firestone, president of the Firestone Tire & Rubber Company, of Akron, O., conducted the proceedings during the celebration of "Firestone Day" in this city on November 10. The affair was attended by over 200 Iowa tire men, and consisted of an entire day of festivities, being terminated by a banquet in the evening. President Firestone, R. H. Firestone, general sales manager of the company, and prominent newspaperman of the city, made addresses at the banquet.

## BOWSER TO ADD

Fort Wayne, Ind.—The S. F. Bowser Mfg. Co., of this city, will soon add a three-story building to its present plant. The building will measure 25 by 40 feet and will be of fireproof construction, as all valuable papers belonging to the company will be stored in it. The foundations for this structure are already laid.

## SCENES IN PROGRESSIVE STANDARD WELDING FACTORY




**Upper Left, Submitting Specimen to Crushing Test in Ohlsen Machine; Insets, Tubing Samples After Test, Showing Strength of Fibre; Upper Right, Making Microphotographs of Metal Used in Operations; Lower Left, Bay in One of New Buildings; Lower Right, Steel Strips Waiting to Pass Through Welding Machines and Become Tubes. Taken at Cleveland, O., Factory**

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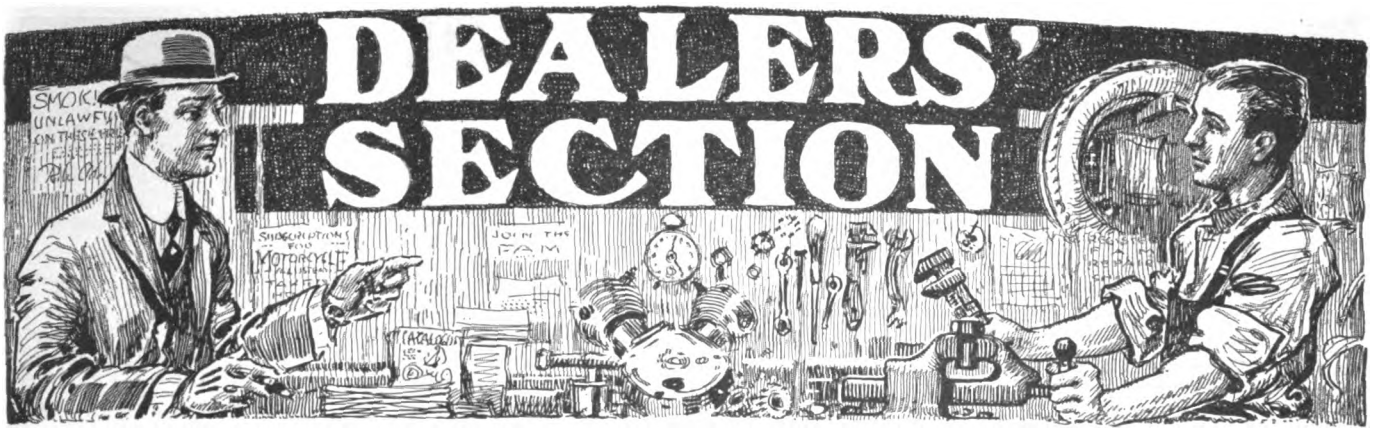

# SENTIMENT PROPERLY APPLIED MAKES FOR SUCCESS IN AN AGENCY

## As Usually Considered It Causes Loss—Business Must Come First

By PATHFINDER

"IT is interesting to go into a town and analyze the various factors which go to make up the success or failure of the motorcycle dealer. Some surprising facts come to light. Commonplace circumstances that ordinarily could be calculated to work to the dealer's advantage in many instances have just the opposite effect."

This statement comes from a sales correspondent of one of the largest motorcycle factories. Having supervision over eastern territory that embraces a retail motorcycle field where competition is strongest he has had occasion many times to make personal investigation of conditions surrounding a dealer's business in the effort to ascertain the cause of sales slumps and to try and put his finger on the one thing that is causing the dealer to lose his grip.

The trouble with most dealers that feel themselves slipping is that they persistently refuse to recognize the objectionable condition in their business affairs that is causing the slowup. It is the hardest thing to get a dealer to see the fact that there must be a reform, if things are to go right, regardless of the sentiment between himself and his riders that seems to stand in the way.

THERE was a time when sentiment played an important part in the relations between factories and dealers. That was in the early days when there were ten orders for every machine made. Two or three years ago sentiment in the motorcycle industry began to find itself taking a back seat.

### What Competition Did

Competition froze out sentiment. Dealers who had influence with the factory sales department largely because they were one of the first dealers of that make of machine, suddenly woke up with a bump when they were let out of the fold.

They had been taking the path of least resistance in motorcycle selling. They could not shake off the old habits. The industry grew too fast for them. Their inability to keep abreast of the times caused them to drop out in favor of the younger and more enterprising man who had motorcycle enthusiasm combined with up-to-date merchant methods of conducting his business.

### At Home with Dealers

When sentiment lost its steady job with the manufacturers, it became the regular boarder in the retail trade. In a surprisingly large portion of the retail trade Mr. Sentiment is supreme dictator of the way the business should be conducted. But the old enemy, competition, is beginning to make things uncomfortable for Mr. Sentiment just as he did in the manufacturing end of the business.

Friendship is being eliminated in favor of good business dealings by the motorcycle dealer. He has found it an ephemeral asset in the building up and maintenance of his solid business structure. The dealer who allows sentiment to sway his better judgment has no come-back when his riders boldly take privileges that in the aggregate eat a heavy percentage of the profits which should rightfully accrue.

"You're a Good Fellow, Bill, but in This Repair Shop Business Comes Before Sentiment"

I have in mind a well-known New York State dealer who is selling his share of motorcycles in his territory, as compared with the sales of his competitors. Yet he cannot say that he is making money. He is a sentimentalist. This man started in business by selling one or two machines. Gradually his sales increased. The riders would come back for adjustments and repairs. He had to have some place to do this kind of work so he had erected a little shed in his backyard for their better accommodation.

"Open house" prevailed all the time in the little shed. Riders were allowed free range in the place. Tools and machinery were theirs even without the formality of asking. The shed took on greater size. The riders found even better facilities at their disposal.

### Moved to Larger Quarters

Suddenly our dealer friend became obsessed with an idea that moved him to seek a location in a downtown store. The plans called for the usual arrangement of salesroom in front and repair shop in the rear. Now he complains that his riders don't like the new arrangement a little bit. He still allows them to make themselves at home in the repair shop, but they find when they are in this part of the store that they can't hear what is going on out in the salesroom. A sad and deplorable state of affairs! The dealer fears that he is

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DEALERS' SECTION

going to lose business. If he keeps on the way he is going he surely will. It is time he started a reorganization.

He is afraid that his riders may go over to a competitor. What if they do? Does he suppose for half a minute that his competitors are allowing the same state of affairs that sentiment is creating in his shop? When the riders go to his competitors' stores they will find their presence in the repair shop is undesirable—to put it mildly. They'll have to pay for what they get. The competitors are selling a commodity that might be labeled "Motorcycles-Accessories-Repairs." It is a strictly business proposition with them. They are merchants, not sentimentalists.

**Business vs. Sentiment**

Every rider is treated alike, which means that they get the best that the service of the store can give. There is no favoritism there. The competitors never have to meet the accusation that they are giving one rider preference over another. The store is conducted on a business principle that automatically gives maximum and uniform service to motorcycle riders with the minimum of overhead expense.

The difference between conducting a motorcycle business on sentiment, and conducting it as a butcher shop or grocery store is conducted, is strongly contrasted in the case of two dealers that have come under the observation of our friend the sales correspondent.

One sold 50 machines last season. The other disposed of 250. The verbal distinction tells the story.

**On the Downward Path**

The dealer who made the big number of sales is not a price-cutter. The sales supervisor investigated that phase of the matter to his fullest satisfaction. He is a sentimentalist. That covers the whole story.

He allows his riders to run his business for him. He has no backbone when it comes to setting a price on "trade-in" sales. The rider can get just about what he wants for his old machine. This dealer's repair shop is far from being a paying proposition. His bill for new tools is enormous. They disappear mysteriously. He knows where they go, yet he is afraid to put into effect a policy that will keep tools where they belong and only in the hands of his own repair men. Sentiment is ruining that dealer. And the deplorable part of the whole matter is that he sees trouble coming and refuses to recognize the evil which is creating it.

**A Contrast in Policies**

The dealer who sold the 50 machines made more money than our friend with 250 sales to his credit. That is almost obvious when we take into consideration the business principles that the 50-machine merchant applied to each sale. He made a profit on every machine traded in.

He calls his repair shop his service station. He makes money on his service yet never has been accused of exorbitant repair charges. He treats the riders right; and his prices on accessories are right.

**Making Sentiment Bring Business**

It cannot be said that he lacks sentiment either. He makes sentiment work for him, but always to a profit. But he does not let sentiment run his business. He does that himself and does it according to the same sound, tried-out business principles that characterize the other successful merchants in his city.

# KEEP CLEAN AND MAKE MOTORCYCLE CONVERTS

## Carelessness in Appearance Keeps Many Out of Sport

BY GEORGE M. JOHNSON

MY friend, the dealer, was busy with a consignment of motorcycle clothing that had lately come in. "Now, this is a good hunch," he commented, unfolding a neat garment somewhat like a duster. "You see it goes like this." Thereupon he draped the coat about his graceful form. The tails folded about his legs and the ends buttoned into place, thus forming what amounted to an extension above the tops of his leggings.

"As I look at it," went on the dealer, taking the coat off after his demonstration, "the thing we're all after, or should be after, is to be equipped for the road so as to accumulate a minimum of dirt from riding."

"Amen!" I agreed. "You put that very well."

"And with this coat," he proceeded, "a fellow can wear his best togs and no matter how dusty the roads, they won't be any the worse for it. I hope you noticed how the collar can be turned up and buttoned into place. Do I get your order?"

"Wait till the dust begins to fly a little thicker," I protested. "Then I'll probably fall."

It is unfortunate that more dealers are not alive to the importance of cleanliness on the part of users of motorcycles. The day when the average rider went around looking like a second class plumber's assistant is happily of the past. But it is none the less true that some of us, perhaps many, could easily be more careful as to appearance.

THE fact that motorcycle riders are not more careful has doubtless kept many people out of the sport. For example, I know a man in the insurance business who formerly used a motorcycle for making his numerous calls. Finally he gave it up and bought a young auto. The explanation he gave me was as follows:

"The machine always ran like a charm; never gave me a bit of trouble; but I couldn't keep clean. My clothes were always so dirty that I felt I wasn't doing justice to myself in a business way."

There are several things to be said about this. In the first place the machine he used was an old model, with very narrow and inefficient mudguards. Of course he couldn't keep mud and dirt away with such equipment. Then, too, he never took pains to dress himself so as to protect his clothes and shoes.

Here was a man who would be regarded by a large number of observers as having given the motorcycle a good test, a test in which it failed to make good. But the test was not a fair one. I have seen this man riding about the streets of the city with absolutely nothing on to protect his trousers but a pair of bicycle pant-clips. No wonder his legs became dirty! Furthermore his motor and crankcase were never cleaned, and showed a coating of oil and dust a good quarter-inch thick; of course it was next to impossible for his unprotected pant-legs not to come in contact with the filthy engine.

There is the matter of neatness as regards the leggings, for example. When new a pair of leather leggings or puttees will look very fine indeed, but as dust and the grease from the engine get in their work the original beauty fades quickly. It is simple enough to clean such articles, whether tan or black, and a little rubbing with shoe polish will make them as bright as ever. Gasoline sparingly applied will remove the oil spots and dirt.

I have demonstrated a number of times that it is easily possible to ride and keep perfectly clean, even under the most unfavorable weather conditions. As an illustration, I once had an invitation to a party in a town twenty miles away. It was necessary to go by motorcycle as there were no late trains back. But the day before, and part of that same day, it rained *hard!* The roads were in fine shape for a ride in one's best clothes! Instead of leggings I wore a pair of hip boots, sporting model, and stuffed a pair of dancing pumps into the pockets of my raincoat. A large handkerchief about my collar protected that from any stray splashes of muddy water. And I defy anyone to guess, from my appearance that night, that I had just mud-plugged it for twenty miles.

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# DEALERS' SECTION

## SWENSON'S NEW BRITAIN SHOP

PROVIDENCE, R. I., November 22.—The Swenson-Hadfield Company, of which B. A. Swenson is principal owner, has leased a new store in the Hotel Grand building, 21 Myrtle street, New Britain, Conn., which will be opened about December 15, under the managership of Charles E. Hadfield.

Mr. Swenson today said that a large line of Indian motorcycles and side cars will be carried with a very complete stock of Indian parts, as well as accessories and supplies for every known make of car. As an added feature of the store, sporting goods and a general line of automobile tires, tubes and supplies also the Pierce and Indian bicycles and bicycle supplies will be handled.

Mr. Swenson also announced that Taunton, Mass., has been added to his distributing territory and that Alfred Beauvain has been appointed as the Indian agent there. This store will carry a complete line of motorcycles of the Indian make, parts and supplies.

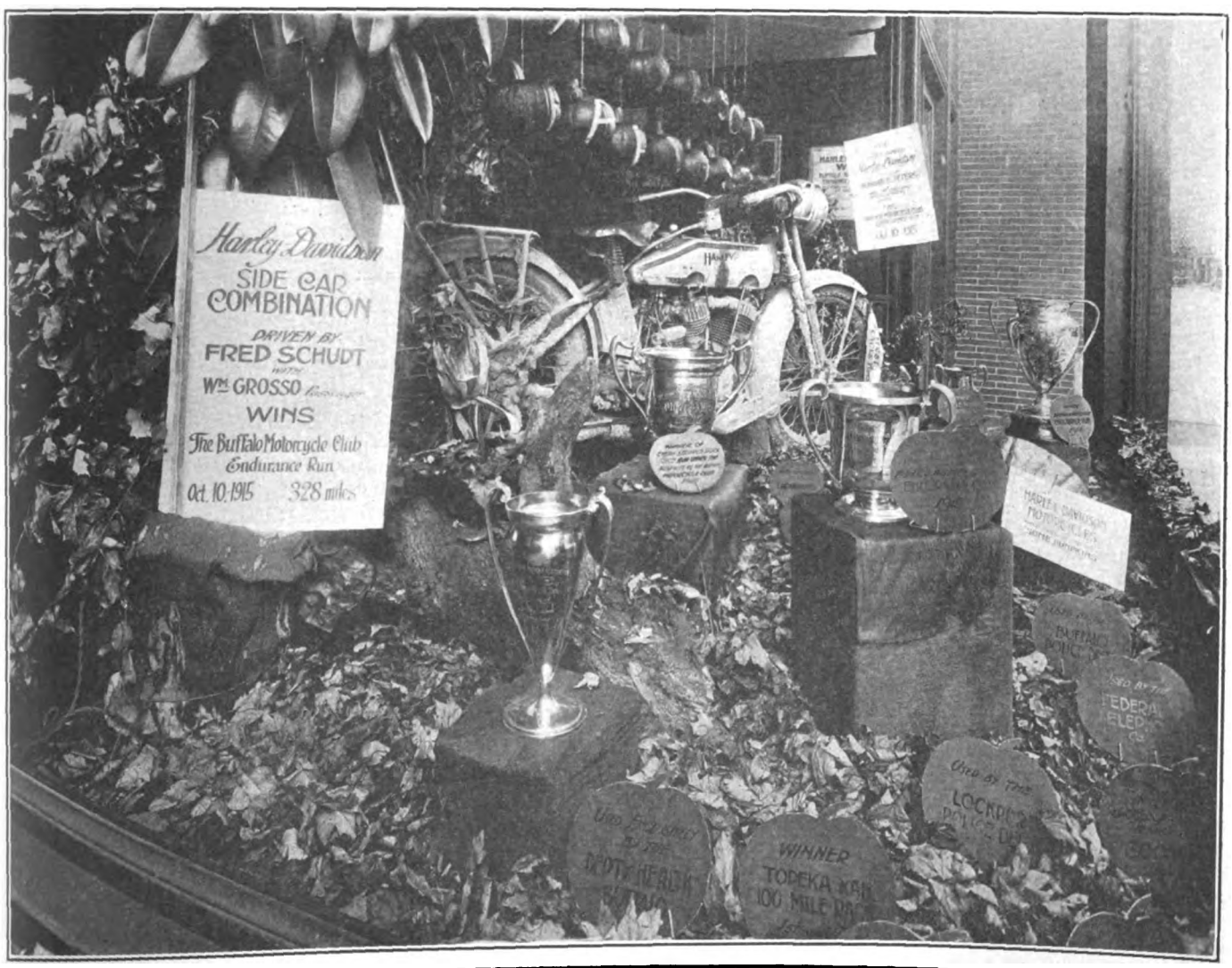
## CYR HAS IVER JOHNSON

Keegan, Me.—Dona P. Cyr has signed up for the Iver Johnson motorcycle for 1916. He sold five of this make during 1915. Cyr handles the Smith Motor Wheel for Aroostook County, also, for the new season.

## COUGHLIN SELLS SEVEN

The Bronx, N. Y., November 22.—Gene Coughlin, manager of the Bronx branch of the Harley-Davidson Sales Company of New York, with headquarters at 992 Washington avenue, has disposed of seven of his first shipment of 1916 models. All of these were three-speed twins.

Coughlin's place fills a long-felt want in this borough, as it carries an extensive stock of accessories on the shelves and can supply any demand in this line on short notice. Until it was opened, Bronx riders had to go to Manhattan to get most of the goods they desired right away.




THIS neat, inexpensive and timely display occupies the window of H. L. Peters, Harley-Davidson distributor at Buffalo, N. Y. It is a genuine harvest scene, with maple leaves covering the floor to a depth of about three inches and with bundles of cornstalks, pumpkins and branches of tamerack and maple trees as trimming. There are several rotted logs on the floor of the display, also. In the upper part are twenty-three small pumpkins, each carved with a letter. In the foreground are a number of cardboards cut in pumpkin form and bearing appropriate titles. The machine exhibited was that ridden by Howard Peters, of the firm, in the recent Buffalo endurance run. The trophies are also his. The boxes are covered with green crepe paper.

The cost of the display is amazingly cheap, being about $5. The 25 small pumpkins cost five cents each, one large pumpkin cost sixty cents, and the thirty cardboard pumpkins cost ten cents each. The maple branches, leaves and logs were gathered in the woods.

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# Our Canadian Letter

## TORONTO TRADE CIRCLES ARE BEGINNING TO HUM

### Many Changes and New Appointments Indicate Banner Cycle Season

TORONTO, Ontario.—Important announcements, appointments, transfers and visits of trade moguls have followed upon each other in tumultuous fashion in the Canadian motorcycle and bicycle fields during the past week, with the result that a general reawakening is now apparent. Most everybody is remarking how good the general situation is in spite of the war, and with so many important changes taking place in the cycle trades it looks as if 1916 will be chalked down as one of the banner years.

**Big Deal Affects Motorcycles**

One of the biggest deals ever put over in Canada has been the purchase of the Russell Motor Car Company, Limited, Toronto, by the Willys-Overland Company of Toledo and the result has been the organization of a $6,000,000 concern in Canada to manufacture Overland cars. At first sight this looks like a straight automobile news item, but it is not, for the simple reason that the Canada Cycle & Motor Company, Limited, has been under the same roof with the Russell Motor Car Company and the directorates have been very similar. It is announced that the "C. C. M." business will not be affected in any way for the present, but a brand new plant may be built to provide for the manufacture of bicycles and for the wholesale distribution of the many accessory lines handled by the company. J. W. Gibson, well known throughout the American, as well as the Canadian, trade, is to remain as general manager of the Canada Cycle & Motor Company, while President T. A. Russell of that company has been made vice-president of the new Overland firm. It is a significant feature that C. A. Earl, formerly one of the officers of the Hendee Mfg. Company, has been made a director of the Canadian Overland Company.

**Handling Hawthorne Products**

That the Canada Cycle Company intends to "carry on" as usual, however, is indicated in the announcement that papers have been signed whereby the big Toronto concern has been granted the sole rights for the whole of Canada for the distribution and sale to the trade of all lamps and fittings made by the Hawthorne Mfg. Company, Bridgeport, Conn. Old Sol lamps were formerly handled in Canada by the Pollock Mfg. Company of Berlin, Ont. Negotiations were opened at the Chicago show.

Another big arrangement that has set the trade on edge is described in the announcement that the T. Eaton Company, Limited, of Toronto, a large department store, has decided to go into the manufacture of bicycles. Already orders have been placed by H. O'Neill, of this concern, for parts based on an output of not less than 5,000 bicycles during 1916. It is understood that the frames will be imported from the States, but hubs, brakes, rims, tires and other parts will be made right in Toronto. An order has been placed with the Persons Mfg. Company, of Worcester, Mass., it is said, for 5,000 saddles and a large quantity of pedals. Among other things, the T. Eaton Company is planning to hold a private bicycle show in Toronto early in the new year. The sales of the company during 1915 amounted to over 2,000 bicycles, it is announced.

**New Schickel Agent**

The Fairn-Cooke Company, Limited, Foy Bldg., Toronto, have been appointed Canadian representatives for the Schickel Motor Company and already two Toronto dealers are dickering for the sale of the Schickel lightweight in the local territory. One of these dealers is J. A. Varley, formerly the Harley-Davidson sales representative. W. H. Cooke, of the Fairn-Cooke Company, who has just returned from a business trip to the Persons plant at Worcester, announces that he turned over Persons products to the value of $20,000 in 1915. He will shortly make a trade trip through to the Pacific Coast.

**Buffum Scents Big Business**

Ed Buffum, manager of the Canadian branch factory of the Hendee Mfg. Company, has returned from an important trip to the Springfield headquarters, where he made arrangements for an increased 1916 business. The new Indian Featherweight is awaited with interest in the Dominion and a fairly large number of orders have already been booked at the Toronto factory.

J. Madden, one of the officials of the John T. Wilson Company, Limited, Canadian makers of the Cyclemotor, has joined the engineering force of the Cyclemotor Corporation, Rochester, N. Y. The production of the Cyclometer is being carried through on a large scale at the Rochester works. It is announced at the local headquarters that D. M. Anderson, President and General Manager of the Cyclemotor Corporation, will go to the Pacific Coast soon to place agencies in all of the large centers. A distributor for the Coast may be appointed. The first deliveries of completed motors will probably be made from the Rochester plant in December. The local factory is handicapped through inability to secure large quantities of steel.

H. Davy of the Planet Bicycle Works, Toronto, points out that prices on British-made parts and accessories are soaring beyond sight. Steel tubing has advanced 55 per cent. and is practically impossible to get. The Humber people have advised the Planet company that bicycle prices have been advanced 15 per cent. while the wholesale price of Humber motorcycles has been raised 30 per cent. Lycett's, the English leather-goods manufacturer, has also notified the local concern regarding still further advances in leather accessories. Very little stuff is being imported from the Old Country. The Planet company is fortunate in having so much steel tubing on hand that their factory is almost bulging. This will be used in the manufacture of bicycles for next year. One small shipment was lost on the Hesperian when that vessel was sunk by a torpedo.

**Three Motor Wheel Agents**

The Dunlop Tire & Rubber Goods Company, Limited, Toronto, is making arrangements to bring out some new motorcycle and bicycle rubber sundries. The Dunlop motorcycle casing, 28 x 3, is now being sold to consumers in Canada at a very low price.

A recent visitor was P. D. Saylor, manager of the London, England, branch of the Goodyear Tire & Rubber Company, who was formerly in charge of the fine Canadian offices here of the Goodyear. He met many old friends.

After surveying the local field, Fred St. Onge, travelling representative of A. E. Bregent, Montreal, has decided that Toronto is too large a city for one agency of the Smith Motor Wheel and he is making arrangements for the division of this Canadian metropolis into three districts. At time of writing he had not yet signed up with any dealer here for the "Bicycle Booster" for 1916.

## TELEPHONE CO. HAS TWENTY INDIAN TWINS

VANCOUVER, B. C., November 19.—In addition to the Indian sold to the B. C. Telephone Company a few weeks ago, W. H. Morrison, local Indian dealer, has just sold a 1915 model 5½ h. p. twin to the same company for use by the trouble shooting department in the Cloverdale district of the province. The telephone company have now a fleet of about a score of Indians, all of the machines being used in the endeavors of the company to maintain an efficient and uninterrupted service so far as this is possible.

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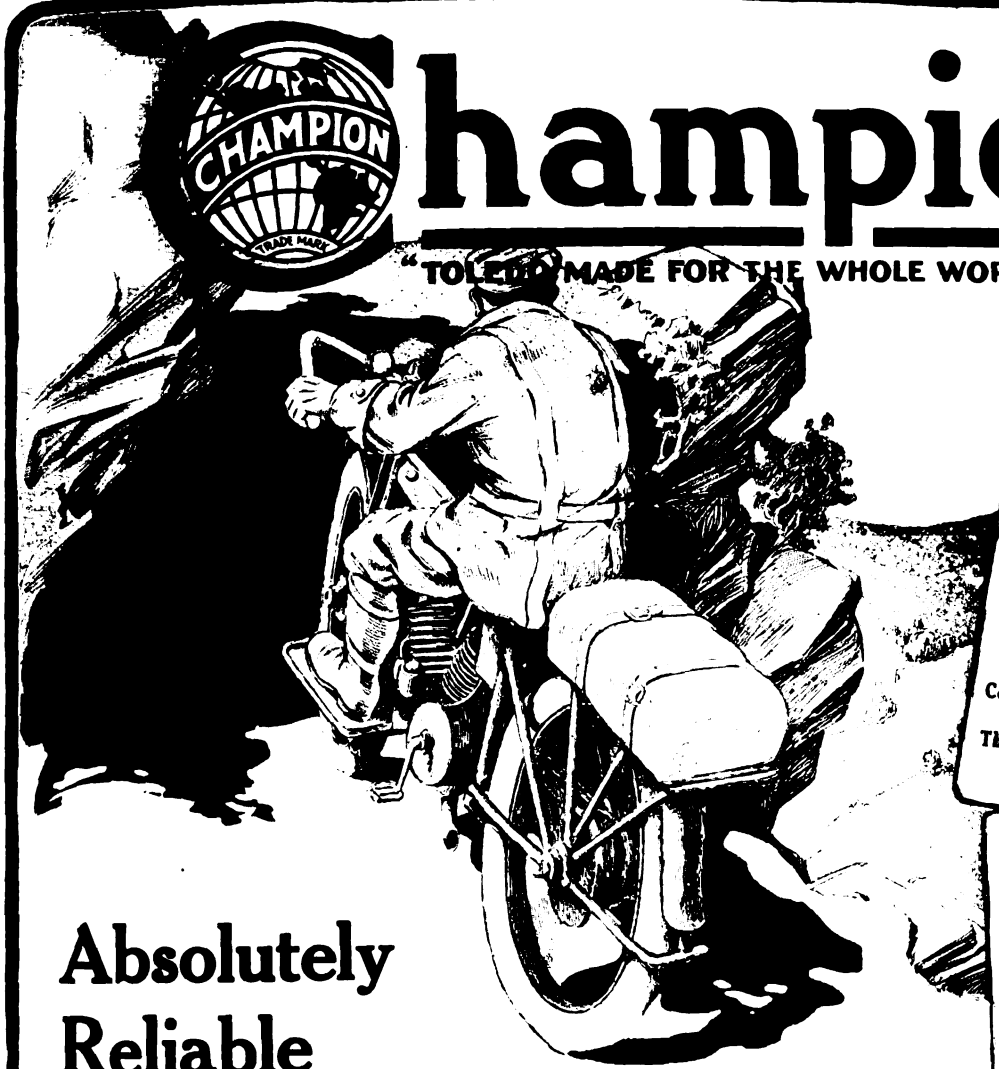
# hampion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"



**Champion Heavy Duty**
**$1.00**
One Piece
Can't Leak
Heavy Construction Throughout

**Champion Motorcycle Mica**
**75c**
Can't Break
Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**
**75c**
The Ever Popular Two-Piece Plug

## Absolutely Reliable For Winter Use

Our tremendous output—doubled this year as compared with last—enables us to go to extremes of engineering which smaller production wouldn't permit.

These extremes give Champion Motorcycle Spark Plugs the stamina to stand up under the hardest winter service.

No broken porcelains—no ruined plugs—when your motorcycle is equipped with Champions.

That is why motorcycle riders everywhere demand Champion and will not accept anything else.

Look for the name "Champion" on the porcelain.

**THE CHAMPION GUARANTEE**

*Complete satisfaction to the user—free repair, replacement or money back.*

**Champion Spark Plug Company**

**1701 Upton Avenue** **Toledo, O.**

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# More—M

If there are two things a tourist remembers about Los Angeles it's movies and police. The moving picture industry in and around that city is a whale of a thing. They create films out there just like Italy turns out spaghetti. Almost any day you can motor out to a movie plant and see 'em burning Rome or chasing outlaws or acting out a peach of a love story—for the screen o' course.

Then on top o' that Los Angeles is one o' those live, tingly cities that's up on its toes all the time shootin' radium right and left. Logically the police boys have to be snappy chaps—not because Los Angeles folks don't behave but just because there's a lot o' law and order detail to look after like there is in all big cities where the red corpuscle predominates.



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# ore—More!

**Los Angeles police just have to move quick, that's all. They have to get around and they have to get around faster'n human legs can carry anybody. Which means that these efficient guardians o' the peace ride *motorcycles—Indian Motocycles.***

**Little over a year ago they bought 28 red machines. *And these machines made good. They lived up to their guaranteed speed. They stood up against lots o' banging that real men would naturally give 'em. They hung up a record for themselves as well as for the boys that used 'em.***

**And now the Los Angeles Police have purchased 37 more 1916 Indians. Why?**

**BECAUSE IT'S A CASE OF DEMANDING POWERPLUS FOR THE SAKE OF KEEPING LAW-AND-ORDER-PLUS. NO MOTORCYCLE IN THE WORLD HAS SHOWN SO MUCH REAL STUFF IN POLICE WORK AS**

**Hendee Manufacturing Company**

**(Largest Motorcycle Manufacturers in the World)**

**Springfield, Mass.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# Along Technical Lines

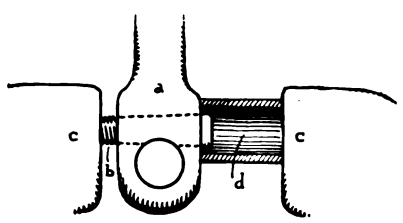
## USEFUL WRINKLES FOR THE SHOPMAN

### Removing Keys in a Vise and Constructing a Leather Hammer for Light Work

BY COURIER

IN traveling about the country one can aften come across little labor-saving devices which utilize the garage equipment as it is, without the need of making special fittings. One that the writer has in mind is quite well known among machinists, but has not been seen in many shops in the motorcycle line. It is the use of the vise in seating or removing keys.

The last time seen was in a small town where a motorcycle dealer had an emergency bicycle repair to make. The rider of the bicycle was a cross-country cyclists and his mount bore the same trademark as the motorcycle that the dealer represented. The cyclist had broken his pedal crank and had no means of putting on the spare crank which he carried.




Drawing the Crank Key

#### How Key Was Drawn

The garageman placed the crank and axle in the vise, after removing the key nut and placed behind it a short piece of pipe, as shown in the first figure. He then set up the vise until the key was started enough to pull it out with the pliers. The crank was then removed and the spare one substituted, after which the vise and a lead hammer set back the key. The threads on the key were spared by this method, which would not have been the case had the key been driven out by a hammer.

There is really nothing new in this idea as far as the bike shopmen are concerned. It will come in mighty handy for the motorcycle man in lots of cases, such as getting a stubborn sprocket from a hub or countershaft. In such cases, the piece of pipe can be put over the shaft or hub with an end butting against the stationery vise jaw. The shaft end is butted against the other jaw and the handle is operated. The pipe should of course be longer than the shaft.

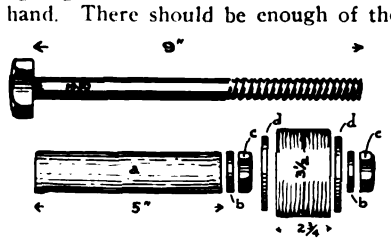
#### Lead and Leather Hammers

Speaking of lead hammers, isn't it strange that these hammers are so scarce in motorcycle places? Unless they are absent in many instances they are in such poor shape that their "soft-thumping" ability is badly crippled and one might as well use the pipe handle. The lead hammer is too popular an institution where the dealer has a crowd of riders who fix their own machines, and when they use it at all, they use it for things that need an even softer "swat," such as plated or enameled parts. A leather hammer is just the thing for such work and one can be made up pretty cheaply with a little ingenuity. Such a hammer is constructed as follows:

The handle is a ⅜-inch bolt about nine inches in length. The thread should be run down for at least 4¼ inches from the end on the bolt. The grip is made from a cylindrical piece of wood, the inside hole being slightly over ⅜-inch in diameter. This piece should be five inches long. It is shown at A in the second figure. It should be about 1¼ to 1½ inches outside diameter. The other parts are two washers the same diameter as the grip A (shown as B,B), two nuts threaded to fit the handle (C,C) and two iron discs D.D. The latter should be bored to slide on the handle and should have an outside diameter of three inches.

#### Building Leather Hammer

The "swatter" portion of the hammer, shown at E, consists of a series of leather or rawhide discs 3½ inches in diameter and having ⅜-inch holes in their centers. A shoemaker or saddler can cut these out for the garageman, if he has not washer-cutter at hand. There should be enough of these discs to make a pile 2¾ inches high when pressed down. The hammer is now ready for building up.




Construction of Hammer

Put grip A on the handle, following it by one washer B. Then screw down a nut C until the grip is locked in place. Slip on a washer D and follow it by the leather discs E. The second washer D now goes on, and the second washer B. Finally the second nut C is put on and set up very tightly. Hold this nut in the vise jaws and turn the hexagon head of the handle. You now have a leather hammer for light work and one that will not chip enamel or mar the nickel-plating. The parts as they fit on the iron bolt or handle are seen in the figure just below the bolt.

#### The Chilly Passenger

While up north, near the international boundary a few days since, I came across an example of an uncomfortable sidecar passenger. I have seen very few of these in my rambles here and there, but this one—a girl passenger—certainly looked far from happy. The day was cold, and the fair one had all the symptoms of that discomfort which comes from chilliness.

As the combination was going my way we rode alongside for quite a distance, until a town was reached and the driver and girl dismounted to take a stretch. The secret was out then—a thin robe for the sidecar and thin shoes for the passenger. The sidecar, I ought to say right here, was a wicker one. Finally, I asked her if her feet were not cold and she said yes.

#### Arctics Are Purchased

The little town had no elaborate layout of feminine apparel and the driver was not desirous of purchasing blankets, so a compromise was made on a pair of arctics for the passenger, along with some newspapers. We then continued our journey until the pair turned off a side road and said goodbye. The uncomfortable expression had vanished a few miles after the arctics were put on.

There is good meat in this arctic idea for the cold weather. For a man passenger who is not equipped with leggins, they work finely, the trousers being tucked in the tops. They are particularly useful for tandem work, in addition. For the fair sidecar passenger, the combination of a heavy robe and the rubber footwear is first class. You never can tell when the passenger may have to dismount while repairs are being made. The arctics cost very little in comparison to a set of riding leggins.

### PERRY'S EXPLANATION

In a recent paragraph relating to the race meet at the Southern Arizona Fair in Tucson on November 4, it was stated that Bob Perry, Excelsior rider, would not start in the 35-mile event when he had expected the attraction of a 100-mile contest. As a matter of fact, Perry did not arrive in Tucson until after the race had been finished, due to the fact that the race was advertised for a later date. Perry states that he would undoubtedly have started had he been at the track in time.

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# BICYCLING WORLD

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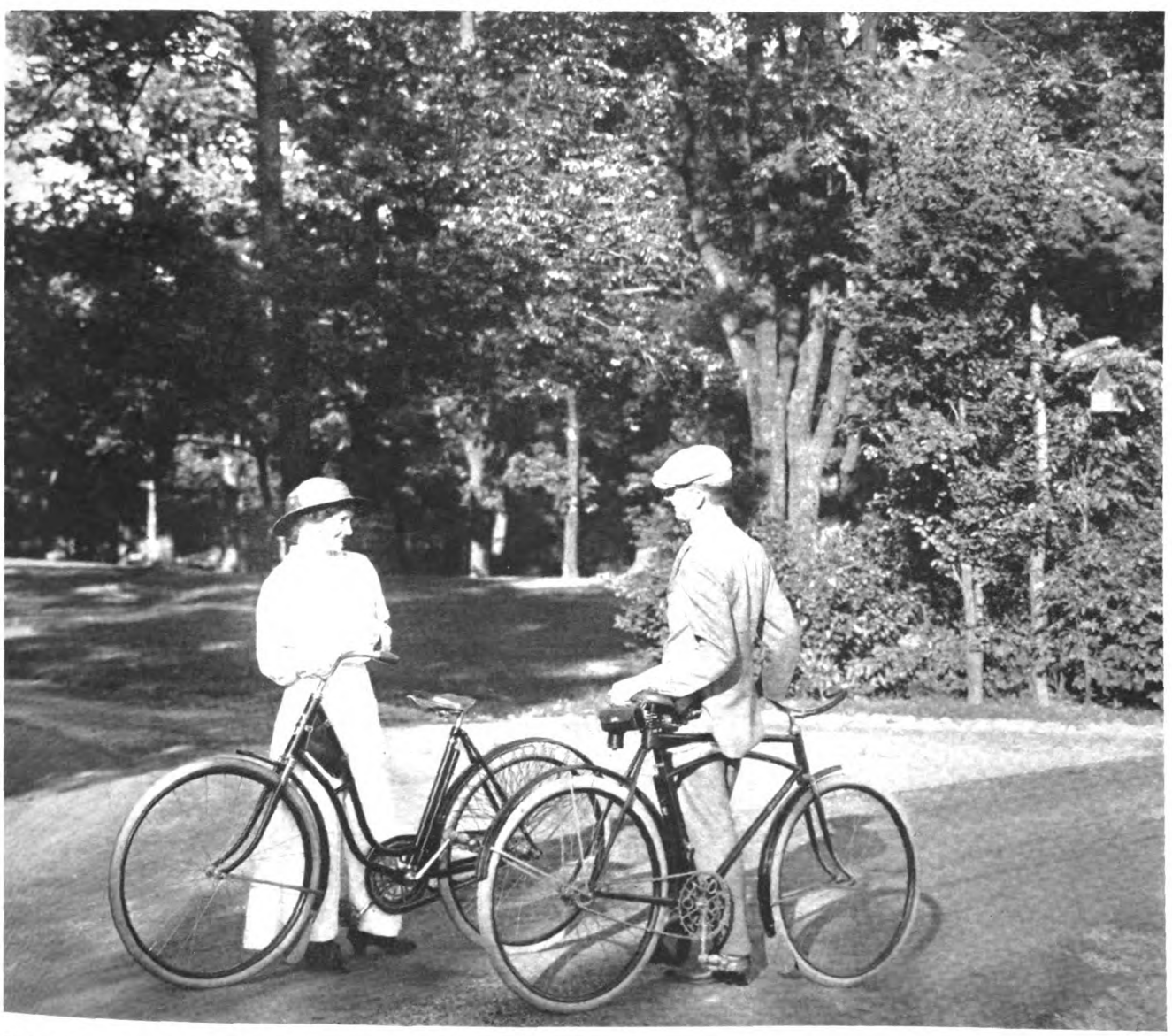

*When Two Are Company*
*In Cycling Pleasures*

*The Cyclist With the Colors—By Louis Hall*

*Supplement to*
*MOTOR CYCLE ILLUSTRATED*
*Nov. 25, 1915*

*Story of the Start of the Chicago Six Day Race*

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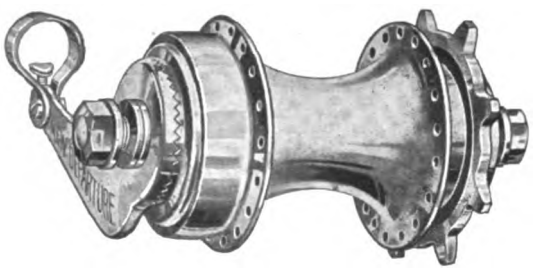

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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# Lowering Records in Chicago Six Day Race

## Gruelling Grind is Fast Telling on the Riders; Teams Drop Out, Several Are Lapped

CHICAGO, Ill., November 23.—Up to the fiftieth hour two of the fifteen teams that started in the Chicago six-day grind, which began on Friday night, had dropped out and five teams were behind the leaders, who had covered 1,053 miles and 6 laps, the previous record being 1,050 miles flat. The world's record for the fiftieth hour has, therefore, been broken by three miles and six laps.

The fifteen teams that shot from the mark at the crack of the starter's gun were as follows: Lawson-Root, Lawrence-Hanley, Piercey-Bedell, Wohlrab-Kopsky, Dupuy-Anderson, Comeron-Kaiser, Ryan-Thomas, Carman-Corry, Young-Rudi Russe, Walthour-Walker, Mitten-Hansen, Grimm-Sullivan, Madden-Eaton, Miller-Ohrt, Madonna-Vandersuyft. Linart was originally teamed with Walthour, but refused to appear in the six-day grind after an event in which he participated on Friday had been declared no race by Manager Chapman.

### Fast Pace Begins to Tell

The fast pace set by the riders during the early hours of the race soon began to tell on them with the result that at three o'clock in the afternoon on Saturday the seventeenth, the leaders finished 365 miles and three laps, which was 22 miles behind the record. In the third hour of the grind the Miller-Ohrt and the Madonna-Vandersuyft combinations each lost one lap. Miller started a jam early on Saturday afternoon in an effort to regain the lost ground. He managed to open a wide gap, but the field put on more speed and brought back the ambitious rider.

Toward evening the cyclists started to cut down, Norman Hansen setting the pace. The team of Root and Lawson seemed to be the favorites with the crowd, though Carman, Corry, Hansen and Mitten are fast becoming popular because of the hot pace they set. Sprinting was stimulated in the evening by the primes which were set up by the management.

### Two Teams Drop Out

Early Sunday morning saw two teams drop out of the race. Tom Grimm, the Newark boy, who is making his debut, was all battered and patched up, and decided to quit. His teammate, Tim Sullivan, of New Haven, then left the track. Vandersuyft, teamed with Madonna, also knocked off, followed by Clarence Miller, of Atlanta, who was riding with Ernie Ohrt, of San Francisco. Ohrt and Madonna, the survivors, then established a new combination and forfeited the customary three laps. By eleven o'clock on Sunday night the new team had recovered one lap.

Two very sensational sprints occurred on Sunday evening. Hansen and Mitten were tied with Cameron and Kaiser. Then Eaton and Madden stepped out and caught up with the two leaders. The pacemakers tried in vain to retain their advantage, but could not deny the strength of their pursuers. The four teams who caught up were Walker-Walthour, Wohlrab-Kopsky, Corry-Carman and Piercey-Bedell. Ten minutes later Dupuy-Anderson caught up with the van and there were eight teams in the lead.

Early in the evening it seemed that Rudi Russe would withdraw, for his strenuous efforts in the afternoon were telling on him and he was wobbling. He recovered, however, and Tim Sullivan, who was waiting for a chance to take Rudi Russe's partner, gave up all hope of being teamed within the time limit.

### Big Crowd Attends

Sunday night's crowd was an agreeable surprise to the management. The local fans turned out in large numbers and cheered the riders to an echo. The strain of the grind is telling on the riders; deep lines show on their faces, while most of them haven't been annoyed by a barber since the start.

Early on Monday morning eight teams were in the lead, these being Piercey-Bedell, Wohlrab-Kopsky, Dupuy-Anderson, Cameron-Kaiser, Corry-Carman, Walthour-Walker, Hansen-Mitten, and Madden-Eaton. Lawson-Root and Lawrence-Hanley were both one lap behind the field, Ryan-Thomas and Madonna-Ohrt were two laps behind, while Rudi Russe-Young had lost three laps.

### DAYTON CLUB'S HOUSEWARMING

Dayton, Ohio.—The Dayton Bicycle Club held a house-warming in its new quarters on Third street on Saturday, November 13. Appropriate autumn decorations made the house very attractive, and equally appropriate refreshments were served. Elmer Redell was chairman of the committee. The club has made a hit by its recent entertainments. A booster meeting and lobster dinner were held on the last Saturday in October.

### WILLIAMS OPENS A SHOP

Mesa, Ariz., November.—Sam Williams has opened a bicycle repair shop at Main and Macdonald streets, Mesa. He expects to handle some standard line of bikes, but has not signed up any agency.

**A Spectacular Spill During a Race at Newark Velodrome**

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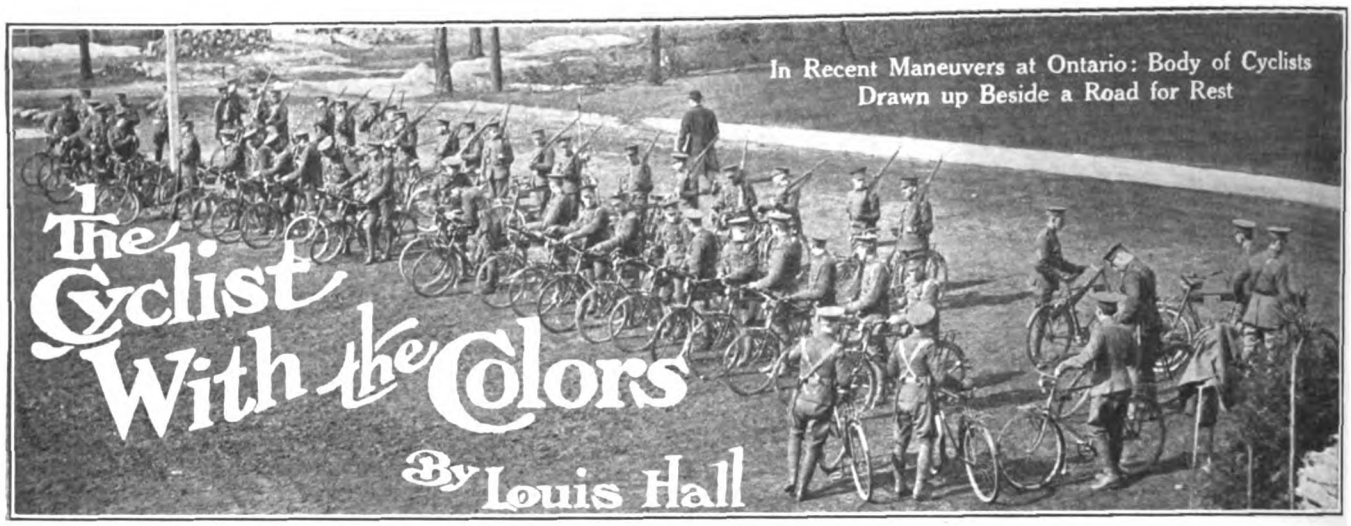

In Recent Maneuvers at Ontario: Body of Cyclists Drawn up Beside a Road for Rest

# The Cyclist With the Colors

By Louis Hall

UNTIL a few years ago the military cyclist was unknown. The bicycle arm of the service has, however, been developed as rapidly as the aviation wing in many countries, so that practically every nation now engaged in the present war has its bicycle battalions, divisional cyclist corps, bicycle dispatch riders, bicycle scouts and cycle engineers.

### Military Duties Dangerous

The work of these wheelmounted soldiers has become both varied and dangerous; yet, in this almost horseless war, there is the same charm to the bike brigades as was formerly evident in the cavalry. Although the duties of a military cyclist are mainly hazardous, there are so many opportunities for interesting adventures and individuality that the cycling branch of an army has become exceedingly attractive to prospective warriors who can qualify. So apparent is the danger feature for the cyclists in the conflict now raging that the wheel corps have been nicknamed "Suicide Clubs."

On the other hand, although the work appears dangerous, the casualty lists so far published contain but few names of members of the bicycle units, which is an indication that the mobility of the wheelmen forms an actual safeguard. Moreover, the value of these wheeled "hornets" in warfare is becoming more and more evident for the same reason—the ability to perform many swift offensive and defensive movements.

The idea of utilizing the bicycle for army purposes was first urged, according to military authorities, by G. S. Lyles, who was one time the amateur cycling champion of England, and afterwards became major of the 26th Middlesex cyclist battalion of the Imperial forces. The suggestion aroused a certain amount of caustic comment, but after a few trials the bicycle was readily adopted, until now even Canada has been raising and sending forward various bicycle units. It was accepted by the Dominion military authorities only after the European war began, however.

### Work of the Cyclist-Soldier

Officially, a bicycle corps is considered a force of mobile infantry which can be used for swift and silent flanking movements or to act as mobile reserves to speedily reinforce a weak point in a battle line. At the same time each cyclist is taught to act individually as a despatch carrier, scout or signaller. Small details of cyclists are also used in reconnaissance work during big drives or invasions into hostile country. The whole bicycle force, generally a divisional corps composed of about two hundred officers and men, may be used to rush ahead in order to seize a strategical position, or the "flying squadron" may become an elusive body of fighting men to puzzle and harass the enemy. Bicyclists have already been used in this war to repel cavalry attacks on side or flanking roads. In this connection the wheelmen pile their machines across the highway and the horses can not get through. When the cavalry reach this obstacle they came under the direct fire of the riders in ambush, and must perforce retire or be wiped out.

Among the many advantages gained through the use of bicycles are that the riders have to pay a minimum of attention to their mount, while they are in action. With cavalry, every fourth man is detailed to hold horses so that one fourth of a horse unit is practically valueless, as far as actual fighting is concerned, during an engagement. The bicycles are the most noiseless vehicles available; and a rider can travel apace with cavalry, can go greater distances in one day and forms a smaller target than a horse-mounted soldier, yet he can also go at infantry pace of three to four miles per hour. The cyclists can even act as infantry in support of cavalry while the latter is on the offensive. That cavalry needs a good supporting force of some kind is a military axiom.

### Why They Are Called "Suicide Club"

Among other things cyclists have already been used to draw the fire of a hostile force—hence the title "Suicide Club." Yet the riders have a comparatively easy time of it. They seldom have to make long route marches on foot, and it is known that riding a wheel is always less hard than tramping except when an exceptionally steep grade is met. Bicycles do not have to be fed. They are easily repaired; they can be carried across small streams and over the usual obstacles. The ma-

**Officers and Men of a Canadian Divisional Cyclist Corps Drawn Up in Ceremonial Order at Exhibition Camp, Toronto**

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chines are not expensive and more can be picked up most anywhere when a shortage or loss occurs.

The soldiers carry little equipment themselves. Nearly all of the accessories of war, including the rifle, are fixed to the bicycle and the riders are not hampered. The bicycle equipment includes two luggage carriers, a small oil lamp, bell, pump and fittings to carry the rifle. Officers carry automatic revolvers and the men take rifles and bayonets.

In order to conform with the scenery as much as possible, all military bicycles are "done" in green paint. The whole machine, with the exception of tires, chain and saddle, is covered with this war shade and there is not a glistening spot on the bicycle. Where night manoeuvers are necessary, however, it is customary to attach white paper to the rear mudguards so that the rider to the rear can see the position of the man ahead and thus avoid collisions. The extreme quietness possible with wheels at dead of night enables a bicycle corps to make quick night attacks, which, on account of their speedy delivery, carry considerable weight with them. No actual charges are made on the bicycles, however, the cyclists advancing on foot when the time for striking arrives.

Members of a Canadian Divisional Cyclist Corps in Line for Parade

### Carry Munitions and Rations

At times, the bicycles are employed to carry small quantities of rations or ammunition to hard-pressed soldiers in the fire trenches, in which case the fighting men are reached in the usual way—through communicating trenches and not overland. At other times the luggage carriers are loaded with medical supplies for Red Cross purposes. Already cyclists have been thrown out as a "screen" of scouts to advance along all roads and paths to feel for the enemy's location and, in this, they frequently act in conjunction with the aeroplane. Because of the latter, however, sudden movements of comparatively large bodies of troops are now necessary, more than ever, and sometimes bicycle reserves are rushed to fill gaps in a line. The cyclists, according to reports, seldom are called upon to take a turn in the trenches, and their duties give them far more freedom and exercise. In practically all cyclist corps raised in the countries of the Entente Allies, at least, the majority of the members are athletic and able-bodied—to meet their great variety of tasks.

One of the most unique uses to which the bicycle has been adapted in modern warfare has been the employment of the wheels to carry engineers, including bridge builders, sappers and miners, ahead of a column for the purpose of erecting bridges or fortifications. In like manner, cyclists are now used to follow a retreating army for the purpose of destroying military facilities in front of them.

### In Recent Field Maneuvers

A striking example of the value of cyclists was seen in recent large field maneuvers extending over a line of ninety miles in Ontario, Canada, when 12,000 troops, consisting of infantry and artillery, were kept busy for more than two weeks by two hundred bicycle soldiers who constituted the sole hostile force. On this occasion, the bicyclists made repeated night attacks in unexpected places, surprised transport columns which were carrying food supplies to the main army and prepared many daring ambushes. The manner in which the small number of cyclists harried and worried the great opposing force caused wide-spread comment and demonstrated the great value of this mobile militia.

When the United States takes up the silent two-wheeler as a military adjunct, it will be the last great power to adopt the bicycle for this purpose. American army officials are undoubtedly being deeply impressed by the important role which the bicycle is playing in the present war, and it would seem that the day is not far distant when they will call for cyclist-soldiers to help protect the country.

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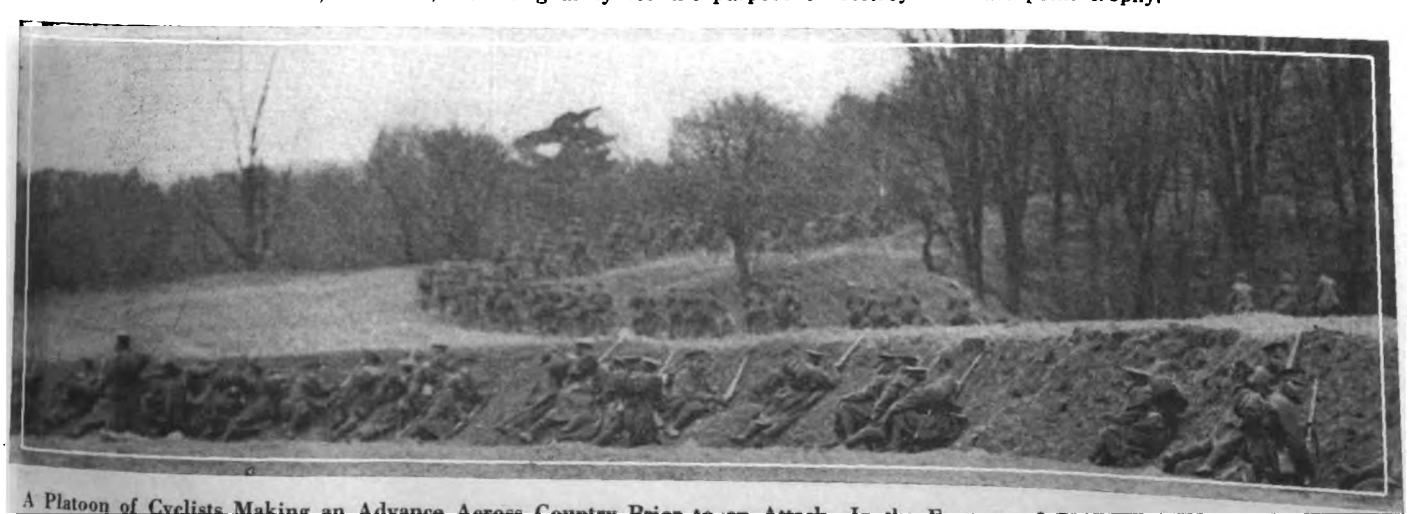
## WINS POINT TROPHY

The concluding point race for the season of the New England Wheelmen of New York City was contested on Sunday, Nov. 21, over the Bronx Boulevard and resulted in a victory for C. J. H. Tonjes, who had a handicap of one minute. He was followed across the finish line by C. Spiomer, with forty-five seconds allowance. J. Mass, handicapped at 1:15, and G. Polercy, who had 1:30 start. Twenty men started in the race. As a result of the season's competition E. Aickelin gains possession of the point trophy.



A Platoon of Cyclists Making an Advance Across Country Prior to an Attack. In the Foreground Is Another Platoon Dismounted and in Reserve as a Support for the Attacking Force

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# KUEHL KILLED IN WINDY CITY RACE

## Chicago Amateur Meets with Fatal Accident in Preliminary Races at Coliseum—Kockler Stars in Three Amateur Events.

CHICAGO, November 20.—The start of the six-day bicycle race at the Coliseum last night was marred by a fatal accident to Louis H. Kuehl, one of the local amateur stars. The accident came in one of the preliminary races arranged by the management, and the race in which the fatality occurred was the six-lap (3-5 mile) handicap. Kuehl, who was riding in the first heat, either became confused or tried to avoid running into another rider when he was seen to fly up the track, hit the fence and fall headlong to the bottom of the cement floor.

The injured amateur was rushed into the office of the building where he died in less than ten minutes, without regaining consciousness. The sad part of the accident was the fact that Kuehl's mother, sister and cousin were at the races and saw the accident.

The dead cyclist, who had just accepted a position with the Excelsior Cycle Co., as a salesman, was one of the most popular of the local contingent of amateurs. He was instrumental in maintaining the Chicago Cycling Club, of which he was an officer, and he organized many club runs and road races.

After the accident to Kuehl the amateurs rode in a listless way and seemed to feel keenly the death of their friend and fellow competitor. Ernest Kockler won both races that were on the program for that class, and Arthur Van Der Palt, the Belgian-American C. C. star, finished second in each event. Ralph Schepens finished third in the handicap, and that place in the five-mile open was taken by Herman Hoffman. Jimmy Hunter gave a mile exhibition on his motorcycle to help amuse the crowd until the start of the six-day race at 10 o'clock. Summary:

Six-lap handicap (3½ mile), amateur—Won by Ernest Kockler, Chicago C. C., scratch; second, Arthur Van Der Palt, Belgian-American C. C., 75 yards; third, Ralph Schepens, Chicago C. C., 40 yards; fourth, Andrew Andresen, Conquer A. C., 30 yards. Time, 1:13.

Five-mile open, amateur—Won by Ernest Kockler, Chicago C. C.; second, Arthur Van Der Palt, Belgian-American C. C.; third, Herman Hoffman, Chicago C. C.; fourth, Andrew Andresen, Conquer A. C. Time, 11:43.

One-mile motorcycle exhibition by Jimmy Hunter, Newark. Time, 1:31⅘.

### Sprint Races on Thursday

Chicago, November 19.—At the preliminary meet to the six-day race at the Coliseum last night Ernest Kockler, among the amateurs, and Frank Corry and Joe Kopsky, among the professionals, carried off the large end of the purses in their respective classes.

Kockler captured the final heat of the three-mile open and finished second to Arthur Van Der Palt in the half-mile handicap for the simon pures; and from the demonstration he received there was no doubt about his being the popular favorite with the crowd. Louis Kuehl finished second in the three-mile open, beating out Andrew Andresen and Willie Wohlrab in the rush for the tape. In the handicap, Van Der Palt took advantage of his lead and won by a safe margin from Kockler, while Willie Wohlrab took third place and George Klasen fourth.

Frank Corry shone in the five-mile open for the cash chasers, and he defeated Eddie Root, Worth Mitten, Eddie Madden and Norman Hansen in a great finish after a two-lap sprint. Joe Kopsky, an 85-yard mark man, won the professional handicap at a mile. Lloyd Thomas, 35 yards, ran second, and Ray Eaton, 30 yards, third.

The professional paced race, billed to run in two heats at ten miles each, was somewhat of a disappointment. In the first heat, at ten miles, both Bobby Walthour and Victor Linart punctured and they mounted sprint wheels to finish, most of the time Clarence Carman, the ultimate winner, being on the track alone. In the second heat, cut to five miles, it appeared as though both Linart and Walthour did not care whether they won or not, and Carman again won. Manager Chapman declared the event no race, and all three of the riders threatened to withdraw from the six-day race. Linart refused to ride and the N. C. A. has been asked to suspend him. Gordon Walker, the Australian, took Linart's place with Walthour in the big race: Summary:

Half-mile handicap, amateur—Won by Arthur Van Der Palt, Belgian-American C. C., 45 yards; second, Ernest Kockler, Chicago C. C., scratch; third, Willie Wohlrab, Jersey City, 45 yards; fourth, George Klasen, Danish-American A. C., 20 yards. Time, 59 seconds.

Three-mile open, amateur—Won by Ernest Kockler, Chicago C. C.; second, Louis Kuehl, Chicago C. C.; third, Andrew Andresen, Conquer A. C.; fourth, Willie Wohlrab, Jersey City. Time, 7:11.

One-mile handicap, professional—Won by Joe Kopsky, New York, 85 yards; second, Lloyd Thomas, San Francisco, 35 yards; third, Ray Eaton, Newark, 30 yards; fourth, Eddie Madden, Newark, 50 yards.

Five-mile open, professional—Won by Frank Corry, Australia; second, Eddie Root, Boston; third, Worth Mitten, Davenport; fourth, Eddie Madden, Newark. Time, 10:42.

Motor-paced race, professional—Won by Clarence Carman, Jamaica; second, Bobby Walthour, Atlanta; third, Victor Linart, Belgium. Run in ten and five-mile heats. Riders finished the same in each heat. Times, 19:42 and 9:31⅘. Declared no race.

### SECOND SCHENECTADY RACE

Schenectady, N. Y.—There were seven starters in the second of a series of bicycle road races that are being held under the auspices of A. Haber, a local bicycle dealer, whose store is at 408 Smith street. The distance of the race was at ten miles. A. Strube, with an eight-minute allowance, was first; E. Friborg, scratch, second; and C. Strube, third. The fastest time was made by E. Friborg, who covered the distance in thirty-three minutes. The starters were: A. Strube, C. Strube, I. Metz, L. Leffler, S. Calkins, A. Haber, E. Friborg.

The Schenectady cyclists have not yet organized into a club, but contemplate doing so next spring.

### AN EFFECTIVE DEMONSTRATION

Burlington, Kansas.—Mosher & Son, Smith Motor Wheel dealer, had a unique and very effective feature in connection with their exhibit at the recent county fair here. A board track, four feet wide and about twenty feet in diameter was erected at the side of the exhibit. On this track a motor wheel attached to a bicycle was ridden constantly every day of the fair from 11:30 a. m. to 5 and 6 o'clock at night. The feature attracted crowds and served as a splendid demonstrator for Mosher salesmen when talking to prospects.

### BICYCLE SALES WERE BIG

Tacoma, Wash.—The Washington Cycle & Supply Company, wholesale distributor of the Dayton line of bicycles, reports the sale of more bicycles during September, 1915, than the total during the previous 18 months. The firm recently established a branch warehouse in Portland, Ore., to facilitate delivery of machines. Over 200 bicycles of 1916 model have been ordered so far.

### BICYCLE RACE FOR BOWL

Tacoma, Wash.—Plans are being made to hold a bicycle race at the stadium in this city. The big bowl has an excellent cinder track in it. It is believed that a number of crack Pacific Coast riders can be secured for the meet.

### HOW KANSAS DEALER DEMONSTRATED THE SMITH MOTOR WHEEL

**Mosher & Son, Dealers at Burlington, Kas., Drew Big Crowds at a Recent Fair by Riding Outfit on This Board Track. Item at Right**

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# REELING OFF CENTURIES—By Fred M. Sanborn

THE most common experience of the century rider, which is very amusing or annoying—depending upon the humor of the cyclist, a very fickle thing—is the trouble he frequently encounters in getting his century blank signed in order to comply with the rules requiring a signature every twenty miles. It happens at times that he finds himself in some obscure spot, miles from any town or village where he can easily get a "John Hancock," and is compelled to ask laborers working in the fields or a passerby to place his name on the blank. The questions asked under these conditions are often exasperating, requiring, as they do, a long and detailed explanation as to why the signature is requested. From the doubtful attitude shown by some of the people in these out-of-the-way places, one would imagine that they were signing their death warrants or mortgaging the old homestead to a stranger.

### Old Darky Asked the Favor

An incident of this kind occurred to me several years ago, when by force of circumstances I had to request an old darky to put down his name and address. After asking the usual question and listening to my long-winded explanation, he turned the blank over, carefully examined each side, and then calmly announced that he could not write! By a superhuman effort I restrained myself from committing something akin to murder—but it was an awful strain. I certainly was bloodthirsty. On another occasion I asked one of our dusky skinned brothers to confer the same honor on me, and before I could warn him he thrust into his mouth the indelible pencil that I had handed him. But he sure did snatch it out in a hurry—and he was indignant! No, sir! he wouldn't sign that blank, and he didn't.

Of course the century plugger has other experiences, minor mishaps, such as punctures, etc.; but these are things to be expected, and are all in the day's work, so to speak. There is one exception, however, and that is the puncture that you cannot fix when you are many miles from home, short of funds and far away from a railroad station. I remember well the time when I had a flat tire on my rear wheel, and Baltimore, my home town, was twenty-five miles away. And to make matters worse, I had no money with me. That twenty-five miles was one of the longest stretches I had ever covered. It was bumpidy, bumpidy, bump, bump, bump, uphill and downhill. Talk about horse back riding being good for the liver! I had never had any trouble with my liver since. And talk about push! I developed enough horsepower pushing that flat tire up those hills to roll up a thirty per cent grade without the slightest effort.

### Left His Money Home

Riding without funds is likely to prove embarrassing, to say the least, at almost any time—especially when not expected. I can recall an instance of this kind which happened in my early cycling days. I broke my crank hanger at a place called Chase Station, twenty miles out from Baltimore, and as luck would have it, I hadn't a penny with me, having forgotten to take out my bankroll (?), when I changed to my cycling costume. Well, it was some walk. I coasted downhill whenever possible, but as the road was rough in places and fairly well congested with traffic, I was not able to do much coasting. However, I did the Edward Payson Weston stunt for twenty miles—and I think that I hung up a record that the old veteran never even approximated! I certainly walked at a fast clip.

I have in mind another occasion when lack of "filthy lucre" put me in an awkward position. I had been making a tour of the Shenandoah Valley, in Virginia, with the Natural Bridge as my destination. I reached a little town called Lexington, fifteen miles from Natural Bridge, and stopped there for supper, it being still rather early in the evening. Inquiring about the road to the bridge, I found that reports were everything but encouraging. The hotel clerk told me that there were good roads for about five miles out, but that beyond the highway was so rough and hilly that a buggy could hardly be driven over it—not very encouraging news to a chap who had already put eighty-five hard miles behind him and was beginning to feel tired out.

I considered the matter for a while and finally came to the conclusion that since I had come all this way to see the place, I was going to see it or "bust." My money had dwindled to such an extent that I did not have enough left to carry me for another day, so I determined to push on and see Natural Bridge that evening. I got there all right, but found that it would set me back a dollar to view the Bridge and that hotel accommodations would cost four dollars. However, I just had to see it, so I came across with my little dollar, took a good look at the bridge, and then decided to ride back by moonlight to Lexington and spend the night there.

"He Turned the Blank Over, and Carefully Examined Each Side"

Hardly had I covered but a few miles of the mountainous foothills, than I became fully convinced that I was badly in need of a rest. I, therefore, sat down by the roadside and in a few minutes was fast asleep, and it was one o'clock in the morning when I awoke. It was certainly too late to return to Lexington, and of course I wasn't going to remain awake all night. So I fixed a couch of wheat sheaves in a neighboring field and placing a couple over me in lieu of blankets, I slept peacefully until morning. I was still two days' journey from Baltimore and had to have more cash. I telegraphed home to have some money wired me at Winchester, but when I got there I found that, since it was a holiday, no money could be gotten by wire.

### There Were no Pawnshops

I was desperately hungry. I had a gold watch and fob, but there were no pawnshops. Some of the Baltimore boys whom I had expected to meet at Winchester did not arrive. As a last resort I decided to hunt up the police headquarters and lay my case before some tender hearted chief. I found the headquarters all right; but the chief informed me that no funds were provided to take care of such cases as mine. I touched him for a personal loan, and he surprised me by handing over five good dollars. Some luck!

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Another incident that is still very vivid in my mind is the experience I had this summer on my vacation trip when the bottom cup on the front fork of my bicycle broke while crossing the Allegheny Mountains, sixteen miles from the nearest town. The wheel became almost unmanageable as regards to steering, and I tried to get a lift from some of the passing autos, but there was nothing doing. I guess I hailed a dozen of them, but not one would help me—some had weak valves, or they were afraid of scratching the enamel off their machines, while others feared they could not make the grades with the added load. Finally I cursed the whole race of automobilists from A to Z, the man who invented them, the men who ran them, the men who made them and everything connected with them, and then I walked. But there certainly was a blue haze hanging over those mountains for a few minutes.

**A Century in December**

Coming to the subject of weather reminds me of a very unusual experience I had last December, when four of us rode a century to Frederick, or I should say, attempted to ride a century to Frederick. The morning was cold, gray and threatening, but we started out, and at Ridgeville, thirty miles from Baltimore, the snow commenced to come down, slowly at first, and then harder and faster. We stopped, got something to eat and held council. We were fourteen miles from our destination, but the snow did not seem to be coming too hard and we finally decided to push on. Well, we pushed on and it snowed: and the harder we pushed the harder it snowed until by the time we reached Frederick the snow had become pretty deep.

We walked into the lunchroom, covered with snow and looking like four imitation Santa Claus', removed our coats and had a good dinner. By the time we had finished our meal the snowfall had become quite heavy, and passersby looked at us and our wheels with natural and pardonable curiosity. It was then about one o'clock in the afternoon, and as there was no train home till eight or nine o'clock we decided to try to beat it back on the bikes, figuring that we could get in four or five hours ahead of the train easily. I got a fall from a car track hidden by the snow before we got out of Frederick. That, however, was the least of our troubles. Though the road we were traveling was very hilly and the deep snow made it heartbreaking work indeed, we pushed on till finally two of our party started to walk the biggest hills, and to make matters worse, the road became very slippery so that we had to fairly creep downhill and uphill.

**Good Samaritan Comes Along**

To make things still more unpleasant, two hours after we left Frederick a mixture of rain and hail came down, cutting our faces like knives and freezing on us as it fell. We were still struggling slowly along, twenty miles from home, wet and chilled to the bone, when a good Samaritan in a big touring car hailed us and asked us if we did not want a lift. Did we want a lift? I should say! We were tickled to death. We piled into the machine, all four of us, bicycles and all, and he took us all the way into the city, leaving my brother and myself a square from home. But, believe me, gentle reader, those good Samaritans traveling in automobiles are few and far between.

Getting directions is also rather awkward at times, as the reader will know if he has ever had the experience I had on one occasion, when I reached a fork in a strange road, with but one house in sight for several miles and a pack of loud-mouthed hounds in the yard in front of the house. I didn't want to go back three or four miles to inquire the way, so I opened the gate and walked unconcernedly toward the door. The dogs were completely taken in by my bluff, greatly to my relief, and beyond a little yapping at my heels did not bother me. I got the necessary information without any trouble. Incidents of different kinds fall to the lot of all who ride bicycles, and I have no doubt that every rider who has strung the centuries behind him can relate them by the score. They help to give the sport its fascination, and we would not change matters if we could.

## PROS. WILL USE SPEEEDWAY

Sheepshead Bay, N. Y., Nov. 23.—Arrangements have been made with the management of the Sheepshead Bay Speedway to allow the foreign riders who will compete in the six-day bicycle race, which opens at Madison Square Garden December 6, to do most of their training work on this big outdoor automobile racetrack. Jimmie Moran, the veteran six-day bicycle rider, will look after the American contingent. All of the riders have signified their willingness to train on this open-air track, feeling that it will strengthen them. The management of Madison Square Garden has requested the riders to inform their trainers to have a tank of oxygen at the side of the track for instant use during the long grind. All of the foreign riders of former years carried their own tanks with them, but this year the riders will have them furnished by the management of Madison Square Garden.

## MANY CYCLES IN DAWSON

From a recent arrival from Dawson, Y. T., Alaska, it is learned that upwards of 100 bicycles are to be seen on the streets of that city. There are many Smith motor wheels in use also.

## SELLING STADIUM WHEELS

Tacoma, Wash.—The Washington Hardware & Tool Company, of this city, is selling the Stadium bicycle, its own brand, in addition to the Rambler line.

**The Bicycle Division of the Unione Sportiva Italiana of New York City**

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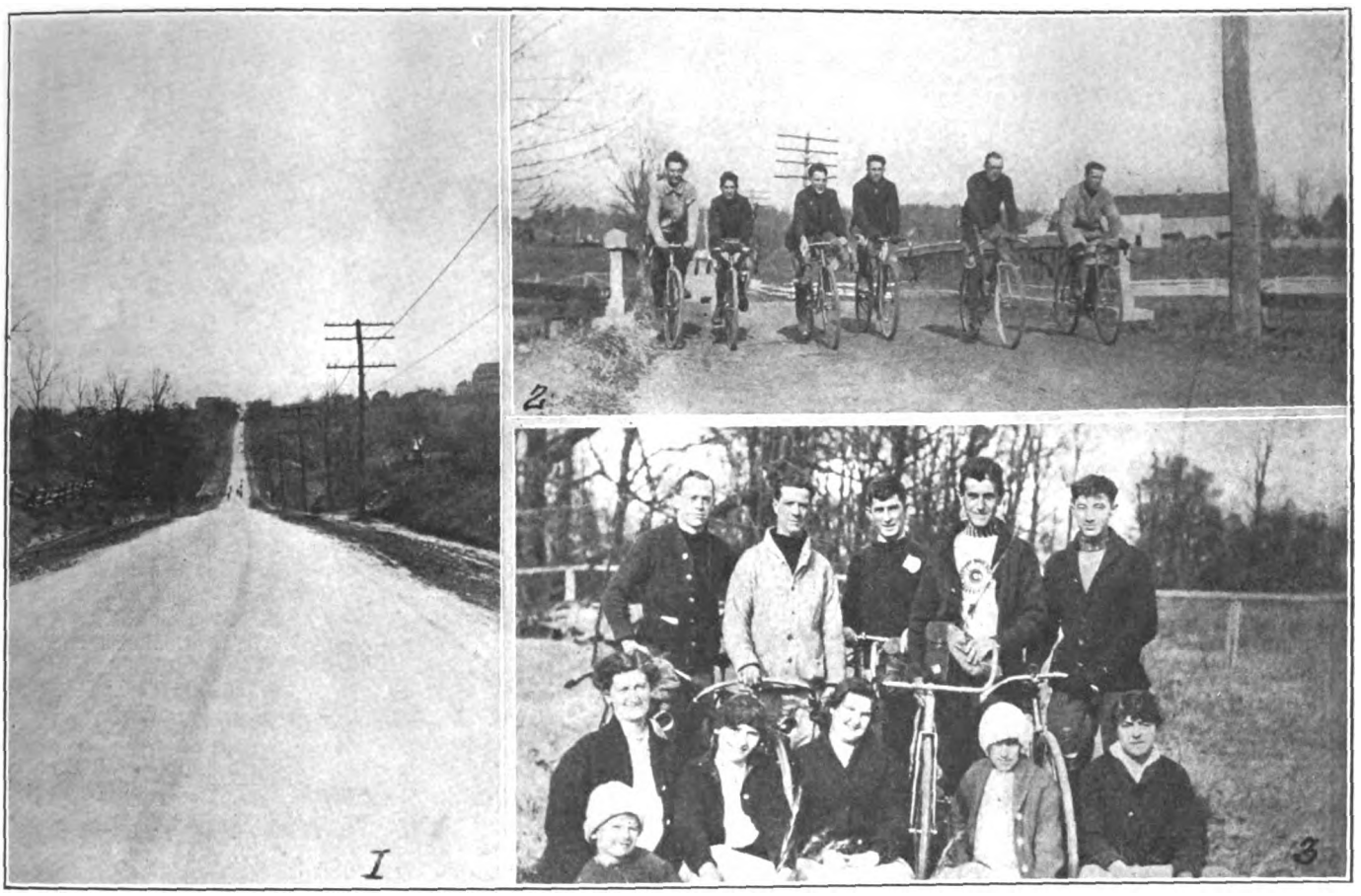
# CRESCENT BICYCLE CLUB RIDERS OUT FOR A GOOD DAY'S SPORT



1, One of the Steep Hills Near Baltimore. The Cyclists Can Be Seen at the Foot of the Hill; 2, On Last Sunday's Run Through the Green Spring Valley; 3, After the Oyster Roast, Given on Sunday at "The Shore"

BALTIMORE, Md., November 22.—Sunday was a big day for members of the Crescent Bicycle Club. The regular Sunday run of the club was held, the destination being Towson, via the Green Spring Valley, and following the run the members journeyed to Curtis Bay, several miles below Brooklyn, where the annual oyster roast was held at the shore of William Leimbach. Two short sprint races were held during the progress of the run for Class E riders, both being won by Wilbur Wright, Lester Nickles finishing second and Ernest Nitz third each time. Interest was added to the run by the presence of Sylvain Segal, the well known Century Road Club Association rider, who was in Baltimore as the guest of Fred. M. Sanborn, of the Crescents, who is also a member of the C. R. C. A.

### Out on a Launch

Segal made the trip through the Green Spring Valley with the Crescent and then proceeded on with the cyclist to the oyster roast. These affairs are very popular with Baltimoreans and are peculiar to this part of the country. After surrounding most of the oysters in sight a party of the cyclists went out for a ride in the launch owned by one of then. Segal took the helm, a position of honor, but also of dampness, as the helmsman got most of the spray thrown up by the rough water.

The next event on the program was riding on the bicycle boat, a contrivance rigged up by Will Leimbach and geared to two bicycles mounted on a float, which is propelled by pedalling in the usual way. Bill Wright and Fred Sanborn made the first attempt, and after riding up and down alongside the pier gained confidence and pushed out into the bay for quite a distance. Segal also mounted the affair and rode it around for a good while by himself.

More eats followed, oyster stew this time, and after that dancing and singing. The Crescents who had ridden down on their wheels started for home at 3.45 P. M. The trip home was a hard one, due to strong head winds, but Segal and Sanborn got home in time to greet Bob Lawson, the transcontinental tourist, who was stopping in Baltimore for the night. Here the party broke up, Segal catching a train home for New York and the rest of the riders scattering. Lawson will leave Baltimore on Monday morning on his way to Florida.

## BAILEY SIGNS AGAIN

Tacoma, Wash.—F. M. Bailey recently signed his sixteenth annual contract to handle the Pierce bicycle in this city. During 1915 he disposed of four times the number of cycles as in the five preceding seasons. Most of these were purchased by juveniles, but many went to employes of the Northern Pacific R. R.

## BICYCLE THIEF SENTENCED

Marietta, Ohio.—A sentence of one to seven years in the reformatory, with a recommendation to parol after one year, was imposed on Robert Murphy for the theft of a bicycle recently

## REPORT OF DE LACKSO'S ARREST CAUSED BIG STIR

SAN FRANCISCO, November 19.—Officials of the local branch of the B. F. Goodrich Company were shocked one morning recently to read an account in one of the morning papers of the arrest of Francis De Lackso, who traveled across the continent on a bicycle to which he was handcuffed, on a charge of stealing bread and milk from door-steps in one of the residential districts of this city. They were loath to believe that the plucky little Frenchman could be guilty of such a charge, so one of the department heads hastened to the city prison to ascertain if it were really true that Francis De Lackso was in the toils, for he had departed from San Francisco several days previously on his tour around the world by bicycle.

Happily, it was discovered that the man under arrest was not De Lackso, but a deserter from the navy, who had stolen some of De Lackso's postcards and who resorted to the use of his name when arrested.

The publication of the story of the arrest of De Lackso, however, brought no end of trouble to the latter, for it was flashed on him in the very first town he entered the day after it was printed. He determined to return to San Francisco to clear the mystery up. Upon reaching 'Frisco, De Lackso called at the B. F. Goodrich Company's offices, and with the assistance of Mr. Barnum, the advertising man, secured the publication of a corrected story in the newspaper.

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## BICYCLE RIDERS OF HAVANA, CUBA, WHO TAKE A KEEN INTEREST IN CLUB RUNS AND RACES

**Strong Line Up of the Members of the "Club Azul," Which Is One of the Most Active Bicycle Organizations on the Island of Cuba. Photo Reproduced by Courtesy of Mr. Villalobos, Pierce Bicycle Agent in Havana**

## BICYCLE OUTLOOK IS GOOD IN BROOKLYN

BROOKLYN, N. Y.—Motorcycle dealers in this city have awakened to the fact that bicycles ought not to be overlooked as money-makers during the season just opened. Accordingly, a number of the more prominent have added various makes of pedal-two-wheelers to their motor lines, and among these is A. H. Patterson, who is Reading Standard and Pullman sidecar agent. "Pat," as he is familiarly called, is pushing his own brand of cycles in Brooklyn and Kings county.

George Uniss, Pope dealer, is handling the Westfield brands of bicycles, while Henry Heyer is continuing the Pierce line which he has handled for a number of years. Ben Ruderman, Thor distributor, is putting in a large stock of bicycles and is figuring on a good holiday business. Bob Brazenor, Harley-Davidson man, is handling the Miami line, and intends to enlarge at his Bedford avenue branch and have a special man in charge of the bicycle department there. Emblem bicycles as well as motorcycles are being handled at Otto Sohofer's agency on Bedford avenue.

### CONVICT HIGHWAYS FOR KENTUCKY

Louisville, Ky., November 22.—Motorcyclists and automobilists of Louisville are considerably interested in a proposed bill which will probably be introduced at the 1916 session of the legislature, which convenes in January, relative to the prison labor of the State. At present this labor is used in the manufacture of prison goods such as brooms, shoes, etc. It is proposed that as such labor is let out at very low rates it would be of considerable advantage to the State as a whole if this labor was used on improving the public highways. The good roads movement is now at its zenith in Kentucky, and strong influences will probably be brought to bear in favor of the proposed bill.

### TAKES INDIAN BIKE AGENCY

Kansas City, Mo., November 22.—C. Hanson, the local Indian dealer, has received his first shipment of Indian bicycles. Hanson states that there has been a very brisk demand for the silent two-wheeler, and that he was doing his utmost to get a good slice of the Christmas business.

### ADD HENDEE BICYCLES

Seattle, Wash.—Mercer & Munsell, Indian agents, have added the Hendee line of bicycles to their stock, as well as juvenile models. They intend going after the schoolboy and schoolgirl trade in particular.

### DEALER'S HELP DEPARTMENT

The Goodyear Tire & Rubber Company, of Akron, O., has a Dealer's Help Department for the purpose of educating dealers to market its product. The department is now furnishing cuts showing the complete lines of the firm's products, the cuts being suitable for catalog, newspaper, poster or program advertising.

### SUTCLIFFES RENEW CONTRACT

Louisville, Ky.—The Sutcliffe Company has renewed its contract to handle the Smith motor wheel for 1916, and anticipates at least one hundred sales in Louisville alone. The Sutcliffe company has the best store in Louisville, handling sporting goods, athletic goods and bicycles, being State distributors for the Dayton. A local Motor Wheel Club has been organized and has conducted a number of club runs during the summer.

### Y. M. C. A. BICYCLE CLUB

Janesville, Wis., November 23.—At a recent meeting attended by all of the junior members of the local Young Men's Christian Association plans were perfected for the organization of a bicycle club. Officers will be elected and arrangements completed for conducting the club. A large number of boys joined.

### BURKE HAS MOTOR WHEEL

Lexington, Ky., November 21.—T. B. Burke has taken over the local agency for the Smith Motor Wheel which was handled this year by C. D. Calloway & Co., the Indian agents.

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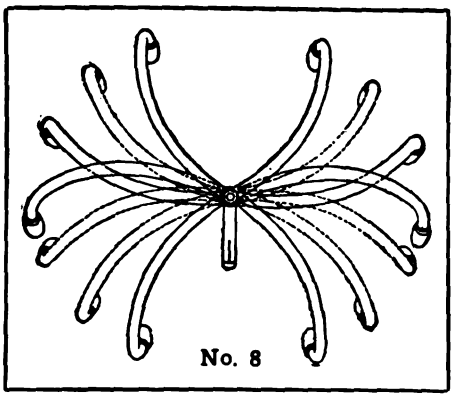
# Kelly Handlebars



No. 8

## Jobbers and Manufacturers Who Seek Standardization

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They are the ideal bars for racing, distance work, boulevard riding, etc. Adjustable to ANY position.

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due to the generous design and construction—we think it is the best and strongest rat-trap pedal you ever put your foot on.

## The No. 4 Standard

is a big, substantial, motorcycle-type pedal. It stands for the utmost mechanical value.

With a pair of these pedals on your wheel you are equipped with correct, up-to-date foot-holds, fairly representative of our business in the cycle industry.

**Our products comprise:**

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**THE STANDARD COMPANY**
TORRINGTON, CONN.

No. 4 STANDARD RAT TRAP PEDAL




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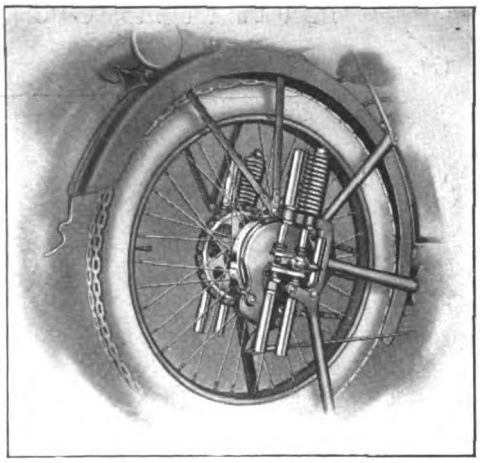
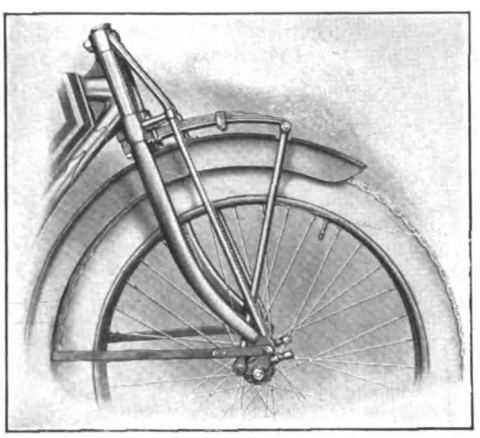
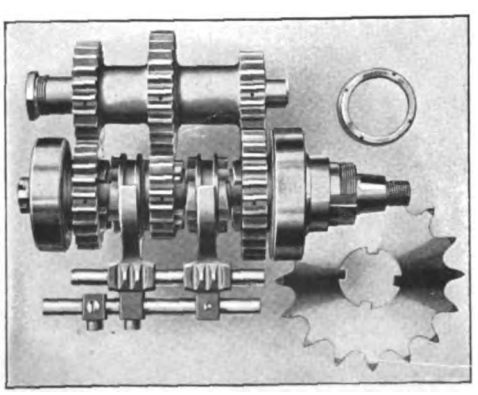


Pope Rear Suspension



Pope Spring Fork



Pope 3-Speed Parts

# A Pope Engineering Triumph

The new Pope THREE SPEED TWIN CYLINDER MOTORCYCLE is the motorcycle sensation of the year. It represents the very top-notch of motorcycle construction. Those who have followed the steady progress of Pope improvements have been waiting for this machine. Will they find it in your store or will you let them spend their money elsewhere?

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Greater comfort for the rider and longer life for wheel and tire are the results of the Pope Rear Spring Suspension that expands and absorbs every shock and prevents the wheel from being thrown out of alignment.

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To keep all the road shocks away from both rider and machine is the task that's admirably performed by the efficient Pope Spring Fork. Its ample bearings make the motorcycle easy to guide.

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All gears are constantly in mesh and can be immediately and correctly changed by the Pope 3-Speed mechanism. Simply operated, original Pope features make it impossible to engage one set of gears before the other set is disengaged and there is no chance to strip the gear teeth. The large bearings insure easy running of the parts.

You can offer to your customer such unique features of motorcycling engineering only when you carry motorcycles made under this famous name—

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Bicycles and Motorcycles

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# WESTFIELD MFG. CO.

**(Successors to the Pope Mfg. Co.)**

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**Largest manufacturers of high-grade bicycles in the world**



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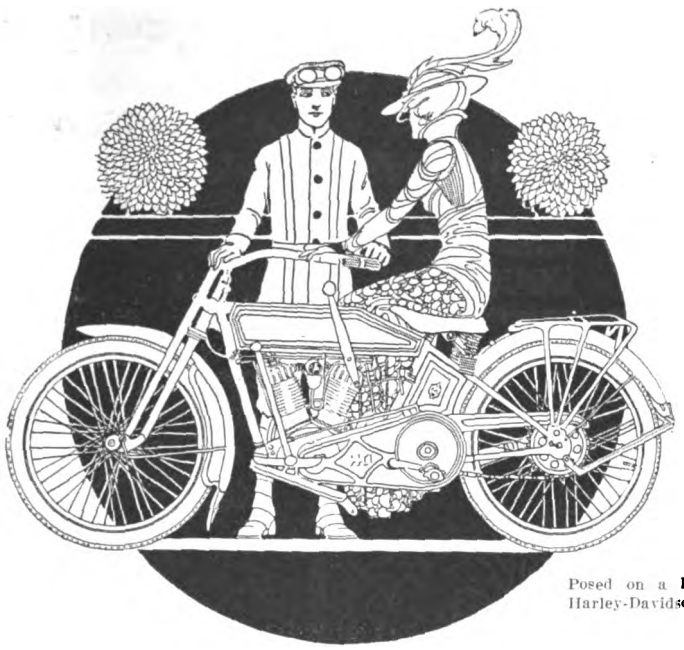

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**For that feeling of confidence**
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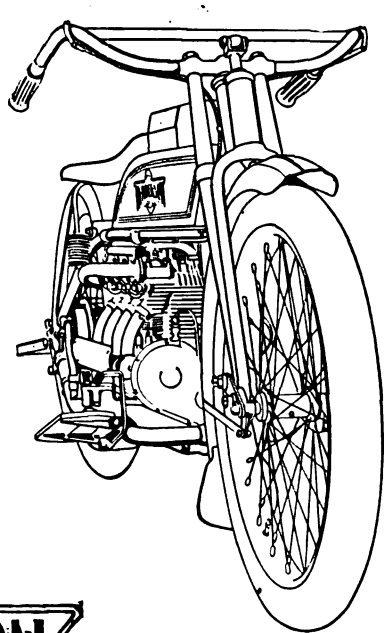

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*This makes sales easy for Henderson dealers. If we have no representative in your vicinity, write for our proposition.*

**Henderson Motorcycle Co.**
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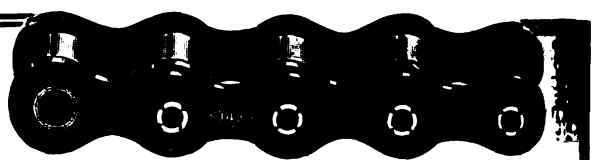

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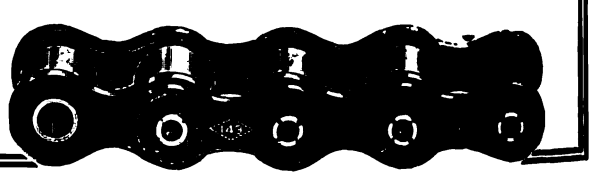



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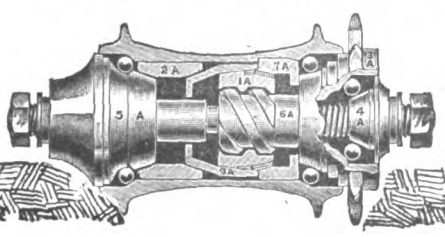


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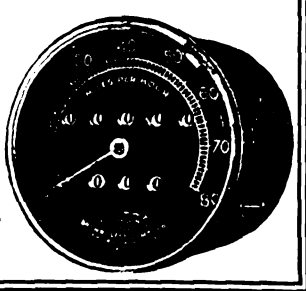

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12 hours' flickerless light on one filling. Cheapest to use—most efficient.

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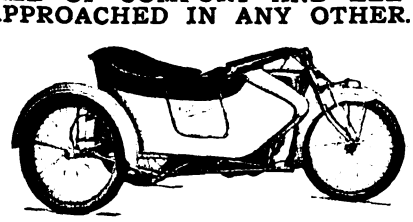



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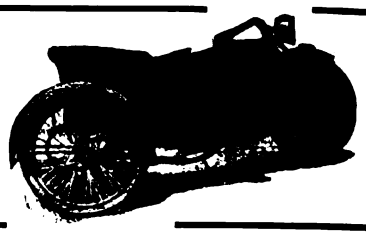

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*"The Motor's True Mate"*

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Our 26K Motorcycle chain can withstand a strain that would snap the ordinary motorcycle chain like a pack-thread—5700 lbs. breaking strain! Think of the satisfaction the knowledge of this enormous surplus strength gives the rider. The price is higher—and the chain is worth it. It costs the rider $1.00 a foot.

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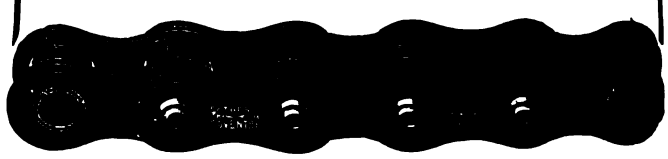

**NATIONAL Motorcycle and Bicycle Spokes**

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

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The choice of the experienced rider is

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The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

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**The World's Largest Makers of Dissolved Acetylene**
*Prest-O-Lite Exchange Agencies Everywhere*

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**3 Cents a Word**

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New Ideas—patented—make fortunes. Novelty catches the popular fancy. Better ways of doing the same old thing mean money. If you have a new and useful invention, patent it and reap the profits. You may write me fully and freely. All communications confidential. Submit sketches or models and save time. Booklet on request.

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# FEDERAL MOTORCYCLE TIRES

"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

WRIGHT SPARK PLUG

*We Say It's "Wright" Our Friends Say It's Perfect*

**"WRIGHT" SPARK PLUGS**

Are Used as Regular Equipment on

**Harley-Davidson 1916 Models**

A Trial Will Tell You Why

*Catalog Free*

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FREE

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You can't be up-to-date without it.

*Write today to*

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**Hammondsport, New York**

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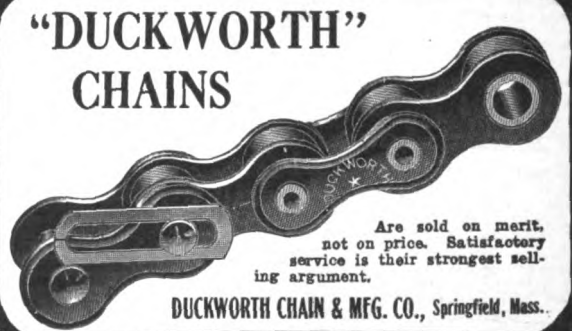
LOS ANGELES, CAL.

# Berling Magneto

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

Ericsson Manufacturing Co. 1116 Military R'd, Buffalo, N.Y.

## "DUCKWORTH" CHAINS



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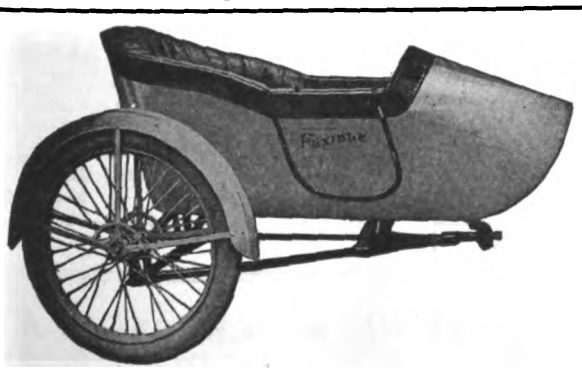

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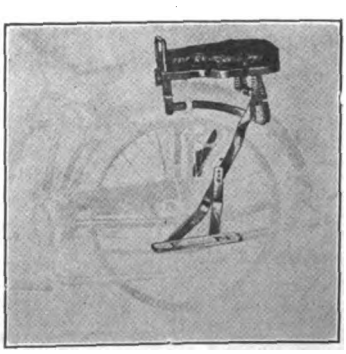
## for The Cradle Frame "Indian"



Our method of attaching and the low saddle position, combined with the other original features of the F-N, make it the "only" tandem for the "Indian."

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**Bicycles Exclusively**

IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US

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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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All Makes of Bicycles—Expert Repairing.
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Distributing Agents for
**HARLEY-DAVIDSON MOTORCYCLES**
533 West 110th Street, Near Broadway, New York
15 So. Lexington Ave., White Plains, New York

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New York Branch: 227 W. 186th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**"FLYING MERKEL MOTOR CYCLE"**
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Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
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The Only All Night Service in the Bronx.
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Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

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**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles.
Parts for the Indian, Excelsior and Pope.
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**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
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These tires are fresh stock practically perfect, but slightly discolored in spots
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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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**MOTORCYCLE WORKS**
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
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All models on display.
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Easy payments. All makes taken in trade.
Full stock of parts. Expert repairs.
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**WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.**

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**EXCELSIOR DISTRIBUTORS**
Parts and Supplies—Repairing by factory mechanics.
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**INDIAN MOTOCYCLES**
Phone: 2045 Astoria.
Expert Repairing—Gasoline.
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**INDIAN DISTRIBUTOR**
In Passaic and Bergen Counties
**91 Broadway, Paterson**
Real Values in used machines



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Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributers in Capitol District
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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
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FOR SALE 1913 Indian, single, motor, magneto, rear wheel, good shoe, Presto Light, tank, saddle; make offer. Wm. Keyes, Depot, Pittsfield, Mass.

AGENTS, something new, seven in one tool, good for seven every-day jobs; special prices to agents; sample, ten cents. Cycle & Motor Co., Shenandoah, Penn.

POSITION WANTED.—Expert repair man on guns, locks, keys, bicycles. Address Harris, care Motorcycle Illustrated.

SPLENDID OPPORTUNITY—$160 buys a Henderson, 1913, in very fine condition. Run only 3,000 miles. Equipped with tandem attachment, Prest-O-Lite, Solar lamp and tire chains. Shipped on approval for $25 deposit. E. B. Turn, 171 Madison avenue, New York City.

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WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

SECONDHAND MOTORCYCLES! Let me know what you want, and the price you want to pay. Perhaps I can supply you. B. A. Swenson, 522 Broad street, Providence, R. I.

FOR SALE.—Guaranteed good paying sporting goods, motorcycle and bicycle store in the livest town in middle west. Proprietor must have time to devote to other lines. Guy W. Campbel Co., Waterloo, Iowa.

AUTO SUPPLY, Vulcanizing, Motorcycle, Oil and Gasoline Business for sale, *big sacrifice*, on account of ill health; good profits, excellent location; established 4 years. Storer's Garage, 1711 Crawford Road, Cleveland, Ohio.

FOR RENT—227 West 83d street, 100 feet from Broadway. Has been used as motorcycle repair shop five years. Apply P. J. Mulcahy, 2286 Broadway, New York.

A SPLENDID OPPORTUNITY FOR A HUSTLER.

A motorcycle and bicycle business in exclusive west side territory, established 7 years, for sale; 1,600 sq. ft. floor space in store and shop; all modernly equipped. Best of reasons for selling. Mrs. M. Shattock, 606 Forest avenue W., Detroit, Mich.

MUST SACRIFICE my 1915 two-speed twin Reading-Standard at once; price $175. In the best of condition throughout. Never abused or neglected, not tarnished or rusted. Equipment includes head and tail lights, gas tank, electric horn, luggage carrier, cushion, full set of tools and pump. F. J. Strachota, 396 17th avenue, Milwaukee, Wis.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

ENGINE CYLINDERS RE-GROUND, new pistons and rings fitted. Complete engine overhauliing. Welding of cast iron, steel, aluminum and brass parts. Brazing. Satisfactien guaranteed. Give us a trial. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

EXCELSIOR 1912 FRAME, carburetor, magneto, wheels, etc.; will sell all or part. Chas. Grindrod, Belleville, Ill.



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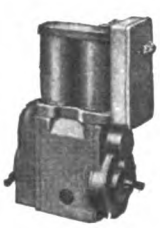
# *The Exhilirating Pleasure of Limitless Speed-plus Safety*

can only be secured by a brilliant steady light in riding at night.

The road may be long and smooth, over hill and valley that your mount takes you like an express train—still there is the constant danger of the sudden turn, the gravel patch, the unexpected ruts, or the ponderous farm wagon. Danger may add zest to the ride—but not too much danger.



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## *Motorcycle Lighting-Ignition System*

is always dependable, adapted from the motor car system which is used on some of the leading automobiles in the country, and absolutely *guaranteed*.

Compact, completely protected wiring, easier cranking, proof against road vibration. Operates head, tail lights, horn, and insures perfectly timed ignition at every speed—under every condition.

Ask the owner of a Harley-Davidson—it's on his machine.

*Service stations in all motoring centers*

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# PRESTO-LITE Users

# Attention!

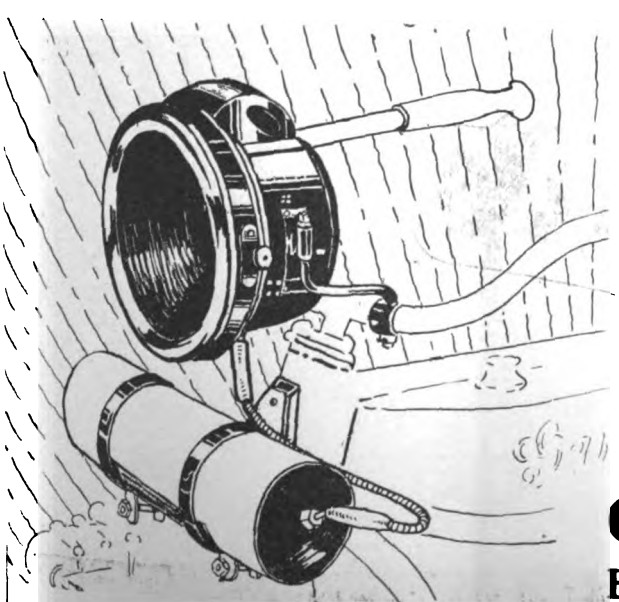
Are you willing to spend—no, invest—a dollar to permanently put your PRESTO-LITE TANK in its proper place? To know that it is safest there, that it adds to the appearance of your machine, that it helps to steady your front wheel? Isn't it worth a dollar to have your tank in a place that seems to have specially been designed for it?

## *Some Reasons*

1. Places your Presto Tank in front, where it belongs.
2. Takes away danger of striking tank, if thrown.
3. No long tubes to break or clog.
4. Betters appearance of your machine 100%.
5. Betters light by its direct connection.
6. Permits gas adjustment while lighting.
7. Makes riding easier, because of added weight over front wheel.
8. Tank is removed easier and quicker.
9. Removes all interference with filling gasoline tank and operating machine.
10. Because of its reasonable cost.
11. Because it is the best Presto-Lite Bracket you can buy.

# LEONARD'S PREST-O BRACKET

The "Leonard" clamps to the fork place directly under the headlight and is held rigidly in place by means of bolts. It is light, weighing but 16 ounces, of nickel plated steel, and adds materially to the appearance of your machine.



## Price $1.00

### Dealers

Here is one motorcycle fitment that has an assured demand. Don't take our word for it. Ask some of your customers what they think of the "LEONARD." We are sure you will stock the LEONARD PRESTO BRACKET to good advantage. Write today for prices.

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**Burlington** **Vermont**



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All Gray Rubber
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**CORRUGATED TREAD**
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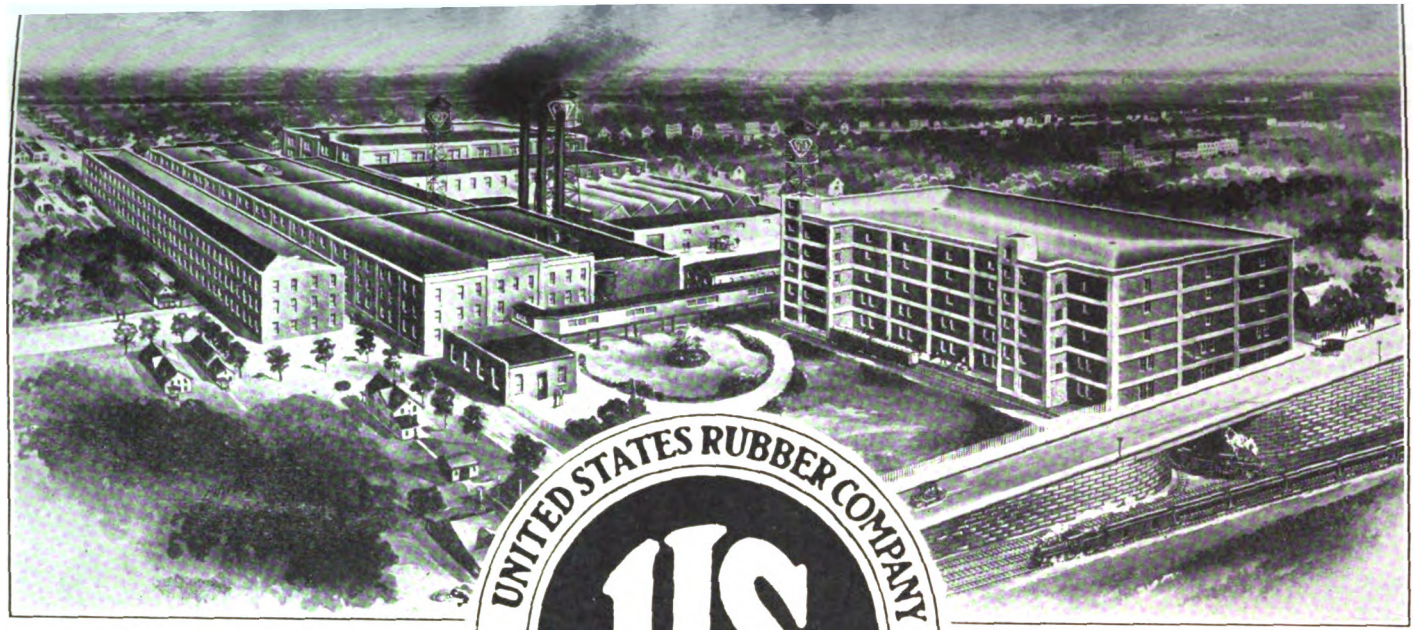

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Plant of the G. & J. Tire Co.,
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Devoted **Exclusively** to the production of **United States Bicycle and Motor Cycle Tires.**

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# UNITED STATES

## BICYCLE AND MOTORCYCLE TIRES



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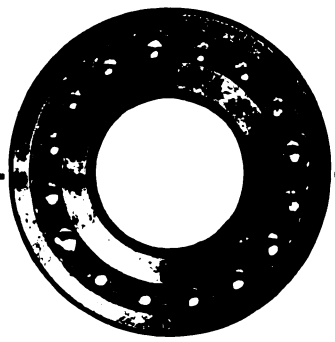

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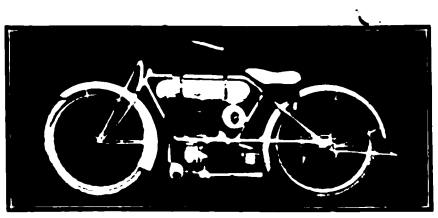
# Now on Five Leading Motorcycles

Almost daily, more manufacturers are awakening to the possibilities of the SKF Ball Bearing. Since our last advertisement, two more substantial manufacturers have specified SKF—the Pope and the Cleveland.

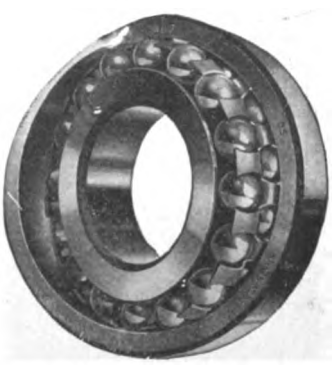
## SKF SELF ALIGNING BALL BEARINGS

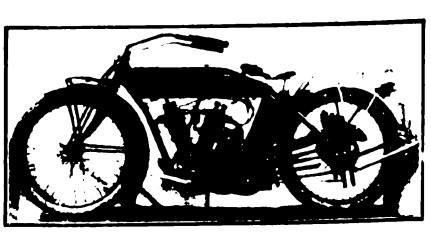
Five leading manufacturers now realize that SKF Ball Bearings can do more to make good their claims for silence, smoothness of power-action and flexibility of their motors than any other single factor—that the double row of Swedish Steel Balls, the single piece retainer and the inimitable self-aligning feature makes possible a **smoother and more enduring flow of power.**

Why not investigate further?



Cleveland

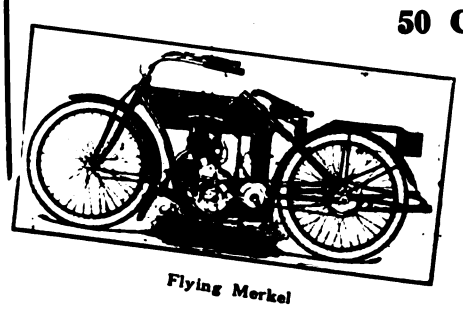




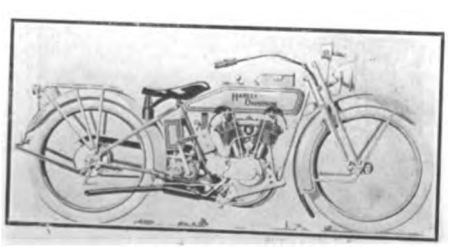
Pope

## SKF BALL BEARING CO.

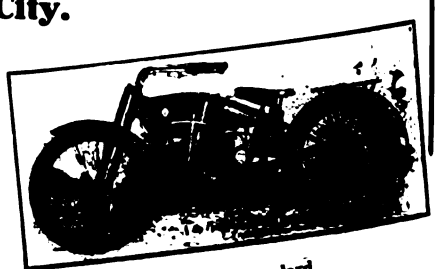
**50 Church Street, New York City.**



Flying Merkel



Harley-Davidson



Reading-Standard



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# Unseen Qualities ——these count most

## The Harley-Davidson has the stuff that makes riders *enthusiastic*—Harley-Davidson riders are *boosters.*

**The most important qualities in a motorcycle cannot be seen beneath the highly finished enamel and brilliant nickel plate.**

**The expensive alloy steels so generously used throughout the Harley-Davidson may look like ordinary steel—the difference shows up in service.**

**The right kind of material and workmanship, together with an absolutely correct design, result in superior motor performance.**

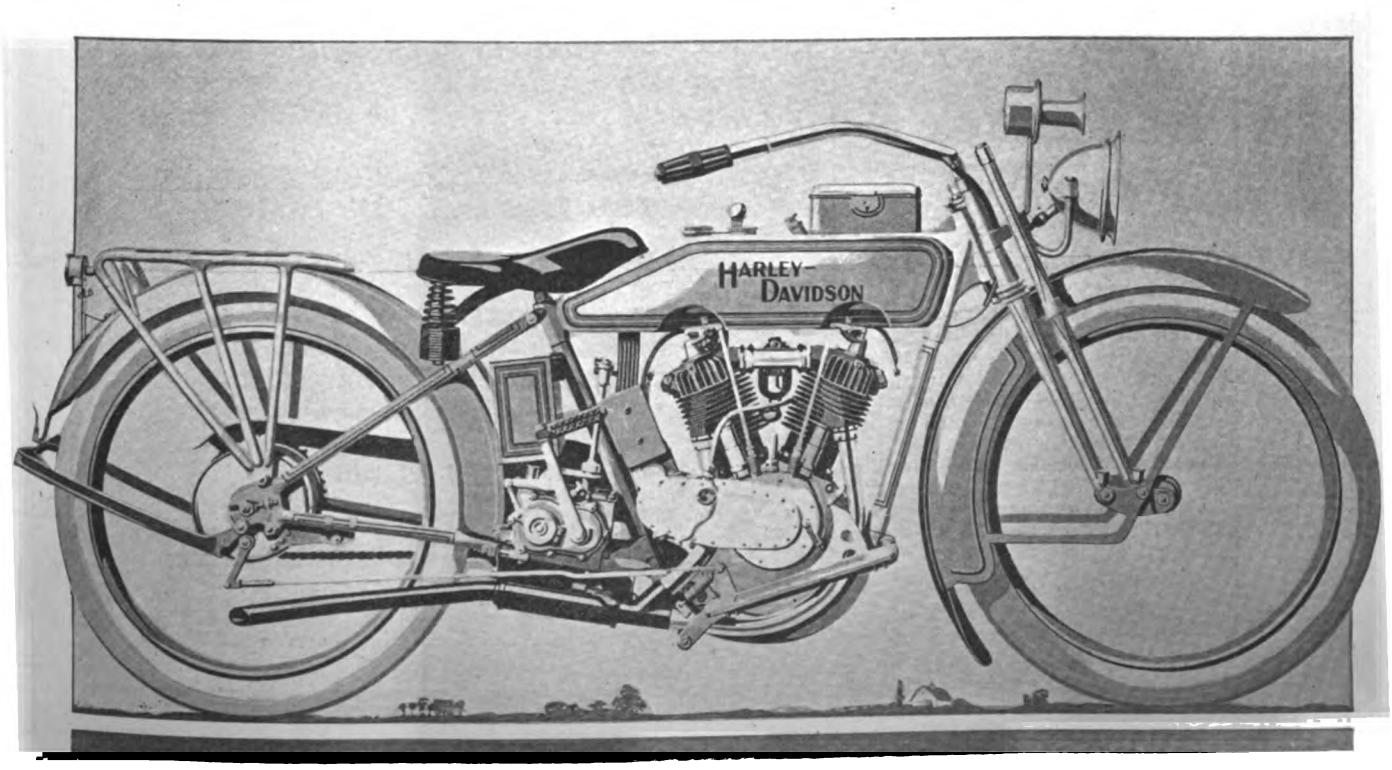
**Snap, power, speed, and service, too—these unseen things are what help to make Harley-Davidson riders satisfied.**

**Buyers expect quality alike inside and out, and Harley-Davidson buyers get what they expect.**

**Immediate deliveries on all models—also on sidecars and sidevans.**

## Harley-Davidson Motor Co.

**Milwaukee, Wis., U. S. A.**



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# Don't Overlook Christmas Sales

There should be no dull months for the Smith Motor Wheel dealer. In checking over our records we find that Forty-five thousand dollars' worth of Smith Motor Wheels were sold around Christmas time last season and a number of live dealers tell us that in addition to sales made, the work they did during the winter months paid big dividends in the way of spring sales this year.

**Smith**

**Motor Wheel**

(Detachable)

***"The Bicycle Booster"***

Attaches to and detaches from any bicycle in five minutes—speeds up to 25 miles an hour—runs 100 to 125 miles on one gallon of gasoline and is fully controlled by a small thumb lever attached to the handle bar of the bicycle. Weight, about 50 pounds. High tension Magneto—Float feed Carburetor—Non-skid double tube clincher tire. Fully protected by U. S. and Foreign Patents.

LIST PRICE, $60.00 F. O. B. Milwaukee.

Every Motor Wheel you sell now will work for you all winter in an advertising way and when our big advertising campaign opens early next year, you will be there to cash in on your winter's work.

## *Keep the Motor Wheel Before the Public*

Dealers in open territory who have not yet begun to add Smith Motor Wheel profits to their bank balances are invited to write for our unusually interesting dealer proposition.

MOTOR WHEEL DIVISION 157

## A. O. Smith Company

**Milwaukee, Wisconsin**

Largest Manufacturers of Automobile Parts in the World



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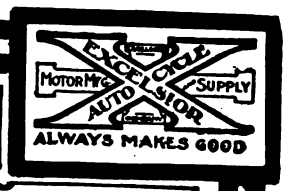


# SOME CLEANUP

## RIDERS OF THE "GOOD OLD X" IN A THANKSGIVING JUBILEE

## Sladkin's bunch of "X" riders make a

# REAL "X" CLEANUP

## at Philadelphia by finishing One, Two, Three and Five in a Thanksgiving Day 75 mile Race.

---

This is the story boiled down to telegraph form:

PA 729 P 50-3 EX NL
W P WEST PHILADELPHIA, PA., 26
Excelsior Motor Mfg. & Supply Co.,
Chicago, Illinois.

The Good Old X made cleanup in Thanksgiving 75 mile race. Empfield won, Theodore Craddock second, John Milles third, Franklin Craddock fifth. All Excelsiors. Time, 68 minutes 14 seconds.

Good Old X 16 Short Coupled fastest thing on the track.
Haverford Cycle Company,
Per Max Sladkin.

Again we tell you that the EXCELSIOR 16-S.C. is the fastest motorcycle in the world, and every big race in which this machine has competed since its first appearance in the middle of the Summer is simply adding proof to our claim.

## Excelsior Motor Mfg. & Supply Company

**Office and Factory, 3703 Cortland Street, Chicago**




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**Last week we received an order for a solid carload of Miami Power Bicycles from our agent, T.E.Berry, Los Angeles, California. Mr. Berry states he expects to sell at least a thousand of these machines in Southern California this season.**

**We are now making quantity shipments of our Nineteen Sixteen Model.**

**Are you in on this profit making proposition? Some desirable territory still open.**

**Miami Cycle & Manufacturing Co.**

**Middletown, Ohio, U. S. A.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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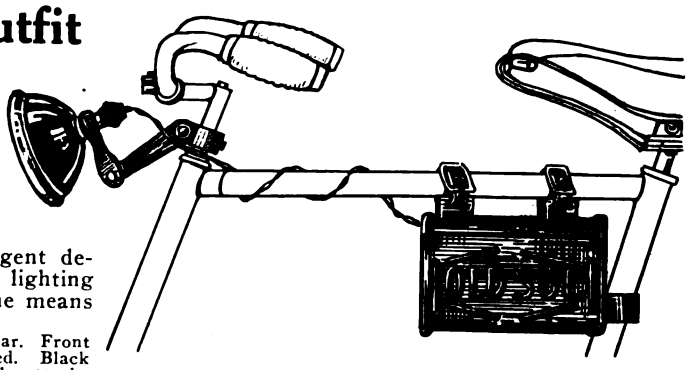
# Get ready for the RUSH

# OLD SOL 1916 Model

## Bicycle Electric Lamps *are Business Boosters—*

### OLD SOL Bicycle Outfit
*No. 4*

**Price** (less batteries) **$1.75**



The real sensation of the Bicycling World—a new model that cannot be equaled by any other bicycle lamp for the same cost. A handsome lamp that will supply the urgent demand for an efficient, economical electric lighting outfit—making such an equipment within the means of all.

Large, attractive headlight with bracket for handlebar. Front of lamp 5 inches. Silvered reflector highly polished. Black enameled body. 24 inches cable with copper terminals attached to off and on switch plug at rear of lamp. 2.8 volt C. P. with highly efficient Tungsten filament battery box arranged for two dry cells and supplied with straps black enameled—and the price..... **$1.75**

### OLD SOL Bicycle Outfit
*No. 19*

Price **$1.50**

A new type of Bicycle Electric Lighting Outfit patterned after Model No. 4, but smaller—a standing bargain that pulls sales, and further emphasizes the practicability of the "electric way."

Lamp 3 inches in diameter with "O" bracket. Black body and highly polished silver reflector. Battery case with straps and switch—for **$1.50**

***You should take immediate advantage of these unusual opportunities. Write for further particulars—today.***

**Pacific Coast Representatives: Bailey-Drake Co., 604 Mission St., San Francisco, Cal.**

## HAWTHORNE MANUFACTURING CO., Inc.

**Manufacturers of Old Sol Lighting Systems for Automobile, Motorcycle, Motorboat, Carriage, Bicycle and Hand Use**

**4 Spruce Street** **BRIDGEPORT, CONN.**



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You get quick results from advertisers when you mention MOTOR CYCLE ILLUSTRATED.

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# They All Say BLUE STREAKS"

## Every Motorcycle Manufacturer Adopts Blue Streak Tires for 1916

Glance at this motorcycle tire record.

Blue Streak racing tires hold every world's record for speed and endurance. They've smashed all former records for one mile, 100, 200 and 300 miles.

Now Blue Streaks are made for road riding too. They are big, sturdy and classy. Simply ask your dealer for them.

These are the tires motorcyle riders have long wished for. That's why every motorcycle manufacturer in the United States has chosen Blue Streaks for 1916 machines.

This is the greatest record the Blue Streaks ever won. This Blue Streak choice was the final vote of the world's best motorcycle builders.

So don't buy a motorcyle tire that the big manufacturers have doubted. Get Blue Streaks, champions of the race track and the road.

They are big and powerful—reliable and enduring. Blue Streaks will make you proud of your motorcycle. Ask your dealer for them.

Dealers should cash in on the tremendous popularity of these famous Blue Streaks. A postal brings our complete Service Station Offer.

**The Goodyear Tire & Rubber Company**
**Akron, Ohio**

GOODYEAR
AKRON

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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## *"Champion of the Hills"*

—that's the name that has been won by the new Three Speed Twin Cylinder Pope motorcycle.

It is a well-deserved title, earned after successful meeting of the most searching tests on the road under all sorts of conditions.

The fame of this motorcycle is of great importance to you. It means profits for you without the hard work of arguing your customers into sales.

Behind the speedy, comfortable, all-powerful Champion is the reputation associated in the minds of your customers with the name of

Pope
Bicycles and Motorcycles

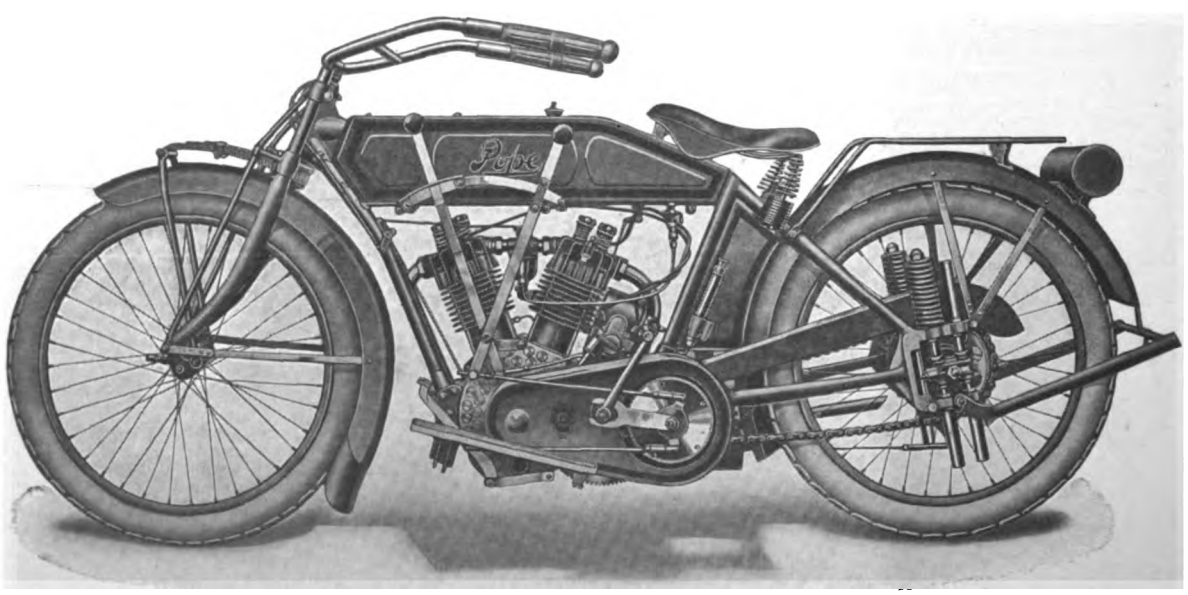
Write for our interesting dealers proposition. You'll find it worth your while.

# THE WESTFIELD MFG. CO.

**(Successors to the Pope Manufacturing Co.)**

**11 LOZIER AVE., WESTFIELD, MASS.**

**Largest Manufacturers of High-Grade Bicycles in the World**







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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED The Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, December, 2, 1915 No. 48

## GEORGIA TAX IS REDUCED TO $2

**State Legislature Passes New Motor Law Abolishing Former Fee of $5 and Preventing Local Assessments; Motorcyclists Rejoice.**

ATLANTA, Ga., November 26.—The Georgia Legislature, in extra session passed the Motor Tax Law, and the tag tax on motorcycles will be reduced from $5 to $2 as a result. The passage of this law will affect about 3,000 riders in the State of Georgia, and figuring at the rate of saving of $3 each, will practically amount to $9,000.

For nearly three years the motor vehicle law of the State required a tax of $5 for motorcycles, and Gus Castle, South Atlantic F. A. M. Director, opposed the measure in the interests of the Federation and of Georgia motorcyclists. The measure also put no bar to the levying of local taxes on motor vehicles, and quite a number of cities had planned extra or local assessments as a result. The new law prohibits all this, hence there has been effected an additional but uncalculable, saving to riders. Only the $2 tax can be levied an the tag issued is good all over the State.

Phillip Cook, Secretary of State, was one of the best friends of the motorcyclists during the long fight for the repeal of the measure charging a $5 tax and he contributed valuable assistance to Gus Castle. As regards the R. F. D. carriers, some two years ago a resolution was passed asking the Legislature to make a reduction of tax for them, but nothing was done. The R. F. D. users of motor vehicles are now greatly pleased with the new law. The fees collected for the tax go to a fund for road improvement.

### CRUDE RUBBER BOUNDING

Prices of November 23 showed that crude rubber was again on the bounce. High-grade up-river Para was quoted at 75 cents a pound and Ceylon at 83 cents. Both these grades have been advancing for several weeks, but the latest jump was the most startling, the price a few days ago for Para rubber being 65 cents and for Ceylon, 69 cents.

### MANY ORDERS FOR PULLMANS

Detroit, Mich.—The way orders are coming in from the field, it looks as if the factory of the Pullman sidecar at Ionia will be kept up to full capacity for weeks to come. W. D. Rumsay, of the Harry Svensgaard Sales Corporation, maker of the Pullman, is now on a business trip throughout the country and is shooting in reorders and opening new accounts daily. The orders are for sidecars for machines of all makes with finish to correspond to the particular make in each case.

## TO SHOW CYCLES IN BIG EXHIBIT

MONTREAL, Que.—Definite arrangements are already being made for the National Motor Show of Eastern Canada for 1916, which is to be held in Almy's Building, Bleury and St. Catherine streets, Montreal, from January 22 to 29 inclusive. A number of motorcycle, bicycle and accessory lines will be exhibited, including a comprehensive display by A. E. Bregent of Montreal, Eastern Canadian distributor for Smith Motor Wheels, Pope bicycles, Dominion bicycle tires and Worksman's bicycle delivery vans.

It is understood that the Smith Motor Wheel exhibit at the New York and Chicago shows will be duplicated here, and Mr. Jackson of the Smith factory is expected. Fred St. Onge, the actor-salesman, who is worth a few demonstrators, and others will man the exhibit in addition to Bregent. Six Pope bicycle models will be seen.

Other exhibitors assured include the Hendee Mfg. Company, Canada Cycle & Motor Company, Cyclemotor Corporation, P. A. McBride, of Toronto, Excelsior and Henderson distributor, Dunlop and Goodyear Tire Companies and other accessory houses.

### DRUDE WITH LEWIN

Charles Drude, of the Henderson factory forces, arrived in New York on November 29. He has taken charge of the repair department of the Henderson Motorcycle Company, 227 West 106th street, under Manager Felix Lewin. Drude is well known as a hardy competition rider in addition to being a first-class mechanic and "tuner-up" of motorcycles. It is needless to state that Manager Lewin is enthusiastic at having Drude with him and the latter will be warmly welcomed by Henderson riders throughout the hustling Metropolitan district.

## JINX BUTTS IN ON ELLIS' TRIAL

**Much Tire and Chain Trouble Prevents Yonkerite from Completing 1,000 Miles at Empire City Track But He Did Cover 666 Miles.**

YONKERS, N. Y., November 26.—The Jinx was out after George Ellis, State F. A. M. Commissioner, and president of the Yonkers M. T. C., on his plucky attempt to set a new 1,000 miles record at the Empire City track here yesterday. A series of chain breakages, tire punctures and finally a flooded back-stretch and the disablement of his riding-mate, Jimmie Coote, caused him to abandon the attempt after finishing the 666th mile. Ellis' riding time was 16 hours, 40 minutes, making his average speed 40 miles an hour. The elapsed time was 19 hours, 39 1-2 minutes.

The start was made at 5:05 p. m. on Wednesday, November 24, Ellis and Coote on their Indians getting off together. Coote, who merely rode as a companion to Ellis, soon set up a good pace, and the pair were lapping the Empire oval at 1:03 and 1:01. But hardly had the two been riding for one hour, before Ellis' chain went, and he had to push in from the back stretch and make repairs at the paddock. Coote meanwhile kept on riding.

Shortly after dark, Cooté rode into a pile of turf near the rear turn, and came off hard, damaging his front forks and twisting his frame out of shape. The staff of mechanics and helpers at the track worked like beavers to get the mount back into shape and finally succeeded after nearly an hour's work. Coote was shaken up, but mounted and continued as soon as his machine was ready once more.

In the wee sma' hours, Ellis got more punctures and chain breakages. Riders who came to the track were enlisted in a nail-hunting brigade with the first streaks of daylight, and their efforts were rewarded before noon by eight heaping handfuls of nails, spikes and bits of metal.

The score mounted higher and higher, but shortly after noon on Thursday, some one turned on a valve controlling the sprinkling-wagon standpipe and in ten minutes the back-stretch was a miniature lake. In spite of straw and dirt laid on,

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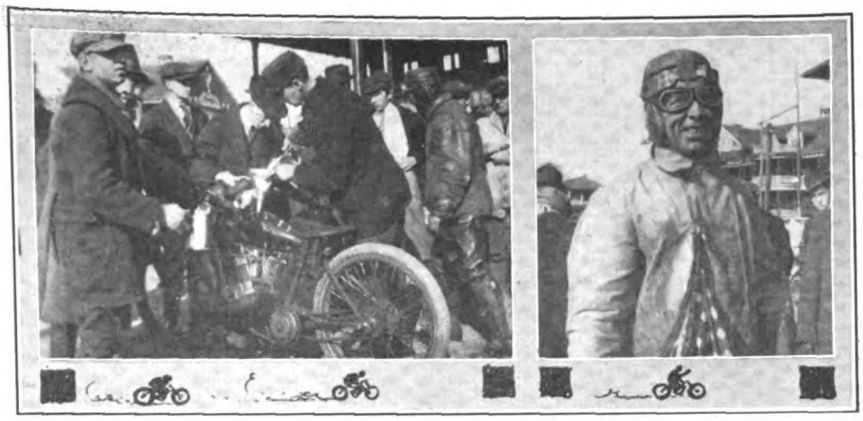

**Taken During Ellis' Attempt to Beat 1,000-Mile Record—Left, Filling Tanks on Coote's Machine; Right, George Ellis Still Smiling After 600 Miles**

Ellis and Coote were obliged to ride at reduced pace through the flooded section, and at 12:45 Coote came off, injuring his nose and shaking him up so that he had to cease riding. Ellis, with 334 miles to make in four hours, decided to stop riding. He had lost one minute short of three hours with chain and tire troubles, had his riding mate spill twice, and lost his chance of making up time by the flooded track. Ellis' average is lower than that made by Charles Spencer, the holder of the official 1,000 mile record, for the corresponding distance.

# BOON IS WINNER OF NOVELTY RUN

## Excelsior Side-Seat Rider Makes Best Score in Atlantic City M. C. Event — Sidecar Driver Gets Second Place and Thor Soloist Is Third.

ATLANTIC CITY, N. J., November 26.—H. (Bert) Boon, Excelsior side-seater, is the winner of the novelty race of the Atlantic City M. C. on November 21, according to the official announcement. His score was 992. W. Van Saun, Excelsior sidecar combination, is awarded second place, with a score of 990, while R. J. Willard, Thor, is third, with 985 points. A tie for fourth place is declared between D. M. Freas, Harley-Davidson, and E. P. Gravatt, Indian, both having 983 points.

The course of 138 miles, followed through English Creek, Mays Landing, Tuckahoe, Mauricetown, Millville, Malaga and again to Mays Landing for lunch. The afternoon's route was from Mays Landing through Egg Harbor, Green Bank, Wading River, over the Mullica River Meadow, through Port Republic, Absecon and Pleasantville to Atlantic City. The start was made at 8 a. m., and the first rider came in at 3:45 p. m. There was plenty of mud and water all along and spills were pretty frequent.

The contestants had to obey different signs along the route, under pain of penalization. One such was a command to stop and dismount, then push the machine until the sign mount and proceed was reached. All but one of the entrants followed this sign, but each man who did so thought that the 300 yards between signs was like a mile. Only 12 out of 20 entrants started, as the sky was overcast in the morning.

Following is a list of finishers and their scores:

H. (Bert) Boon, Excelsior side-seater, 992; W. Van Saun, Excelsior sidecar, 990; R. J. Willard, Thor, 985; D. M. Freas, Harley-Davidson, 983; E. P. Gravatt, Indian, 983; D. C. Freas, Thor, 979; C. Clifford, Harley-Davidson, 977; E. Willis, Excelsior side-seat, 972; F. Brunot, Excelsior side-seat, 972; H. Miller, Harley-Davidson, 970; W. Long, Excelsior 4 h. p., 945. E. Paul Jones, Harley-Davidson 5 h. p., did not finish.

### GOODYEAR N. Y. BRANCH

The Goodyear Tire & Rubber Company, of Akron, O., has leased a store at 10 Central Park West, New York, together with the basement and a second floor as a branch. The offices are on the second story.

### CLUB GETS TRACK

Houston, Texas.—The Houston Speedway Club, composed of motorcyclists and a few automobile owners, has just located an unused one-mile oval dirt track, and has started in to grade it and otherwise put it in shape. The motorcycle crowd will hold races every Sunday, and several large meets have been planned for the coming winter. The track is on the Westheimer road, about one mile from the city limits.

# DENHAM WINNER AT LAUREL MEET

## Emblem Rider Captures Feature Match Race at Interclub Track Affair, and Makes Best Time of Day—Dessez Scores Twice.

WASHINGTON, D. C., November 26.—Members of the National Capital M. C. of this city and the Maryland M. C. of Baltimore, Md., united in holding a race meet and Thanksgiving celebration at Laurel, Md., yesterday. The place of meeting was the race track, practically half way between Baltimore and Washington.

The feature event of the meet was a match between Freddy Tiemeyer, Pope, and Billy Denham, Emblem, for a $100 purse. The distance was ten miles; Denham won easily in 9:40 and made the fastest mile record of the day, 53 seconds. Tiemeyer, riding a Harley-Davidson, captured the 15-mile open in 14:13, with Dessez, Excelsior, second, and White, Emblem, third. Dessez won the five mile event for racing machines in 4:45, with Wallis, Harley-Davidson, second, and Schenuit, Harley-Davidson, third. A ten mile sidecar event was captured by Heinz, Harley-Davidson, with Denham, on a Thor, second, and Stalling, Harley-Davidson, third. The time was 13:04.

The track was in good condition, but was not banked, so that the times made were considered very fast. About 1,000 people attended. The summaries:

Three mile, single cylinder—Durham, Indian, first; Denham, Emblem, second. Time, 4:17.

Ten mile match race between Denham, Emblem, and Tiemeyer, Indian—Won by Denham, in 9:40. Denham made best mile in second lap, time 53 seconds.

Five mile, racing machines—Dessez, Excelsior, first; Wallis, Harley-Davidson, second; Schenuit, Harley-Davidson, third. Time, 4:45.

Ten mile, sidecars—Heinz, Harley-Davidson, first; Denham, Thor, second; Stallings, Harley-Davidson, third. Time, 13:04.

Ten miles, stock—Dessez, Harley-Davidson, first; Gebhart, Harley-Davidson, second; Durham, Indian, third. Time, 9:52.

Fifteen miles open—Tiemeyer, Harley-Davidson, first; Dessez Excelsior, second; White, Emblem, third. Time, 14:13.

### GALE REJOINS EMBLEM

M. E. Gale, the well-known endurance rider, has re-entered the employ of the Emblem Manufacturing Company, of Angola, N. Y. Gale will have general supervision and custody of the stock at the Emblem factory.

**Finishers in Atlantic City M. C. Run on Thanksgiving Day—Bert Boon, the Winner, Is Second from Right. Item at Left**

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# EDDIE SWENSON WINS THE TURK

## And Also Gets Cup for Best Score in Providence M. C. Turkey Run on Secret Time Schedule; Loftes and Hendrickson Tied for Second Place.

PROVIDENCE, R. I., November 29.—The annual Turkey Run, held under the auspices of the Providence M. C., on Thanksgiving Day, was won by Edward A. Swenson, 15 year old son of B. A. Swenson, on an Indian machine. The run was from Providence to Westerly to Providence, a distance of 102 miles. There were checking stations at Providence, Washington, Hope Valley, Westerly, Wakefield and East Greenwich. The trip was made on a secret time basis, the official schedule being determined by drawing from among six different schedules at the close of the run.

Chieftain B. A. Swenson doped out a running schedule for Eddie and proved to be the best guesser by four points. The youngster carried off a 22-pound turkey and a bronze cup. He sacrificed only 50 points on the trip, thus finishing with a score of 950.

Clarence Loftes and H. Henrickson were tied for second place, both having lost 54 points. They flipped a coin to dispose of the tie and Loftes won. He used a Harley-Davidson in the contest.

The other finishers were as follows: W. Halladay, 944; W. Burnett, 935; F. Williams, 927; P. Fratantuone, 917; Clarence Brown, 917 (in a toss-off Brown won); D. W. Grabell, 906; E. B. Hadfield, 901; A. V. Howe, 901; A. J. Lacoture, 892; A. Carlson, 885; C. Litterio, 872; Gus Lundin, 869; John Kay, 860.

A. J. Kenahan was disqualified for being towed and for changing his machine later, so that he did not finish on the machine with which he started. C. A. Anderson was out with punctures, and the same kind of trouble retired Sam Litterio. C. A. Hadfield lost his checking card and was thus deprived of his score. George De Morris was retired and Dan De Morris suffered the same fate.

In addition to the turkey and the bronze cup, won by Eddie Swenson, the following prizes were awarded: Clarence Loftes, silver cup; H. Henrickson, silver cup; W. Halladay, head lamp; W. Burnett, electric horn; F. Williams, tail-lamp; P. Fratantuone, Yale motorcycle lock; Clarence Brown, handlebar mirror.

A big crowd saw the riders get under way and was on hand to see them check out. The starting point and final check were at B. A. Swenson's Indian headquarters, 522 Broad street.

### MOTORCYCLES SCARED SPEEDERS

Phoenix, Ariz.—The two motorcycle policemen of this city have been obliged to abandon their Indians for part-time each day in order to check speeding in the city streets. Automobile "road-burners" long ago got into the habit of slowing down at the sight of a motorcycle, so the cops had recourse to light automobiles of a well-known make belonging to the city water department. Speeders soon looked at every auto of this make to see if it had a city number plate, and the situation was the same as before.

Eddie Swenson and the Turkey He Won

### SHOW FOR DAYTON

Dayton, Ohio, November 27.—There will be a motorcycle show held in the new Delco Building, Dayton, January 14 to 22, in conjunction with the Dayton Industrial Exposition, which is under the auspices of the various civil and business organizations of the city. A portion of one floor in the building will be devoted to the showing of 1916 models.

### 6,000 MILES WITH SLIGHT REPAIRS

Kansas City, Mo., November 15.—Ernie Robinette, who rides a motorcycle delivery van for Allingham Meat and Grocery Company at Emporia, Kan., has made a very remarkable record with his twin Excelsior, 1915 model. The machine has run more than 6,000 miles and the only expense, besides the gas and oil, has been thirty-five cents for repairs.

### LATE NEWS FROM WHEELING

Wheeling, W. Va., November 26.—Bob Bowman, the local Thor dealer, and Chevy Herrold, the Indian speedster, have formed a partnership and will handle the Thor and Excelsior machines.

The first instance of a motorcycle dealer becoming a lightweight specialist came to light when Earl Braunlich announced that for the 1916 season he would handle the Excelsior and Cleveland lightweights exclusively. The Cleveland lightweight made a big hit here with the local riders when the machine was seen for the first time in this town, on the occasion of the recent F. A. M. reliability run from Dayton, Ohio, to New York City.

J. P. Wasmuth, a Wheeling Indian racer, is now looking after the Flexible sidecar interests in this section.

### EXIDE BATTERY DEALER

Seattle, Wash.—The Sunset Electric Company, of this city, has been named sales agent for Exide storage batteries.

# WHEELING CLUB HAS HILL-CLIMB

## Thanksgiving Program Brings Out a Capable Field and Sidecars Make Strong Showing; Fast Time in Club Trial and Still Better in Free-for-all.

WHEELING, W. Va., November 26.—The Thanksgiving hill-climb held here was a success, quite a few out-of-town riders being present. Three events were staged: one for sidecar combinations, another for club members, and the third a free-for-all.

The results of the sidecar climb, for which a silver cup was offered, were as follows: O. Lipstrew, of Cleveland, with Thor combination, first; time, 42½ seconds; L. Crist, of Pittsburgh, with Harley-Davidson combination, second; time, 44 seconds; Ed. Sailor, of Wheeling, with Harley-Davidson, third; time, 50 seconds.

The second event was for members only, using their own machines. Otto Ritz, Harley-Davidson, first; time, 35 seconds; Charles Liphart, Harley-Davidson, second; time, 37 seconds; Andy Pastors, Harley-Davidson, third; time, 37½ seconds.

In the free-for-all, for which another cup was awarded, the results were as follows: Emmory Herrold, Indian, first; time, 29 seconds; Don Marks, Thor, of Akron, and L. Bacon, Harley-Davidson, Pittsburgh, were tied for second place, their time being 30½ seconds. P. Gearinger, Harley-Davidson, of Pittsburgh, was third.

In the morning, prior to the races, Harvey Bernard was engaged in tuning up his Indian machine so enthusiastically that he was arrested for creating unnecessary noise.

### PACIFIC MOTORCYCLIST SOLD

Los Angeles, Cal.—L. J. Berger has sold *Pacific Motorcyclist*, the coast trade journal, to R. B. Whitmarsh, who has been business manager of the journal since its introduction. Mr. Berger, who has been the owner and editor of the publication for about three years, has not announced his plans for the future.

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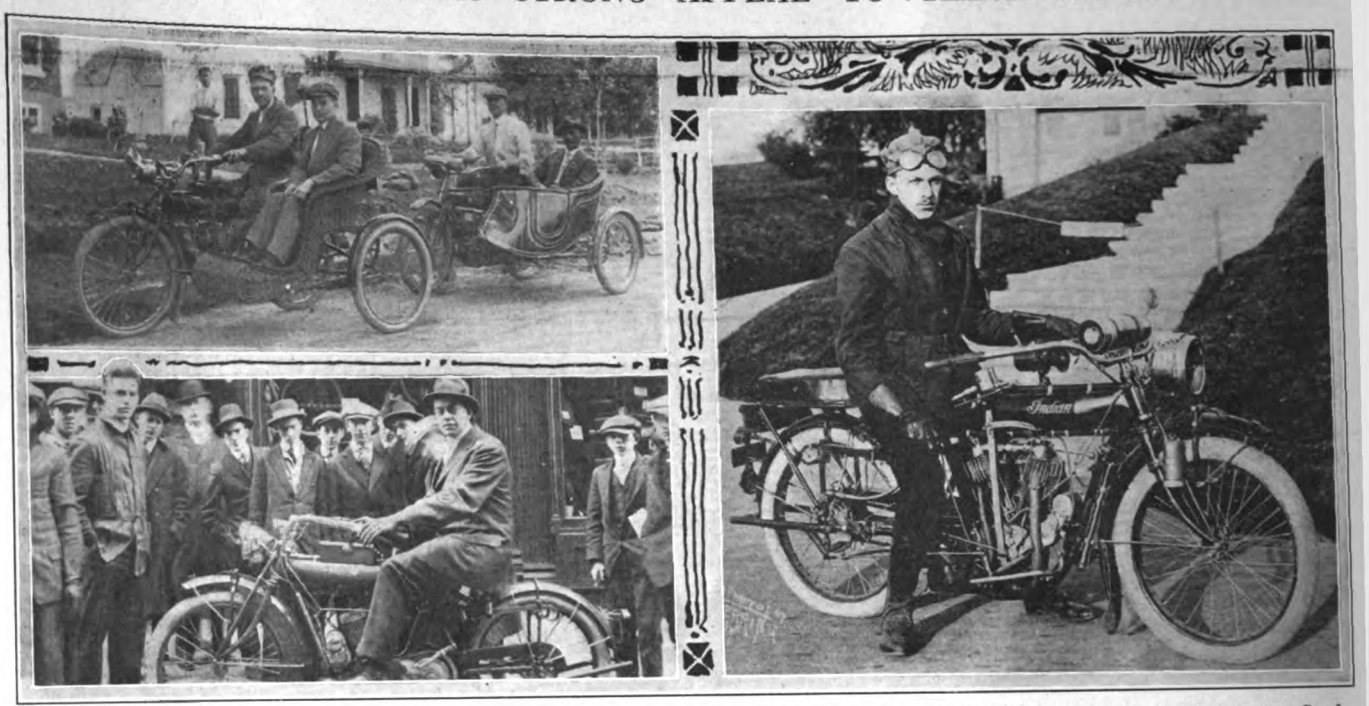
## NEATNESS MAKES STRONG APPEAL TO THESE RIDERS



Upper Left, R. S. Fairgrieve, Indian, and George Kenechal, R-S, of Montreal, Que.; Below, C. R. Webber, of New York Sporting Goods Co., New York; Right, Louis Timmerman, of New York, Who Made Excellent Showing in Recent Jamaica M. C. Run

# SCHRODER SHOWS WAY FOUR TIMES

### Mounting Single-Cylinder Thor He Wins Every Event in Savannah M. C. Program—Place Men Split $100 in Gold and Carry Off Loving Cups.

SAVANNAH, Ga., November 27.—Between 2,500 and 3,000 speed fans saw Martin Schroder, astride a single-cylinder Thor, win first in each of the four races staged here under the auspices of the Savannah M. C. on Thanksgiving Day.

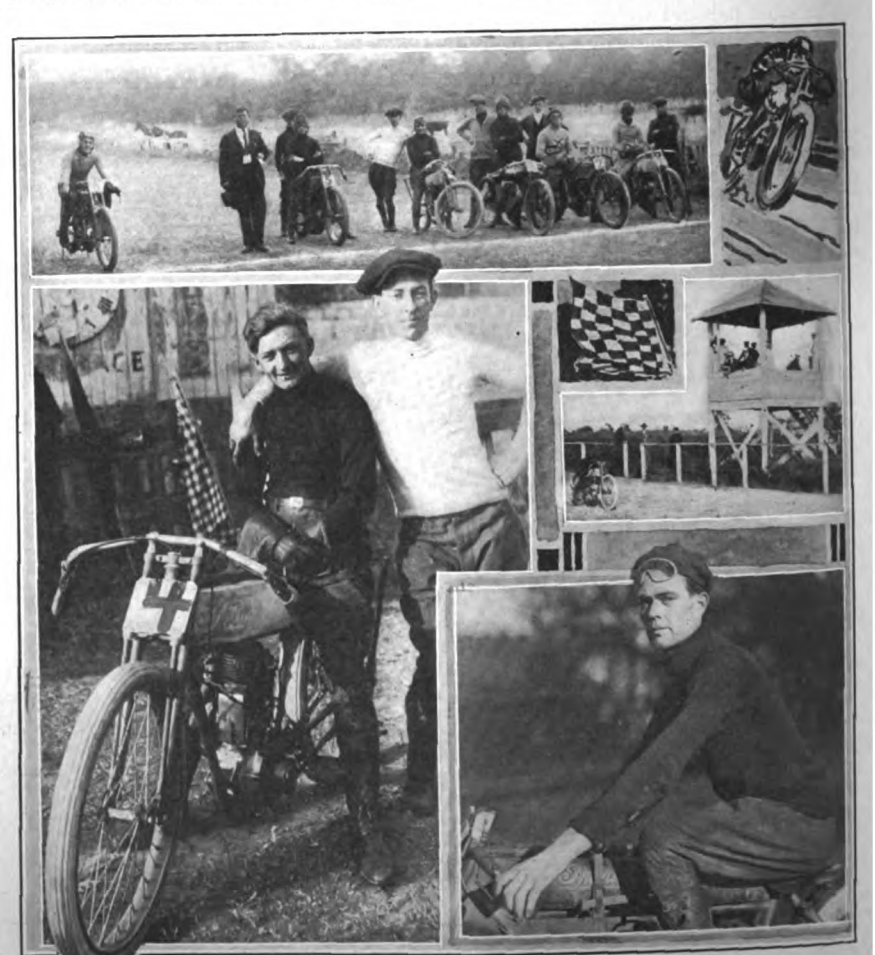
The first event of the day was at five miles and there were six starters. Schroeder and Gould mounted Thors, Cafiero and Meyer used Harley-Davidsons, Downing was on an Excelsior and Harn was the Indian entrant. Harn quickly took the lead, followed by Schroder and Cafiero, but the latter soon made a dash which gave him the premier position. On the back turn, however, his inside pedal struck the ground and spilled him. He was not seriously hurt, but was out of the running. In this lap Schroder took the lead from Harn and held it. Harn was second and Gould third.

In the elimination event Schroder and Harn finished in the order named. They then rode two miles to decide the winner. Schroder won by 60 feet, covering the two miles in 2:07.

The feature of the day was the 10-mile event, in which the same six riders participated, Harn, on his Indian, Schroder with his Thor and Cafiero astride his Harley-Davidson, furnished the thrills. Cafiero had another spill which retired him and the race narrowed down to Schroder, Harn and Gould. In the 17th lap Schroder went to the fore and was never headed again. Harn, second, Gould third.

The last event was the pursuit race. Five riders started. After traveling seven miles Schroder won out. Harn was again a good second and Gould was in third place.

Schroder's Thor carried a Pittsfield spark plug, Bosch magneto, United States tires and Duckworth chains; Cafiero's Harley-Davidson, Rex plug and Bosch magneto.



Upper Left, Lined Up for Ten-Mile Race; Below, Martin Schroder, Thor, Who Captured All Events of Day; Right, Roscoe Harn, Second in Every Race

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# IRISH WINS AT INDIANAPOLIS

**Leads with Indian Over Rough Course of Annual Turkey Trot—Spangler and Hughes on Harley-Davidsons Are Second and Third.**

INDIANAPOLIS, Ind., November 25.—Frank Irish, riding a 1916 Powerplus Indian, which was taken from the crate four hours before the start of the race, won the annual Thanksgiving Day "turkey trot" of the Consolidated M. C., covering the 63.1 mile course in 1:16:29. He averaged 49½ miles an hour over the roughest route the club has ever followed in such an event. Irish had never before mounted a three-speed machine and did not know how to use the new starter. Accordingly, when he spilled on a turn he had to be pushed off by spectators and checkmen. At one railroad crossing which he took at high speed Irish made a jump of 25 feet before striking the road again.

George Spangler, Harley-Davidson, ran Irish a close race at all times and finished only two minutes behind the winner. Spangler was delayed when his gasoline line choked. Ernest Hughes, on a 1916 Harley-Davidson, followed Spangler across the finish line.

Lew Harnish, riding an Indian, won first place in the amateur twin class. Leo Wiltse, who was the favorite in this class, took second place, while Roy Martin came in third. Both rode Indian machines. Harry Silcox and Emmett Tolle, on Harley-Davidsons, had trouble on the course and did not finish in the money. Paul Catterson, also on a Grey Fellow, took a spill a few miles from the start and was unable to finish.

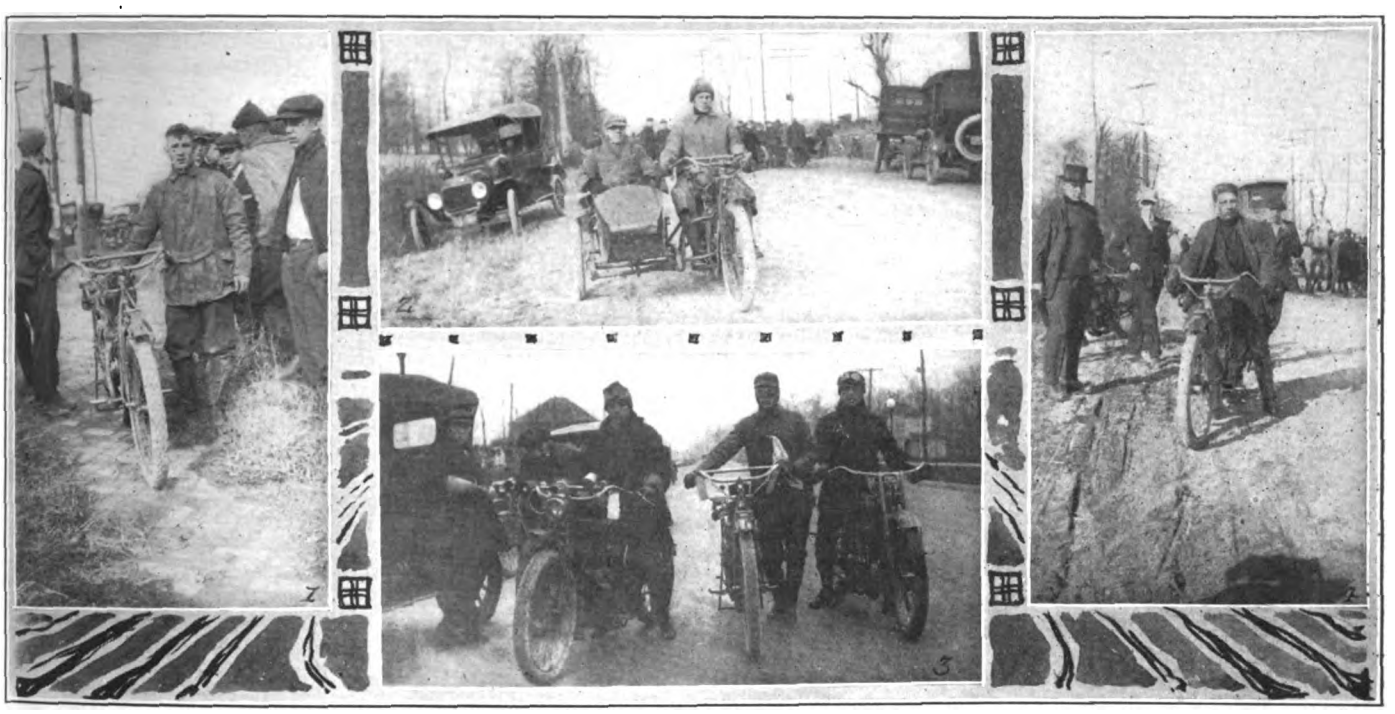
Edward Woodkey, riding a single-cylinder Indian, led the class for one-lungers in good time considering the rough course. His time was 1:49:29. He was followed a few minutes later by Ralph Mayers on a De Luxe, with Earl Mowe, on a Harley-Davidson, taking third place. Fred Dyer, on an Indian, came to grief near Noblesville and did not finish. Tire trouble put him out.

Everett Chandler, driving an Indian and sidecar, won the event for the three-wheelers with ten minutes to spare. Jentle, with a cut down sidecar attached to a Harley-Davidson, showed his heels to the crowd for most of the way but ran out of gasoline near the finish. He was able to fill up and take second place from O'Bannon with an Indian. Heine Speckman, on a Harley-Davidson, who was first man to start, suffered the only mishap of the race when his sidecar body broke loose from the machine.

Frank Phillips who was holding down second position in the sidecar event took a turn at high speed and blew out a tube and when unable to make a repair attempted to run the forty remaining miles on a rim with the result that it collapsed near the finish and put him out of the running. The winner in his class drove a very consistent race and averaged 38 miles an hour. His time for the course was 1:43:25.

The officials of the race were: John Kinney, referee; Davis, Wheeler and Weinings, judges; Capshaw, Holmes and Baldridge, timers; K. F. Bill, starter.

The equipment on the winning Indian machine consisted of Splitdorf plugs, Goodyear Blue Streak tires and Dixie magneto.



**No. 1, Frank Irish, Just After Winning Indianapolis "Turkey Trot" Run; 2, Everett Chandler, Winner in Sidecar Class; 3, Von Staden, Irish and Hughes Before the Run; 4, Edward Woodkey, 18-Year-Old Winner in Single-Cylinder Class**

### F. A. M. SUPPER IN JANUARY

George Ellis, New York State F. A. M. Commissioner, states that after obtaining the opinions of a great many riders and dealers he has decided to call off the much talked of F. A. M. supper until after the holidays. It will probably be held about the middle of January when both riders and trade men have more time to spare.

# EMPFIELD GETS 75-MILE EVENT

**Rides Excelsior to Victory on Belmont Track, Philadelphia; Craddock, Excelsior, Finishes Second and Miller with Another "X" Third.**

PHILADELPHIA, Pa., November 26.—John Empfield, astride a 1916 stock Excelsior, won the 75-mile professional motorcycle race at Belmont track Thanksgiving day. Thirty-one riders faced the starter. The race was cut from 100 miles to 75 miles because the get away was made too late to permit of going the full distance.

Empfield led for 30 miles. Then Theodore Craddock, Excelsior, set the pace for 25 miles and Empfield took it again when Craddock stopped to refill his tanks. John Miller, also on an Excelsior, made a good third, although he was forced to make two stop for minor troubles. Joe Pancoast, mounting a Dayton, finished in fourth place, and Franklin Craddock was fifth. The time for the 75 miles was 1:08:10.

Lewis A. Thompson earned the plaudits of the crowd when he won the 5-mile race for singles. He got a poor start but took the lead at four miles and won in 6:05. Fred Elmer, of Trenton, was second, and Edward Doer, of Philadelphia, third.

The 15-mile event for amateurs on twins brought out 20 starters. Lewis A. Thompson enlivened things in the eighth mile by going down when his chain broke. He escaped serious injury. Up to the eighth mile the riders had been pretty well bunched. A short time later Fred Elmer, of Trenton, took the lead and won in 14:16.

Harry Friedman won the 2-mile Smith Motor Wheel race in 5:06. He had only one opponent.

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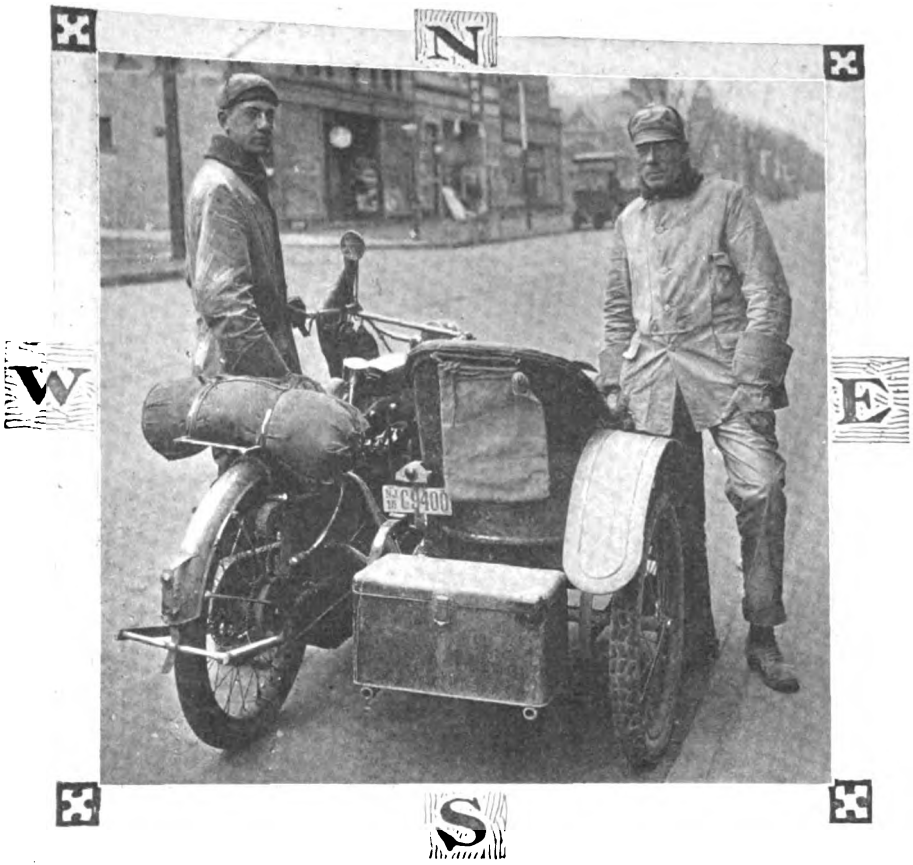
# KELLOGGS COMPLETE 10,900 MILE TRIP



William Kellogg and His Son, Walter, Finishing Journey at Middletown

MIDDLETOWN, N. Y., November 30.—William Kellogg and his son, Walter D., returned to this city, their home town, on November 22, from their transcontinental sidecar tour which took them out west through twenty-three different states and into Mexico. They had left this city on June 11, and covered, during the five and one-half months that they were gone, more than 10,900 miles.

The 1915 Indian that was used was driven by Walter Kellogg, an electrical engineering student, while his father rode as passenger. They carried a tent, ponchos, blankets and complete camping equipment. The entire outfit, including the Kelloggs, weighed 1,300 pounds. They were offered much assistance by the people they met in traveling across the country to the Pacific Coast; and when they reached the coast they ran down to Tia Juana, Mexico, then north to Washington and home by way of the northerly lakes route.

Their actual running time to Los Angeles was about fifteen days, while stopovers took up considerable time. At Cripple Creek they went down one thousand feet into the earth to inspect the Abe Lincoln Mine, and by way of contrast the tourists climbed a mountain 11,000 feet in height. One of the features of the Rocky Mountain West was the large number of deserted towns which were started by railroad builders and miners, and abandoned when the railroads sought new routes and the mines gave out. Sometimes they camped with Indians and more than one night they heard the coyotes yelping out on the plains. Several times they almost perished with thirst. Coming into California the pioneer flavor of their adventure abated somewhat, as they found such beautiful spots as Bouquet Canyon.

While on the coast the Kelloggs visited the Expositions at San Diego and San Francisco, and also saw the movies in the making at Los Angeles.

Turning the prow of the "boat" East again, the Kelloggs touched northern Idaho, the table lands in Montana which are famous for wheat growing, and struck into the Yellowstone Park Trail to Minneapolis. At Marmouth, N. D., they plunged down the river bank of the Little Missouri and drove the machine 150 feet across the stream with the water over the carbureter. They were seasoned travelers by now and one day seemed much like another. When they got as far East as Cleveland, as Mr. Kellogg senior, says, they breakfasted in Ohio, had lunch in Pennsylvania and supper in New York. After reaching the Metropolis they visited the Hendee factory in Springfield and then returned to Middletown.

Among the interesting facts concerning the trip are: The entire living expenses were $300; total expenses, $500. When camping out the tent was illuminated by electric light, current being supplied by a Splitdorf magneto generator. The actual running time was 38½ days. The gasoline consumed amounted to 305 gallons, costing $55.46; 135 quarts of oil were used, which cost $28.15. Ten tires were needed. Only automobile oil could be procured at times which was consumed at the rate of one quart per twenty miles. And last, but not least, the elder Mr. Kellogg gained ten pounds, and both he and his son are enthusiastic over the outcome of the journey.

## "ZIM" A CANDIDATE FOR F. A. M. PRESIDENCY

P. E. ZIMMERMAN, of Lindsburg, Kan., traveling representative for the Excelsior in Kansas, Nebraska, North Dakota and South Dakota, Short Grass tour booster, seasoned roadster and F. A. M. Commissioner-at-large, announces that he is in the field for the F. A. M. presidency. He steps into the limelight with a characteristic statement in a letter received a few days ago, as follows: "The next F. A. M. National Convention will be confronted with the unpleasant duty of discriminating between the writer and some other patriot or patriots in selecting its president for the ensuing year.

"No, I am not taking this step at the 'urgent request of all my friends,' it is done without their knowledge or consent. Simply getting in early to avoid the rush. That's all."

"Zim" explains that his announcement

P. E. Zimmerman

is subject to withdrawal "the moment Jess Campbell shows that he has the good of the F. A. M. at heart by making a similar announcement."

## ALBRIGHT BUILDING NOVEL MOTOR SLED

ALTOONA, Pa.—Ernest Albright, one of this city's most enthusiastic riders, is now constructing a unique motor-sled to carry two passengers. It is to have a light steel frame, with 40-inch tread and will be twelve feet in length. There will be a single propelling wheel, of motorcycle type, mounted on springs in the center of the sled. The power plant is a seven-horsepower Indian motor, located at the front end of the sled.

The driver and passenger are seated in tandem, with the steering wheel convenient for the driver. A double countershaft is mounted on steel braces and connected to the driving wheel by an ordinary motorcycle chain. Gasoline and oil are carried in a tank directly over the motor, with supply pipes having automatic stopcocks running to the carbureter and oil cups. Albright has fitted his sled with an Eclipse clutch, which is controlled from the driver's seat.

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# On the Pacific Coast

## FINE SALES ARE DUE SAYS LILLIE

**Harley-Davidson Traveler Reports After Three Weeks' Trip That All Conditions Point to an Unusually Brisk 1916 Season.**

FRESNO, Cal.—"Business conditions in the San Joaquin valley are better than they have been since 1913, and I think motorcycle dealers are sure to do a record-breaking business during the coming season," says H. A. Lillie after a three weeks' missionary trip.

Lillie hit the high spots up the Coast route, to Santa Barbara, San Luis Obispo, Paso Robles, Hot Springs, and then over the triple range to Coalinga, the hot little oil town nestling in the rim of the mighty San Joaquin valley. After bad roads from Coalinga to Fresno Lillie was glad to spend a few days showing Ben Bresee's prospects what the '16 Harley-Davidson three-speed could do. The raisin crop around Fresno has been one of the finest in the history of the industry, and Ben Bresee has been booking orders in a way that speaks well for this territory.

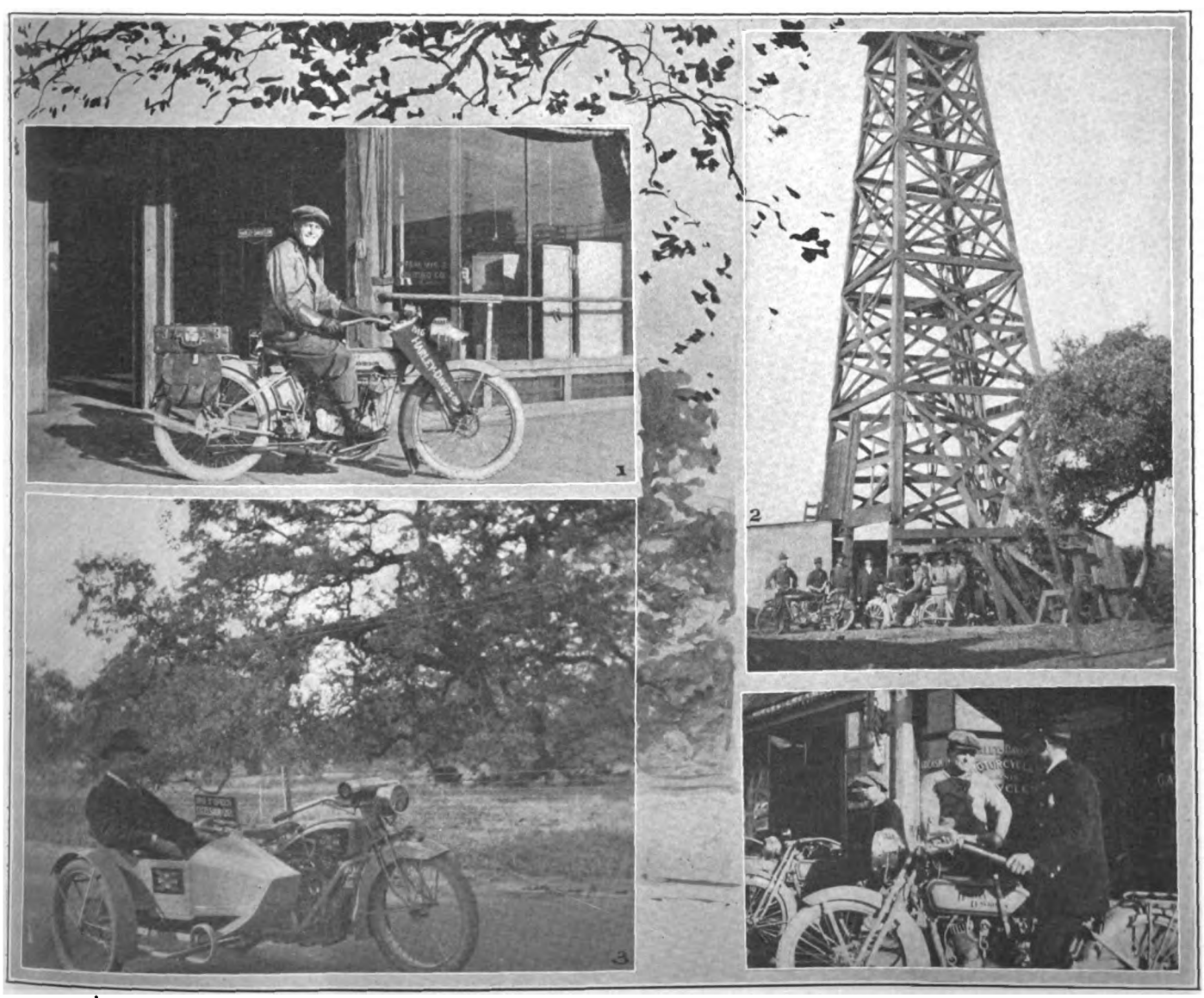
Down at Bakersfield agent George L. Snider and Lillie went out into the wilderness of Kern River Canyon, deep in the Sierras, and after some of the toughest kind of demonstrating sold two machines to men employed at a power project. It was like a release from jail to those boys to get something that would take them a hundred miles through mountain and desert into civilization in a few hours. Snider had sold all his first lot of machines, and had orders stacked up against future deliveries.

Lillie found that the dealers are putting more "pep" into their selling methods than ever before.

## DEALERS ENJOY A BIG PROGRAM

**Second Picnic of Los Angeles Association at Long Beach Had no Dull Moments; Novelty Contests Brought Spirited Competition.**

LOS ANGELES, Cal.—Those who attended the second Los Angeles dealers' picnic at Long Beach said they never had a better time in their lives. T. C. Girton and Fred Hoffer and the boys in the Girton-Hoffer outfit were the managers of the day, by agreement among all the dealers, and to say they made good is putting it mildly. The events were interesting all the way through, and the way the accessory prizes, to the value of a couple of hundred dollars, were passed around among the athletes



1, H. A. Lillie with First 1916 Harley-Davidson in Los Angeles; 2, Fred Hoffer at the Palmer Union Oil Wells near Santa Maria, After a Hard Drive with His Excelsior Sidecar Outfit; 3, Hoffer's Tidy Combination Snapped During the Demonstrating Tour; Jim Slaybaugh, Harley-Davidson Agent in Santa Barbara, Turning Over a 1916 Model to Motor Cop Randolph

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THEY LIVE ON THEIR MACHINE—EVERYBODY KNOWS 'EM

**"Al" and Mrs. Rhoades, of Los Angeles, Out for a Daily Spin with the Kiddies. All the Riders in Southern California Say "Howdy" When They Pass**

made the competition the real thing all the way through.

The get-away contest, first heat, was won by Roy Du Granute, Merkel, with Al Rhodes, Harley-Davidson, second. The second heat was won by Al Hart, Indian, with Cooper, Thor, second; final, Du Granute, Rhodes, Hart, and Miller, Harley-Davidson, in the order named. The three-leg race places went to Cooper, Rhodes and Du Granute, who also carried off the honors in the human wheelbarrow comedy speed contest, with "Blick" Walters in fourth place. In the lightweight contest, "Johnny," with a half-distance start on the Cyclemotor which has been on exhibition at Risden's store, got first; Du Granute, Miami Power Bicycle, second; Sammy Hamilton, Miami Power Bicycle, third; and fourth went to the rider of a 2¼ h. p. Indian.

One of the best contests of the day was the two-mile speed race won by Freddy Ludlow on his Indian; Miller and Rhodes, on Harley-Davidsons, were second and third; Du Granute, Flying Merkle, fifth. The jump on a motorcycle went to a Henderson rider; second, Du Granute; third, Ludlow; fourth, Cooper; fifth, Rhodes. Trouble race, Rhodes, Ludlow, Woodward and Cooper. The splendid condition of the hard sand on the water front, where the events were held back of the outgoing tide, the reception by the Long Beach band, which led the procession across the business district, and the fine policing at the events all helped to make the riders feel that the big program was a success from end to end.

## WELBORN TOOK HOLIDAY

Los Angeles, Cal.—E. E. Welborn, sales manager for the Appeal Mfg. & Jobbing Company, took a few days off recently, "between carloads of Harley-Davidsons," as he expressed it. He packed up and traveled to San Francisco to take a look around the Exposition, but will be back again before December 1.

"If I don't get my short vacation in before the autumn orange picking starts, I will lose it altogether," said Welborn. "The first carload of Harley-Davidsons has come and gone, and each dealer in Southern California has a demonstrator out of it. The second carload and the third are on the way from Milwaukee, while the fourth is due to start on November 24. The fifth is to leave before December 1. We have orders for practically every machine in these carloads."

The Smith Motor Wheel is benefiting from a change in local sales policy since the Appeal firm took the distribution for it. Los Angeles has been made open territory and all dealers have a chance to participate in the sale of this cycle booster. At the end of the second week in November, the Appeal Co. had sold 40, and had a shipment of 44 coming and nearly all sold. This department of the company is under charge of J. A. Benson.

## INTEREST IN LIGHTWEIGHT

Los Angeles, Cal.—Excelsior dealers are finding unusual interest these days in the new lightweight. T. C. Girton found this condition very noticeable in his trip by sidecar around the "Kite" and south to San Diego, and Fred Hoffer, his partner, reports the same kind of talk from the coast country north of Los Angeles. Hoffer is now making a long trip through Arizona, New Mexico and Western Texas, covering the balance of the big territory handled by the Girton-Hoffer company as Southwestern distributors of the Excelsior.

## FISK OFFICIALS ON COAST

Seattle, Wash.—A party of executive officials of the Fisk Rubber Company, of Chicopee Falls, Mass., spent a week on a tour of inspection in this city recently. The visitors were R. M. McGraw, assistant superintendent; E. M. Bogardus, comptroller, B. H. Pratt, Pacific Coast manager, and G. A. Malcolm, district manager. Their trip will include stops at Portland, San Francisco and Los Angeles.

## HENDERSONS FOR POLICE

Los Angeles, Cal.—The entire Los Angeles County police squad will use Henderson motorcycles for their 1916 mounts. The sheriff's office and speed squad will use 21 machines. Among Henderson police repeat orders are those from Santa Ana, Orange, Pomona, and Long Beach.

## NEW HEADQUARTERS

Los Angeles, Cal.—The Henderson Motorcycle Sales Co. of California, state distributor for the popular four-cylinder mount has fixed up large and businesslike quarters in the Marsh-Strong Building, next to the rooms of the Continental National Bank at 907-9 South Main street, Los Angeles. The new store offers exceptional opportunities in the way of window display, and the layout features new machines at the right hand side of the entrance with the rebuilt models at the left and somewhat in the rear. The repair shop runs clear across the building at the rear.

In the front of the store on the left hand side is a clubroom for riders, and Messrs. Hubbard and Lee, the financial sponsors and managing directors of the new company, with Hugh A. Fargo, factory manager for the Pacific Coast, have some ideas up their sleeves which will no doubt make riders appreciate the many service features of the establishment.

## SPEEDSTERS IN WINTER QUARTERS

Los Angeles, Cal. — Thanksgiving reminded one of the good old times in Motorcycle Row, Los Angeles. Don Johns and Bob Perry didn't need any turkey. They sure have got to be the plump and rosy-cheeked lads in their tour of the eastern pleasure resorts. And some other old-timers have blown in from Phoenix to see how the climate is going to use them this winter. Among those present just now are Carl Goudy, Don Johns, Bob Perry, Ray Creviston, Dave Kenny, Morty Graves, Bill Goudy, Larry Fleckenstein and Frank Montgomery. "We won't work at all—just enjoy the climate," they all say, and a few minutes later they are talking about a little meet at Ascot the middle of December and another in Bakersfield the first of the year.

## BILL GOUDY JOINS CARL

San Diego, Cal.—Bill Goudy, after winning third at Phoenix, hustled over to Los Angeles, and from there came back with Carl, the new Excelsior agent at San Diego. With his brother's assistance Carl is working to build up one of the finest motorcycle stores in the country. Fred Hoffer, the Southern California distributor, says, "San Diego and the Goudy boys and that 1916 Excelsior look like a good combination."

## BUY OUT TREMPER

Seattle, Wash.—Vernon & Son have purchased the stock and supplies of Theodore P. Tremper, former Thor agent in this city. While the Tremper firm will not handle the Thor, they will continue to stock the parts.

## LOOKING FOR AGENCY

Portland, Ore.—George J. Stonehouse, formerly of Vancouver, is now located at 707 Washington street. He has a well-equipped repair shop and is looking for the agency for some motorcycle to go with it.

## AGREE ON TIME SALES TERMS

Seattle, Wash.—The Seattle Dealers Co-operative Association, which was formed recently, has agreed that in the future, a deposit of $125 must be made on "time" sales, if the machines are equipped, and $2 added each month for deferred payments.

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## DELIVERING THE GOODS

UNDER existing conditions it requires no great stretch of the imagination to picture Uncle Sam as supplying the world with cycles. He is practically without competition at present and all the choicest markets will be his for a long time to come. But successful export business naturally entails consideration of many points not involved in home trade. The foreign buyer must be thoroughly posted as to what the American field has to offer him; he must be enabled to obtain his machines in perfect condition and without annoyance; he must be imbued with confidence.

**Motor Cycle Illustrated** is conducting an Export Bureau for the benefit of motorcycle and bicycle manufacturers. It tells why and how. Pertinent information from all parts of the world is tabulated for ready reference. And the service is free to the trade. Manufacturers who are interested in the possibilities of foreign markets and the best methods of approaching them are invited to use this service early and often.

# STEVENS BILL TO HELP RETAILERS

### New Measure Will Aid Cycle Dealers With All Others Who Suffer from Unfair Competition; Ask Your Congressman to Vote for it.

WASHINGTON, D. C., November 26.—The motorcycle dealer, and in fact any other merchant who is looking to give the "cut price" specialist a knock-out blow, will do well to back the Stevens Bill. This bill, which is known as H. R. 13305, has been introduced in Congress by Representative Stevens of New Hampshire and aims to provide a remedy for unfair competition of trading monopolies with the independent merchants of the country. In a nutshell, it is a bill for the elimination of unfair competition.

Unfair advertising, and unfair selling by trade stores and large trade monopolies work infinite harm to honest dealers who maintain prices and sell legitimately, and the Stevens bill is to protect the dealer against dishonest selling methods. The Stevens Bill would prevent the unfair and dishonest use of well-known goods as advertising bait, and guarantee a uniform price to all customers—thus insuring a uniform profit to all dealers handling such goods.

The Stevens Bill requires goods to stand on their own merits. For the cycle dealer as well as all other retailers, it promises relief from one of the most aggravating and dangerous of trade abuses.

Every cycle dealer should let his Congressman know that he wants the Stevens Bill passed. All that is necessary is to write a letter to your State Senator or Congressman from your district urging them to support the Stevens Bill (H. R. 13305), and to use their influence to secure its enactment.

### SNUBBING THE PRICE-CUTTER

The price-cutting evil received a wallop in New York at the hands of the United States Court of Appeals a few days ago when it upheld the decision of Judge Hough that a manufacturer has the right to refuse to deal with a price-cutter. The precedent was established in the case of the Great Atlantic & Pacific Tea Company against the Cream of Wheat Company, but the case is recognized as being of wide import inasmuch as it legally establishes the chief principles which advocates of price maintenance in all lines have been trying to have the courts recognize.

"CAN'T BE WITHOUT IT."

"Enclosed find check for two dollars for subscription to your **Motor Cycle Illustrated.** We have been taking this journal for several years and cannot be without it in the motorcycle business.

"C. F. DAVIS & SON,"
"Wichita Falls, Texas."

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Left, H. E. Houser, Champion of Indian M. C. of Chicago, Ill.—Made Best Score of 948 Points in Five Endurance Runs; Right, Ready to Start in Recent Run of Englewood (Ill.) M. C. to Crown Point, Ill.

Partners in Recently-Opened New Britain, Conn., Tepee—Charles A. Hadfield and B. A. Swenson Ready to Start on Tour for Agents

E. A. Robertson, Indian Traveler for Middle States, Exponent of Neatness of Rider and Motorcycle

Miss Marie Lentz, a Fair Dayton Enthusiast of Baltimore, Md.

Where Emblems Have Their Home in Schenectady, N. Y.; Agency of A. P. Strogonoff—The Proprietor Is Standing Next to His Favorite Mount at the Right

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# OPENING AMERICA'S WONDERLAND

## How the Goodrich Touring Bureau Is Helping Motorcyclists to See the Great Northwest

By C. E. COOK
Pacific Coast Manager, The B. F. Goodrich Co.

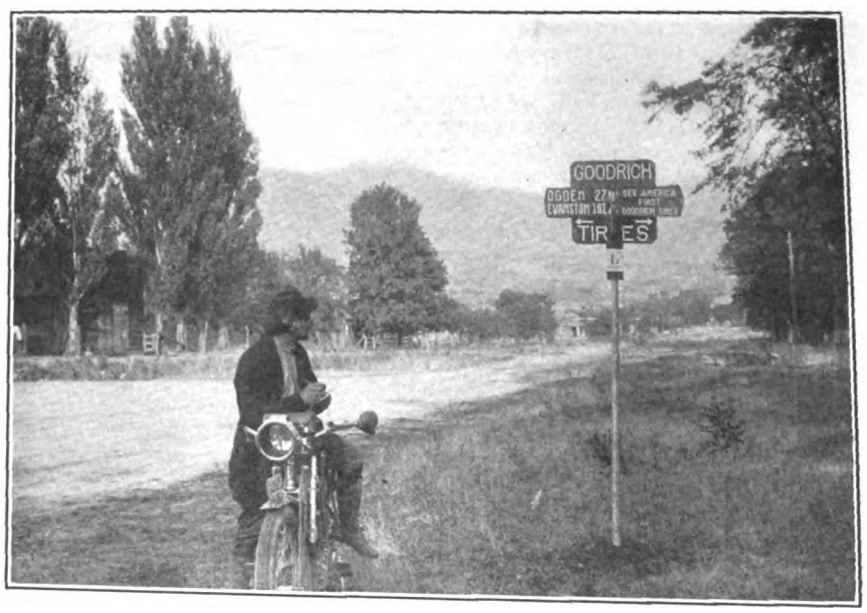
THE great Northwest is the Wonderland of America. Not so many years ago it was almost inaccessible to tourists, but the good roads movement has opened up to the motorcyclist this section which is so rich in scenic splendors, and the work of our Goodrich National Touring Bureau has contributed in no small measure to the fact that hundreds of motorists are seeing each day wonders of nature which they never thought to exist in their own country.

When it came to giving the various tours that our bureau had mapped out a fitting name, the words which spontaneously suggested themselves were "The Wonderland Tours." This was indeed fitting for the glorious Northwest, bounded on the South from Cheyenne to San Francisco by the Lincoln Highway, on the West from San Francisco to Portland and Seattle by the Pacific Highway and on the North and East from Seattle and Spokane and back to Cheyenne by the "Goodrich Wonderland Trail."

It might well have been called the National Parks Tour with Mount Rainier, the Glacier and the Yellowstone National Parks, not to forget California's Yosemite Valley, all embraced in this territory. In no other part of the United States, no, not even in all the world, are there mountains so majestic, valleys so alluring, forests so fitted for a race of Titans, as in our Pacific Northwest.

### Western American Wonder

Americans, who, in other years, have spent their summers abroad, to roam through the Swiss Alps, cross the Mère de Glace, and perchance scale the Matterhorn, thought there were no other wonders worth while, until led by our Northern Wonderland Trail they saw sixty living glaciers creeping down the mountain sides—mountains that rear their heads some two miles into the sky. Many a blasé globe trotter also has stood with open-eyed astonishment




**Chester Lamb, of Goodrich Road Crew, Checking Sign Near Salt Lake City**

before the glories revealed in the Yellowstone Park.

Those who have never been to the Yellowstone cannot appreciate what they have missed. The landscape is a riot of colors: blues, yellows, greens, reds and purples mingle in attractive confusion—a Garden of the Gods untouched by man except for roadways which make it accessible to the motorcyclist.

### Posting Yellowstone Park

Mr. Raymond Beck, chief of the Goodrich Touring Bureau, learned early this year that the Yellowstone National Park was to be thrown open to the public. With characteristic energy, he immediately started one of our official road marking trucks on the job to sign-post adequately the roads leading through these wonderlands. It was a huge undertaking and yet so ably was the matter handled by our road marking crew that already the "Wonderland Tours" have been guide-posted from Seattle to Cheyenne and back again to San Francisco through Salt Lake City and Reno.

The balance of the highway from here to Portland and Seattle had previously been guide-posted by us, but owing to the action of the weather and other causes a good many of these signs will have to be replaced. This will be taken care of before the opening of the 1916 riding season so that the principal routes through this entire territory will be well guide-posted.

### Good Roads Movement

The good roads movement has made it possible to locate guide posts and thus render even more accessible these glorious national parks. It has spread from Seattle and Portland East and from San Francisco, Cheyenne, Denver and Salt Lake City North. We are happy to say that California is one of the leaders in this movement which has opened up thousands of miles of good roads to the motorcyclist.

In connection with the opening up of the Yellowstone National Park on the first of August, it was no more than fitting that the Goodrich road marker crew, in charge of Mr. Chester Lamb, should have been present and help celebrate the occasion by entering our truck in the Opening Day Parade at Cody.

### Forbidden on Reservation

At present, motorcyclists are allowed in the Yellowstone National Park, but they are not allowed in the Yosemite Reservation. We hope that through the good offices of the F. A. M. the Federal government may be induced to let down the bars for the 1916 season.

Mention of the "Wonderland Tours" would be incomplete without a word about

**General Map of Wonderland Tours from Denver to Seattle and San Francisco**

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the Columbia Highway which has been made possible by the tireless energy of the Portland Chamber of Commerce and civic organizations of the other cities and towns of the Columbia River Counties. They formed the Columbia Highway Association and have worked to such good purpose that this highway is now fast becoming one of the most famous in the country on account of its scenic splendors. Furthermore, connecting as it does The Dalles and Pendleton through Boise City, Twin Falls and Pocatello with Salt Lake City, Denver and other Eastern points, it forms a pleasing and optional route from the Lincoln Highway, particularly to those tourists wishing to visit Portland and Seattle.

**Columbia Highway Route**

The Goodrich Touring Bureau is at present preparing a route book covering such a trip from Denver through Pendleton, The Dalles and Portland along the Columbia Highway. This will be ready for the 1916 touring season and by that time also they hope to have this additional distance adequately guide-posted.

This guide-posting is but one phase of their nation-wide touring bureau work. In addition, they are in a position to supply road maps and route books covering, not only the "Wonderful Tours," but the entire United States as well.

Whether he goes from Chicago to New York, or from New York to Florida, or from New Orleans North to St. Louis and Omaha, in other words, from Sandy Hook to the Golden Gate, or from the Gulf of Mexico to the home of the White Sox, the motorcyclist may proceed on his way with the assurance that Goodrich guide-posts and Goodrich Guide Books will carry him safely to his destination.

## WASHINGTON REGISTRATIONS

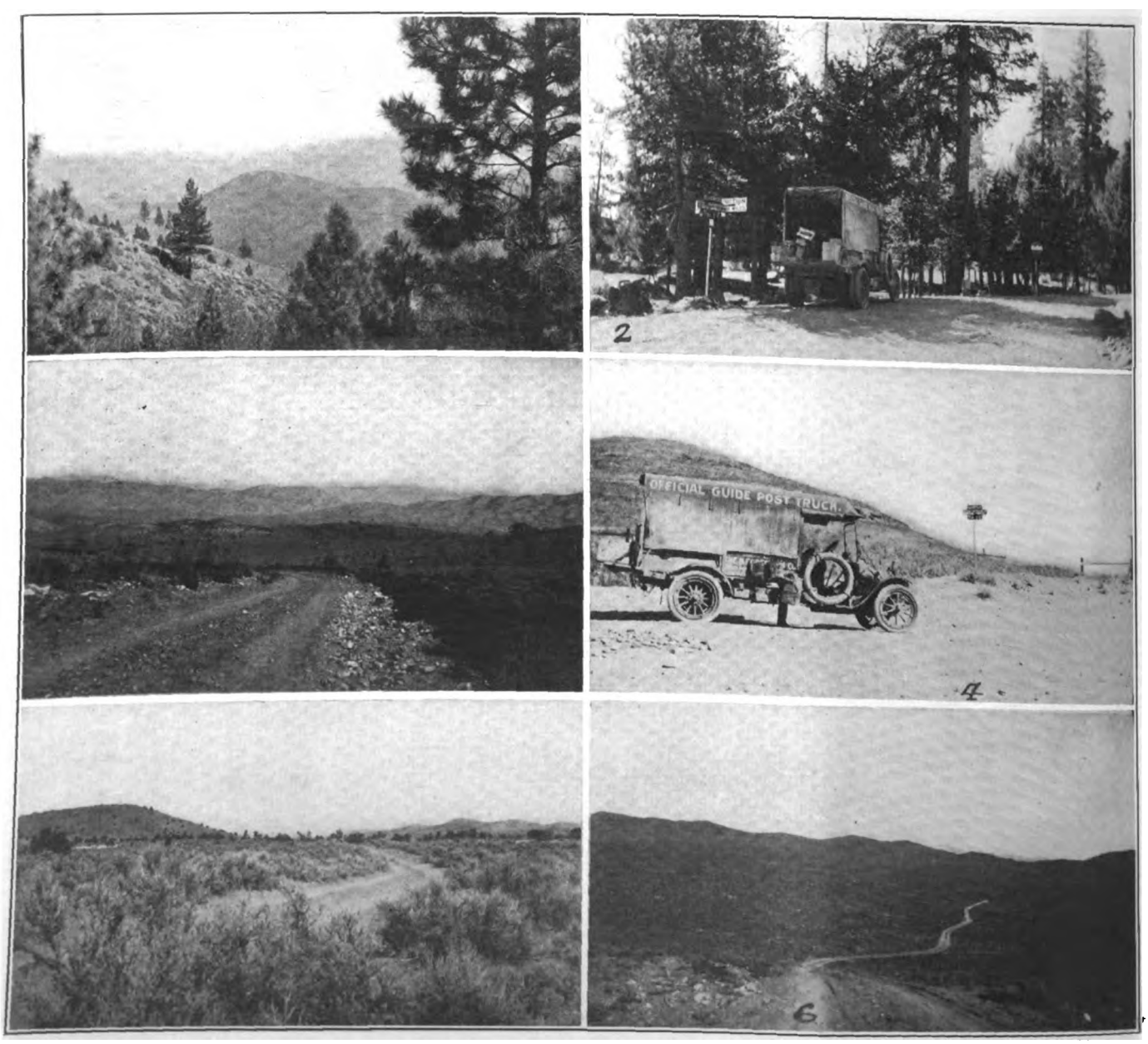
Up to October 27, Washington motorcycle registrations totalled 4,940. Motorcycle fees at $2.50 per machine totalled $12,331.

## LONGEST STRETCH FINISHED

Columbus, Ohio.—The longest stretch of roadway ever improved under the direction of the Ohio Highway Commission has been completed by Contractor H. E. Culbertson and accepted by the State. It consists of 24 miles of the old National Highway in Licking and Muskingum counties. The new road is constructed of concrete. A special railway was built along the line in order to get materials on the ground. The excessive rain during the summer delayed the work to a large degree.

## ROAD BUILDERS' CONVENTION

Pittsburgh, Pa.—The American Road Builders' Association has decided to accept the invitation of the city authorities and hold its 1916 convention here. The dates set are February 22 to 25 inclusive. The city has appropriated ample funds to put Mechanical Hall of the Exposition Building in good shape for the convention.




**1, View from Summit of Sierra Nevada; 2, Goodrich Guides at Three Corners on Placerville Route Near Carson City, Nev.; 3, Part of Lincoln Highway Leading Over Mountains in Nevada; 4, On Stockton-Yosemite Route Near Chinese Camp; 5, Sagebrush Which Lines Mountain Road on Lincoln Highway; 6, Where Road Is Desolate Over Nevada Highlands**

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# MOTORING IN THE PICTURESQUE REALM OF THE MIKADO

## What a Tourist Saw from the Saddle of a Motorcycle

By Major George H.R.Gosman, U.S.Army

Part II

AS the rain came drizzling down steadily the next morning and did not give any sign of letting up, I decided to spend the day in Toyohashi, though I did so with great reluctance: this little town had few attractions and I wanted to speed my motorcycle journey from Tokyo to Kyoto, for I had hardly covered very much ground in two days. After cleaning up my Indian, I wandered down to the railroad station and watched the bustling activity of the place.

### A Motley Crowd of Japs

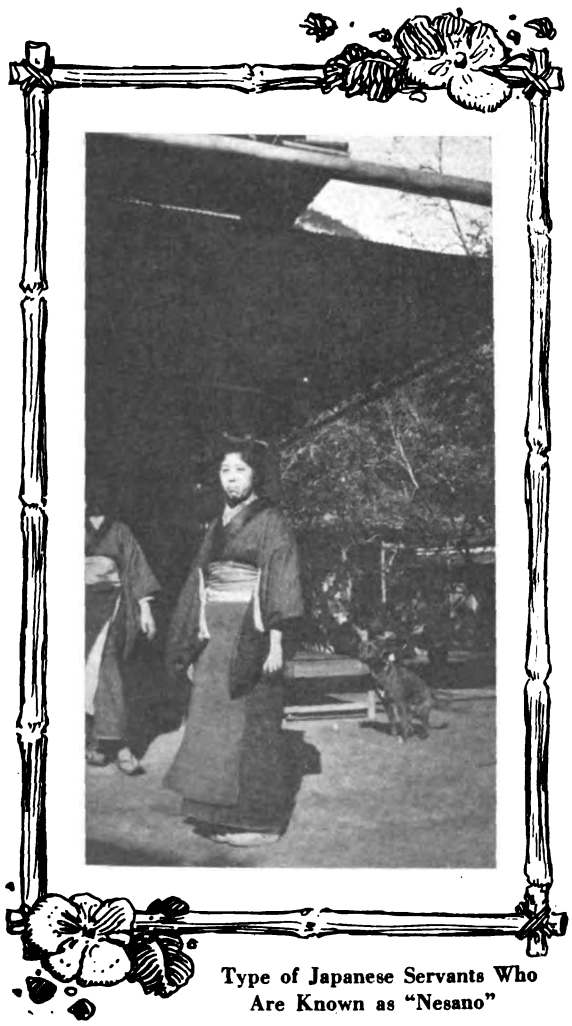
The grand maneuvers of the year were being held in this section and the country folk were pouring into the station in large numbers. The women were especially interesting, all dressed up in a confusing variety of colors; some were carrying babies strapped on their backs, and with baggage in both hands were chattering like a lot of magpies and pushing toward the ticket office. While thus idling away my time at the station, a lady and her son entered, whom I immediately spotted as Americans. I could readily surmise that they were not tourists but had lived in Japan for several years. Somehow you can always tell an American in a foreign land—and you can easily pick out the tourist.

Foreigners in a strange land are usually more democratic than at home and I soon found myself talking to my fellow American. She was the wife of a missionary who was working in Toyohashi, and was going to take a trip with her boy to Nagoya. Would her husband be glad to see me? Why, of course; an American was always welcome. After seeing the missionary's wife off on the train, I wended my way through the muddy streets and soon found the house in which he dwelt.

### At the Missionary's Home

My host was a very genial person. He insisted upon my staying to dinner and sleeping at his house that night. The day was spent more pleasantly than I thought it would be, for I found that the missionary was a very entertaining conversationalist and had some interesting stories to tell of his work. During the course of our conversation I was very much surprised to learn that, though he had been in Japan for more than twenty years, he could not read the Japanese language and could speak only a little. How can a man accomplish much among the Japanese when through ignorance of their language he has but a scant knowledge of their real life? But this missionary was not the only one thus handicapped, for I met others in the same plight.

Perhaps it would seem ungrateful of me to criticize my host in this way, for he was one of the most genial Americans whom I had come across in Japan. Whatever his shortcomings as an efficient missionary were, he certainly knew how to make a traveler feel at home. It wasn't until late that night that I retired to a soft feather bed in my host's spare room. Yes, sir! It was really and truly a feather bed — and what a contrast to the awful things that are used as beds in Japanese inns. It is an indisputable fact that we never appreciate a thing until forced to do without it.



Type of Japanese Servants Who Are Known as "Nesano"

The next morning just as the sun was coming over the horizon I waved a farewell to the missionary. Hopping on my machine, I was soon in Okazaki, from which point all the way to Nagoya I was virtually in the midst of the grand maneuvres and encountered a huge crowd of spectators who almost blocked the road and compelled me to stop many times. However, I did not linger long as I wanted to make sure of crossing two or three large rivers that I knew were ahead of me on the other side of Nagoya. In a few moments I was on the outskirts of the city and then on the main street. I did not stop but went on through, at least I tried to, for it was a pretty difficult problem to drive through a big city whose streets one is not familiar with. In Japan the streets are confusing and when one is caught in the meshes of a city like Nagoya it is doubtful if he will get out by nightfall. I made more than one wrong turn, but finally succeeded in working my way through a maize of carts and people, and was greatly relieved when I saw the open highway again.

On I sped towards Maibara, the place where I now decided to stay that night. It was now Saturday afternoon and I was really one whole day behind my figuring, but this made no difference and as I looked forward to a lovely day on the shores of lake Biwa it was best, I thought, to stop this side of Kyoto. Soon I arrived at the first of the great rivers that I have mentioned, and happily it had a good bridge, so there was no delay. The next river was also easily crossed on a queer-looking flat boat. When I was crossing this river, I had quite a talk with two of the fishermen in the boat. They proved to be good hearted fellows and took a great interest in my machine. As usual they asked the two questions: "How fast will it go?" and "How much did it cost?" These questions had become so frequent that I used a stock answer, saying eighty miles and 800 yen. Their eyes almost popped out in amazement.

### The Battlefield of Seki-ga-Hara

The country was now becoming of especial interest to me as I was approaching the great battlefield of Seki-ga-Hara. I had read many times of this battle and heard the Japanese young men say so much of it, but had never seen it before. And now, here I was all alone with plenty of time to go over the whole place and to conjure up in my imagination the great hosts of armoured warriors dashing at each other in all the brilliancy of centuries ago. It was only three o'clock, and knowing that I had still two hours to reach Maibara, only 15 miles away, I made a detour towards the battlefield. I stopped, put my machine safely away on the side of the road, and taking out my history of Japan spent a delightful hour amidst those historic surroundings. The sun was just in the right position to make the field look attractive, and the distant scenery, too, seemed to fit in with my mood. It was on this field that in 1600 the great Ieyasu gained a decisive victory which changed the whole future of Japan.

I was reluctant to leave this very interest-

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ing place, but it was getting late and so once more I started and in an hour was in Maibara. I passed through a narrow valley, which opening out on a small plain is devoted to the cultivation of mulberry. Pine clad hills were off at the distance, and still further away on my right was the Ibuki mountain which is about 4,300 feet high.

It was just dusk when I arrived at Maibara and I put up at a little inn in front of the railroad station. It was an attractive little place and the garden in front of my room was as artistic as could be. I had my dinner and breakfast there, and the charge including the room was the large sum of one yen eighty sen—ninety cents. Of course as I was travelling Japanese style I gave a fair sized "Cha Dai," about a yen in this case, and so that made the total bill one dollar and forty cents, and in return I received an extra hearty goodbye and a little gift thrown in. "Cha Dai" means tea money and is like a tip in other countries; one does not pay it to any servant but at the desk, and gets a regular receipt for it. The number of bows you are the recipient of on leaving will in a measure depend on the size of the "Cha Dai" you have given. This is a strange custom, and as a matter of fact has become quite an evil in Japan. It is said of a cabinet minister, whose bill was three yen, that he gave twenty-five for "Cha Dai." This class of Japanese feel constrained to give these large amounts because, they claim, they will lose caste otherwise.

### Skirting Lake Biwa

It was quite cool and brisk at five-thirty the next morning and when I left it was hardly daylight. I lighted the lamp on my Indian and soon was skirting along the shores of the lovely lake Biwa.

The maples bordering the lake had taken on their glorious autumnal shades of red. The whole country seemed afire and the blending of the soft browns and light and dark reds was very beautiful. For miles and miles I rode over a fine road, with the maples on either side and in the distance, too. Quite near the lake is a range of hills and far away to the right, at this time to be dimly seen, were a range of blue mountains.

In a little village nearby called Zeze, lived a friend of mine, and it was towards that point that I was now headed. Previously I had sent him word that I was coming. Soon I was in the main street of the Zeze and located the house of my friend. This young man had been my constant companion on many of my rambles and we had worked together for many an hour on the Japanese language. And after hard study he became a teacher in the middle school in Zeze and enjoyed his work greatly.

As we had not seen each other in some months, we met at the Nakamoto hotel. This hotel is located on the Southwestern end of lake Biwa and its little garden is right on the shore so one has the benefit of the lake scenery as well as the flowers and the maples. The sleeping rooms, too, are in little detached buildings, and altogether it is a very picturesque and well laid out place. The room that we were now in, however, was in the main building, and gase us an opportunity to view the lake in all its splendor, shimmering under the red autumn moon.

### And the "Nesan" Came in

We wiled away an hour or so viewing the fascinating scene and drank cup after cup of tea. (It is strange how one grows to like this Japanese tea and how many cups one can drink.) Shortly the "Nesan" came to call us to dinner. The room we had was unusually pretty, so when this young woman came in I asked her about the cost, and she replied that "as it was an exalted American gentleman that they were entertaining this day, they had been so bold as to offer to his 'honorable' use the very best room they had and she felt very much ashamed that it was not good enough to suit his honorable taste." She also showed by her manner that she was very much worried, and kept shifting her gaze towards my companion as much as if to say, "please help me out." She also said that the proprietor was very very much concerned as to my food, as it was so seldom that they had the honor of an honorable foreigner's visit and they had not been prepared for my coming. All the while she was talking to me she was on her knees. Throughout this story I have laid stress on the great courtesy of the Japanese country folk, and purposely so because I honestly believe that those of us who have been fortunate enough to know them are bound to get a good impression of the Japanese people.

After the "Nesan" left us, I took off my dusty clothes and was soon in my "yukata," which is furnished by the hotel and consists of two garments, one a light one and the other of padded material. It is given you for your bath, but it is customary to sleep in the under one. You can wander at your pleasure all around the hotel in this garment, even discarding the outer one in warm weather. When the honorable bath was ready it was announced to me by the bath attendant, and I took my "honorable" self across the garden to the bath house. After the proper preliminary scrubbing I enjoyed the hot water, despite the fact that there were at the time several lady occupants in the same large square pool. By this stage of my sojourn in Japan I had long since ceased to mind such a small thing as a few ladies in one's bath. Hence I boiled myself to my heart's content and then feeling like a new man I went back to the little hotel to find awaiting me a fine supper of raw fish and other delicacies such as sea weed and hot sake.

My friend had dinner with me, and when it was over we sat around, talked a while and then listened to a party of Japanese merry-making in an adjoining house. These people were drinking plenty of sake and I suppose they kept it up all night, but I did not hear their celebrating because I was soon in the land of slumbers and only awoke the next morning when the bath-man told me that my "honorable bath" was again

### Visit Shinto Temple

It was Sunday and as my companion had no school, we decided to take a walk somewhere on the shore of the lake. We took a small boat to a little place called Sakamoto and then walked up into the woods to a temple located among the maples. It is a great Shinto shrine, called Sanno, and it is located on the slope of Hiei mountain. As it was the maple season, and Sunday, too, the people were out in force. In the woods around the temple and on the banks of two pretty streams nearby were many resting places where tea was served for a small sum to hundreds of people, for with their lunch baskets the Japanese will make excursions to a place like this, often coming for miles to see the maples and to worship at the shrine. They certainly seem to have a good time and to enjoy the gifts of nature.

We had planned to spend the whole day at sight-seeing, because I felt that I would not come to these places again, at least not for some years. Hence, we had lunch here and then went on to the Miidera, one of the many famous temples in and around Kyoto. It is located on a high hill from which the view is very fine.

**(To be continued)**

**The Streets in Japan Are Very Narrow and There Are No Sidewalks**

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## HOW TO CONSTRUCT A SAFE PACKING CASE

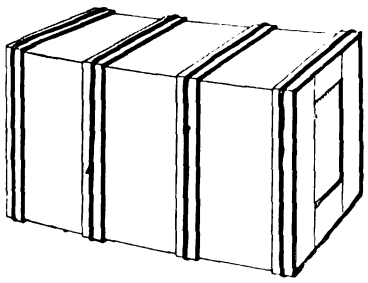
FURTHER evidence that the packing of goods is one of the most important points to be considered by the American exporter is contained in a statement from Consul General L. J. Keena, at Valparaiso, Chile. Consul Keena's report:

"The present widening of miscellaneous exports from the United States to Chile has given rise to repeated complaints in regard to American packing.

"It should be remembered, in packing goods for shipment to Valparaiso, that all merchandise has to be unloaded in slings from ship to lighter in practically an open roadstead and again hoisted in a sling from the lighter to the wharf, and that the water is rougher at the wharf, to the extent of the backwash, than the more open water at the ship anchorage. Packing for Valparaiso, therefore, can not be done on the basis of what would be considered satisfactory strength for shipments to Rio de Janeiro or Buenos Aires, where ships are unloaded in still water and ordinarily discharge directly onto the docks.

"If merchandise coming from the United States to Valparaiso without transshipment is subject to severe handling because of the methods of unloading at this port, merchandise transshipped at Panama undergoes almost twice the risk of breakage. There further seems to be so steady a percentage of loss of merchandise out of cases which are transshipped at Panama and arrive here in a broken condition that it would appear that a part of the rough handling en route is intentional.

"At present it is customary for local importers of general merchandise to insure against theft as well as against breakage on merchandise from the United States, because improper packing allows the ends to be unstrapped, lifted and set back without defacing the case. The accompanying illustration shows an English packing case which is stated by an importer to be so well constructed and so well covered that it requires no insurance against theft.



**Recommended Packing Case**

"It will be noticed from the illustration that the end blocking and the end battens entirely cover the joinings of the side with the top and bottom of the case and give the case great rigidity. This type of case is used for general merchandise, shoes, shirts, collars, haberdashery, etc.

"The case is zinc lined. It is 3 feet 4 inches long by 2 feet 4 inches in height and width. The ends are 1¼-inch boards, the sides 1-inch, and the battens are made of strips ¾ by 3½ inches. It is strongly iron-hooped right around the battens, and well nailed. For a case of this type the importer pays an extra charge of 25 to 30 shillings ($6 to $7.25) to the British exporter."

## BECK AFTER EXPORT SALES

Irving Beck, manager of the New York headquarters of the Rogers Manufacturing Company, and representative of the Fentress-Newton Manufacturing Company, has returned to New York City after another business trip and announces that he will devote much of his time for the next month or so to drumming up export sales. Mr. Beck is convinced that this line will justify all the attention he can give it for some time to come and he will remain in New York at least until January 1. He has attractive export propositions to make in connection with Rogers sidecars and F-N tandems, and can be reached at 1493 Fifth avenue, New York.

## DUTCH RUBBER PRODUCTION

According to a report published in the Amsterdam Press, the rubber production of the Amsterdam-Tapanoeli Rubber-Culture Company was 50,156 pounds during the first nine months of this year against 26,686 pounds during the whole of the year of 1914. That of the Belgium-Netherlands Culture Company was 407,950 pounds during the first nine months of this year against 366,700 pounds during all of 1914.

## WANT SOLE AGENCY RIGHTS

Representation for a good American motorcycle is desired by a large Dutch firm. Sole agency rights must be granted. Those interested should address "W. Z. D." care of Nijgh & Van Ditmar's General Advertising Agency, Ltd., at Rotterdam, Holland.

## EXPORTS GREATER

Exports during the week ending November 13, at thirteen principal custom districts of the United States, totalled in value $81,242,927, as against $32,640,772 worth of imports.

## SYDNEY TRADE IS GROWING

There has been a very decided increase in both the tonnage and number of vessels from the United States to Sydney, Australia, during the nine months of this year, as compared with the same period in 1914, as shown by the following comparative figures:

| | Tons. |
|---|---|
| 3 months ending March, 1914 | 17,318 |
| 3 months ending March, 1915 | 20,671 |
| Increase | 3,353 |
| 3 months ending June, 1914 | 14,850 |
| 3 months ending June, 1915 | 27,095 |
| Increase | 12,245 |
| 3 months ending September, 1914 | 12,751 |
| 3 months ending September, 1915 | 34,501 |
| Increase | 21,750 |

The total increase for the nine months is 37,348 tons, which is almost equal to the total tonnage for the first nine months of 1914. In other words, our business with Australia has practically doubled this year.

## PORTO RICO WILL ASSIST

The Insular Government of Porto Rico announces that it will gladly give information to the manufacturers and merchants in the United States who wish to extend their trade to Porto Rico. Communications should be addressed to G. F. Correa, Chief of Insular Government Bureau of Information, San Juan, Porto Rico. In connection with these efforts to extend existing commercial relations, it may be noted that Porto Rico already enjoys a considerable volume of trade with the United States. For the year ending June 30, 1915, the Island shipped to the United States domestic merchandise valued at more than $42,000,000. It received in return from the United States domestic goods worth approximately $30,000,000.

## CYCLE AGENCY WANTED

Ch. Meister, of 6 boulevard Pont-Noyelles, Amiens, France, is desirous of becoming agent for American motorcycles, bicycles and accessories for both. M. Meister has been established in Amiens for a number of seasons, and until the outbreak of the war handled British goods in the lines mentioned.

## TAHITIANS NEED BICYCLES

According to the American Consul Thomas B. Layton, at Tahiti, Society Islands, "while the bicycle is very popular in these islands, the motorcycle is not. Only a few of the latter have been sold in the colony. But there are favorable openings for the introduction of American-made bicycles."

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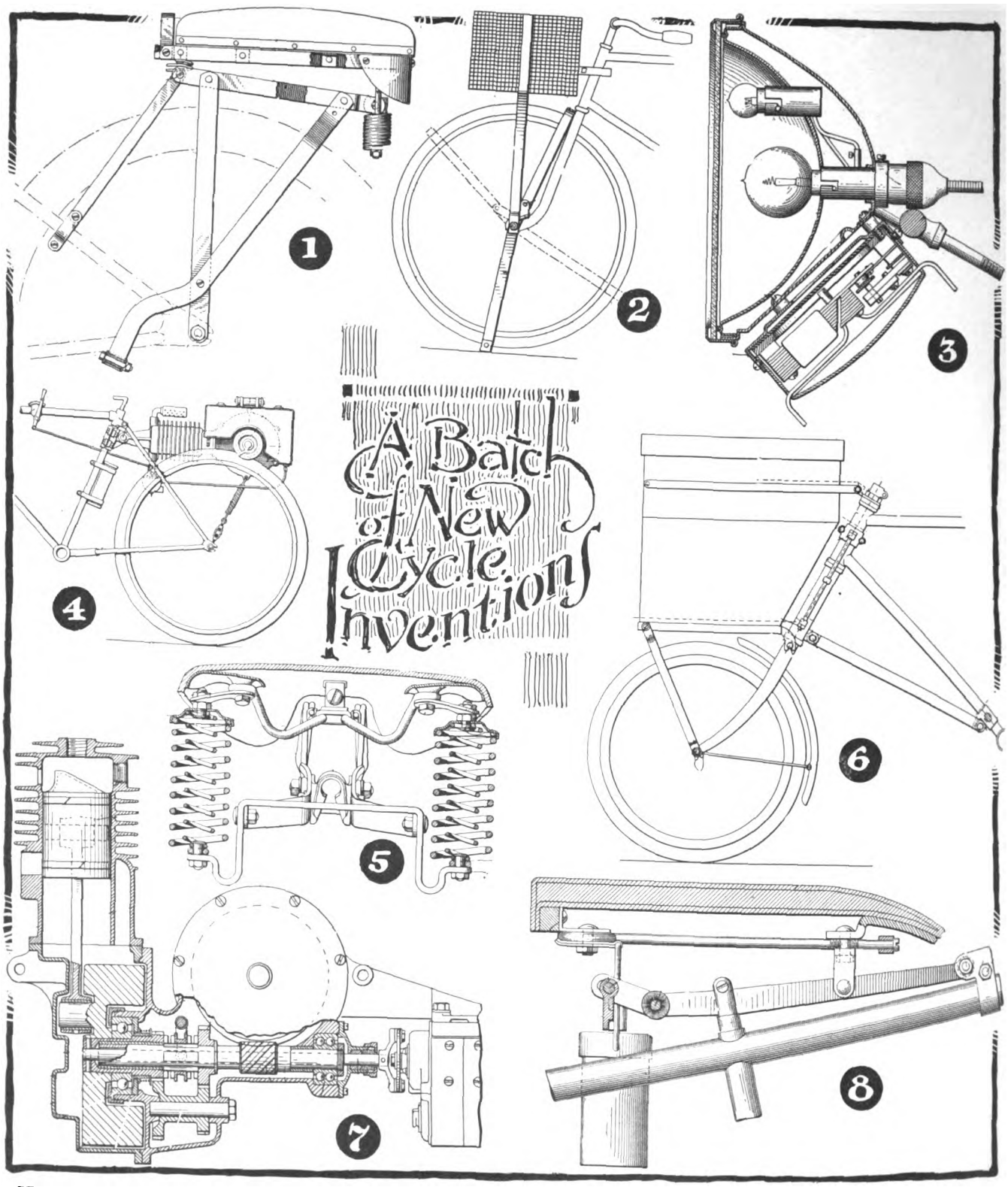


## SPRING-SUPPORTED TANDEM

SPRING supported at both front and rear is the tandem seat for which Edward F. Pawsat, of Sheboygan, Wis., has been granted Patent No. 1,158,551. An apron at the rear protects the clothing of the passenger from getting caught in the gap at the rear end of the seat between the seat frame and the load frame. The coil springs at the rear are underhung, encircling roads which extend upward and attach to the seat. The patent has been assigned to the Wald Manufacturing Company, of Sheboygan, Wis. This tandem is shown in illustration No. 1 of the layout.

## CYCLE STAND AND CARRIER

A BICYCLE stand which fits on the front wheel and which combined a package-carrying attachment has been patented by Herman W. Walk, of Chicago, Ill., the number of the patent being 1,159,139. The stand is pivoted to the front axle, and has means for holding it in the inoperative position either at the front or rear of the wheel. When down, it takes the weight of the package-carrying device from the wheel itself, by means of suitable linkage coming into action only when in this position. (See illustration No. 2.)

## COMBINED LAMP AND HORN

PATENT No. 1,157,744 has been issued to Perrin B. Whitney of New York for a combined electric headlight and horn. The body of the lamp is parabolic and contains the reflector and two bulbs, that at the focus being the main bulb, while that at the top being a pilot bulb. At the lower ex-

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terior of the body is fitted an electric horn of the vibrating diaphragm type, but without bell or other resonator. Separate leads are made for the horn, while the usual twin lead with bayonet switch is used for both bulbs in the lamp. The patent has been assigned to the Mesinger-Whitney Electric Company, of New York. (Illustration No. 3.)

## BICYCLE CONVERSION SET

THE conversion of a bicycle to a motor vehicle by attaching a motor to drive by friction on the rear tire is the subject of a patent granted to George S. Schunk, of West Allis, Wis. The motor set in the specifications consists of a horizontal single-cylinder air-cooled motor with grooved pulley, a gasoline tank attached to the crankcase of the motor, a prolongation of the cylinder head to flexibly suspend the motor from the seat-post tube, a tension device and the carbureter and means for ignition.

The bracket from the cylinder head is clamped to the seat-post close to the cluster and the motor is fitted so that its grooved pulley will fit over the tread of the tire. The fuel tank will then be directly over the tire. Attached to a low point of the motor is a coil spring with turnbuckle designed to affix to the axle and regulate the tension of the grooved pulley upon the bicycle tire. The carbureter is arranged below the motor in a horizontal position and the muffling device above. Means for controlling the carbureter are provided as in the illustration. Coil and battery ignition are shown, but magneto ignition is also provided for. The patent is No. 1,158,311. (Shown in illustration No. 4.)

## CARRIER ATTACHMENT

PROVIDING a simple and cheap attachment for a bicycle, whereby a parcel carrier can be fitted at the front is the subject of Patent No. 1,155,324, granted to A. D. Meiselbach, of Chicago, Ill. The attachment consists of tubular shaft, and extension tube and a short tube, the shaft having means for carrying a bicycle wheel of less diameter than that ordinarily used. The short tube is inserted in the lower part of the bicycle steering head at the top and into the extension tube at the bottom, and the tubular shaft with its wheel is inserted and clamped in position. Provision is made for ball-bearings at the proper places. The carrier is then attached to lugs on the upper part of the steering head, to knobs on the fork-crown of the tubular shaft and to the axle ends of the small wheel, by suitable flat members. The patent is assigned to the Handy Bicycle Company, of Chicago, Ill. (Illustration No. 5.)

## SADDLE SPRING CONSTRUCTION

IN order to avoid the use of single coil springs at the rear of a motorcycle or bicycle saddle, Miller M. Deem, of Reading, Pa., has designed and received a patent for a duplex arrangement of springs, one set nesting within the other. The seat rests on the upper coils of the compression springs, while the inner pair are normally under tension but are adapted, upon depression of the seat, to serve as compression springs also. (Shown at No. 6.)

## UNIT POWER-PLANT

WILFRED G. JOHNSON, of Elyria, O., has been granted a patent upon a unit-power plant construction for motorcycles as well as a frame to support the same. This construction is that used in the Cleveland two-stroke lightweight, the motor being in the forward part and the magneto, mounted upside down, being the rearmost member. Intermediate is a cross-shaft construction from which the final drive is taken.

The motor is a two-stroke side-crank type, with inside flywheel fitted to a longitudinal shaft of considerable length. From in rear of the flywheel this shaft carries consecutively the slider for the two-speed dog-clutch gearset, a worm for driving the cross-shaft and part of a coupling for driving the magneto, the latter at the extreme rear end. The crankcase of the motor included the gearset casing and that for the cross-shaft. A rearwardly-extending arm carries the magneto. The cross-shaft has a worm wheel meshing with the worm on the main longitudinal shaft.

The frame referred to in the patent specifications is a tubular one with U-shaped lower member incorporating the chain stays at the rear. The rear forks and seat post form a vertical triangle, and there is a top tube leading to the steering head. A single diagonal member is used to connect the latter to the U-shaped lower member. The patent is No. 1,157,547 and has been assigned to W. B. D. Alexander, of Cleveland, an official of the Cleveland Motorcycle Company. (Shown in section at No. 5.)

## ALTERABLE POSITION SADDLE

FREDERICK MESINGER, of New York, who has had many patents on saddles issued to him, has been granted another whereby the dip or inclination of the saddle may be altered to suit the convenience of the user. The construction which is obviously applicable in particular to an Excelsior motorcycle, incorporates a rocker bar for attaching to the end of the seat-post member, a hinge joint with corrugated faces at the rear of this bar and means of attaching a yoke carrying the rear portion of a Mesinger saddle to the bar. The main frame of the saddle pivots at the front on the rocker bar. Adjustment is made for dip of the saddle by a change in the angular relation of the rocker bar and the yoke attaching to the rear of the saddle, separating the corrugated-faced hinge joint for the purpose, and resetting it. The patent number is 1,157,711. It has been assigned to the H. & F. Mesinger Mfg. Co., of New York. (Shown at No. 8.)

# MODERNIZING OLD CROCKS PAYS

### Such Work Keeps Shop Busy in Winter and Increases Profits

By TRADESMAN

TAKE it from Bob Brazenor, who handles the Harley-Davidson on Long Island, there is many a good, live prospect lost to the motorcycle dealer, simply because the latter could not induce him to trade in his old crock for a brand new up-to-the-minute model. "Just about this time," says Bob, "with the new models just out and the demonstrators just uncrated and on the floor, the dealers begin to go over their list of prospects for new machines. The most progressive of them send out invitations to bring the boys in to examine the fine points of the new mounts; others rely on their customers' natural curiosity to get them into their stores.

"Then the dealer gets in his fine work and bends his efforts towards getting the boys to trade in their old models for the new ones. Those who display any sort of willingness to make the deal are put down as future prospects, or are induced to close the transaction on the spot, and the others are forgotten. That's the way the average dealer does it, and by forgetting the fellow who could not be induced to trade in his old machine, they are pasing up many a dollar.

**A Question of Price**

"In most cases it is simply the price that keeps these fellows from making the trade, yet there is not one rider among them who would not be glad to ride a machine with all the latest fitments, provided he could get it at a price he could afford.

"Those riders I cannot land on a trade-in proposition I go after in this way: I show them the new features of the latest models; perhaps the kick-starter, or electric lighting equipment, or something of that sort, which has been added, and I suggest that they bring their machines right up-to-the-minute by having this new device fitted in my shop.

**Converting Is Profitable**

"A good many of the boys are riding very old machines, machines without the clutch, two-speed, foot boards, or any of the modern fitments. Now, each and every one of these devices can be bought to fit practically any make of motorcycle, and the dealer who passes up the opportunity of converting "old crocks" into modern machines by fitting these devices is losing money. Work of this sort keeps the repair shop busy during the winter months, and tends to equalize the profits the year round. I go atfer this business strong, and find that it pays handsomely."

## HEADLIGHT TEST FOR GLARE

St. Louis, Mo.—In order to determine what is a glaring headlight, motorists in this city are required to test their lights by a method devised by the city authorities. The motorcycle or automobile is run into a dark alley and its light turned on. If at a distance of 75 feet the lights show higher than three feet on a black screen they are too glaring and the driver must get them fixed.

## TWO CLUBS AFFILIATE

The Bronx M. C., of 346 East 134th street, New York, N. Y., and the Owensboro M. C., of 111 West Third street, Owensboro, Ky., have affiliated with the F. A. M.

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# Talkin' Turkey

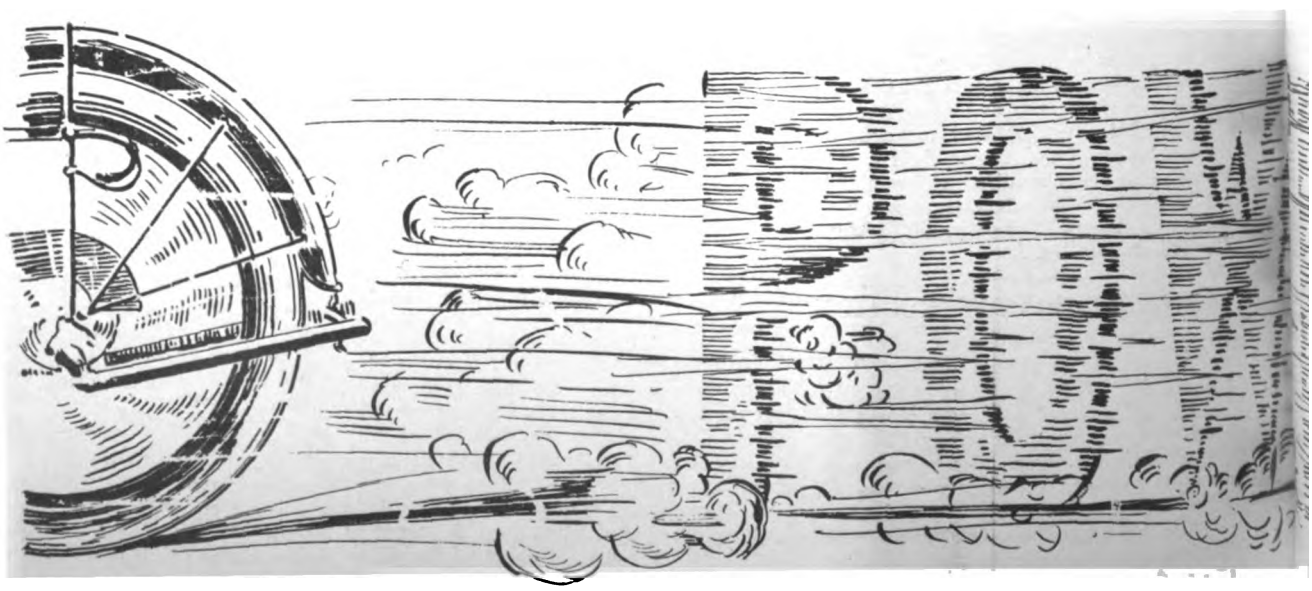
**Out Indianapolis way—quite a famous spot for speed exhibitions—every Thanksgivin' Day the boys trundle out their motorsickles for a 63.1 mile road race. It's one o' those annual things like the boil on the back o' pa's neck. It just *has* to happen—that's all.**

**After Ma has said: "Have another piece o' punkin pie, Horace?" for the third time and you say: "Gosh! Ma, it can't be done!" all the gasoline fans ease themselves out to the course. Everybody's full o' dinner and expectation—because the rivalry among the riders 's as keen 's a frost-bite.**

**And believe me those on hand this Nov. 25 saw somethin'! They saw one of those habitual Indian clean sweeps that was slick-slick, that's what it was. Indian victory was just spread around there thicker'n' redder'n cranberry sauce.**

**Frank Irish, *on a 1916 Powerplus Indian*, he took first in the professional class. An' that Powerplus motor nicked 7 minutes off o' the previous record, by jing!**

**Harnish, *on an Indian*, he took first in the amateur twin class.**





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# n Thanksgivin'!

**Wodtke, *on an Indian,* he took first in the amateur single class.**

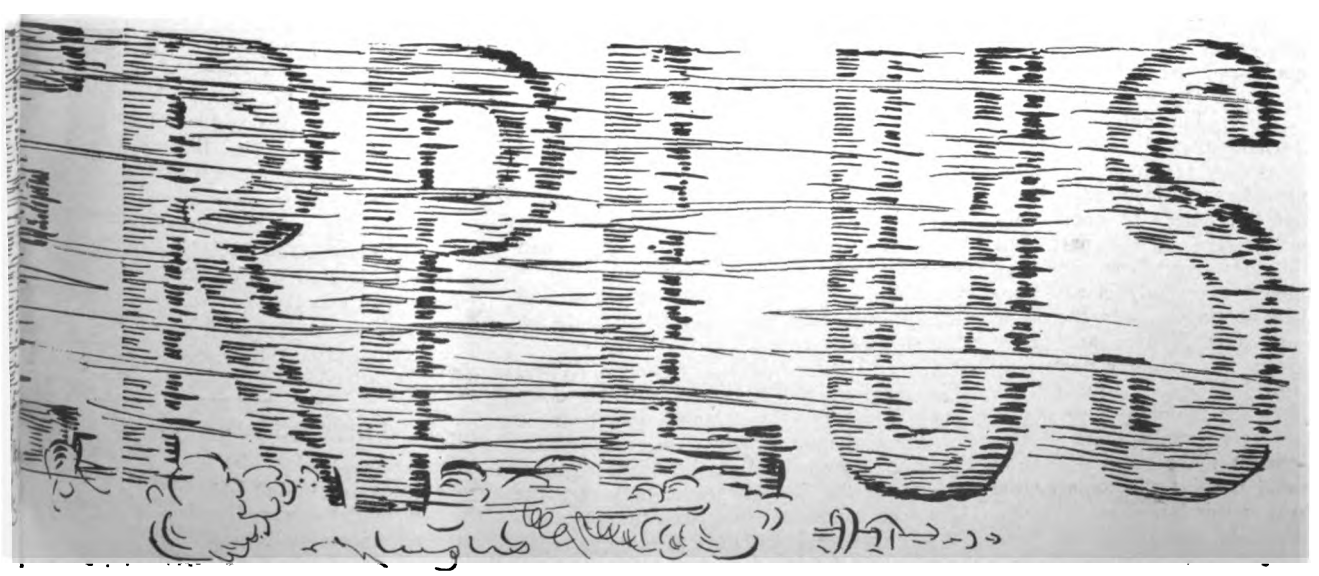
**Chandler, *on an Indian,* he took first in the side car class.**

**If that ain't consistent peformin' what is?**

**Ordered your 1916 Powerplus yet?**

*Indian*

**Hendee Manufacturing Company**
**(Largest Motorcycle Manufacturers in the World)**
**Springfield, Mass.**



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# MANUFACTURERS DISCUSS THE FOREIGN CYCLE MARKET

## Consensus of Opinion Is That Re-Designing of American Bicycles for Overseas Trade Is Not Justified, Considering the High Standing of Present Models Here

THAT foreign bicycle markets are worthy the most serious consideration of American manufacturers, although considerable trouble would be entailed in meeting the precise demands of the foreign buyers, is the opinion of a number of the foremost bicycle producers in this country after reading the article by Mr. O. Ling in the November 25 issue of **Motor Cycle Illustrated**. Several of the manufacturers frankly state that the difficulties involved in re-designing a model or models in keeping with foreign cycle ideas would be out of proportion to the returns, and that the efforts of the American trade should be directed to working up appreciation overseas for the machines at present turned out in this country. The disinclination to make numerous changes by way of catering to the foreign buyers is heightened by the fact that manufacturers here have contracted in full for their supplies for the regular models, which they believe, by the way, will give perfect satisfaction abroad if the riders once become accustomed to using them.

In short, the American manufacturer of bicycles is convinced that he is making machines fit to stand with the world's finest and that he can best serve the foreign market by continuing to produce on a quality basis the models which he is fitted by experience and by factory facilities to turn out most satisfactorily.

### President Lonn's Views

E. J. Lonn, president of the Great Western Manufacturing Company, manufacturer of Crown cycles, and Fauber crank hangers, used the strongest language in sizing up the cycle export situation which the European war has created. Mr. Lonn writes as follows:

"I do not doubt but what Mr. Ling's statement is correct, but our English and German friends insist on an English model bicycle.

"Stop and think it over; you could not get a manufacturer in the United States to consider it. We are being handicapped by the war over here as well. Nearly all the plants in this country are making more or less war material. Forging plants would not make the new dies to make the old style three-piece cotter pin cranks at any price. You could not get any forgings—neither could you get any fittings, such as the English require. The only thing that is left for our friends over there is to learn to buy bicycles as they are made here now. why is their prejudice everlasting? It is not so in this country. Because some contemptible manufacturer in the past sent some rotten bicycles over there, are they going to condemn everybody else? Suppose we looked at their goods the same way! It is not fair. There are better bicycles made in this country than any place in the world, including England. It will be necessary for them to come across and buy goods as we make them in this country; we cannot make them their way because we could not get the tools or the material to do it at this late date."

That the Westfield Manufacturing Company, maker of the Pope, Columbia, Cleveland, Tribune, Rambler and Crescent bicycles as well as the Fay Juveniles, is in a mood to make a bid for foreign trade, provided no re-designing is expected, is indicated by a statement made by Secretary J. B. Fogarty in discussing Mr. Ling's article on foreign opportunities. Mr. Fogarty calls attention to the fact that the obtaining of material is somewhat difficult and that it would be practically out of the question to get the new layout of tools needed for manufacturing an English type of bicycle at this time—even if such a course were considered necessary.

By way of showing that it is not necessary, Mr. Fogarty refers to the "Export Model" bicycle which is now being turned out at the Westfield plant. It is suggestive of foreign types in its general makeup and the company has already received orders for considerable shipments from abroad. Some of these shipments are now on their way.

### American Ideas Growing in Favor

Mr. S. B. Bugbee, assistant sales manager of the Iver Johnson Arms & Cycle Works, strikes a chord in sympathy with Mr. Lonn's expression. He has this to say:

"We think very likely that there may be just such possibilities as Mr. Ling has described, for we are finding it easier to sell our regular models in foreign countries since the outbreak of war curtailed the supply from British sources. On the other hand, it seems to us for the last few years that the European bicycle manufacturers, including the British, have been coming around to the American ideas of design as well as construction features, and we are very sure that eventually this movement will be even more pronounced than at present.

"Under separate cover we are mailing a copy of our new catalog which we should thank you to hand to Mr. Ling. If the latter is willing to look over the same and suggest what changes he has in mind we will, of course, be glad to hear from him."

### The Pierce Attitude

If there is business to be done in foreign lands as Mr. Ling suggests, the Pierce Cycle Company, of Buffalo, is going to go after it in their usual aggressive manner, take it from the following communication from Sales Manager Fred L. Brown:

"Regarding Mr. Ling and export bicycles, wish to state that the writer has been doing a great deal of figuring on a bicycle of English type, but so far we have not been able to get a sample through our factory.

"There is no doubt in the world but what there is a wide chance for an American manufacturer who will make up what is wanted and if we go into this at all, we will make up the best bicycle on earth, only using the foreign design."

J. C. Meyers, of the Gendron Wheel Company, of Toledo, states that his company is interested in Mr. Ling's promise of great things for the American manufacturer who will meet the exact requirements of the foreign trade, and that the Gendron company is prepared to co-operate to any reasonable extent in the campaign for overseas bicycle business.

All of which elicits the following further communication on the subject from Mr. Ling, who can be reached, care of Herbert F. L. Funke Company, Inc., 116 Broad street, New York City. Mr. Ling writes:

"The prevailing idea seems to be that because there is a shortage of English pattern machines people must buy American pattern machines, and while this to some extent is perhaps true, yet any thinking man should realize that foreign customers will probably only buy American pattern machines until such time as English and German makers can again give deliveries.

### Do Not Work to Standard

"Another difficulty with American machines is that the various manufacturers do not work to a given standard. This is one of the main pillars on which English firms have built up their export business. All the parts of the cheaper grade machines are screwed B. S. A. thread and the various parts of machines manufactured by various manufacturers are thus interchangeable. Another point is that owing to prohibitive duty, there are many countries to which complete machines cannot be imported and such countries buy the fittings and the machines are put together by local assemblers. This explains why England and Germany, in addition to their complete machine business, have always done an even larger business in parts.

"I quite realize that to set up for an English machine will mean considerable expense in tools and will probably also take some time, but nevertheless I am still of the opinion that the maker who has sufficient pluck to spend some money on the proposition will be more than sufficiently rewarded by the additional amount of business which he will be able to obtain and which would not only last for the period of the war, but probably for all time."

## PAID FOR PUBLICITY

London, Ont.—Not many days ago F. T. Kerr, the local motorcycle salesman who handles the Smith Motor Wheel, tried a novel advertising stunt with considerable success and some trouble. A bicycle with motor wheel attached was hitched between the shafts of a carriage which was drawn through the downtown streets. The little Smith pulled well in spite of a human load in the rig. All went well until a policeman halted the excursion because the outfit was on a prohibited heavy-traffic street. At least the corner cop declared that no advertising wagons were allowed to use the street in question and Kerr had offended, because a big sign was on the carriage.

The result was that Kerr had to pay "one and costs" at court next day, but he also sold a number of Smiths as a consequence of the publicity feat.

## FIRST IN SASKATOON

Saskatoon, Sask.—The first 1916 motorcycle to arrive in the Canadian West was the new model Harley-Davidson which was received recently by the Walters Cycle Company.

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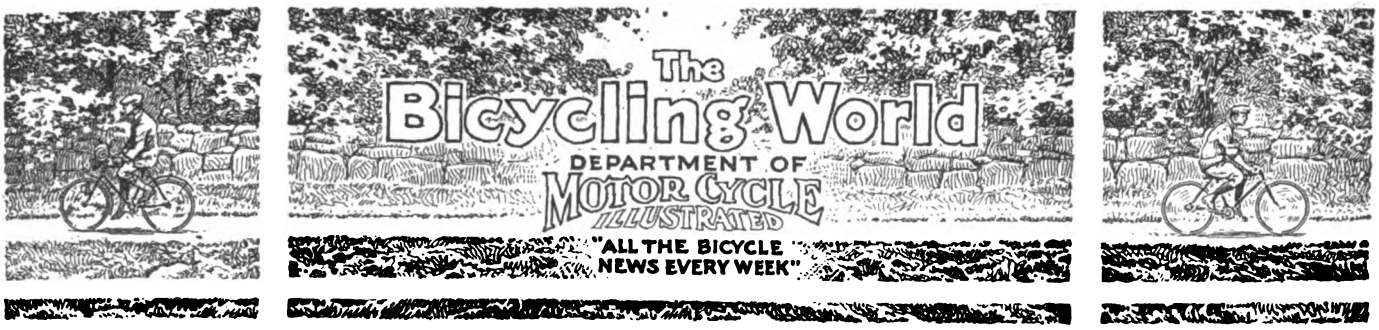


# BIG CROWD SEES AMATEUR EVENT

**Weickt and Klug Win Two-Hour Team Race Held by the Bay View Wheelmen, Ringing Up 22 Points—4,000 Fans Cheer Cyclists.**

NEWARK, N. J., November 28.—Charles Weickt and Fred Klug took first place in the two-hour team bicycle race held at the Weequahic Park track here on Thanksgiving Day. The race was conducted by the Bay View wheelmen, and was decided on the Berlin point system, with a sprint every two miles during the last half hour. Klug and Weickt almost lapped the field and hung up 22 points. Walter White and John Martin took second place with 16 points. Twenty-three teams started in the race, but only nine counted in the point scoring.

### Take 4 out of 6 Sprints

In the last half hour there were just six sprints, with Weickt and Klug winning four of them; each boy copped first place twice. After the third sprint, Weickt jumped away and got a commanding lead, none of the other cyclists trying to overtake him. About 4,000 spectators turned out to see the amateurs ride and gave them a big ovation after winning.

Klug and Weickt both rode a heady race and at the conclusion of the grind were carried off the track on the shoulders of admiring friends. The fight for second honors developed into a tussle between three teams. Walter White did all the sprinting for his team, and rolled up sixteen points. This popular amateur won one sprint, was second in another, third twice, and finished fifth once. His partner, Martin, relieved him between sprints. William Purdue and Chris. Dotterweick and Fred Taylor along with Al Krushel tied for third honors, with fourteen points each. Purdue and Dotterweick won third place on the toss of a coin.

### First Two Sprints Close

In the first two sprints the finish was exceptionally close. White took the lead at the bell for the first sprint and held it all the way to the finish. The first five riders over the line were closely bunched. The second sprint furnished the best finish of the day, with Freddy Taylor copping first place. Taylor came with a great burst of speed in the homestretch and just nipped White and Byron. Weickt got the third sprint and instead of slowing up, he continued to push the pedals hard and was soon far ahead of the field. By changing off with Klug at every lap, this pair soon had a commanding lead and took all the interest out of the race as far as first place was concerned.

The official scorer stated that the riders covered forty-six miles, twenty-two and one-half miles being ridden in the first hour. At the twenty-mile mark, Lanky Bob Spears offered a "prime" for a sprint and it was won by White. Reggie McNamara was the only other professional rider on hand to see the amateur boys battle for prizes.

The Bay View officials were so well pleased with the race that they decided to make it an annual affair. The boys on the first two teams received gold watches, while the youths finishing third, fourth and fifth were given scarf pins. The officials were: Referee, John F. Dreher; starter, Robert Henderson; clerk of course, Howard Henderson; timers, Oakley, Hanse and Conrad Miller; judges, Charles Rein, Richard Schlee, Alfred Anderson, Herbst Yarnold, Peter Slagle and Peter Rau.

### BICYCLE RACE AT TUCSON

Tucson, Ariz., November 29.—William Grabe, who has won many bicycle races around Tucson, again came out victor in the Walter Reid Thanksgiving Day race from Reid's shop to Pastime Park and return, 7.8 miles. Grabe covered the distance in 25 minutes, which included a handicap of a minute and 20 seconds. At that he finished five city blocks ahead of Raymond Burgess, his nearest competitor. Hugh Lee finished third. Nine riders started.

### BIKE BUSINESS BOOMING

Los Angeles, Cal.—Putting on a man to give his entire time to the bicycle repair business of the Pacific Motor Supply Co., in Los Angeles, forced Edward Lebell to recognize that trade was better in that line than ever before. This is the first time he has had to do this, and he now has a bicycle specialist in addition to his seasoned staff of motorcycle repair men.

### ASHLEY TO HANDLE PREMIER

Brooklyn, N. Y., Nov. 30.—Mr. George A. Ashley, the veteran bicycle dealer of 1213 Bedford avenue, Brooklyn, has taken on the agency for the Premier Bicycles in Brooklyn. He is very enthusiastic over the Chicago product and has sold quite a number of bicycles to his prospects. He expects to have a favorable season and is doing all to boost bicycling in his section. Ashley also handles the Schickel motorcycle, the power two-wheeler department being in charge of Manager Van Name.

# ALL READY FOR NEW YORK RACE

**Seventeen Teams Will Start in Six-Day Classic at Madison Square Garden on Sunday Night—Several "Debutantes" Will Appear.**

JUST as promptly as the seasons of the year come and go the annual six-day bicycle race at Madison Square Garden, in old Manhattan, is again in our midst. The bicycle riders are in for their annual cutting of the promoter's melon and they give promise of cutting just as big a slice as they have in former years. Unless some last-minute changes are made, seventeen teams will start in the big race, and they are made up of representative riders from every country of any size, speaking "cyclelogically," and the pairings as made up by both riders and Manager John M. Chapman has produced a number of strong combinations.

### And Some Will Be Missing

Some of the old favorites will be missing from among the starters this year, the reasons being many and varied. Jackie Clark, the always popular Australian, who is now a citizen of these United States, will not appear because he has been unable to secure suitable terms from the management on the financial end. Alfred Goullet may be said to have the same conditions obtaining in his case, but Goullet is, in a way, dodging the hard races, for he says he wants to be in tip-top form for the American sprint title contest next season.

Iver Lawson, Eddie Root, George Cameron and Harry Kaiser, having been suspended for their actions in the Chicago six-day race last week, will also be among those missing, both at the start and when the ghost walks for the riders after the contest is in the hands of the historians. Quitting the race in the last hour and attempting to foment a strike the day before the Windy City race terminated, was the cause of the quartet's suspension. After their return from the scene of the "battle of Chicago," they tried to persuade Manager Chapman to forgive and forget, but the latter was deaf to the pleadings of the penalized cyclists.

### Several "Debutantes"

Most of the entrants in the coming race, the twenty-third of its kind to be run in the famous building, have seen action in the "trenches" in former grinds. As usual the New York public will have a chance to see some new faces. Among the riders that are

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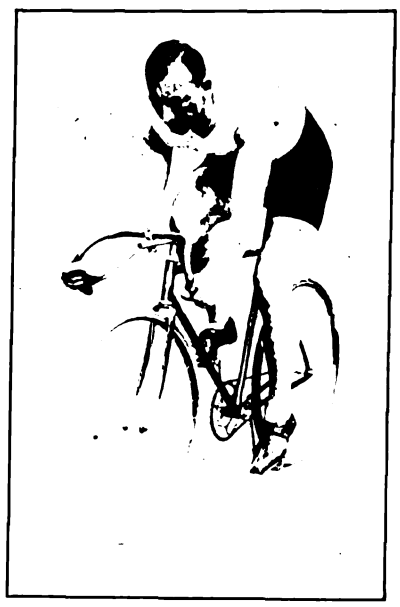
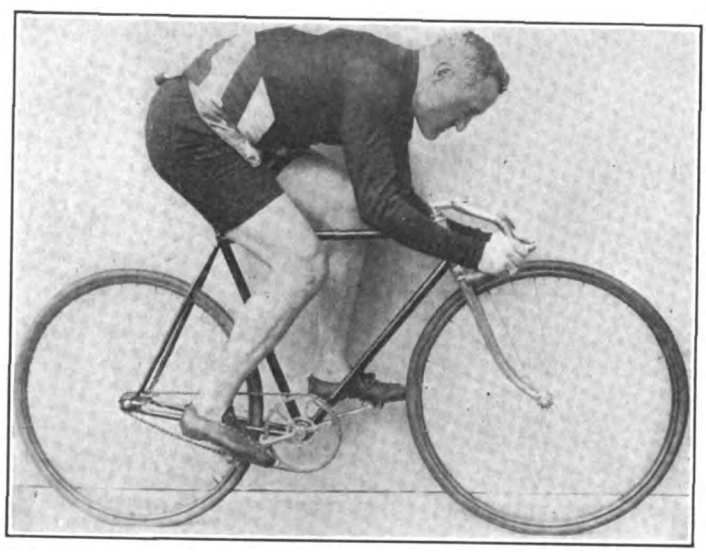
## STAR PROFESSIONALS WHO WILL BE SEEN AT MADISON SQUARE GARDEN NEXT WEEK

Eddie Madden, Newark



Alf. Grenda, Anstralia

Oscar Egg, Switzerland



Frank L. Kramer, World's Champion, and (below) Bob Walthour, Atlanta

Peter Drobach, Poland

Willie Hanley, Frisco

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# CHICAGO SIX DAY RACE A SLOW GRIND

## Lawrence-Hanley Team Wins—Riders Far Behind the Record—Four Cyclists Strike

CHICAGO, Ill., November 25.—Percy Lawrence and Willie Hanley, both hailing from Frisco, copped the Chicago Six Day Race which ended in the Coliseum last night with an exciting series of sprints that had the crowd on its feet cheering wildly. Thomas-Ryan were second; Walthour-Walker, third; Mitten-Hansen, fourth.

### Berlin System Muddled Up

The total mileage for the 144 hours was 2,582 miles, which is far behind the world's record for that time. The record is 2,792, this mark having been hung up at Brussels. The scorers tried to use the Berlin system of finish, which consists of a series of sprints during the final hour of the race, the leaders up to the last hour being the only riders to participate in the sprints, which are run at the end of every fifteen laps. There were six teams leading at Chicago, and according to the Berlin finish, the rider leading for his combination at the end of each sprint should have received six points for his team, the second placer five points, the third man four points, and so down to the last man who should have received one point.

But at Chicago the scorers worked the Berlin system backwards. They gave sprint winners one point, second man, two points, etc. The result was that the victorious combination, Lawrence-Hanley, scored 32 points; Thomas-Ryan, 33 points; Walthour-Walker, 45 points; Hansen-Mitten, 54 points. In other words, according to the Chicago way of running a six-day race finish, the team with the largest score loses the race!

### Six Teams in Lead

At 8:55 the six leading teams were called off the track and the three trailers had to run a special one-mile race to decide seventh, eighth and ninth places. Ohrt-Madonna were hopelessly behind and retired being consoled with tenth position. The order of the finish in the special race gave the cyclists the following rank in the six-day grind: Piercey-Bedell, seventh; Eaton-Madden, eighth; Dupuy-Anderson, ninth.

Root-Lawson and Cameron-Kaiser, who quit the race during the final hour and were suspended therefore by the National Cycling Association, were placed in fifth and sixth positions by the officials.

### Say Root Fouled Them

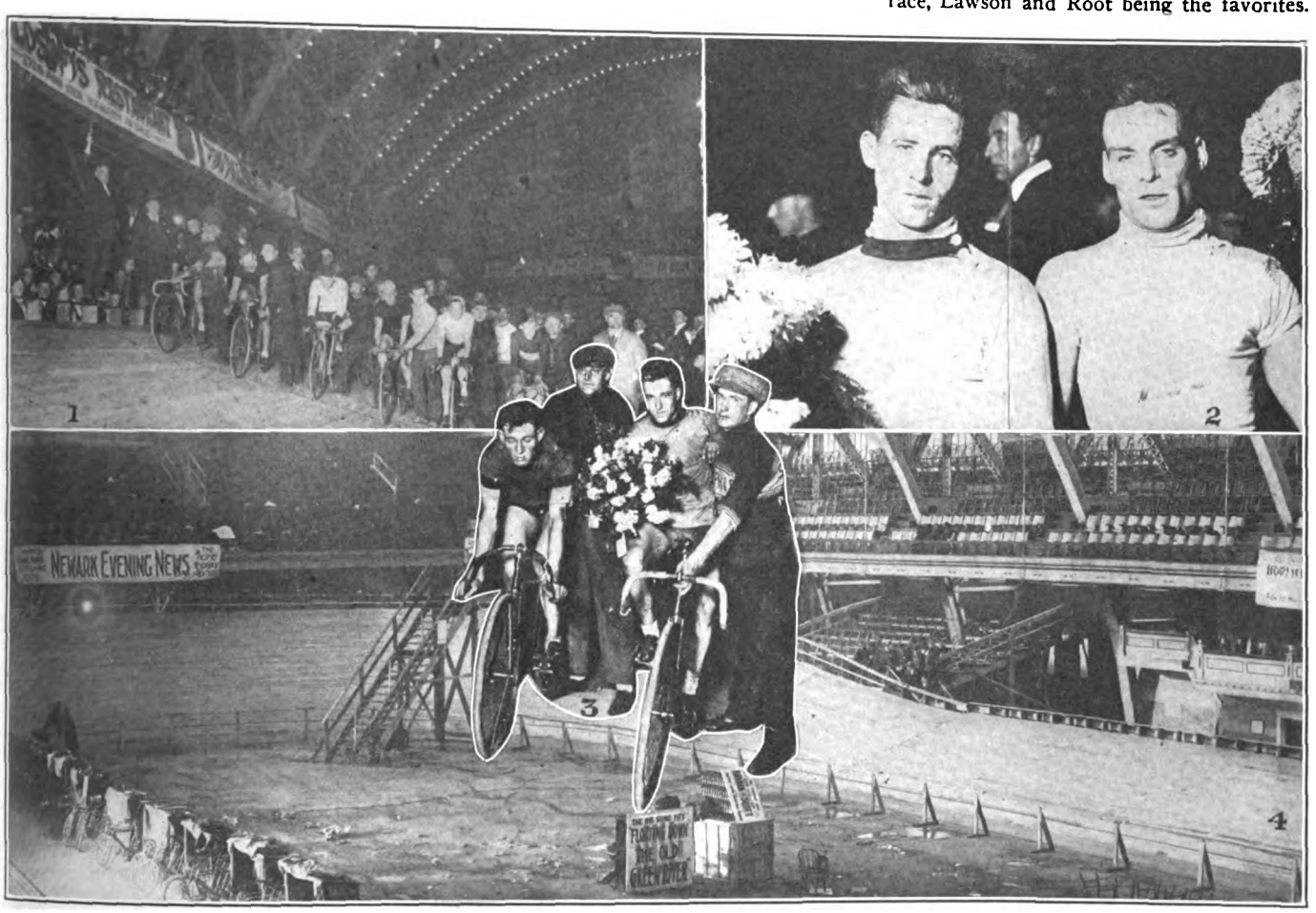
Eddie Root won the first of the final hour sprints for his team, with Cameron second and Mitten third. Three of the contestants claimed that they were fouled by Root who forced them to ride high on the south turn. Lawson relieved Root in the second sprint and won. Kaiser was second. Root again returned in the third sprint and tucked it away. It was at the end of the fourth sprint that Root-Lawson and Cameron-Kaiser dropped out of the grind, giving as their reason the fact that they had been unjustly penalized one lap on Wednesday. Then the scorers became confused and bedlam broke loose in the great amphitheatre.

During the sixth sprint Worth Mitten had a bad spill. He was severely bruised and sprained and withdrew for ten minutes. Then the plucky rider returned to the track but he was too dazed to continue the grind and was carried off to his camp. Walthour also had a spill in the final hour, but he quickly picked himself up.

### Fifteen Teams Start

Fifteen teams started off on the 144-hour race, Lawson and Root being the favorites. Ohrt-Miller soon lost a lap, followed by Madonna-Vandersuyft. Miller and Vandersuyft were the weak members of their teams. These two teams were again lapped on Saturday night, when Lawson started a red hot sprint; throughout the sprint Miller-Ohrt lost lap after lap. Rudi Russe-Young dropped behind two laps, while the Sullivan-Grimm combination fell one lap in the rear. Ohrt, who had been on the track pretty steadily, showed signs of weakening, but he stayed in the trenches. At the end of the twenty-fourth hour eleven teams were in the lead, 527 miles and 5 laps having been covered, which was ten laps behind the record.

On Sunday morning, Corry, of the Corry-




1, Start of Chicago Six-Day Race; 2, Lawrence and Hanley, the Victors; 3, Thomas and Ryan, Second; 4, Scene of the Race

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## ATTRACTIVE CYCLE HEADQUARTERS IN REEDLEY, CAL.

Well-Ordered Establishment of Pipkin Brothers, Handling Pope and Indian Bicycles, as Well as the Indian Motorcycle. The Pipkins Are Experienced Repairmen and First-Class Cyclists and Very Popular in the Trade Throughout Southern California—Photo Sent by Frank Reed, of Los Angeles.

Carman team, uncorked a sprint, but every rider was wideawake, except the Ryan-Thomas combination, which lost a lap by a poor pick-up. Vandersuyft was forced to leave Madonna to his own fate when he became so sick that the doctors called him off the saucer. Miller then struggled off the track; Ohrt teamed with Madonna, the pair reappearing on early Sunday afternoon.

### Taking An Advantage

At noon, the riders were slowly circling the track, apparently resting up by a common understanding among the cyclists. But before the fatigued pluggers could realize it, the track members of the Mitten-Hansen team and Cameron-Kaiser combination were rushing in the lead. On they flew and made the best of their advantage, until they had lapped the entire field. Heated arguments took place in the pits, and the dumbfounded riders swore vengeance. But by midnight eight teams were again in the lead, being three miles and six laps ahead of the world's record for fifty hours.

Thomas Grimm was seized with an attack of appendicitis shortly after midnight and was obliged to withdraw, leaving Sullivan to find another partner. After four hours nothing developed and Sullivan was out of the race. Monday was a slow affair and it was not until late at night that Lawson started things humming, but got no advantage. Wohlrab had a bad spill on Tuesday morning and was advised to quit the grind, leaving his teammate, Kopsky, to hook up with Young, whose partner, Rudi Russe, had also abandoned the classic. They were seven laps behind the leaders. There were then eleven teams still in the race.

### Ryan Steals Two Laps

Ryan caused a big sensation during the eighty-first hour, when, having been penalized for leaving the track without official permission, he returned to the saucer and copped a lap on the field. The bunch was caught unawares and made no attempt to folow Ryan because he had already been one lap behind at the time of being penalized. But the Irishman was not satisfied with just one stolen lap, and went out for another. And he got it, too.

Wednesday morning Kopsky-Young were so far behind that they decided to say farewell, while a few hours later Carman-Corry also made their exit. It was after Ryan had finished his sprint that the penalization which caused one of the cyclists to desert later occurred. Ryan again went off the track without notifying the officials and so did Carman and Piercey. When they returned they were informed that they had each been penalized one lap. Root claimed that he could not adjust his handlebar, Carman said he had sustained a puncture and Piercey put in the same claim. But the referee gave a deaf ear to their excuses and let his ruling stand.

Nothing spectacular happened on the last day, for the riders were saving up their energy for the sprints of the final hour.

## READY FOR NEW YORK RACE

(Continued from page 33)

making their premier bow to the blase Manhattanites can be found Eddie Madden and Ray Eaton, the Newark youngsters! Tim Sullivan, the former New Haven champion, Bob Spears, the fast-finishing Australian, and Leon Vanderstuyft, a native of King Albert's battle-scarred country, Belgium. Eaton and Madden went through the Chicago six-day race in great shape, but Sullivan and Vanderstuyft were eliminated before the finish. Bob Spears, who claims to prefer working in a nice cool sewer to riding in six-day races, is having his first siege of the continuous variety of six-daying. He competed well in shorter races, and no doubt will prove to be equal to the aches and pains that always go with a six-day event.

Unless some changes are made, or other teams entered, the starter will send the following field away at a minute or so after midnight, Sunday, December 5:

### The New York Field

Fred Hill, Boston, and Alfred Grenda, Australia.

Reggie McNamara and Bobbie Spears, Australia.

Oscar Egg, Switzerland, and Marcel Dupuy, France.

Percy Lawrence, San Francisco, and Jake Magin, Newark, N. J.

Ray Eaton and Eddie Madden, Newark, N. J.

Jimmy Moran, Chelsea, Mass., and Bobbie Walthour, Atlanta, Ga.

Rudolph Rudi-Russe, Austria, and Leon Vanderstuyft, Belgium.

Norman Hansen, Denmark, and Worth Mitten, Davenport, Ia.

Vincenzo Madonna, Italy, and Paul Suter, Switzerland.

Charles Piercey and Gordon Walker, Australia.

Martin Ryan, Newark, N. J., and Lloyd Thomas, San Francisco, Cal.

Tim Sullivan, New Haven, Conn., and Norman Anderson, Denmark.

Peter Dorbach, South Boston, Mass., and Frank Corry, Australia.

Clarence Carman, Jamaica, L. I., and Joe Fogler, Boston.

Gus Wohlrab, Jersey City, N. J., and Joe Kopsky, New York.

Willie Hanley, San Francisco, Cal., and Alfred Halstead, Sacramento, Cal.

Georges Seres, France, and Victor Linart, Belgium.

## BIG MELLON CUT UP

CHICAGO, Ill., November 30.—The promoters of the Chicago Six Day Race are said to have cleaned up a neat little profit of between $5,000 and $6,000. So pleased were they with the financial results that they may stage another 144-hour event next spring. One of the promoters contemplates having the Windy City grind rival the annual Paris affair, by holding a dansant on the infield, where turkey trotters can whirl around while the riders circle the saucer.

The riders in the Chicago race had a big melon cut up for them. Following are the size of the slices received by the teams: Lawrence-Hanley, $1,000; Thomas-Ryan, $750; Walthour-Walker, $700; Mitten-Hansen, $600; Root-Lawson, $500; Cameron-Kaiser, $400; Piercey-Bedell, $350; Eaton-Madden, $300; Du Puy-Anderson, $250; Ohrt-Madonna, $200.

Besides the above prizes most of the riders drew special bonus money from the corporation which promotes six-day grinds.

## TIRES USED IN CHICAGO RACE

Chicago, Ill., Nov. 27.—Immediately after the Chicago six day grind the Cycle Mfg. & Supply Company, formally announced that the winners of the first eight places had Pye-Musselman cord tires on their wheels. These tires, the company stated, went through the grind without a single blowout or puncture, in spite of the fact that some of them had been used previously in the recent Boston six day race. More than one of the tires that traveled the boards in the Coliseum covered, therefore, more than 4,000 miles. In the New York six day race, the greatest cycling classic of the year, all the competitiors will use Pye-Musselman tires and will pay for them at the full retail price.

## IS FEATURING BICYCLES

Louisville, Ky.—The Century Cycle Company is featuring bicycles for Christmas A shipment of 50 Indian bicycles is now on the road.

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# JOHNSON-LIPSETT TAKE TEAM RACE

## Cover 39 Miles in Annual C. R. C. A. Two-Hour Team Race; Mullin-Steppello Capture Second Place; Berlin System Used.

THE annual two-hour bicycle team race, promoted by the New York division of the Century Road Club Association, over the Fordham Road course, Bronx, N. Y., Thanksgiving Day, was won by the team composed of Nelson Johnson and Robert Lipsett, who scored a total of thirty-three points, against twenty-seven points made by the second team of Edward Mullin and George Steppello. The third team, Raymond Caldwell and Harry Naphtal, finished with twenty-five points, leaving the fourth team, Joseph Caldwell and George Harvey, with a total of fourteen points.

The total distance covered was 39 miles, while the exact time was two hours, no minutes, and 45 3-5 seconds. This is but a trifle less than the distance covered in last year's race, which was won by Edward Schuber and Alexander Palma, who rode 39 miles and 528 yards.

This race was run on the Berlin system of professional six-day racing, sprinting for points occurring at the end of each mile during the final half-hour of the race.

The race started with the riders all primed up to the topnotch, and the strong east wind did not prevent the seven teams from making good time in covering the first ten miles (Ray Caldwell leading) in 30 minutes 18 seconds, while at twenty miles (Robert Lipsett leading) the time was 58 minutes 40 seconds, and at thirty miles (George Steppello in the lead), one hour, 27 minutes, 38 seconds.

But this pace proved too strong for the Marquart-Palma team, and after they, as well as the Welton-Winquist combination, dragged behind for over five miles, both teams gave up the chase, but later rejoined the field with one lap lost. The Joseph Naphtal-Ernest Kuno team dropped out of the race at the twenty-sixth milestone.

Only four teams were left to fight out the sprints for points during the final half hour; and it was anyone's race, until the last third of the nine sprints, when the Johnson-Lipsett team got real active.

The summaries of the mile sprints in the final half-hour of the race follow:

| Place. | Riders. | Sprints 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | P'nts |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1— | N. Johnson / R. Lipsett | 3 | 5 | 3 | 2 | 5 | 3 | 5 | 2 | 5 | — 33 |
| 2— | E. Mullin / G. Steppello | 5 | 3 | 5 | 3 | 3 | 1 | 3 | 1 | 3 | — 27 |
| 3— | R. Caldwell / H. Naphtal | 1 | 2 | 2 | 5 | 2 | 5 | 1 | 5 | 2 | — 25 |
| 4— | J. Caldwell / G. Harvey | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | — 14 |

## DEALER HOLDS 25-MILE RACE

PROVIDENCE, R. I., November 29.—Antonio Lancellotti, Rhode Island amateur champion bicycle rider, won the time prize and finished second in a 25-mile road race held here on Thanksgiving Day. The race was given under the auspices of John Montecalvo, 129 Spruce street, a dealer in bicycles and accessories, who runs a general repair shop.

Lancellotti succeeded in tying the record made in 1913 by Vincent Madonna, over the same course in the time of one hour and 12 minutes. The winner of the race, John Jones, given a handicap of ten minutes, made the time in one hour and 14 minutes. There were ten entrants in the event.

The third prize was won by Osvaldo E. Colonna, a young man of whom much is expected in the next year, and the fourth by T. Marciano, his time being ten seconds slower than the winner's.

## BECOMES PIERCE DISTRIBUTOR

Kansas City, Mo., November 27.—Mr. E. Saufley, of the Saufley Supply Company, agents for the Excelsior motorcycle and bicycle, has formally announced that his concern has taken the distributing rights for the Pierce bicycle in Western Missouri, Kansas and part of Oklahoma. He is visiting most of this territory personally, and has already secured a number of large orders. Saufley believes in the future of the bicycle and sees an unprecedented demand for the new season. Catalogues describing Pierce models are now being printed.

# GEORGE WILEY IS PACED CHAMPION

## Syracuse Cyclist Scores 109 Points and Captures American Title—Victor Linart, of Belgium, Is Second with 102 Points.

ACCORDING to figures just compiled by the board of control of the National Cycling Association, George Wiley, the Syracuse cyclist, is champion paced rider of America, and not Victor Linart, the Belgian, as was reported. The paced championship of America is decided on the points system, the rider scoring the greatest number of points during the season being the champion. Wiley has a total of 109 points, scored by twelve wins, ten seconds, nine thirds and one fourth. Linart is credited with 102 points for having taken sixteen races and finishing second in three, third in six and fourth in one.

Third place in the titular race goes to Clarence Carman, a former holder of the championship. Carman scored 99 points, while Bobby Walthour and Peter Drobach each scored 55 points. Twenty-four riders figured in the championship.

The various places and the points scored by the riders in the paced races run during the season of 1915 is as follows:

| Rider. | 1st | 2d | 3d | 4th | Pts. |
|---|---|---|---|---|---|
| George Wiley | 12 | 10 | 9 | 1 | 109 |
| Victor Linart | 16 | 3 | 6 | 1 | 102 |
| Clarence Carman | 12 | 9 | 4 | 4 | 99 |
| Robert Walthour | 4 | 8 | 4 | 3 | 55 |
| Peter Drobach | 8 | 3 | 3 | 0 | 55 |
| George Seres | 2 | 9 | 7 | 2 | 53 |
| Leon Didier | 5 | 7 | 2 | 0 | 50 |
| Percy Lawrence | 5 | 5 | 2 | 2 | 46 |
| Elmer Collins | 2 | 6 | 8 | 2 | 46 |
| Eddie Root | 5 | 5 | 0 | 2 | 42 |
| Menus Bedell | 5 | 2 | 3 | 4 | 41 |
| Martin Ryan | 4 | 5 | 2 | 0 | 39 |
| Worth Mitten | 3 | 4 | 3 | 2 | 35 |
| Vincent Madonna | 2 | 3 | 5 | 2 | 31 |
| Geo. Colombatto | 3 | 3 | 1 | 2 | 28 |
| John Bedell | 3 | 3 | 2 | 0 | 28 |
| Frank Corry | 4 | 0 | 2 | 1 | 25 |
| James Moran | 0 | 3 | 5 | 4 | 23 |
| Joe Kopsky | 2 | 2 | 2 | 0 | 20 |
| Norman Anderson | 0 | 5 | 0 | 0 | 15 |
| Norman Hansen | 1 | 1 | 3 | 1 | 15 |
| Oscar Egg | 2 | 0 | 0 | 0 | 10 |
| Al Halstead | 0 | 1 | 3 | 0 | 9 |
| Steve Senhouse | 0 | 0 | 0 | 0 | 1 |

Firsts count five points; seconds, three points; thirds, two points, and fourths, one point.

**At the Providence Thanksgiving Day Race. Lancelloti Winning Time Prize; and Start of Meet**

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# CHOICE BITS OF BICYCLE GOSSIP

By WALTER BARDGETT

AFTER Lawson, Root, Cameron and Kaiser had been suspended for their work in the Chicago six-day race, Jimmy Hunter, the motorcyclist, suggested that they be shot at sunrise, but, Jimmy, remembering that they do not get up that early, changed the sentence to electrocution at high noon. 'Tis said that the only place the quartet will find sympathy will be in Webster's famous unabridged.

Although it was rumored around that a number of the best riders would not be seen on the firing line in the Madison Square Garden race, it only took Johnny Chapman a short time to sign up Alfred Grenda, Fred Hill, Bob Spears and Peter Drobach for the annual fest. Bicycle riders have a perfect right to change their minds.

The trainers were the busiest individuals the past week. They were marshalling their forces for the annual onslaught in Diana's palace of aches and pains. Jack Neville will have charge of a large American camp at the race, while Charlie Turville will be master of ceremonies in the foreign camp. Other trainers will be placed over single and combined camps.

When Worth Mitten, the Davenporter, who was badly used up at the finish of the Chicago race, landed in Newark he remarked: "Well, we are only on a furlough and we will be back in the trenches in another week." Life to a cyclist is just one six-day race after another.

Willie Bolles, one of the best trainers that ever handled a rider, has sworn, with both hands in the air, that his only duties at the coming race will be that of a spectator. Willie says that handling peeved bicycle riders in a six-day race is his idea of a hard job. Bitter experience has shown him that.

When President Wilson issued his Thanksgiving Day proclamation he might have added that the six-day riders who competed in the Chicago race would have an extra reason to be thankful. The Coliseum race ended that night at 10 o'clock and one and all said: "We are thankful that the grind is finished."

Salt Lake City may again see the racing cyclists. If present plans of the Salt Lake promoters do not miscarry the pedal artists will again be dashing around a new track in the former stamping ground of our friend, Brigham Young. J. E. Langford, one of the luminaries of the Majestic Park, formerly the Salt Lalace grounds, is at the present time in New York, and states that the park was going to improve the grounds with new attractions, among them being a new eight-lap bicycle track. The old track was the scene of many a hard race and record-breaking feat; among the performers at that track in years gone by could be found most of the world's best riders. It will be welcome news to the Utah fans if the deal goes through.

Nat Butler, at one time one of the best cyclists in America, and at the present time one of the cycling impresarios of this country, is very enthusiastic over the possibilities of the new track that will be erected in Providence. Butler says that with the small jump from Boston to Providence in their favor the paced riders will have an opportunity to get plenty of work without spending most of their time on the trains. It is expected that a resident manager will be appointed about the time that the Madison Square Garden grind is on.

When the French Line steamer *La Touraine* docked at its pier in New York last week, two of Europe's speedy cyclists stepped off her deck—and glad indeed were they to land. The two who arrived from scrapping Europe were Oscar Egg, the Swiss unpaced champion, and the greatest unpaced rider in the world, and George Seres, the best of the French motor-paced riders. The two cyclists come for the annual six-day race at Madison Square Garden. Immediately after disembarking the pair hied themselves to Newark, where they will put the finishing touches to their training for the strenuous grind under Diana's famous statue.

Oscar Egg brought the news that Eugene Engel, a brother of Emil, who lost his life in the first month of the great war, had also met his death recently in the Champagne district of France. Louis, a younger brother of the dead riders, is also at the front and his father has implored the French military authorities to grant the youngster leave to return to his home, as he is the sole support of the family.

### A ROCHESTER (N. Y.) STAR

**Harry Di Tomosco, the Champion Cyclist of His District**

Late exchanges from Australia give an account of a meeting held late in October for the benefit of the Red Cross Society. The races were named after scenes and other catchy phrases of the war. The "Dardanelles Wheel Race" was won by A. R. White, and the "Recruiting Handicap" went to the same rider, while a race called the "Allies Scratch Race," at five miles, was also captured by White. The "Red Cross Society Handicap," a half-mile affair, went to J. Giffen, with White running second.

"Jumbo" Wells, the erratic New Zealander, is also mentioned in the account of a Sydney race meet. Wells, who is well known in this country, was entered in two handicaps at the meeting and drew down a handicap of 25 yards in the mile race. The amateur cyclists in the State of Victoria now receive war certificates in lieu of prizes, the amount of money necessary to purchase prizes being turned over to the various patriotic funds in the Antipodes.

The beans were spilled at the finish of the Chicago six-day race, so to speak, and the outsiders got all the money. Lawson and Root, who were looked upon as the most likely winners, fell down toward the closing of the race. Percy Lawrence and Willie Hanley, the two San Francisco riders, copped the large end of the purse. Martin Ryan and Lloyd Thomas ran second; Bobby Walthour and Gordon Walker, third, while Worth Mitten and Norman Hansen finished fourth. Six-day racing upsets the dope in most every event.

The coming of Seres occasioned surprise among his countrymen until he explained. It appears that while participating in a squadron air raid Seres was attacked with vertigo and had difficulty in reaching a point behind the French lines to make a landing. Several times afterward he suffered similar attacks in trial flights, and finally was detached from active service to work as an aeroplane mechanician. His illness continued, and physicians declared it was due to gasoline fumes. Then Seres was sent home on sick leave. Seres is in perfect condition as long as he keeps away from gasoline engines, so he made the unusual request to have his furlough extended so he might take a trip to America for the six-day race. The bicycles and fittings of both Seres and Egg were brought in duty free on an exhibition bond, which binds the riders to take them away from America immediately after the six day grind.

### HALL WINS CONSOLATION RACE

The first of the two consolation races for non-point winners in the races held by the New England Wheelmen during the past season was contested on Sunday over the Eastern Boulevard course in the Bronx, N. Y. W. H. Hall, Jr., won the five-mile event, with C. Sprauer second and William Maas third. The time was 15:16⅖. C. Hilsky was first in the trials for the Kopsky Trophy, with B. Boyes second and E. Schneider third. The time of the winner was 15:29⅘.

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# With the Manufacturers

## FOREIGN ORDERS FOR R-S

READING, Pa.—In addition to a gratifying volume of domestic business, the Reading Standard Company, of 540 Water street, this city, has just received an order for 500 machines from its London representative, and two carloads of samples have been shipped to Australia. Two other carloads have been also sent to The Netherlands. The entire organization of the R-S factory is being kept busy for full time and much overtime work has been found necessary.

## FIRESTONE TIRE CAMPAIGN

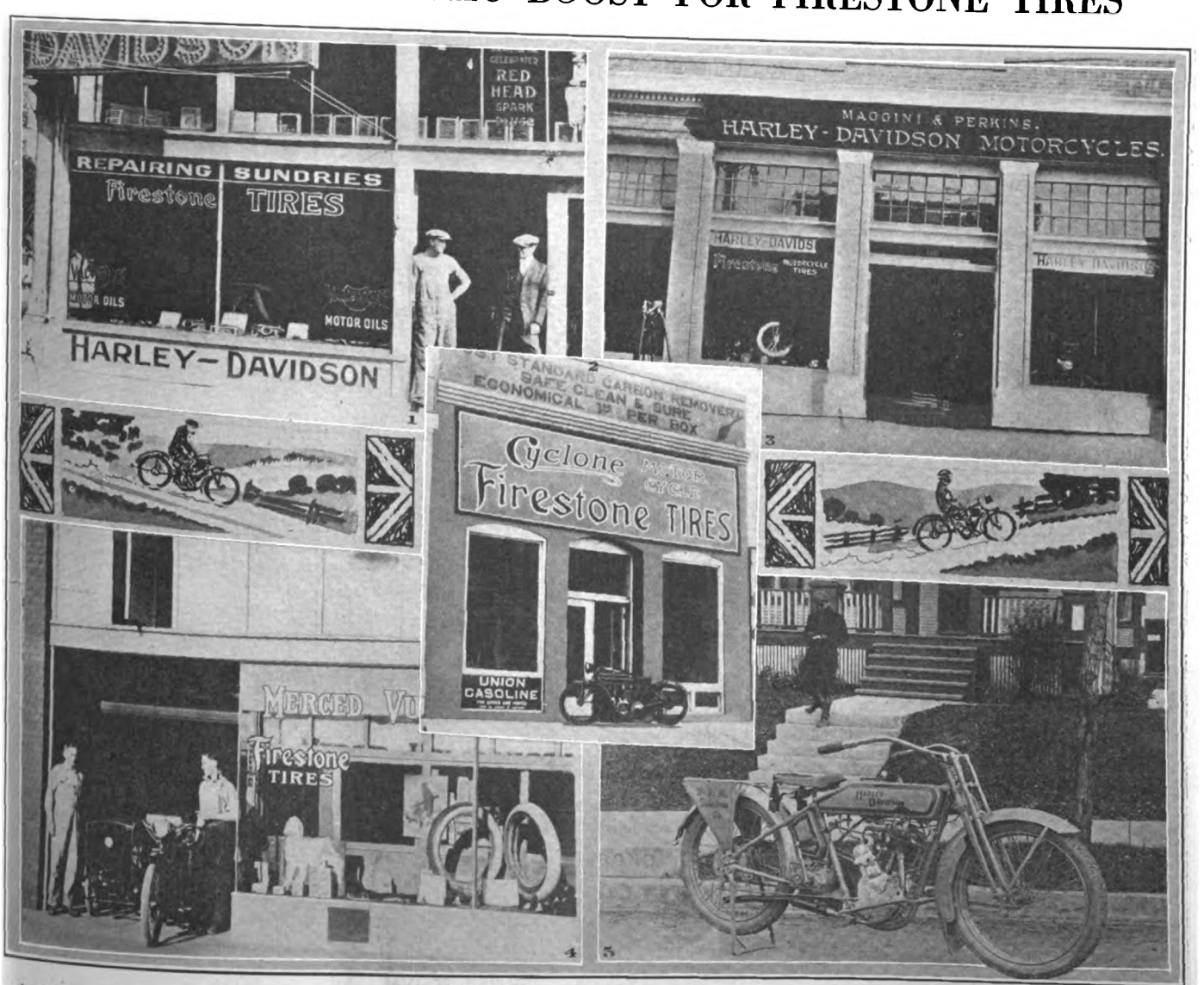
Firestone tire dealers are now profiting by an unusually strong "follow-up" campaign which is being waged by the Akron company. Included in the material which is being distributed are circular letters to tire users and imprinted literature, stationery, signs, lantern slides, newspaper electrotypes, etc., for the dealers themselves.

## HAVERFORD MANAGERS MEET

PHILADELPHIA, Pa., November 29.—During the past week, the managers of the various branches of the Haverford Cycle Company met at the home office, Market and Fifth street, this city, for a sales conference. Each manager reported a splendid outlook for the new year in his individual territory and outlined the methods he would use to go after big business.

Various plans and suggestions were advanced for the betterment of the organization and the business policy was discussed.

## SOME DEALERS WHO BOOST FOR FIRESTONE TIRES




1. Establishment of G. A. Faulkner, at 246 Twelfth street, Oakland, Cal; both the proprietor and Frank Karslake (in doorway at left), his chief mechanic, are firm Firestone booster. 2. New store of Maggini & Perkins, San Francisco, Cal., with window given over to tire display. 3. How Loudenclos & Henry boost their pet make of tires at 1508 Market street, San Francisco. 4. A feature in window of A. W. Kissell at Merced, Cal. 5. Firestone-shod Harley-Davidson in service of Pittsburgh and Allegheny Telephone Company, at Pittsburgh, Pa.; this company keeps careful track of mileage expenses and that it has adopted Firestone speaks volumes for their efficiency. Many other public service organizations are similarly equipped.

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## PRESIDENT DUNN HEADS A "TOTAL ECLIPSE"

ELMIRA, N. Y.—Prominent members of the organization of the Elmira Machine Company, of this city, headed by President E. J. Dunn and Secretary-Treasurer L. S. Whittier, were called together for a photograph last week, in order that Eclipse dealers and representatives everywhere could get an idea of the strong forces standing back of them in the executive and production lines. In the reproduction herewith, reading from left to right in the top row are G. S. Bush, sales department; C. H. MacPherson, factory manager; J. C. Ferguson, general manager; President Dunn; Secretary-Treasurer Whittier, and W. C. Warner, cashier.

In the bottom row, left to right, are K. H. Matanle, general foreman; F. S. Ellett, chief engineer; A. C. Rice, sales manager, cycle division, and H. E. Van Ness, factory superintendent. It is proposed to picture the complete sales force at a suitable period in the future.

## SPECIALISTS FOR FEDERAL RUBBER COMPANY

Milwaukee, Wis.—As a result of the very rapid growth in business and the enlargemen of facilities to correspond, the Federal Rubber Company, of this city, is placing its executive and production departments on a broader working basis than heretofore. Among other things to the executive staff has been added a comptroller, the function of this official being to relieve the other executive officials of the burden of accounting and other details pertaining thereto.

In order that other departments might be rearranged to fit the requirements of the company for many years to come, the Federal officials engaged a staff of specialists from the Price, Waterhouse Company, of New York and London, a firm having employees who are widely experienced in the rubber making industry. These specialists have taken charge of the work, and are under the direction of C. C. Robinson, of the New York office of the company, who is acting as comptroller. When the work is completed, the office of comptroller will be filled by a permanent appointment.

## PREMIER VULCANIZER HAS AUTOMATIC CONTROL

SIMPLE in operation and light in weight is the Premier automatic electric vulcanizer, produced by the Premier Electric Company, of 4030 Ravenswood avenue, Chicago, Ill. The automatic feature lies in the temperature control, making it impossible to overcure or burn a repair, a thermostatic cut-out opening the circuit when the temperature reaches the proper point.

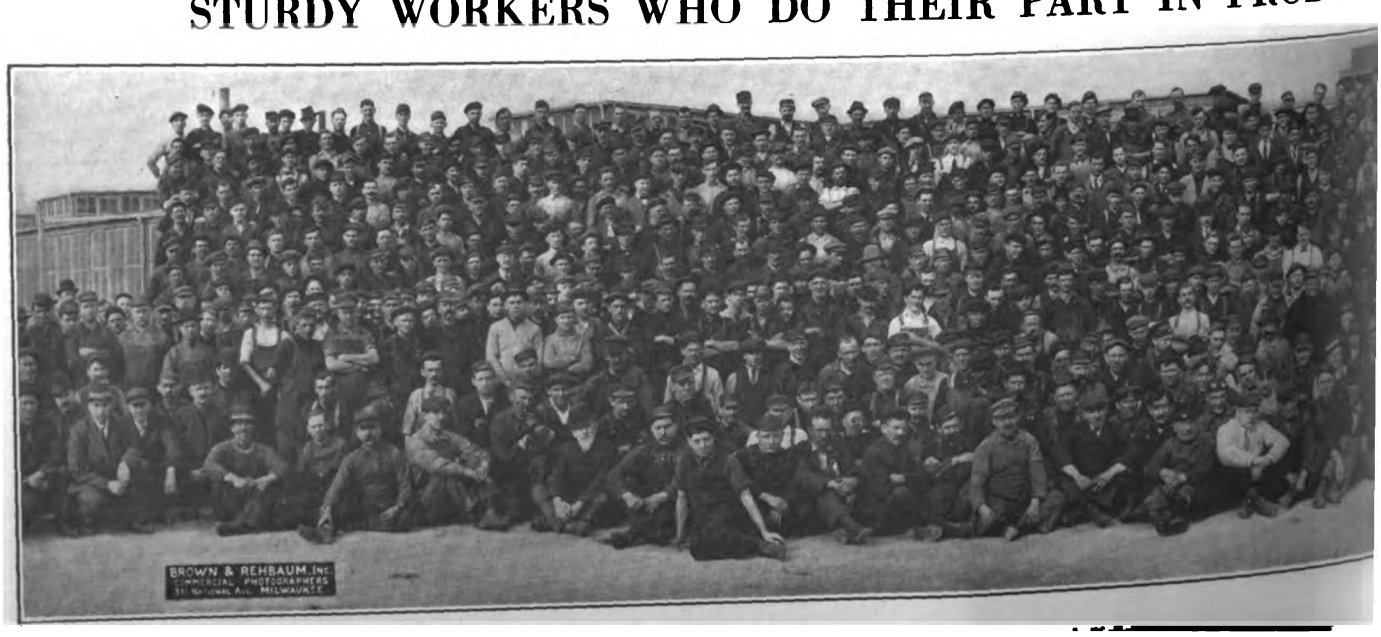
The Premier vulcanizer will operate from storage battery current or from 110-volt lighting current. It eliminates the danger from fire resulting from the use of highly-inflammable spirits as fuel. It is very small and compact, weighing but two pounds. It is always ready to put a patch on an inner tube or to heal a cut in a casing, thus saving blowouts and tire expense. After the tube or casing is prepared and the vulcanizer clamped on, a button is pressed, and when the repair is completed, the current is automatically cut off and the vulcanizer cools.

The Premier vulcanizer is but part of an outfit, retailing at $3.50. This outfit, in addition to the vulcanizer, includes a tire tool for holding open a cut during cleaning

Premier Electric Vulcanizer

and repairing, a pair of scissors for cutting patches, tube of quick-curing cement, emery cloth, repair gum and wax papers to place over the repair to keep the vulcanizer from sticking.

## STURDY WORKERS WHO DO THEIR PART IN PRODUCI

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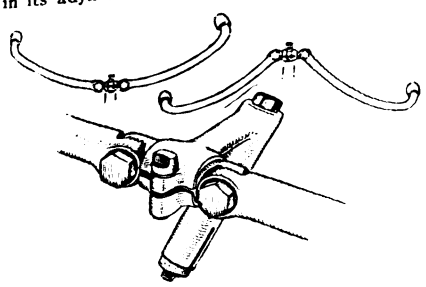
## ROLLFAST ADJUSTABLE BAR A NEW OFFERING

AMONG the most recent additions to the extensive line of products of the D. P. Harris Hardware Company, of 48 Warren street, New York, is the Rollfast handlebar for bicycles. The bar is universal in its adjustment and is simple in its construction. It is furthermore adaptable to any bicycle.



**Rollfast Adjustable Bar**

The universal feature in the Rollfast bar lies in the construction of its drop-forged center piece. This piece is cylindrical for the center third of its length, where it fits within the head clamp and is corrugated, the clamp inside being grooved to correspond. This allows for adjustment of swing. The outer thirds of the center pieec are corrugated on the face and tapped for a large set screw, which is to connect with the corrugated end of each bar. These corrugations allow for the positioning of the bars through a range from the very lowest for speed work, to the extreme highest for leisurely going. The independent adjustment also permits of regulating the width between the grips to suit any individual rider.

The Rollfast bar is made with forward extension, the stem being of the expander type. There are but six pieces entering into its construction, exclusive of the stem and expander. When once set in the desired position, any changes can be made only by the use of the wrench, it being impossible for shock or a violent blow to move the bars out of adjustment. Communications regarding this bar should be addressed to the firm at its New York headquarters.

## BIG BERLING INCREASE

BUFFALO, N. Y., November 27.—"Our business is booming because, while we have no war orders, we are making articles formerly imported from Europe." said William C. Berling, vice-president of the Ericsson Manufacturing Company. "Ninety per cent. of our output now is magnetos. Where we employed seventy-five men a year ago, we have 500 now and wages average ten per cent. higher than before the war. Realizing that this is our opportunity, we are concentrating our energies on organization and quality of output and we believe we will hold the business after the war is over."

## EMBLEMS GOING ABROAD

ANGOLA, N. Y.—Emblem activities are by no means confined to the United States as is evidenced by the report from General Manager W. G. Schack. Two hundred Emblem bicycles are now on their way to India, with 1,200 more to follow as fast as they can be turned out. Shipments of heavy-weight Emblem motorcycles have also been made to Holland, Norway, Great Britain and Australia, and rush orders are being regularly received by cable.

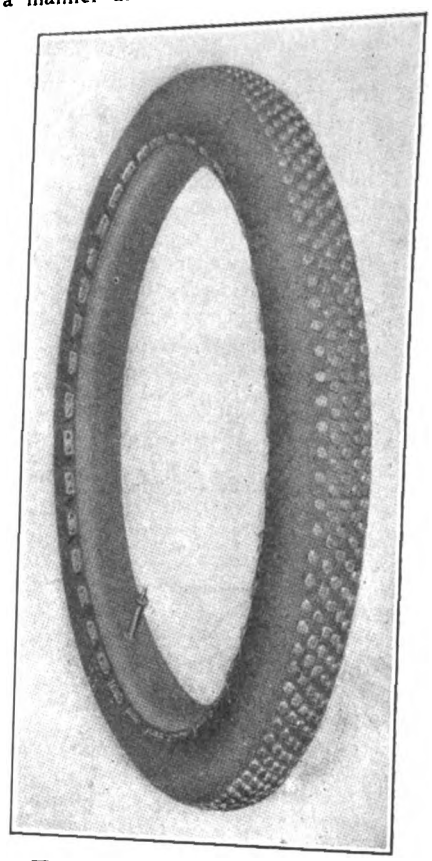
As was anticipated from its enthusiastic reception at the New York and Chicago shows, the Emblem lightweight is gaining rapid popularity.

## NEW WOODWORTH OVERSHOE

WOODWORTH leather overshoes in a new line for motorcycle tires are being produced by the Leather Tire Goods Company, of Niagara Falls, N. Y. These overshoes are made of waterproof chrome leather, with steel studs on the tread. They fasten under the clinches on the rim by a series of hooks and are retained in place by the tire beads when the tire is inflated. By this means, creeping of the overshoe is eliminated.

By the use of the Woodworth overshoe, the tire is completely enclosed and practically puncture-proof. The steel studs act as an effective non-skid traction device on wet or muddy roads. The leather of the overshoe protects the tire from road wear and prevents blowouts. It can be used to good effect over old tires.

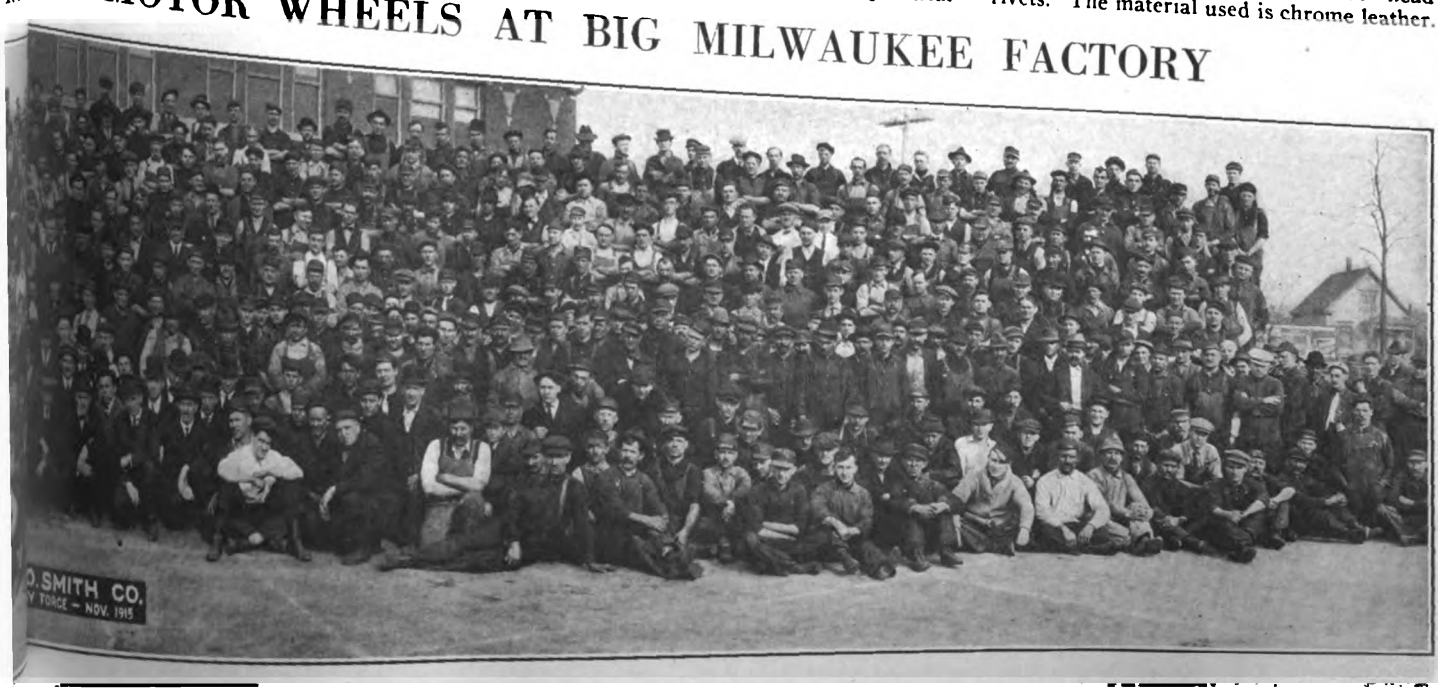
The chrome leather employed is so waterproofed as to make it non-stretchable, even when run in water for many miles at a time. The leather on the inside is finished in such a manner as to cause it to adhere to the tread of the tire and thus prevent any friction or wear between it and the overshoe.



**Woodworth Motorcycle Overshoe**

The company also makes two sizes of motorcycle boots, on the Woodworth principle of attachment. These are held to the rim by small hooks under the clinches, and their treads are studded with flat head rivets. The material used is chrome leather.

# ITH MOTOR WHEELS AT BIG MILWAUKEE FACTORY

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## NEW GOODYEAR AWARD

AKRON, O.—Salesmen of the Goodyear Tire & Rubber Company who obtained orders through unusual methods are decorated by the "Order of the Hearse," a new form of award adopted by the big tire firm. The insignia of the order is a round medal upon which is engraved a salesman washing down a hearse with sponge, hose and chamois. Around the border is a Latin motto meaning "To the stars through difficulties," intended to remind the wearer of the kind of path traveled in establishing himself in the Goodyear hall of fame. A bar pin labelled "The Order of the Hearse" fastens the medal to the clothing.

The order was inaugurated as the result of a Goodyear salesman's action in Illinois some time back. He called on the only prospect in town, but could not interview the latter (who was an undertaker as well as an auto agent) as he had to wash a hearse after finishing assembling a motor. The Goodyear man volunteered to wash the hearse if he could get an audience, and did so, landing a large order as a result.

## ATTRACTIVE CATALOG

A. B. COFFMAN, 345 Ohio Building, Toledo, O., has just issued his 1916 catalog illustrating and describing the line of motorcycle and bicycle goods for which he is manufacturers' agent. The Lobdell rims, manufactured by the American Wood Rim Company, of Onoway, Mich., the Morrow coaster brake, the Wald line of mudguards, braces, carriers, stands and repair tools are among the bicycle goods represented, while the Eclipse clutches and hubs, the Wald tandems and carriers, and Bean chain tools are motorcycle goods. Inclosed in the catalog is a neat little folder entitled 'Coffman's Help to Salesmen," and consisting of a number of excellent stories regarding price-maintenance and salesmanship.

## RED HEAD PLUGS IN GIFT SETS

RED HEAD spark plugs in gift packages are being offered by the Emil Grossman Manufacturing Company, of Bush Terminal, Brooklyn, N. Y., as suitable for useful Christmas and other holiday presents for motorcyclists and other plug users. In each case, the plugs are packed in a beautifully decorated box, wrapped in waterproof silk paper and securely sealed. They come in sets of two to eight plugs, and cost from $3 to $8.

The motorcycle sets consist of two platinum Red Head plugs in metric threads. Sets of four for four-cylinder models can also be obtained. The platinum plugs are wrapped individually in neat cone-ended casings and the pair fit into the box or package. Each plug is the exact size for snug, gas-tight fits in the plug aperture, and the greatest care has been taken in its manufacture. It is to be understood that the plugs are in every way of the regular Grossman quality, there being nothing special in their finish or construction, although they are packed in the decorated boxes.

The range of gift packages of Grossman spark plugs takes in every make of automobile as well as motorcycle, and the specially long-reached plugs for certain makes of four-wheeler are included in the list, as well as the different eight-cylinder models. The gift packages are an excellent innovation in appropriate giving and will be highly appreciated by all who receive them.

## MOTT WHEEL IS ADDING

UTICA, N. Y.—The rapidly-increasing business of the Mott Wheel Works of this city has necessitated the addition of a building to the firm's Hickory street plant, and work has been pushed to such an extent that the new structure will be ready for occupancy about January 1. The addition measures 100 x 45 feet and will be of reinforced concrete construction. The major portion is to be used for storage purposes, and special machinery will be installed in the remaining space.

## NOVEMBER BOSCH NEWS

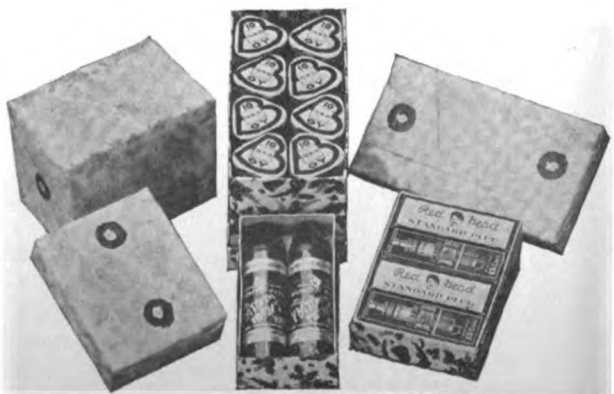
Twenty-five important automobile victories won by Bosch ignited machines are listed in the November number of *Bosch News*, the house organ of the Bosch Magneto Company, of 223 West 46th street, New York. The Bosch standard lighting system for automobiles and motor boats is fully described, as is the Ignition-Lighting generator, Type GEIV, for motorcycle service. The issue is illustrated by excellent views of the mechanical apparatus and action photographs from the various races in which Bosch products figured so well.

## TUNNEL TO CLUB HOUSE

Akron, O.—In order to avoid congestion on South Main street, the Firestone Tire & Rubber Company, of this city, will have a tunnel dug to connect the main building with the new $80,000 club house now under construction. The tunnel will run under Main street, and employes will use it to reach the club house without crossing the thoroughfare.

## ERECTING NEW BOILER HOUSE

Milwaukee, Wis.—The A. O. Smith Company, maker of the Smith Motor Wheel, is about to erect a new boiler house to care for the increased demand for its plant. The building will be 70 x 40 feet in ground dimensions, and 50 feet high. It will carry a battery of three boilers of 300 horsepower. The total cost is calculated at $35,000.



**Gift Sets of Red Head Spark Plugs**

## THE PERSONAL ANGLE

C. F. U. KELLY, of the Kelly-Field Company, New York, is recovering from an operation for appendicitis, which he underwent on November 23. He is expected to be back in harness within two weeks.

Philip W. Pratt, well-known as a bicycle and automobile tire inventor, died in Boston on November 23, aged 75 years. His latest addition to the tire field was during 1915 when he obtained a patent on a non-skid casing with fibre plugs in the tread.

Herbert Everett has joined the copy department of the George B. Van Cleve Company, of 1790 Broadway, New York, as assistant to Robert John, director of the department. Mr. Everett was formerly in charge of the advertising at the New York store of John Wanamaker.

Buffalo, N. Y.—At a recent meeting of the directors of the E. P. Remington Advertising Agency, W. Osborne was promoted to be business manager. Mr. Osborne's executive ability has placed the firm among the leaders in its line, and his promotion is well merited.

B G. Work, president of the B. F. Goodrich Company, of Akron, O., sailed from New York on November 22, on the *Philadelphia*, en route for France. His trip is being made in the interests of the French subsidiary of the Goodrich company.

F. P. Fentress, of the Fentress-Newton Manufacturing Company, of Detroit, Mich., maker of the F-N tandems, paid a visit to his old home in Tacoma, Wash., recently. He looked over trade interests and paid a number of visits to old friends.

## BALK AT LIGHTING LAW

Toronto, Ont.—In spite of pleas from the Toronto Motorcycle Club and other bodies, the Toronto city fathers refused at a recent council meeting, to pass a by-law requiring all vehicles, horse-drawn and otherwise, to display lights at night. It is declared that the Aldermen were afraid to adopt such a law because the civic elections are soon to be held and each office holder felt that he needed the support of his teamster friends. The entire press was in favor of the proposal.

A by-law prohibiting the use of the muffler cut-out has been accepted by the Toronto council, however, and, in addition, all vehicles carrying overhanging loads must display red flags on the end of the projection. The measure has been received with great satisfaction by other users of the road, in addition to riders.

## NEW DELIVERY SYSTEM

Ottawa, Ont.—Anderson & McFarlane, 190 Queen street, Ottawa, have established a motorcycle messenger service and parcel delivery, for which Harley-Davidson motorcycles are employed. The firm is making good, thanks to the carefully arranged system of management and operation.

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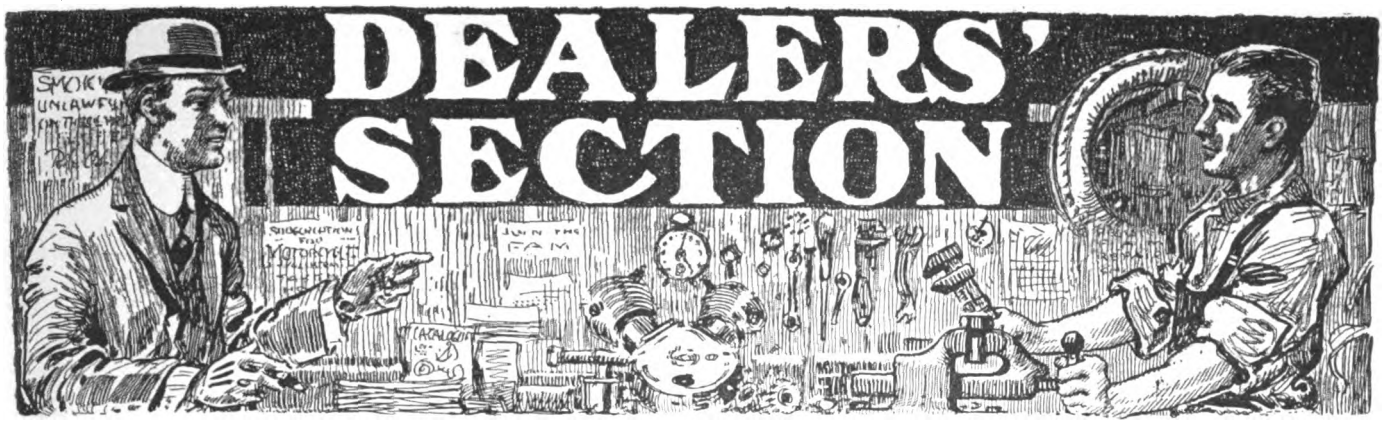


# STANDARDIZING CHARGES FOR REPAIRS

## Fair and Equitable Prices Give Confidence in Dealer and Bring in Business

By MURRAY FAHNESTOCK

WHAT prices to charge on repairs is a question which has vexed many a dealer, and while this question has been solved in a variety of ways, it has not often been so in a perfectly satisfactory manner. If the dealer has had much experience in repairs he can often give an estimate that is satisfactory to the rider, but this necessitates the dealer giving his attention to every repair job, a thing which is not always possible if much business is transacted.

The practice of charging for repair work at a certain rate per hour will do in the case of work that the rider must have done, but there are many smaller repair jobs in which the rider has the choice of having them done at the repair shop or of doing them himself. If the rider can find out definitely just what a certain repair is going to cost he is much more likely to have the work done at the shop than if he has to face the possibility of an unknown bill for repairs.

### Inspires Confidence in Dealer

Then, too, the rider will have more respect and confidence in the dealer, for he will feel that the latter knows more about the business when he can tell the rider just how much the job will cost. A fair price, and the same price to all, lifts the repairman out of the class of tinkerers into that of the merchant.

It will not be necessary for the dealer to publish his repair charges if he feels that they would be used as a basis for price cutting by other dealers, but even if charges are not made until the work is done, the dealer cannot prevent the riders from comparing the prices that they have paid for certain repairs at different shops. If a rival wishes to know the prices charged, he has only to keep his ears open, for these prices are of common interest and general conversation.

### Simple and Effective System

One company has worked out a general system for its repair agencies that is worthy of the attention of every dealer. It is simple and yet can be made as complete as possible. As is well known, when a motor is taken down it may be found that new rings and pistons are often necessary. But in any case, the same amount of labor is involved in the operation whether the new parts are needed or not. With the motor apart, it is just about as easy for the shopman to put in new parts as to replace the old ones, so when the motor has been taken down it is better to replace worn bushings than to wait for them to fail completely, for example.

The labor charges on any particular make of motorcycle is always about the same, therefore, although the value of the materials may vary widely. The price of the various materials is given in the maker's parts catalog which every dealer and nearly every rider has in his possession, so the dealer can make his repair charges on the following basis: A certain labor charge on each job plus the cost of material used. Such a list can be made out by each dealer to suit his individual requirements and the make of motorcycle handled, and given to each employee who may be required to make estimates on work to customers.

### Eliminates Complaints

Giving the price beforehand, leaves the rider no chance for complaints, and makes friends instead of enemies, as repair bills often do. It also makes it possible for the dealer to collect in cash as soon as the work is done and at a time when the rider most feels like paying for the work.

The dealer or repairman should be able to make most motorcycle repairs better and more cheaply than the rider, for two good and sufficient reasons. One is that the dealer has more knowledge, because he has made a study of, and has had more experience in, repairing that particular make of motorcycle. The second is that the dealer is, or should be, provided with such tools and fixtures as greatly help in the work. A third, but less important reason, is that when repairs are made at the dealer's if an extra gasket or bushing is needed it can be quickly obtained and no time is lost in fussing with defective parts that should really be replaced.

Following is the system referred to above. The figures at the head of each job are the operation numbers. The system has been satisfactorily used for over a year. Each dealer will have to copy and make such changes as are necessary in the list, as the make of motorcycle which he handles calls for. He will also have to set his prices to give him a fair margin of profit:

### Motor Division

1, overhaul motor and transmission; 2, overhaul motor only; 3, overhaul transmission; 4, repair burned out bearing; 5, repair main bearing knock (extra charge for labor on motors equipped with electric lighting systems); 6, put in two pistons; 7, repair cylinder knock; 8, put in two connecting rods; 9, put in one new piston; 10, repair oil leak in crankcase; 11, put in one connecting rod; 12, grind valves, clean carbon; 13, rebore cylinders; 14, repair stripped cylinder head bolts; 15, overhaul carburetor; 16, tighten motor to frame; 17, repair magneto, removing from motor; 18, change carburetor; 19, repair leaky carburetor; 20, minor repairs, ½ hour, or less.

### Rear System

21, overhaul rear wheel, or install new hub; 22, replace rear springs or springs in seatpost; 23, rebush spring frame; 24 reline brake, or install new brake shoe; 25, rebush brake rod clevises; 26, repair chain, one link; 27, repair chain, each additional link; 28, put on new chain; 29, put on new rim; 30, put in new spokes, each.

### Front System

31, overhaul front wheel or install new hub; 32, replace front spring or springs in forks; 33, rebush spring forks; 34, put on new rim; 35, put in new spokes, each.

### Frame

41, minor repairs, lining up wheels, adjusting chains, or tightening small parts, one hour or less; 42, replace front mudguard; 43, replace rear mudguard; 44, replace luggage carrier; 45, overhaul steering head; 46, change muffler, including overhaul; 47, change foot boards; 48, repair starting crank; 49, adjust clutch; 50, overhaul clutch; 51, gasoline feed pipe; 52, lubricating entire motorcycle; 53, tightening entire motorcycle; 54, overhaul spring seatpost; 55, change saddles; 56, overhaul saddle; 57, repair gasoline tank on motorcycle; 58, repair gasoline tank or change tanks; 59, repair oil tank on motorcycle; 60, repair oil tank or change tanks; 61, change tool box; 62, install new headlight.

### Painting

75, enamel complete motorcycle including nickel plating; 76, nickel plating all bright work; 77 nickel plating handlebars; 78, repainting gasoline tank; 79, repainting frame only; 80, repainting wheels, each.

### Sidecars

81, painting and varnishing; 82, replace mudguard; 83, adjust wheel; 84, install new

(Continued on page 48.)

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# DEALERS' SECTION

## NEW R-S AGENTS IN NEW YORK

LOU H. GUTERMAN, traveller for the Reading Standard Company, of Reading, Pa., has signed up a number of new agents in New York State for the R-S. In the Bronx, J. Janesco, of Washington avenue, is sub-agent, while in New Rochelle and Mt. Vernon, Frank Bruno will represent this make. Guterman has also arranged with George Denton to be agent for Ossining and Tarrytown. In Guttenberg, N. J., the Alert Repair Company has signed for Hudson County representation.

### NEW DEMONSTRATING STUNT

Kansas City, Mo.—Newby Brothers now have their little Kewpie car all ready to demonstrate the Henderson engine and are waiting for the new Henderson to arrive from the factory. They are now working on another Kewpie car which is to contain a twin-cylinder Merkel engine. This machine they will use to demonstrate just what the Merkel engine can do. They find that this kind of demonstration has won them many customers.

### NOW BRONX DISTRIBUTOR

The Bronx, N. Y., November 26.—Oliver C. Berckhemer, proprietor of Oliver's Motorcycle & Bicycle Shop, at 993 Washington avenue, has signed up as distributor for the Indian in this borough for 1916.

Berckhemer has obtained a verdict for $7,500 from the Empire Carrying Corporation, a large mail contracting firm in New York, for injuries sustained by him in a collision with one of the firm's mail trucks early this season. His injured thigh and leg are coming along in good shape.

### SALES CO. REMOVES

Dallas, Tex., November 26.—M. C. Cameron, president of the Harley-Davidson Sales Company, has renewed the contract for 1916 and has removed from 1916 Commerce street to 2016 Commerce street, taking much larger quarters than the old location.

A full line of the latest models in motorcycles and vans are on display in the new store. An order amounting to nearly one thousand dollars has been placed for parts.

### HOFF TO OPEN OWN PLACE

Salem, N. J.—Thomas A. W. Hoff has handled the Indian line in this city for the past three years, utilizing part of a garage as his headquarters. He has come to the conclusion that he needs a place of his own for 1916 and will open up within a few weeks in a fine new brick building, now in course of construction. Hoff will take J. Louellard as a partner for the new season.

Hoff has disposed of 60 Indians since he took the agency and with an up-to-date repair shop and line of accessories, he hopes to double this number in 1916. He is a firm believer in the sociability end of motorcycling and will take steps toward forming a motorcycle club early next season. On Hallowe'en, he attracted considerable attention by towing a seven-passenger automobile with his Indian twin in the Industrial Parade in this city.

### BRAZENOR TO ENLARGE

Brooklyn, N. Y.—Bob Brazenor, proprietor of "Bob" Brazenor, Inc., of 594 Jamaica avenue, this city, has received 27 sidecars and 31 motorcycles, all 1916 models, so far. He is going to enlarge his branch at 1157 Bedford avenue and will handle the Miami bicycle, as well as a line of cycle accessories. Bicycle repairs are also to be provided for.

### FIRE CAUSES SLIGHT DAMAGE

Louisville, Ky.—One of the buildings occupied by Stratton & Terstegge, enameling experts of Louisville, was slightly damaged by fire a few days ago as a result of boys playing with matches. This company specializes on baking enamel on old motorcycle and bicycle frames.

### TO CONTINUE AGENCY ALONE

Hackensack, N. J.—J. W. Terhune, of 193 Main street, this city, will continue his Harley-Davidson agency alone, following the recent death of his brother, E. J. Terhune. The late Mr. Terhune was his brother's right-hand man and his loss is felt keenly.

### TAKES ON DAYTON

Scranton, Pa.—The Motorcycle Sales Company, of 617 Spruce street, this city, has taken on the agency for the Dayton motor bicycle, in addition to its Harley-Davidson representation. The firm has Lackawanna, Wayne and Wyoming counties for its Dayton territory.

### SALES CO. INCORPORATES

The Harley-Davidson Sales Company, Inc., has been formed to conduct a motorcycle business in New York City. Capital, $10,000. Incorporators, Russell H. Ford, of White Plains; George E. Wood and E. M. Mueller, of New York. Messrs. Ford and Wood are Harley-Davidson dealers in White Plains and New York respectively, Wood being distributor in the metropolis.

### STARTS REX PLUG CONTEST

Paterson, N. J.—Fred L. Joffee, of 184 Market street, local Excelsior distributor, has started his Rex spark plug contest. With every Rex spark plug purchased from him, the buyer is given a check, the stub of which is thrown into an iron box. On Christmas Eve the sheriff of Passaic County will draw the number of the winner from the box. Joffee has already disposed of 200 Rex plugs.

### MASLEN TO MOVE

Philadelphia, Pa.—George S. Maslen, Indian distributor for Philadelphia and vicinity, will move to new quarters on Broad street sometime in September. From his present location at 509-511 Market street. Maslen has not definitely fixed on his new location, but has several places under advisement. His increasing business necessitates the seeking of larger quarters on a more prominent thoroughfare, hence the move.

### DAYTON CO. TO TAKE ON THOR

Louisville, Ky.—The Dayton Motorcycle Sales Company may shortly take on the Thor agency, in addition to those already handled. The Thor was formerly handled by Clarence Fisher, at Preston street and Broadway, but Mr. Fisher decided to give his full attention to motorcycle and bicycle repair work. The Dayton Motorcycle Sales Company also handles the Dayton, Henderson and Yale machines.

**Prosperous Motorcycle Headquarters of Newby Brothers in Kansas City, Mo.—Agencies for Thor, Flying Merkel and Henderson Lines Are Held**

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# DEALERS' SECTION

**Headquarters of A. H. Patterson, Reading-Standard and Smith Motor Wheel Agent, at 1082 Bedford Avenue, Brooklyn, N. Y.—Sales Manager J. A. Hall in Doorway**

## GRADY'S NEW AGENTS

WORCESTER, Mass., November 30.—J. W. Grady & Co., distributors for the Dayton motorcycles, bicycles and motor bicycles in New England and New York, reports that it is well pleased with the business already secured for the new season model and that prospects were never better.

Among the agents appointed recently for these products are: C. V. Pendleton, of New London and Norwich, Conn.; W. D. Wilmot, Fall River, Mass.; H. B. Vesper & Co., Rockland, Mass.; Herman Ulrich, Lawrence, Mass.; George W. Stevens, Attleboro, Mass.; G. W. Jocelyn, Holyoke, Mass.; John B. Varick Co., Manchester, N. H.; and the Standard Cycle & Supply Co., of Pawtucket, R. I.

### NEW DAYTON AGENT IN PHILLIE

Philadelphia, Pa., November 28.—The Uncle Sam Motor & Cycle Co., of 2520 N. Broad street, Philadelphia, has announced that it will be the exclusive Dayton agents in this city during the 1916 season. Mr. Flamm, the genial proprietor of the Dayton agency, is very popular in the Quaker City, holding at the present time the treasurership of the Philadelphia Motorcycle Trades Association. Being an expert electrician, Mr. Flamm maintains his own electric lighting and charging plant and takes an especial interest in his repair department which keeps three men busy the year round. He features the gasoline trade and sells more than one thousand gallons of gas each week and two barrels of oil.

### COLUMBUS DEALERS OPTIMISTIC

Columbus, Ohio, November 27.—Keen interest is being shown by the local motorcycle fans in the new models that are being displayed by the various dealers in this city. Inquiries regarding the trading of old models for 1916 machines are numerous. On the whole the agents believe that the riders are more enthusiastic and that the 1916 prospects are brighter than those of last year.

### DAYTON IN NEW JERSEY

Passaic, N. J., November 30.—The Brown Sporting Goods Company has taken on the Dayton Motor Bicycle for Passaic county and will shortly establish an agency in Paterson to assist in distributing them throughout their territory. Their contract also covers a portion of Bergen county, the remainder of Bergen county being handled by Conrad Richter of Englewood.

Richter is a new name in motorcycle affairs in this part of the State. He is a successful business man in other lines and has associated with him a number of live young men who will promote the Dayton lines throughout this district.

### GLEN LYON AGENCY

Glen Lyon, Pa.—Joseph Matusavage will represent the Dayton motorcycle for this portion of Luzerne county during 1916.

### HAS DELIVERED FOUR

Houston, Texas.—The Houston Motorcycle & Supply Company, Harley-Davidson distributor, has delivered four 1916 models so far and has orders for three more for Christmas delivery. The store is at 1314 Preston avenue. Proprietor H. L. Flake and his aids are kept busy there in demonstrating the merits of the Silent Gray Fellows.

### NEW OFFICERS OF COMPANY

Milwaukee, Wis., Nov. 30.—When the Milwaukee Sycle Supply & Sales Co., wholesale and retail cycle dealers, reorganized recently, J. J. Koehler was chosen president, Watson E. Barnhart, vice-president and treasurer and A. P. Koehler, secretary. President Koehler, who for the past ten years has represented the Simmons Hardware Company in Wisconsin, will assume the active management of the concern, which will represent the Thor in Milwaukee and do a general jobbing business in bicycles and sundries in and around the city.

### BELMONT CYCLE MOVES

Newark, N. J.—The Belmont Cycle Company, of which Harry Schnell is manager, has moved across Broad street, to its new brick building, a structure measuring 33x65 feet. Provision has been made in this building for a two-story addition when business requires it. The company has a sub-agency for the Indian, from Walter Goerke.

Schnell handles the Pierce, Iver Johnson and Tribune bicycles, in addition to the Indian motorcycle.

### WESTERN CO. TO MOVE

Kansas City, Mo., November 27.—The Western Motorcycle Company announces that it will move to larger and better lighted quarters about the middle of December. The new store will be located at 914 East Fifteenth street. The company is advertising the Harley-Davidson, for which it is agent, very extensively in the local papers, and has met with good results.

### OUT FOR HOUSTON SUPPLY

Houston, Texas.—C. R. McClanahan, well known in the motorcycle field in this city, has left the employ of George W. Beardsley, former Excelsior agent, and identified himself with the Houston Motorcycle & Supply Company, Harley-Davidson distributor, at 1314 Preston avenue. He will travel seven counties in the firm's interest.

### NEW INDIAN AGENT

Houston, Texas.—The Indian motorcycle and bicycle line will be distributed during 1916 by the Texas Cycle Supply Company, of 611 San Jacinto street. This is a new firm consisting of George E. Tryon and L. V. Kennedy. The pair have taken over the interests of the Smith Cycle Company, former Hendee representatives.

### DAYTON IN ESSEX COUNTY

Newark, N. J.—The Superior Welding Company, of 25 Sixteenth street, this city, is Essex county representative for Dayton motorcycles and motor bicycles. Julius P. Glor, the manager, has charge of the motorcycle department.

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BE SURE

Insist on ELKHART

Model WP2

# MAGNETOS

## Of QUALITY and ENDURANCE

Manufactured by

## The Elkhart Manufacturing Co.

## Monroe, Mich.

Made by EXPERTS with YEARS OF EXPERIENCE in factory equipped specially for MAGNETOS

Catalogs on request

UNLIMITED GUARANTEE

We make nothing but Magnetos.



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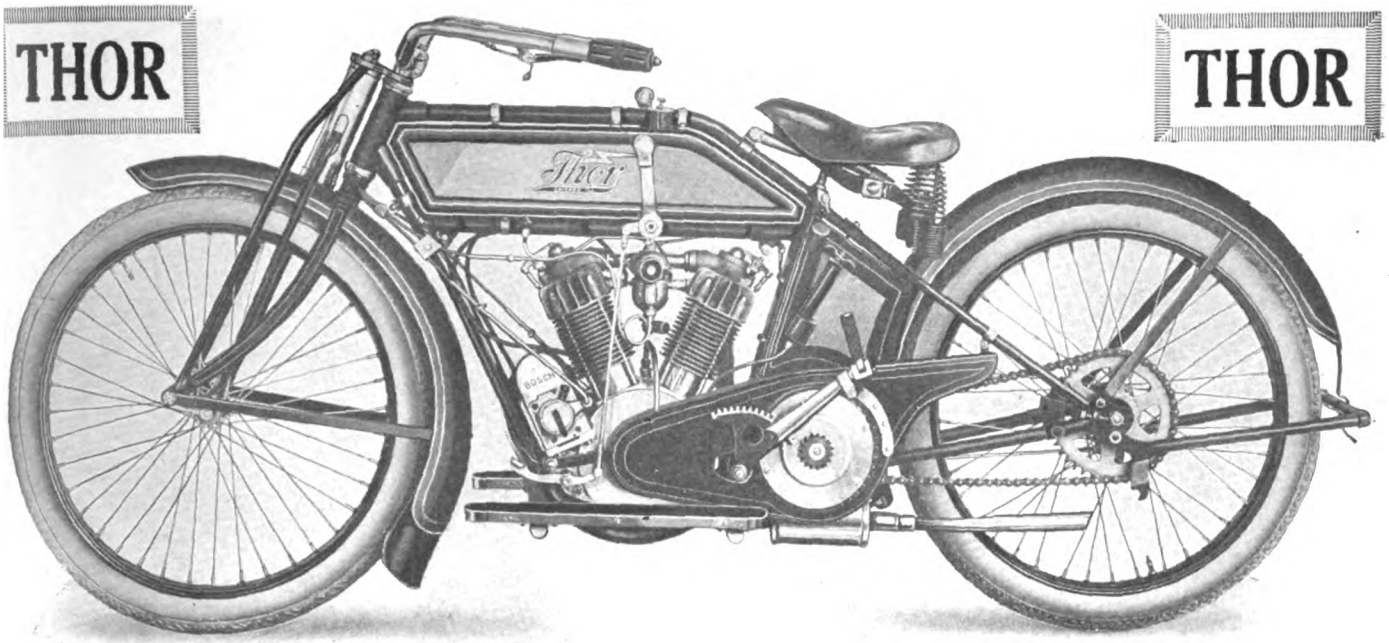
# SIMPLICITY, SAFETY and POSITIVE CONTROL

THOR THOR




## 1916 Model V—6 H. P.—$225

*—in a class by itself!*

**Three Speeds! A husky, sliding gear of the most modern type, operated by a positive control and locking device. Makes it impossible to strip or injure gears.**

**This is an example of the fact that the THOR is a Model of Perfection. If Perfection came in grades and degrees, the THOR would have the top-notch, superlative rating.**

**The dealer who sells THORS is boosting himself and the "game." He increases the number of motorcycle enthusiasts because the THOR matches the riders' ideals to a "T"***hor.*

**Two models for the rider to choose from.** **Other Model, U—12 H. P.—$265**

***Ask for "Inside" facts***

## Aurora Automatic Machinery Company

General Offices: Thor Bldg., 1307 Michigan Ave., Chicago

Sales Offices and Works: 361 W. Superior St., Chicago



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## STANDARDIZING CHARGES FOR REPAIRS

(Continued from page 43)

hub; 85, line up frame of sidecar; 86, install new springs; 87, tighten door; 88, reupholster body; 89, take dent out of door; 90, take dent out of body.

### Tires

91, six-inch blow-out section; 92, rim cut blow-out; 93, inside re-inforcement; 94, retread and reline; 95, fill up all small cuts; 96, one puncture; 97, each additional puncture, same tube.

### Miscellaneous

98, washing and polishing motorcycle; 99, cleaning only; 100, complete overhaul of motorcycle.

### Trouble Calls

Trouble calls not requiring towing, at the rate of —— per hour, with a minimum charge of —— for distances of less than 10 miles. Additional distance to be charged for at the rate of —— for each additional ten miles or fraction thereof.

Trouble calls requiring towing, at the rate of —— per hour, with a minimum charge of —— for distances of less than 10 miles. Additional distance to be charged for at the rate of —— for each additional ten miles or fraction thereof.

## NEW MOTOR WHEEL DEALERS

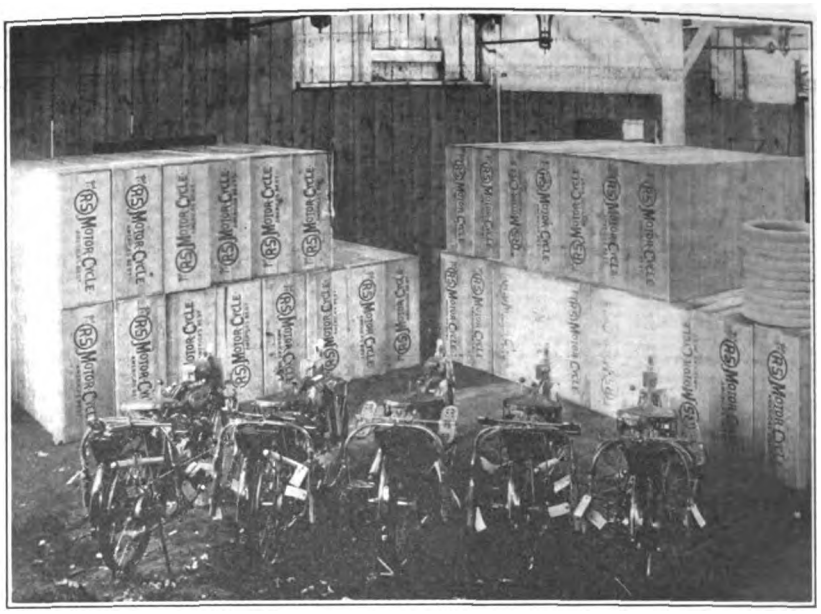
MILWAUKEE, Wis.—Fifty-nine new Smith Motor Wheel dealers from twenty-five states have been secured thus far for this season. Among this number are listed the following:

Theodore H. Housel, Lambertville, N. J.; W. H. Parker, Long Branch, N. J.; J. H. Griner, Milville, N. J.; G. E. Wakefield, Cazenovia, N. Y.; Nicholas Rose, Flushing, N. Y.; O. Giles, Cold Brook, N. Y.; A. M. Riley, Comstock, N. Y.; M. H. Van Gordon, Dundee, N. Y.; R. L. Smith, Ft. Plain, N. Y.; A. E. Spender & Co., Fredonia, N. Y.; S. Elkin, Huntington, N. Y.; Uriah Sprague, Shavertown, N. Y.; G. H. Wilkinson, Winthrop, N. Y.; C. W. Prehn & Son, Kimball, Minn.; S. J. Snyder, Mason City, Ia.; J. S. Augaperger, Pulaski, Iowa.

T. B. Burke, Lexington, Ky.; Gray & Norris, Marrowbone, Ky.; Ricketts & Meyer, Georgetown, Ky.; J. M. Morgan, Covington, Va.; H. G. Neuens, Iron Mountain, Mich.; J. H. Shaffer, St. Johns, Mich.; R. C. Beckett, Jr., West Point, Miss.; A. J. Davis, Haito, Mo.; C. L. Mueller, Hannibal, Mo.; Daniel Hengood, Roundup, Mont.; C. E. Masters, Crawford, Neb.; George H. Traxell, Kearney, Neb.; C. E. Williamson, Hopewell, N. J.; Theodore Whitaker, Cullman, Ala.; H. C. Jeffries, Jemison, Ala.; Delong Machine Co., Morrilton, Ark.; J. B. Greenslit, Miami, Ariz.; Hollywood Hdwr. Co., Hollywood, Cal.; Appeal Mfg. & Jobbing Co., Los Angeles, Cal.; J. F. Triggs, Sebastopol, Cal.; Culver Mfg. Co., Culver City, Cal.; W. L. Goldsmith, Peru, Ill.; August Blomberg, Rockford, Ill.; R. C. Kirk, Muncie, Ind.; Em-Roe Sptg. Gds. Co., Indianapolis, Ind.; Plymouth Vulcanizing Co., Plymouth, Ind.; Earl J. Wright, Richmond, Ind.; Burk C. Cook, Warsaw, Ind.; J. O. Seltun, Rolette, N. Dak.; Dan H. Willis Co., Canton, Ohio; Queen City Cycle & Livery Co., Cincinnati, Ohio.

A. G. Watson, Girard, Ohio; W. F. Gill, Phillipsburg, Pa.; Percy Linskill, Wyoming, Pa.; R. H. Powers, Dickson, Tenn.; F. J. Ross, Bellingham, Wash.; Lester E. Chapman, Dayton, Wash.; Chester Novelty Supply Co., Chester, W. Va.; F. C. Smith, Martinsburg, W. Va.; The Dixie Garage, Del Rio, Texas; W. L. Summers, North Yakima, Wash.; Simon Georke, Milwaukee, Wis.; Reliance Tire & Rubber Works, Milwaukee, Wis.

## BUSY DAYS AT THE READING-STANDARD PLANT



**A Typical View in the Shipping Department of the Company; Present Orders for Both Twins and Singles Are Far in Advance of Last Year's**

## MERRY SAYS HE CAN PROVE THIS WHOLE CROWD WAS HEADED FOR THE EXCELSIOR SIGN

**Photo Was Taken at Panama-Pacific Exposition, and San Francisco Agent for the "X" Firmly Believes That the Sign in the Background Was the Centre of Attraction for the Entire Aggregation**

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# Where the Cyclemotor "Wheeling without work" is made

When selecting your line for next season, it will be well to consider carefully the dependability of the establishment behind the product you will sell, and their ability to make prompt shipments and fully supply the demand you will create, without costly delays and disappointments.

The wide awake dealers who have lined up with the Cyclemotor for 1916 have received signed contracts from the factory guaranteeing exact deliveries covering any period desired during the entire year.

The dealer is consequently better able to prepare for his requirements, positively knowing he can fill his retail orders without offering any excuses and foregoing his profits because of the inability of the factory to back his word.

Furthermore, the Cyclemotor is manufactured and assembled in a plant which is one of the largest and most completely equipped factories of its kind in the world and you are therefore assured of receiving the very highest degree in **workmanship, quality** and **service** which it is humanly possible to render.

Isn't it better business to line up at once with a tested article of high standard, backed by a corporation of repute, than to take chances on new "freaks" and "novelties" which lack the construction to prove practical or resources to insure permanency and success?

Write at once for our attractive proposition, stating line of bicycles handled and territory you would wish to cover. Ask for Booklet E.

**Arlington Building** **Cyclemotor Corporation** **Rochester, N. Y.**

---

# The NEW DEPARTURE COASTER BRAKE

# Sell a man a good thing and he comes to you again

Bicycle dealers have demonstrated this time and again since the New Departure first appeared in the days when the bike was young

**It holds good for the New Year**

Today the New Departure is better than ever—more than that, we have a host of new and better HELPS to boost your sales of this *Quality Brake.*

While the thought is fresh in your mind ask us what we can do for you in the big drive for *A Million Bicycles in 1916.*

**THE NEW DEPARTURE MFG. CO., Bristol, Conn.**



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# Schrader
## Universal Tire Pressure Gauge

Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

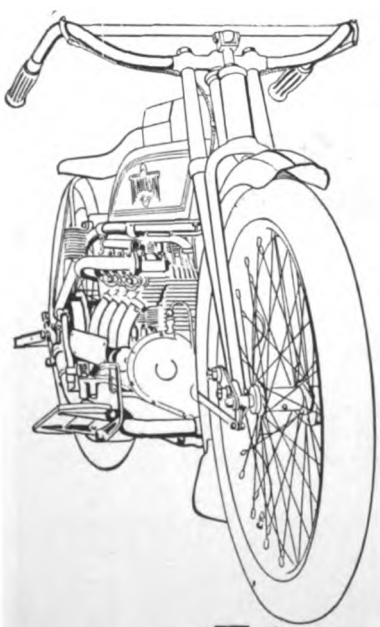
The use of a

**SCHRADER UNIVERSAL**
**TIRE PRESSURE GAUGE**

will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**
*For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or*

**A. SCHRADER'S SON, Inc.**
783-791 Atlantic Ave. Brooklyn, N. Y.



# Day and Night

The Henderson factory is working full force day and night in an effort to keep up with the enormous demands for 1916 models. The tremendous volume of orders for immediate delivery indicates the success which is rewarding Henderson dealers all over the world.

**Henderson Motorcycle Co.**
DETROIT, MICH.

# The Two-Wheelers' Friend

**A reputation for quality is hard to get and harder to keep. The fact that each link of "The Coventry" Chain bears its name is a definite guarantee that that link is prepared to sustain the hard-won reputation borne by**

## "The Coventry" Chain
**FOR BICYCLES AND MOTORCYCLES**

**for strength, endurance, silence, accuracy of pitch, perfection of fit on sprockets and lightness.**

**The stock of the motorcycle and bicycle dealer, who would fill his customers' demands for maximum chain service, is incomplete without a full line of "The Coventry" Chains.**

**Write for our absorbing and valuable booklet, "The Motor's True Mate."**

**Herbert F. L. Funke Co., Inc.**
**112 Broad St. NEW YORK**

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TRADE <E> MARK

# DIAMOND "E" SPOKES AND NIPPLES

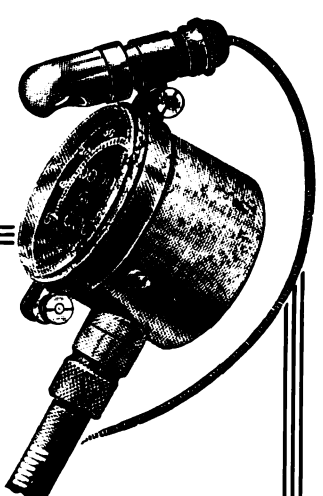
We have been making spokes and nipples for the cycle trades for many years. Wherever and whenever spokes and nipples are needed DIAMOND "E" are always first specified. Every spoke and nipple bears the trade mark "Diamond E" and is guaranteed for exact fit, measurement, quality and finish.

## THE STANDARD COMPANY, TORRINGTON, CONN.

MANUFACTURERS OF

Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

# Know your Speed on the darkest night

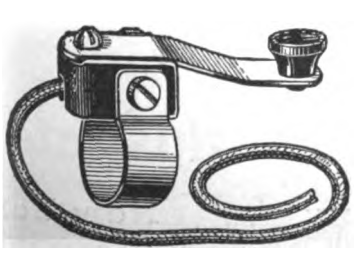


## The STEVEN'S Speedometer Light

is a luxury—but it's just the thing for the man who wants to be up-to-date in all his equipment. Can be operated from the sterage battery or small dry cell. Can also be used as a trouble-light. Price $1.50 at your dealer's.

## The Best and Cheapest Emergency Brake

When all other brakes fail for some reason—here's the one positive brake that acts instantly and smoothly.

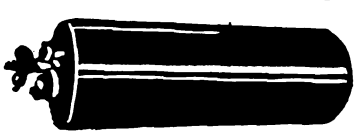


**SIMPLEX Magneto Cutout**

Short-circuits the "mag." allowing the compression to act as a powerful smooth brake. Price, complete with cable, 50c.

**Stevens & Co.**
375 Broadway, N. Y.

# CARBO-LIGHT



## —To Motorcycle Riders—

***Our 1916 Models are on the Market***

The price will astonish you. A beautiful nickel plated gas tank, dimensions 4 x 12, and including bands for any make machine. Twenty-five hours burning on the one charge, at a cost of but five cents.

You charge your own tank in a moment's time and are on your way.

Even if your machine is electrically lighted, you can afford to carry a Carbo Light for an emergency.

You might as well start without gasoline as without a Carbo Light Tank.

If your dealer does not carry them in stock, write direct and we will supply you at once.

**PRICE PER TANK F. O. B. ANDERSON, IND., $3.50**

**Carbo Light Sales Co., Anderson, Ind.**

Foreign Sales Dept.: 253 Broadway, New York
C. F. LYNGAAS, Mgr.



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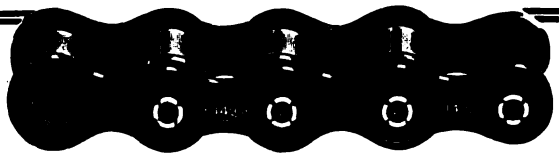

# "149"

Recessed rivets.

Rollers that do not break.

Stronger than your motor.

The No. 149 was designed and built especially to give perfect service under any and all normal conditions.

Thousands of riders enjoy "149" service.

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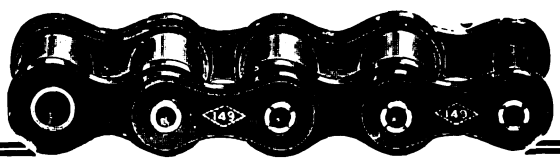
**Indianapolis, Indiana**

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**Low Amperage** **Easy on Your Batteries**

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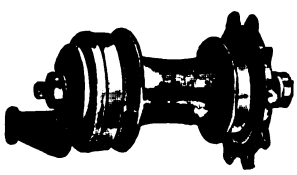

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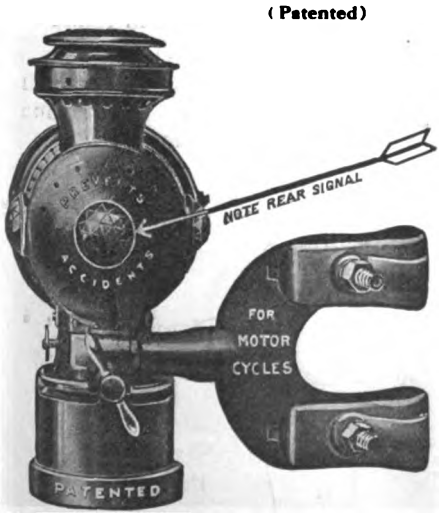
MOTORCYCLE OIL LAMP
(Patented)




Burns 10 hours on one filling with kerosene

Guaranteed to stay lit or money back

Made of best quality brass—cannot rust

Riveted and clinched

No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.

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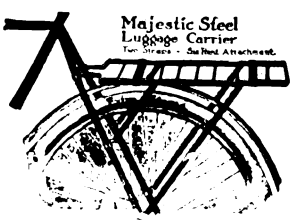


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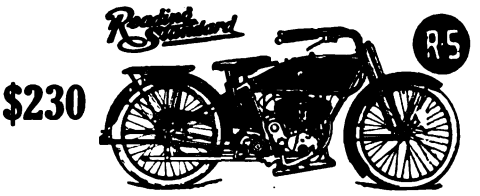


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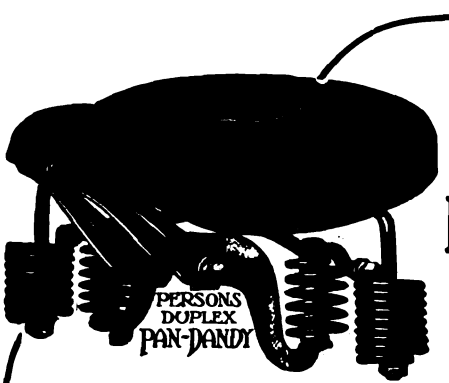


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And, because it is no more expensive than other Saddles that cannot compare with it.

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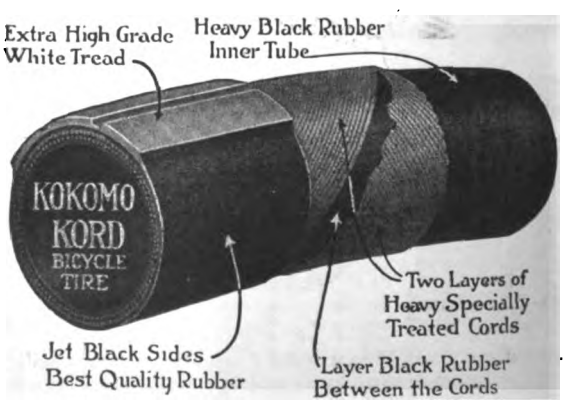


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Dealers everywhere are pronouncing it the only real practical device of the kind. It is not a plaything. Fits any bike. Detached in a minute. Scientifically balanced.

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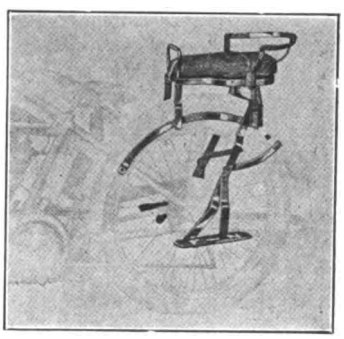

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For instance, on the EXCELSIOR illustrated herewith we even furnish without extra charge a brace for holding up the rear mudguard.

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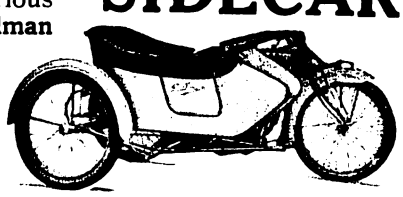

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**It never fails! Holds the record for reliability!**

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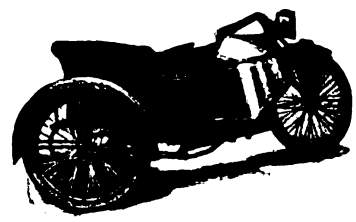

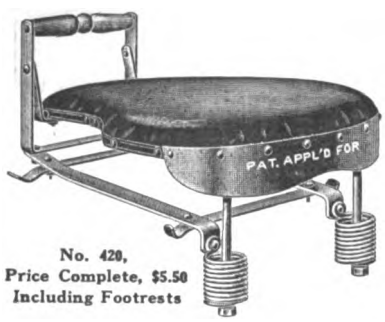


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Price Complete, $5.50
Including Footrests

No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete $5.50

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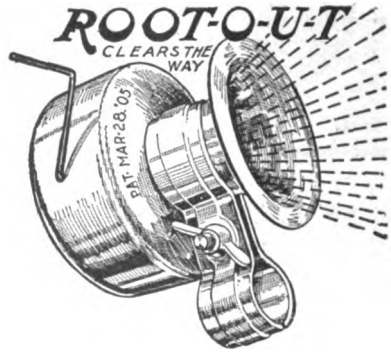


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No Batteries or Wiring required

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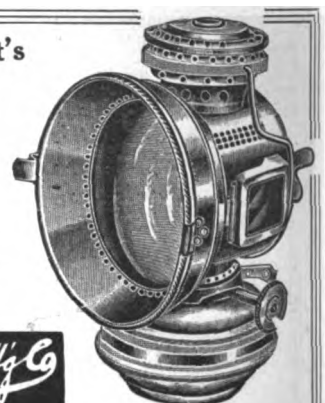

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## Berling Magneto

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

Ericsson Manufacturing Co. 1116 Military R'd, Buffalo, N.

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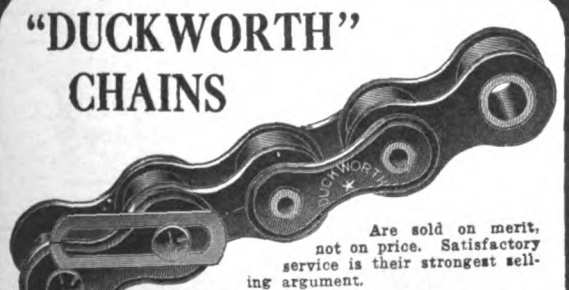

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"EXTRA SERVICE"

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These tires are fresh stock practically perfect, but slightly discolored in spots
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Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
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Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
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A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
1438-42 Market St., San Francisco.
924 South Main St., Los Angeles.
*Finest Stores on the Coast*

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
JUNGKIND & VOGLER, 158 Chambers St., N. Y.
Phone, 6217 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 8556 Bedford.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
HARLEY-DAVIDSON SALES CO.
533 W. 110th St., Near Broadway, N. Y.

**CLEAN-UP SALE**
All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
WESTERN SUPPLIES COMPANY
1448-52 Larimer Street Denver, Colo.
Largest Cycle and Motor House in West

**DO YOU WANT TO SELL YOUR MOTORCYCLE?**
If so, let everybody know about it by advertising in the Classified section of Motor Cycle Illustrated.

# Classified Advertisements

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

A LARGE DUTCH FIRM wishes to have the sole agency for Holland of a good American motorcycle. Address "W. Z. D.," care of Nijgh & Van Ditmar's Gen. Adv. Agency, Ltd., Rotterdam, Holland.

TWO-SPEED PATENT No. 1,157,001 is for sale, for use on any chain or belt-drive motorcycle. Address C. L. Howard, Capay, Cal.

FOR SALE—1915 Henderson, two-speed, fully equipped, in the best of condition; price $200; was used as demonstrator. James P. Long, 935 W. Front street, Plainfield, N. J.

FOR SALE—Second-hand bicycle frames and hangers. C. Peterson Co., 3804 N. Whipple street, Chicago, Ill.

WANTED—Repairman familiar with Harley-Davidson. Good position for right man. State terms and experience in first letter. Central Pennsylvania location. Address C. M. F., care of MOTOR CYCLE ILLUSTRATED.

WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

SECONDHAND MOTORCYCLES! Let me know what you want, and the price you want to pay. Perhaps I can supply you. B. A. Swenson, 522 Broad street, Providence, R. I.

FOR SALE, CHEAP—Good Paying Sporting Goods, Indian Motorcycle, Bicycle, Business; any one or all, to suit buyer. Guy W. Campbell & Co., Waterloo, Iowa.

FOR RENT—227 West 83d street, 100 feet from Broadway. Has been used as motorcycle repair shop five years. Apply P. J. Mulcahy, 2286 Broadway, New York.

FOR SALE—Indian seven h. p. racing machine; will do a mile in 40 seconds open port on boards, and 44 seconds closed port; has a special low frame and tank, also the regular frame and tank; has both sets of cylinders; has two and a quarter inch dirt tires, and a fine light trunk. Everything in A-1 shape. Good reasons for selling. Photo sent on request. A bargain if taken at once. C. R. McClanahan, 1314 Preston avenue, Houston, Texas.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co., 1777 Broadway, New York, Room 450.

EXCELSIOR 1912 FRAME, carburetor, magneto, wheels, etc.; will sell all or part. Chas. Grindrod, Belleville, Ill.



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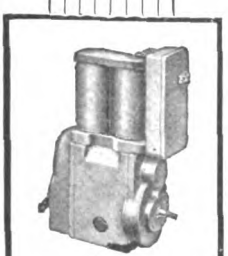
# The difference between a bicycle and a motorcycle, a kerosine lantern and a tungsten lamp, is just as great as the old undependable lights and the

# REMY

## Motorcycle Lighting-Ignition System



Remy Ignition-Generator

**Each do what they are intended to do**—but the modern invention is such a greater improvement that the old are gradually being discarded for many purposes.

Today electric lights are standard equipment on practically every automobile. People refuse to buy cars otherwise equipped because electric lights are so much better.

You are now offered electric lights for your motorcycle, just as efficient, just as powerful, just as desirable as on a motor car. The Remy system is built by the same company that makes lighting and ignition systems for some of the country's foremost automobiles, by engineers and workmen who know what are the requirements for motorcycles and guaranteed by this company.

No matter how full of ruts and bumps is the road, the lights throw a brilliant path far ahead into the uncertain blackness, disclosing every obstruction and make *night riding absolutely safe.*

High and low powered headlight, rear light, horn, and strong, reliable synchronized ignition. Easier cranking. Protected wiring.

A demonstration on the Harley-Davidson will convince you.

***Service stations in all motoring centers***

## REMY ELECTRIC COMPANY

**Factories**
**ANDERSON, IND.**

**Sales Offices and Laboratory**
**DETROIT, MICH.**

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.

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# THOR

Martin Schroeder on his Thor

# THOR

# THOR WINS 5 OUT OF 5!

*First race, five miles—First, Thor; time, 7:02. Second race, two miles—First, Thor; time, 2:07. Third race, ten miles—First, Thor; time, 14:08. Pursuit race, seven miles—First, Thor. Rider in all races, on Thor, Martin Schroeder.*

## On Last Thanksgiving Day the Savannah Motorcycle Club of Savannah, Ga., held a motorcycle meet full of Southern "pep." My! how those boys did ride. There was all kinds of competition in the five races.

The Thor that was entered was a stock machine—Single Cylinder—and of an old vintage. But it was a cinch for Martin Schroeder and his trusty old Thor to romp in FIRST in every one of the five races.

Such consistent performance only goes to prove our contention that the Thor is the most reliable mount on the market. You can always depend on a Thor—all the time—anywhere.

**Model V—6 H. P., $225 Model U — 12 H. P., $265**

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Michigan Ave., Chicago Sales Offices and Works, 361 W. Superior St., Chicago




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Morrow

*"The Brake That Cancels Danger"*

***Just Say "It's A Morrow" and the Sale Is Made***

THE DIFFERENCE BETWEEN selling an article with a national reputation of years' standing and an article that has its reputation yet to make **is a difference of dollars and cents to you,** Mr. Dealer.

FOR THE VERY MENTION of the name "MORROW" conjures up a host of recollections in the prospect's mind—memories of enthusiastic riders' praises of their coaster brake—of its absolute reliability—its positive forward drive—of its marvellously free coasting—these qualities are automatically associated in his mind with the name "MORROW."

AND SO WHEN THE DEALER says "MORROW," in connection with the bicycle which he intends buying, it is a direct influence in his desiring **that wheel—and no other—and the sale is made.**

NO OTHER BRAKE has the reputation the MORROW enjoys—where it is present on the wheel the dealer can use it as a final sales argument that gets the business.

***Write and let us tell you how we cooperate with our dealers.***

**Eclipse Machine Co.**

**Elmira, N. Y.**




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# Why Every Dealer Has a Direct Interest in the Success of Belt Drive Lightweight Motorcycles

BECAUSE a Lightweight Motorcycle having belt transmission has the most simple form of drive.

Because of the simplicity of construction and the freedom of numerous additional parts, the belt drive Lightweight Motorcycle can be made to sell at a price popular with the enormous, but as yet, unsolicited field of possible prospects.

But, a belt drive motorcycle cannot be a dependable motorcycle unless the medium of transmission is dependable and lasting, therefore, when you think of Lightweight Motorcycles at a popular price, think only of, and demand firmly for, Lightweight Motorcycles fitted with

## SPARTAN BELTS

THE CLEAN, SMOOTH, NOISELESS TRANSMISSION

**Made only by**
**GRATON & KNIGHT**
**Worcester, Mass.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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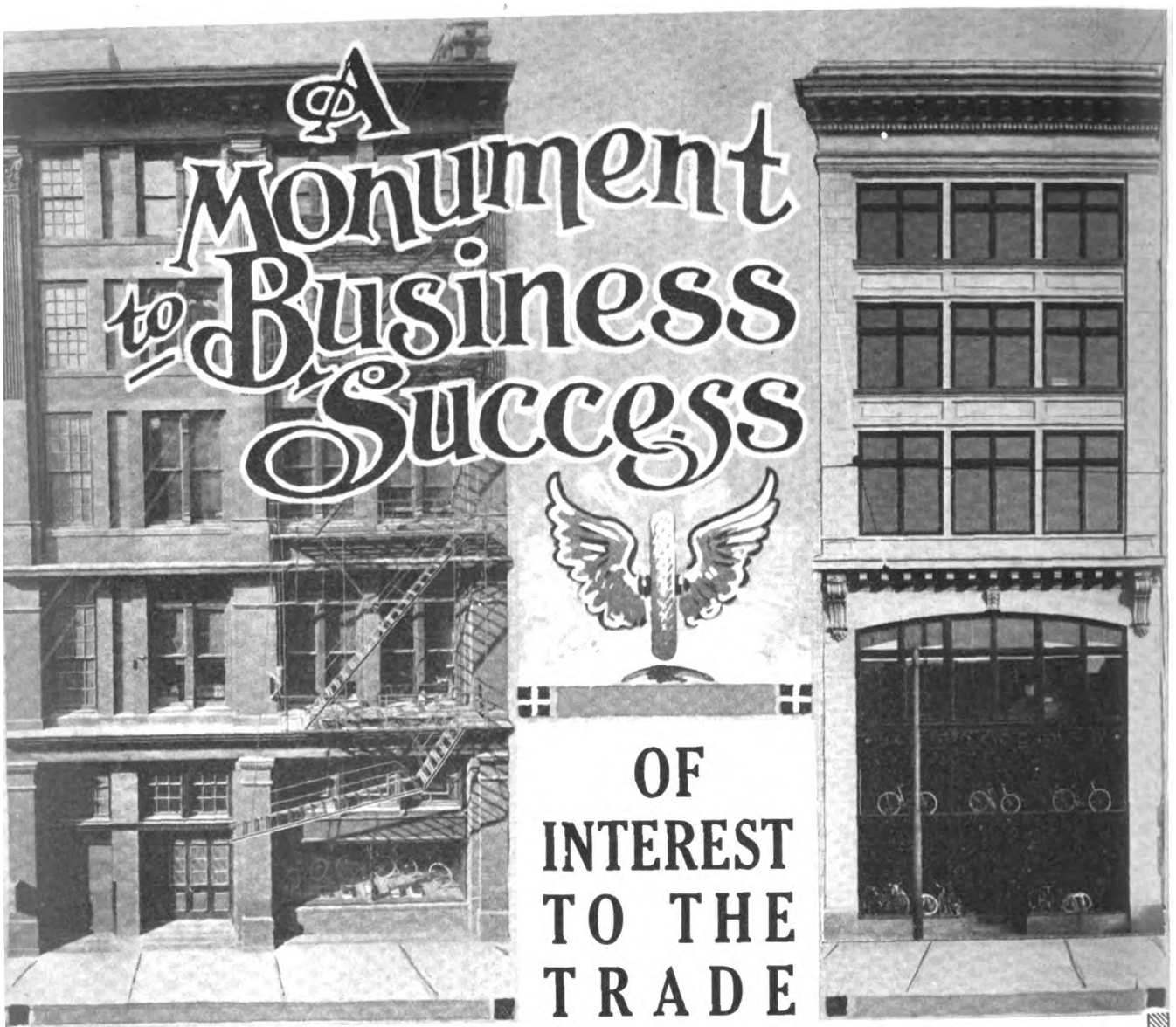

# A Monument to Business Success

## OF INTEREST TO THE TRADE

are these two magnificent buildings recently erected at Philadelphia. These buildings are 5 stories high, with "solid Oak" interiors and the foundations are

### Reinforced Quality and Service

Every man engaged in the Cycle Industry must feel a sense of Pride in gazing upon these grand buildings. To those of the Trade who have helped in the erection of this establishment we extend our sincerest thanks. To all we extend a hearty welcome to participate in the advantages such an institution must, of its very nature, afford.

### Formal Opening December 15 to 30

In order to give the Dealer some idea of what this Big House means to him, we have arranged something on the order of a souvenir, which we know every single one of you will pronounce "just fine."

Use your letter-head or card and just say send

**"OPENING OFFER"**

## Haverford Cycle Company

**503 MARKET STREET** **PHILADELPHIA, PA.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.


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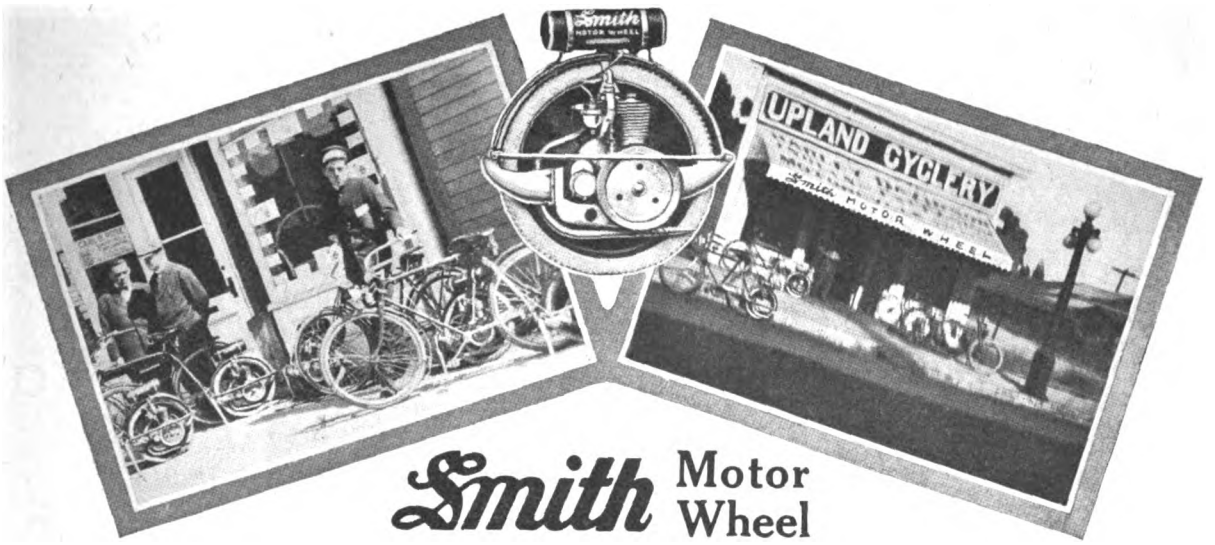


Smith Motor Wheel

# "We See A Great Future For The Smith Motor Wheel And The Dealers Who Handle It"

***Remarked An Eastern Cycle Man At Our Factory Recently.***

A FUTURE for profits—*next year*. That's what he meant. The Smith Motor Wheel has been in use to the extent of many thousands all over the country *for a year*. Its ability has been demonstrated. It is a success. It is established. *Its market is made*. There's the situation. Why don't you handle the Smith Motor Wheel then and take the easy flowing business that is due after this successful introductory Motor Wheel year just closing?

**Smith MOTOR WHEEL**

***"The Bicycle Booster"***

**100 to 125 Miles On A Gallon Of Gasoline**
**Speed up to 25 miles an hour**
**Attaches to Man's or Woman's Bicycle**

***List Price $60 f.o.b. Milwaukee***

It is the best selling line and the greatest profit producer in the cycle field. Its thorough efficiency, durability and simplicity, its cleanliness, absence of vibration, freedom from mechanical troubles, its utilities and advantages, the conveniences and pleasures it affords, and its great economy—appeal to both sexes, all ages, boys and girls, men and women, *whole families*. It is not for a few—it's for everybody, and everybody buys. And buys bicycles at the same time; also special handle bars, saddles, lamps, horns, etc. So take on the Smith Motor Wheel for 1916. Write now for our 1916 Profit Proposition To Dealers. Tell us the lines you handle and the size of your business. Address:

**Motor Wheel Division 163**

## A. O. SMITH COMPANY, MILWAUKEE, WIS.

**Largest Manufacturers of Automobile Parts in the World.**
**Motor Wheel Fully Protected by United States and Foreign Patents.**



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# We Want M

## An Advertisement to

The 1916 selling season is going to be a hummer.

Nearly 100 new dealers have been added to the Harley-Davidson sales organization during the first three months of the 1916 season.

Harley-Davidson shipments are two months ahead of shipments last year.

### We Want Another 100 Dealers

We have the production facilities to handle this increase and we can make it worth while for any live dealer to take on the Harley-Davidson selling proposition. A number of important changes have been made in our representation, and more are being made from day to day. We have three or four excellent openings in large cities, to say nothing of the smaller towns.

## 62 Miles in 68 Minutes

A stock 1916 Harley-Davidson three speed twin won the 62 mile Cheyenne Thanksgiving Day road race from Cheyenne, Wyoming, to Dover, Colorado, and return in 68 minutes.

The winning Harley-Davidson was a new machine which was uncrated November 20th.



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# More Dealers

## Dealers and Riders

### Many Riders Become Dealers

Some of the best dealers in the Harley-Davidson organization came to us as riders who saw the promising future of the retail motorcycle business.

We have room for more dealers, and we can offer an unbeatable selling proposition to any rider who has the enthusiasm and the moderate capital required, and we can give him his choice of several good locations in which to open up.

### Riders—Think This Over

If you have never seriously considered entering the retail motorcycle business, think it over now. Write to us. We feel certain that we can interest you in our selling proposition.

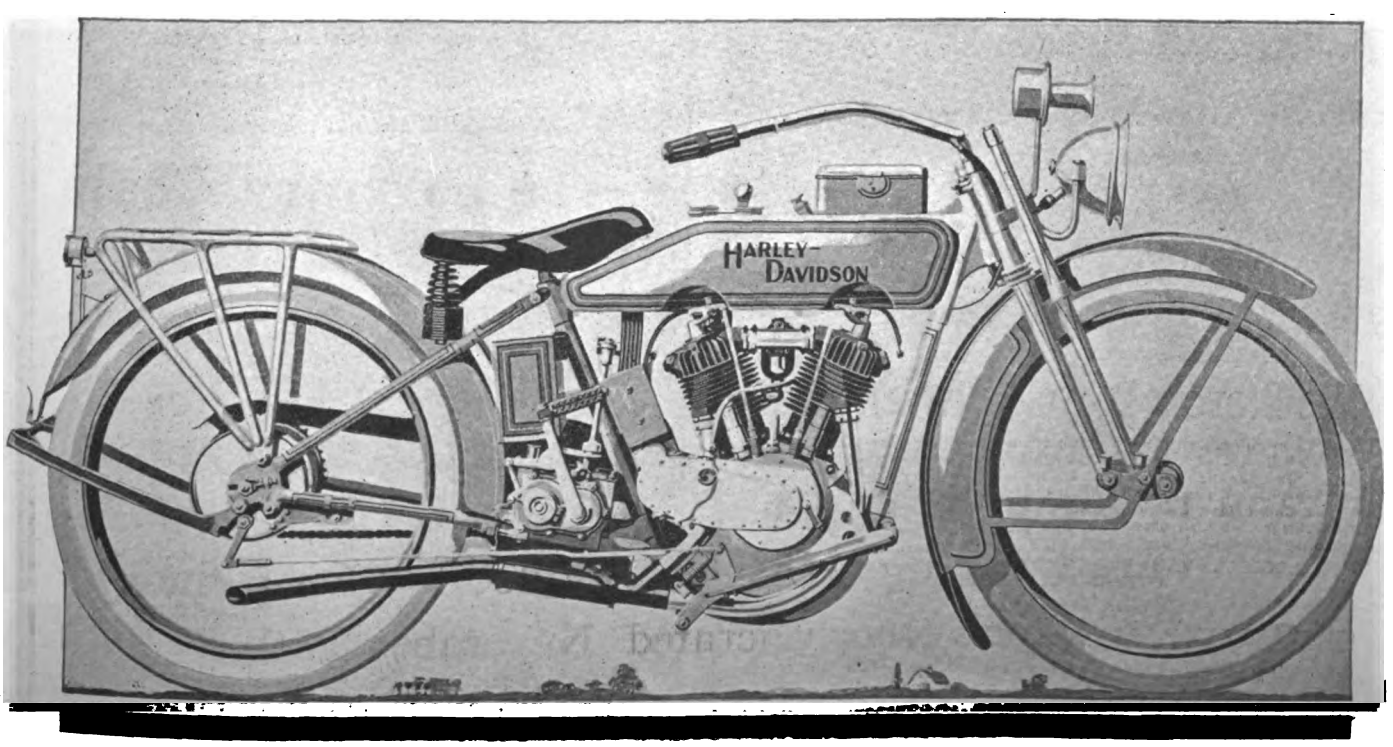
### Write Us Today

Tell us how much you have to invest in the motorcycle business. Tell us the section in which you would prefer to locate, and tell us how long you have been a motorcyclist. Write today.

Address Desk C.

### Harley-Davidson Motor Co.

**Milwaukee, Wis., U. S. A.**



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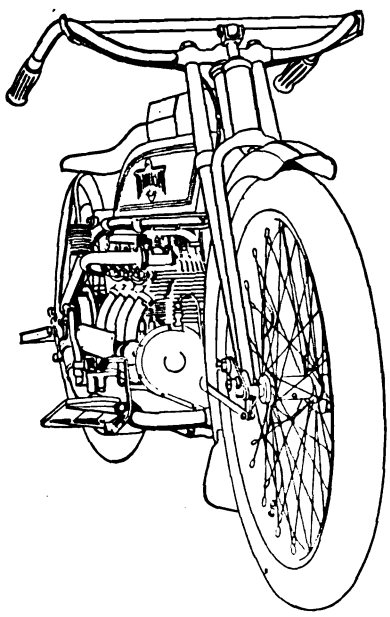

# One Order for 63 Hendersons

Just placed by our dealer in London.

One example of the volume of business now being gained by Henderson dealers all over the world.

**HENDERSON MOTORCYCLE CO.**
**DETROIT**

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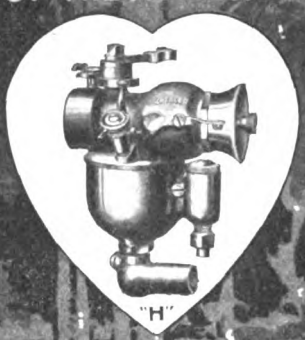
# The SCHEBLER CARBURETOR

*America's Standard Supreme through Merit*

THE HEART OF THE MOTORCYCLE




WE EQUIP

THOR
POPE
YALE
EAGLE
INDIAN
EMBLEM
DAYTON
SPACKE
DE LUXE
CYCLONE
EXCELSIOR
HENDERSON
IVER-JOHNSON
HARLEY-DAVIDSON
READING STANDARD

**WHEELER & SCHEBLER**
INDIANAPOLIS, INDIANA, U.S.A.
*BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES*

---

# Delivery Costs 1/2 Cut in 2

## The Stevens Bicycle Delivery Van

The small merchants in your town are "ripe" for this handy, economical and sturdy little carryall. Low first cost—no upkeep cost. Quicker delivery than horse and wagon. Weather-proof, rattle-proof, service-proof. Mounted on shock-absorbing springs with a supporting frame of cold-drawn seamless tubing with simple fittings. Wheel, steel rim, heavy spokes, Goodrich tread tire. Capacity 100 lbs. Weighs less than 20 lbs.

THE LOGICAL VAN FOR CHRISTMAS DELIVERIES AND OTHER DELIVERIES

Write for full "info"

**STEVENS & COMPANY**
375 BROADWAY, NEW YORK

---

# The Two-Wheelers' Friend

A reputation for quality is hard to get and harder to keep. The fact that each link of "The Coventry" Chain bears its name is a definite guarantee that that link is prepared to sustain the hard-won reputation borne by

## "The Coventry" Chain
**FOR BICYCLES AND MOTORCYCLES**

for strength, endurance, silence, accuracy of pitch, perfection of fit on sprockets and lightness.

The stock of the motorcycle and bicycle dealer, who would fill his customers' demands for maximum chain service, is incomplete without a full line of "The Coventry" Chains.

Write for our absorbing and valuable booklet, "The Motor's True Mate."

**Herbert F. L. Funke Co., Inc.**
112 Broad St. NEW YORK

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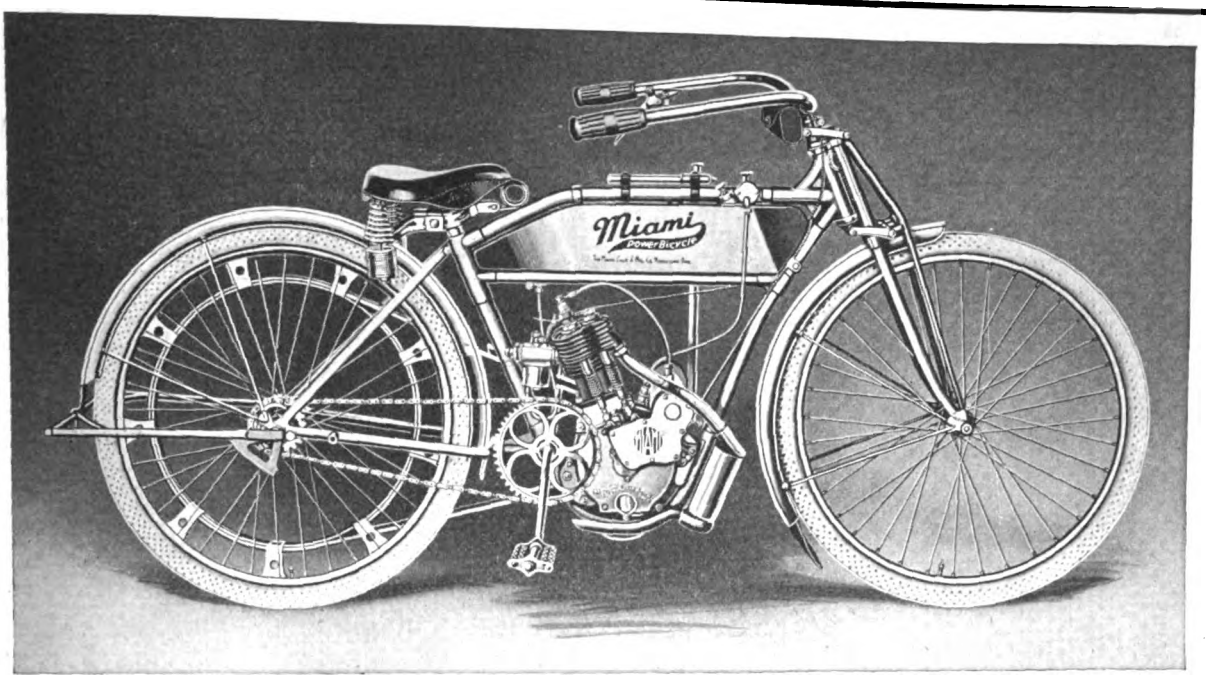


# The Miami Power Bicycle

# Price, $115.00

## "100 MILES for 10 cents"

We are now making quantity shipments. One Model (No. 15) only this season. Not a motorcycle, but a big, strong Bicycle with an efficient, flexible motor built right into it. The only tried and tested "light weight" on the market. Over a thousand already in use. Write for full particulars. Some desirable territory still open.

**The Miami Cycle & Mfg. Co., Middletown, O., U.S.A.**



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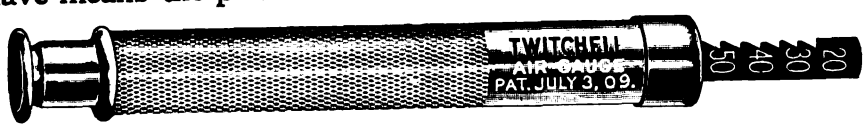
# TWITCHELL AIR GAUGE

## Guessing May Cost You Your Life

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.



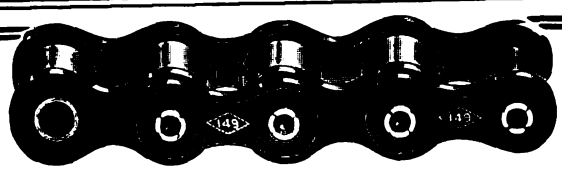

Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

*For Sale by Jobbers, Dealers, Garages or*

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**



# "149"

Recessed rivets.

Rollers that do not break.

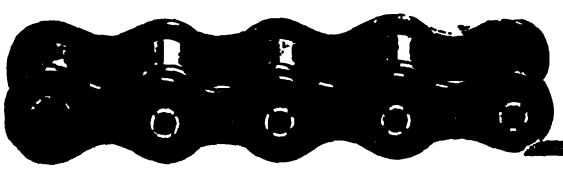
Stronger than your motor.

The No. 149 was designed and built especially to give perfect service under any and all normal conditions.

Thousands of riders enjoy "149" service.

**Diamond Chain & Mfg. Co.**

**Indianapolis, Indiana**



# AB HORNS

**$2.50** With Cord and Push Button

Motor Cycle Electric Vibrator

**Standard Equipment on "Harley-Davidson"**

**Low Amperage** **Easy on Your Batteries**

*See your dealer or write us direct*

**Adams-Bagnall Electric Co.**

**CLEVELAND**

New York Pittsburgh Detroit Chicago St. Louis

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.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# The Goodyear Square Deal Bicycle Tire Policy

## *One Tire—One Quality—One Price—One Guarantee*

This is a tire selling policy—long hoped for by Dealers—a policy long demanded by riders.

It means regeneration of the entire bicycle industry. It means that riders can now get a known tire, of known quality, at a known price.

It means Dealers can sell a tire guaranteed to give satisfaction. It means Dealers can make quicker tire sales and more of them. And it means for Dealers increased sales in bicycles and sundries.

It means to Manufacturers a nearer attainment of their goal—1,000,000 new bicycles for 1916. For this policy eliminates excessive expense, thereby encouraging more people to ride.

The Goodyear Tire & Rubber Company makes one single tube bicycle tire—the "Blue Streak." All Goodyear skilled workmanship and material go into that one tire. Efficiency and effort are not scattered in producing hundreds of unknown, untried "branded" tires.

Every Blue Streak tire will be tested eight times before it leaves the factory. It will be filled with air and kept under observation one whole week. Goodyear takes this unusual precaution to give you a perfect tire.

That's why Blue Streaks can be guaranteed for material and workmanship. Should any defect develop, the Goodyear Guarantee stands solidly back of them.

The Goodyear Tire & Rubber Company does not sell direct to consumers. The advertised Blue Streak price and Blue Streak quality enable Dealers to use this tire against mail order competition.

In concentrating on one tire—the "Blue Streak"—the manufacturing cost is cut down to the minimum. Hence the "Blue Streak" price is low. Blue Streaks are made in the world's largest tire plant, where up to 15,000 pneumatic tires are made per day.

The Blue Streak price is the same to all Dealers. We don't attempt to "force" the trade by offering various discounts. We have one price to Dealers, whether 10 pairs or 100 pairs are ordered. This prevents disastrous price cutting, a vital protection to Dealers.

We keep Blue Streaks moving, constantly multiplying the demand. The one dealer price makes it unnecessary for you to overstock in an effort to earn a quantity discount. New stocks are quickly obtained from the nearby Goodyear Branch.

Dealers: In one short year Blue Streak sales have increased 119 per cent. For here is a quality tire at just about half the usual price of high grade tires. And it is the easiest selling tire on the market—a beautiful tire, thoroughly inspected, tested and guaranted to the limit. Blue Streaks win and hold trade for thousands of Dealers.

Write us today for complete Dealers' proposition.

GOODYEAR
AKRON

## The Goodyear Tire & Rubber Co.

### AKRON, OHIO



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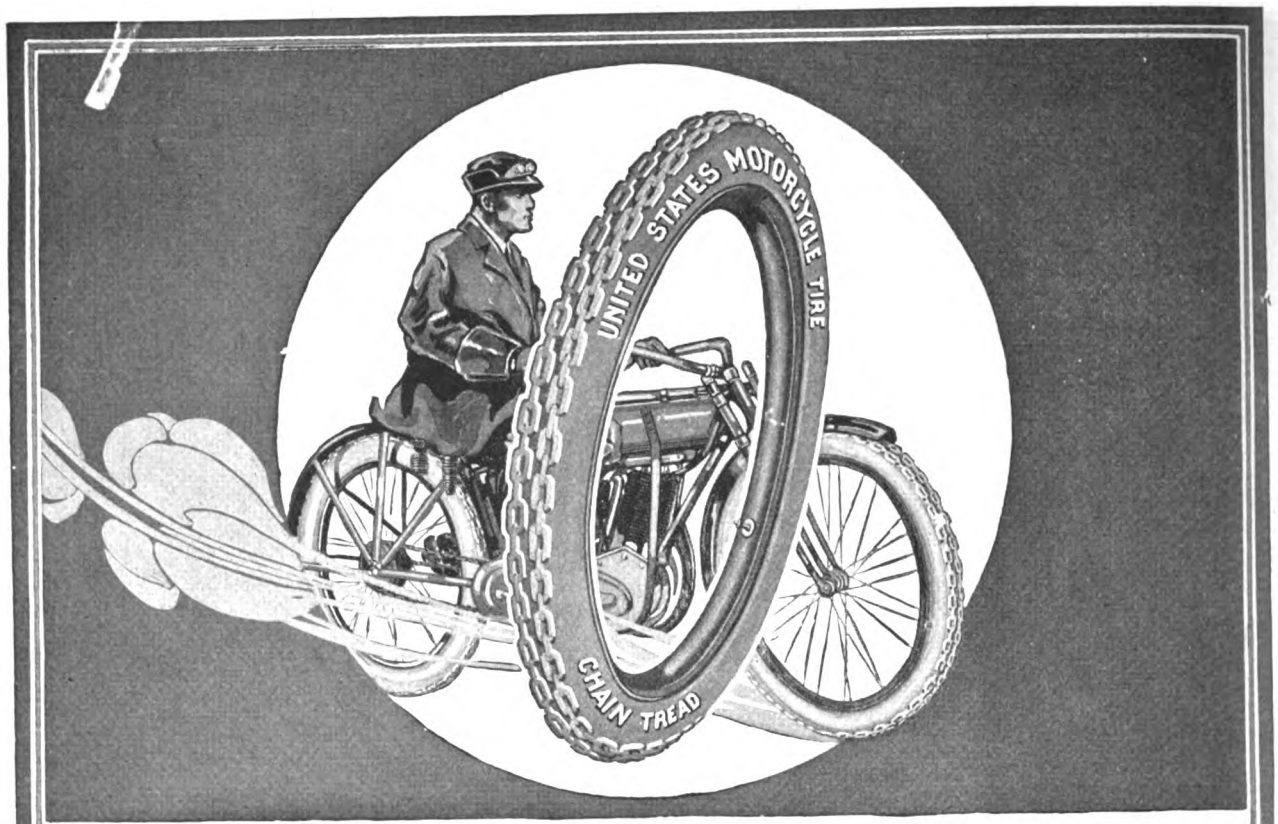


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED The Bicycling World

THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, December, 9, 1915 No. 49

## ONLY ONE MODEL FROM MIAMI CO.

### Middletown Factory Will Concentrate on Production of Power Bicycle at Reduced Price for 1916 and Discontinue Making Models 14 and 16.

MIDDLETOWN, O.—The Miami Cycle & Manufacturing Company announces that it has reduced the retail price on its Model 15, Power Bicycle from $125 to $115. The net price to the dealer, of course, is reduced in the same proportion.

In connection with this statement it is also explained that the company will hereafter devote all its attention to the one model, and will discontinue building Models 14 and 16. This decision has been arrived at because of the difficulty experienced in getting material and because of the remarkable demand for the Power Bicycle. With the company's full attention devoted to the one model, it is pointed out, quantity production will justify the lower price.

The Miami company is convinced that the new arrangement will be as satisfactory to the dealer as to the factory and the rider, in view of the fact that a sales campaign can be concentrated on one model at small cost and with certain results. As for the attitude of the factory, the company sums it up in few words: "This leaves us only one model to push—and watch us push it!"

The Miami company now has revised literature fully describing Model 15 and announces its willingness to send it anywhere upon request. When questioned concerning open territory a few days ago one of the plant officials stated that some desirable districts are still uncovered and that live dealers who file applications will receive rapid-fire attention.

About January 1 the company will send an interesting circular letter to the trade announcing its advertising and dealers' cooperation plans for the spring. In addition to getting substantial orders for Model 15 from all parts of the United States the Miami folks state that they are building up an excellent export business.

## CEASE MAKING YALES

TOLEDO, O.—Announcement has been made by the Consolidated Manufacturing Company, of this city, that no more Yale bicycles or motorcycles will be hereafter constructed. The factory is to be devoted to turning out shrapnel and other war munitions and the manufacturing of parts for other companies. At present the company has several large shrapnel contracts for the Allies.

The stock of motorcycles, bicycles, tires and accessories held by the Consolidated company has been purchased by H. D. Capron, manager of the Toledo store.

## R-S OFFICERS CHOSEN AT BUSY ANNUAL MEETING

READING, Pa., Dec. 7.—At the annual meeting of stockholders of the Reading Standard Company, which was held today, the following officers were elected for the coming term: A. S. Deysher, president; Randolph Stauffer, vice-president; G. Jahn, treasurer; W. F. Remppis, secretary. In addition to the above-named officers the following are on the board of directors: J. C. Ferguson, F. R. Wilhelmy, Charles Glover, H. Mesinger and W. G. Schaeffer.

The report covering the company's operations for the past year was approved. It showed a consistent advance along conservative lines and was considered the most satisfactory statement of the kind that has been submitted in a number of years.

## NEWS JOTTINGS OF TRADE AND CLUBS IN TORONTO

TORONTO, Ont., December 7.—A recent visitor along the Canadian trade firing line was B. A. Edgar, of the Westfield Mfg. Co., who interviewed a number of leading Canadian dealers with a view to placing the Ontario distributing privileges for Pope motorcycles.

Percy A. McBride has been appointed the Eastern Canadian distributor for the Rogers Mfg. Co., Chicago, makers of sidecars.

Wilfrid Morrison, traveler for Walter Andrews, Harley-Davidson distributor in Ontario, has left Toronto for an extensive tour of the province.

Harold Pratt has been traveling the country for the purpose of placing agencies for Excelsior and Henderson motorcycles through Percy A. McBride.

Country touring is practically at an end, in Ontario, for the season because of the miserable state of the roads. Riding will be resumed by many motorcyclists, however, as soon as the highways become packed with snow.

## CHRISTMAS PARTY FOR INDIANA CLUB

### Monster Celebration Will be Held by the Consolidated Club, of Indianapolis; Membership Nearing 150; Hare and Hound Chase Planned.

INDIANAPOLIS, Ind., December 7.—The Consolidated Motorcycle Club of this city will hold a big Christmas celebration, in which a huge fir tree will form one of the chief attractions. This tree will be set up in the general assembly hall of the club, and will be trimmed with many decorations. Many fine presents will be donated to the club by the local dealers and jobbers which will be strung on this tree and given to all the club members and families on the evening of the celebration. Entertainment will be furnished by club members, local singers of note and an orchestra.

The road race just promoted by the club proved to be one of the best propositions the club has yet handled, as about thirty new members were enrolled in the club and a great deal of favorable publicity secured in the local papers. The club is fast approaching the 150 mark in its membership.

A hare and hound race is being planned now for the New Year's day contest, in which at least fifty members of the club are expected to take part. While the plans for the race, which is novel for this part of the country, have not been entirely completed, it is expected that the club will choose two sets of riders, one to act as hounds and the other as the hares. Should the hounds succeed in catching all the hares in a set time the hares will be forced to give the club a big feed at their expense.

## TO USE ELKHART FOR 1916

MONROE, Mich.—Elkhart magnetos will be used on 1916 models of the Smith Motor Wheel and Dayton Motor Bicycles, according to a recent announcement made by the Elkhart Manufacturing Company, the makers of this magneto. Contracts have been signed with the A. O. Smith Company, of Milwaukee, and the Davis Sewing Machine Company, of Dayton, to equip their respective outputs with this alternating-current machine. The type of Elkhart magneto to be used by these firms is the A-O, which is nicely adapted for such service.

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OREGON RIDERS AMID PICTURESQUE SURROUNDINGS IN THE LOFTY SIERRAS

Solo, Sidecar and Tandem Motorcyclists on Recent Outing of Portland M. C.—Trips of This Kind Are Regularly Made by Members

# MAGNETO SUITS ARE TERMINATED

**Splitdorf and Bosch Companies Come to Understanding in Protracted Litigation Involving Motorcycle and Automobile Ignition Patents.**

NEW YORK, N. Y., December 4.—Suits for infringement of magneto patents which were instituted some two years ago between the Bosch Magneto Company and the Splitdorf Electrical Company, have had a friendly termination. Of the three suits which were tried in the United States District Court in this city, the Splitdorf firm recognized the validity of the Bosch patents in two, while in the third (Splitdorf vs. Bosch) an agreement has been arrived at. In the case of the third suit, both companies have some time since discontinued the manufacture of the alleged infringing constructions.

In one suit, Bosch Magneto Company vs. Frederick A. Baker (who sold Splitdorf-equipped motorcycles), the patent involved was Bosch patent No. 974,967, for a magneto for V-shaped twin motors. In the other suit, Bosch vs. Baker, the Gottlieb Honold patent No. 900,542, was involved. This covers a construction giving a prolonged high-tension spark with a high-tension magneto. These suits were decided in favor of Bosch. The third suit related to the old Duplex construction of the Bosch magneto, employed on automobiles.

### WERLE A MOVIE ACTOR

MILWAUKEE, Wis., December 7.—Theodore J. Werle, field lecturer for the Wisconsin Anti-Tuberculosis Association, whose work has been featured in a series of stories in these columns, plays an important role in the film story of the association's activities which is being shown in the city and vicinity for the benefit of the sale of Christmas seals. Werle and his Harley-Davidson form the introductory chapter of the four reels of fascinating educational pictures.

The story tells how a young doctor and his sweetheart become active in the work against the spread of tuberculosis. It is when their horse becomes scared at the sound of an approaching two-wheeler that Werle enters into the curtain's range, offering apologies, telling who he is, handing out literature, that they first learn of the Wisconsin Anti-Tuberculosis Association.

### DINNER TO SECRETARY OF STATE

NEW YORK, Dec. 9.—Secretary of State Francis M. Hugo will be tendered a dinner at the Waldorf-Astoria on Wednesday evening, December 15, by the automobile trade and special inspectors, and a table to accommodate ten persons has been set aside for those interested in the motorcycle field. Tickets are ten dollars apiece—yes, ten is right—and those who wish to avoid the rush for them are invited to communicate with J. A. Hall, 322 East 32nd street, Brooklyn, N. Y.

### TO MOVE UPTOWN

NEW YORK, N. Y.—The Motor Car Equipment Co., of 55 Warren street, will move to 19-21 West Sixty-second street, this city, by January 1. The new location has 55,000 square feet of floor space, and has been altered to suit the company. The move will bring the firm, which has been ten years in the Warren street location, closer to the automobile trade. The Motor Car Equipment Company does a strictly wholesale business in supplies.

# NEW TIRE FIRM ON HUGE SCALE

**International India Rubber Corp. Has Been Launched at South Bend, Ind., with Capital of $1,000,000; Well-Known Tradesters as Officers.**

SOUTH BEND, IND., Dec. 3.—A charter to manufacture tires has been granted to the International India Rubber Corp., with a capital of $1,000,000. P. E. Studebaker, son of the late Henry Studebaker, is to be president; E. H. Schwab, of the Silvex Company, manufacturer of Bethlehem spark plugs, will be vice-president, and G. W. Odell, formerly with the Toledo Ford Tire Co., of Findlay, O., is to be secretary and general manager; J. R. Nobile will be treasurer.

The new corporation has opened temporary offices in the Union Trust building and has taken option on real estate in South Bend for a factory site.

The company, aside from the fact that it is to produce tires, has a unique and original selling plan. A part of the 7 per

WINNER OF FIRST PRIZE IN OSKALOOSA FALL FESTIVAL

Crysanthemum-Decorated Indian Sidecar Combination with Fair Crew Which Received Highest Award in Recent Parade in Oklahoma City

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GIVING INVALUABLE SERVICE IN GUARD MANOEUVRES

**Indian Motorcycle Scouts Receiving Orders from Officer Commanding Motor Machine Gun Battery Attached to Squadron A, New York National Guard**

cent. cumulative and protected preferred stock will be distributed at par for the purpose of establishing selling branches. These selling branches will be widely distributed and will be devoted to advertising and selling the product. It is the intention of the company to have, by the time its buildings are erected and its plant is equipped, at least 500 branch establishments.

### TO OPEN BROOKLYN BRANCH

BROOKLYN, N. Y.—The Firestone Tire & Rubber Company, of Akron, O., has purchased the building at Bedford avenue and Sterling place, this city, for use as a local branch. It will be opened officially on January 1.

### TO MARKET FOWLER FOOTBOARDS

PITTSBURGH, PA.—Announcement is made that the spring footboards designed by L. E. Fowler, of Pittsburgh and described in the November 18 issue of **Motor Cycle Illustrated,** will soon be placed on the market by the Flxible Sidecar Co. The commercial product will be of the folding type, and applicable to all makes of motorcycles. As was explained in the article referred to, the Fowler footboards afford the user a good deal of spring-frame comfort with a rigid-frame machine.

### SUN LITE CO. ENJOINED

LOUISVILLE, Ky.—Judge Walter Evans in the Federal Court has signed a restraining order against the Sun Lite Co., of this city, in connection with a suit brought by the Prest-O-Lite Co., of Indianapolis, Ind. The order or injunction restrains the Sun Lite people from taking Prest-O tanks and filling them with Sun gas, pending a hearing of the case in full.

The Sun company has been exchanging tanks with local motorcyclists and other riders and later filling them with its own gas. The Prest-O firm did not claim that the Sun firm was deceiving its customers, but that they did not properly obliterate the Prest-O name and trademark before remarketing the tanks.

### ROAD RACE AT NEW CASTLE

NEW CASTLE, IND.—Motorcyclists of this place held a road race on Thanksgiving Day. Ed Ackerly, Harley-Davidson agent, and H. Myers managed it. Fifteen started and five finished the 24.8 mile course. Fred Lambertson, Excelsior, was first; B. Lambertson, Indian, second. Time, 25:50.

# MOTORCYCLES IN ARMORED TRAIN

**Detachment of Two-Wheelers Will Be Included in New Motor Equipment of New York National Guard; Motors to Cost About $100,000.**

ALBANY, N. Y., Dec. 7.—A motorcycle detachment will be included in the armored motor car train with which the New York National Guard is to be equipped during the coming year. The train is now assured and its maintenance has been provided for. At the request of Adjutant General Stotesbury, Governor Whitman has approved the plan to appropriate $10,000 for supplies and general upkeep of the train during the coming fiscal term, and it is the intention to make the equipment rank with any now operating on the European battlefields.

The armored train will cost about $100,000 and the entire expense will be defrayed by a group of patriotic citizens who are anxious to see New York's National Guard in possession of the finest lineup of armored motor cars that money can buy.

A huge battle car, heavily armored and carrying two three-pound guns and two or more machine guns, will be the principal feature of the train. This battle car will be carried on a specially constructed truck equipped with motor apparatus and steering gear at either end, so that it can be run in any direction by direct control instead of reverse.

This car will carry nine or ten men, all of them behind armor plate, and will have space for considerable ammunition. It will operate on highways and be capable of withstanding a heavy enemy fire. Such a car could engage and destroy an enemy train carrying troops or supplies. Battle cars of this description have done very effective work in Belgium and Northern France during the present war.

There will also be six or seven lightly armored fast motor cars capable of carrying machine guns and suitable for fast scout work or the bringing up of ammunition from the supply trains.

It is impossible to state at present how many motorcycles will be provided in the first detachment, but owing to the excellent showing made by the two-wheelers at the recent military maneuvers in Van Cortlandt Park, New York, it is believed that the officers in charge will strain a point to have the motorcycle division a very strong one.

GATHERED TO FEAST WITH DEALER BRAUNLICH NEAR WHEELING, W. VA.

Members of Wheeling M. C. Who Attended Annual Blow-Out Tendered by Local Harley-Davidson Distributor at His Country Place

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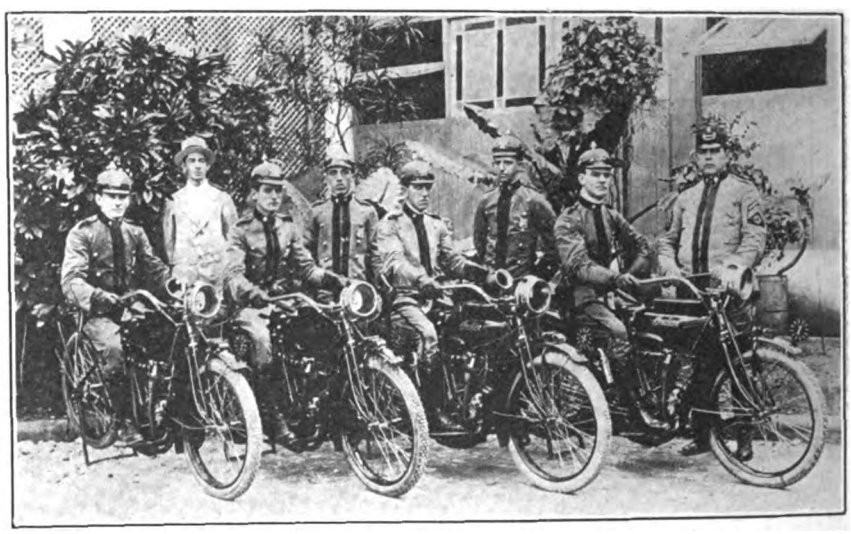
# POOR ROADS ELIMINATED ALL BUT SIX OF THESE RIDERS

**Contestants in 104-Mile Run of Harley-Davidson M. C. of Detroit, of Whom 36 Fell by the Wayside**

DETROIT, Mich.—Only six riders finished out of 42 starters in the recent run of the Harley-Davidson M. C. of Detroit. The total distance was 104 miles, but the roads traversed were some of the worst in the State, hence the elimination of most of the field. Of the six who came through, J. B. Gault, three-speed Harley-Davidson, and A. E. Sonnanburg, special Excelsior, finished together and are tied for first place. Elmer Stevens, Harley-Davidson, came in third, followed by Adolph Lemeign, three-speed Harley-Davidson. R. Yohey, on a machine of the same make, came in fifth while George Ward, three-speed Harley-Davidson, was sixth.

Lemeign, who came in but eleven minutes behind the leaders, is a Belgian youth, 16 years of age, and great credit is given him for his pluck. Yohey is well known as a track and road racer hereabouts. R. D. Brown, of the club, acted as starter, while Foster Walker, F. Friedman and F. Limerick were checkers at the three controls. Walker and Brown, who planned this contest, are perfecting arrangements for an endurance contest to be run about January 1.

## INDIAN-MOUNTED POLICE IN CUBA'S THRIVING CAPITAL



**Motorcycle Squad Attached to Havana City Force With Twin Machines Furnished by R. C. DeZaldo, Wigwam Representative for Havana and Outlying Province**

## DEMONSTRATING HAULING POWER OF POPE IN ALTOONA, PA.

**G. H. Roth Transporting Six 25-Foot Timbers Attached to Luggage Carrier Through Streets of Pennsylvania Manufacturing City—The Machine Made Light of This Load**

## HAMILTON WINS AT TROPICO

TROPICO, Cal.—Sammy Hamilton, Flying Merkel stock, came first in the annual 20-mile road race held here recently. Willie Gipson, Thor, was second, and Packy Helm, Indian, third. The three placemen are all local riders, and they beat out a number of entrants with special racing machines in the ten laps of the two-mile course.

It was decidedly a surprise, this two-mile course. There were 27 starters, and it is figured somebody fell each lap.

## FOLLOWED HOUNDS BY MOTORCYCLE

COLUMBIA, Tenn.—Sportsmen assembled from all over the United States for the annual meet of the National Fox Hunters' Association of America were treated to a novel sight in the hunting field here when F. S. Long, of Washington, D. C., followed the hounds mounted on an Indian

**F. C. Long and Canine Cargo**

motorcycle. After the hunt was called off Mr. Long carried forty dogs in his sidecar, taking four at a time.

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## THE WAR STORY TOLD IN GASOLINE FIGURES

AN indication of the important part that gasoline played in preparations for the European war and in the transportation of troops is given in the figures covering exports from this country during the months of September, 1914, and September of this year. During September, 1914, the necessity of rushing troops to the firing line was strongly emphasized. It is not surprising, therefore, to note that gasoline shipments during September, 1914, were considerably higher than during September of this year.

France, for example, received 2,456,239 gallons during September, 1914, as compared with 23,345 gallons for September, 1915. The United Kingdom received 2,678,040 last year, as against nothing for September of this year. Italy, while not actually engaged in the war in September, 1914, no doubt was preparing for it and the fact that this country received 4,559,465 gallons in September, 1914, and nothing in September, 1915, indicates this preparedness.

The total number of gallons shipped during September, 1914, was 17,687,084. During September, 1915, a total of 4,612,832 gallons was shipped. During the first nine months of the year, ending September 30, the figures show 84,344,863 gallons for 1913; 122,167,107 for 1914, and 91,830,807 gallons for 1915.

## TWO PERFECT IN DENVER RUN

DENVER, Colo., November 30.—E. Lytle, Harley-Davidson solo, and Mrs. Vanderhoof, Harley-Davidson sidecar, were the only perfect score entrants according to official classification in the Thanksgiving Day endurance run of the Western M. C. of this city, held November 25. Lytle won in the solo class in which there were 24 entrants, while Mrs. Vanderhoof, with Miss Bowes as passenger, made the best score in the sidecar class in which there were five starters. In all, seven solo mounts and three sidecar combinations completed the 162 mile course from Denver to Greeley via Ft. Collins.

Second place in the solo class was obtained by E. Goldstone, Reading Standard, with 994½ points. H. Egander, Thor 9 twin, came third, with 994 points, while W. Beason, Excelsior, was fourth, his score being 989. In the sidecar class, J. Johnson, Harley-Davidson, came second with 981 points, and H. Haflinger, Reading Standard, was third, with 975. The weather was quite nippy, with a little snow in spots. Roads were good for the most part. The solo schedule was 30 miles per hour and the sidecar schedule 20 miles per hour. The summaries:

Solo Class—E. Lytle, Harley-Davidson, 1,000; E. Goldstone, Reading Standard, 994½; H. Egander, Thor 9, 994; H. Beason, Excelsior, 989; W. Keyes, Excelsior, 985; W. W. Whiting, Harley-Davidson, 983; Al. Sharp, Indian, 979.

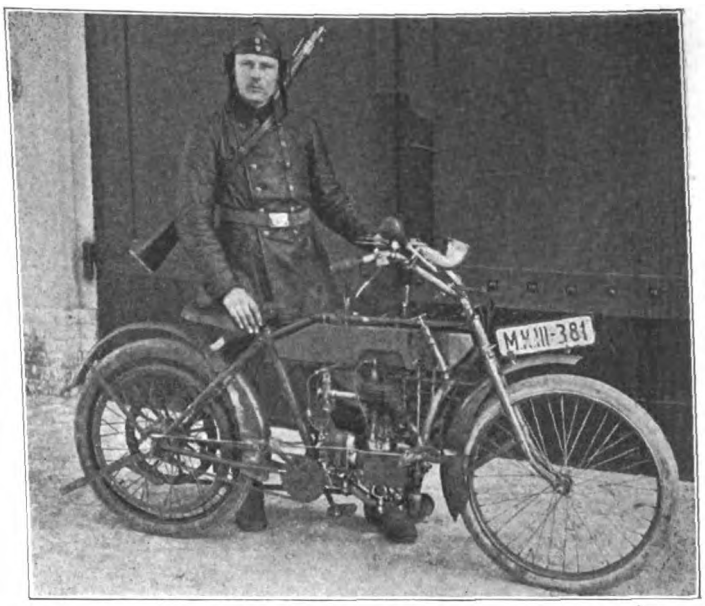
Sidecar Class—Mrs. Vanderhoof, Harley-Davidson, 1,000; J. Johnson, Harley-Davidson, 981; H. Haflinger, Reading Standard, 975.

## READING CLUB NOMINATIONS

READING, Pa., December 7.—A lively contest is in progress for the presidency of the Reading Motorcycle Club, there being four nominations: Webster Schlott, Frank Neidig, W. L. Rhode and Harry Becker. There are contests for practically every other office.

A card party will be held by the club on Friday, December 10. Dancing and a luncheon will be features. A club run is being arranged on January 1, weather permitting, place and details to be arranged later. A turkey dinner will wind up the run.

## WITH DESPATCH-RIDING CONTINGENT IN GALICIA



Willi Stabe, Well Known Saxon Professional Rider, and His Puch Military Mount Now with Austro-German Forces

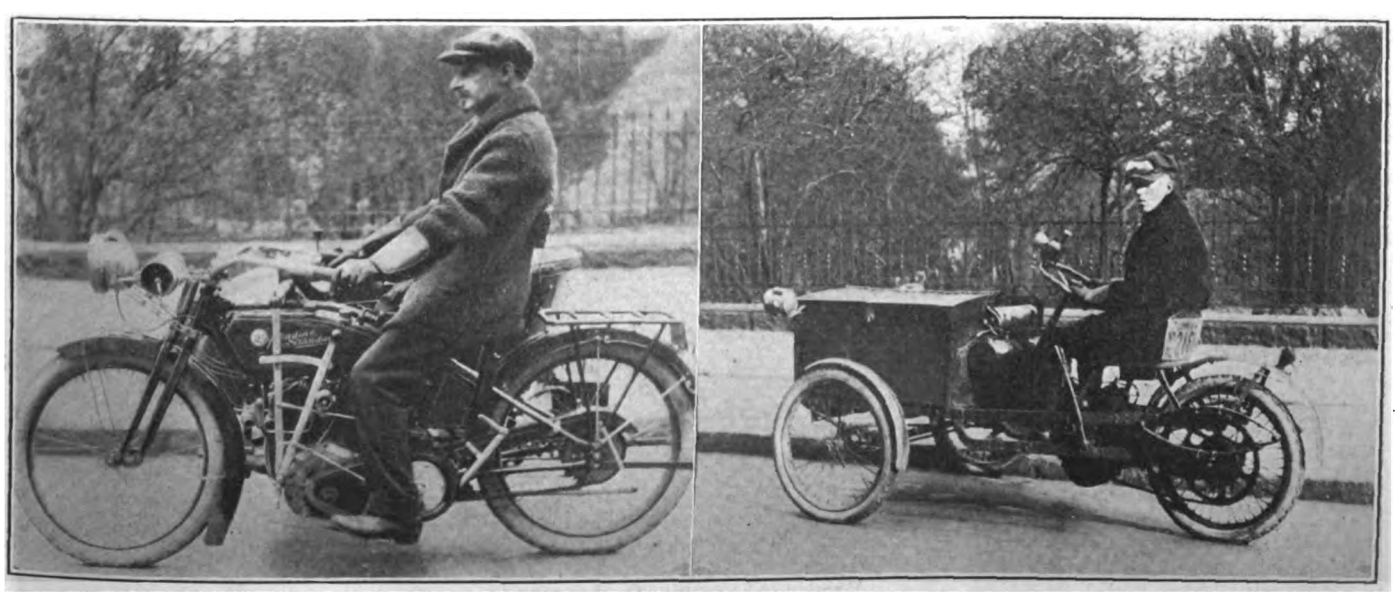
## TIRES AND PUMPS EXEMPT

Manufacturers in this country will be interested in the announcement that the recently imposed British import duty does not apply to tires and pumps. According to the present interpretation, all other accessories are affected in addition to motor vehicles themselves.

## STILL GOING UP

NEW YORK, Dec. 3.—The gasoline price for motor owners in this city is now 21 cents a gallon. Gasoline prices in New Jersey at present range from 20 to 21 cents. Reports from other points throughout the country show a general upward trend.

## TWO TYPES OF THE 1916 READING STANDARD MACHINES NOW DELIVERING THE GOODS



Gus Rotholz, New York Distributor for the R-S, Trying Out His New Demonstrator; One of the New R-S Delivery Vans Now Being Used by Revillion Freres Co., the Big New York Fur House—It Has Been Averaging 75 Miles a Day for Some Time Past

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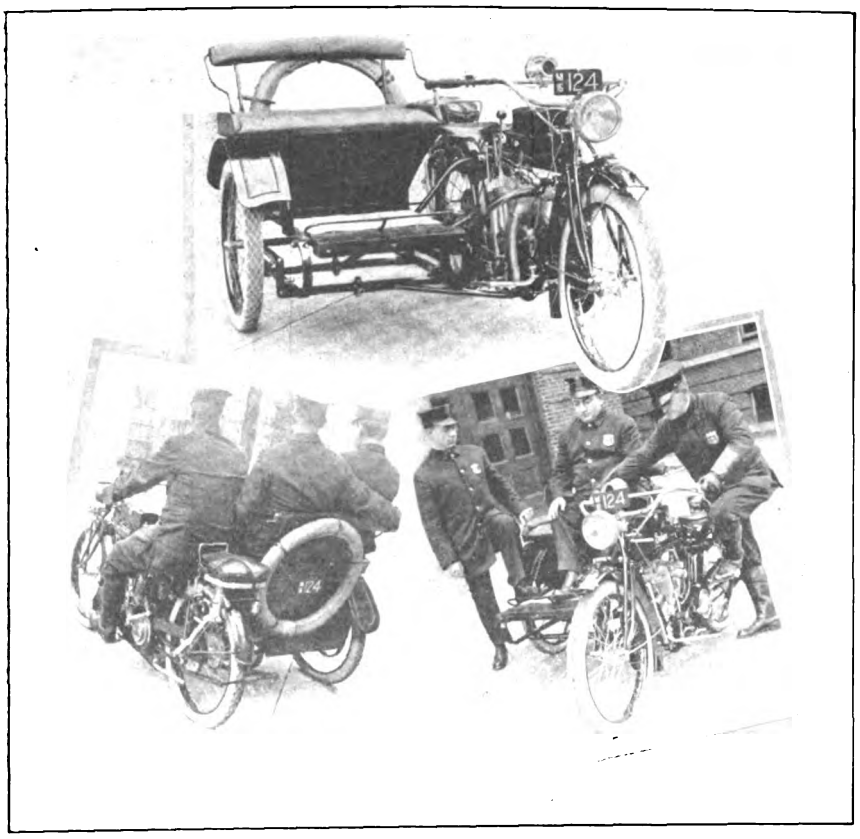
## "RIOT BUS" IS LATEST INDIAN OFFERING



**Top, Front View of New Carrier Attached to Twin; Below, Combination in Police Service, Showing Ease in Mounting and Transporting Patrolmen**

SPRINGFIELD, MASS.—A "hurry-up wagon" is the latest attachment to an Indian motorcycle for municipal service brought out by the Hendee Manufacturing Company, of this city. This wagon is a sidecar of special design with a seating capacity for two, built with low platform to enable policemen to mount or dismount instantly. It is designed for emergency service for police departments, such as answering riot calls, speeding reserves to fires, etc.

The wagon has a comfortable lazy-back seat and broad mudguard, to render travel as comfortable as possible. A spare tire is carried on the back of the seat. The chassis is along the general Indian sidecar lines, but the tread is naturally greater to take the increased width of seat. A tandem attachment is fitted to the machine to enable a fourth man to be carried if desired. The whole combination is able to get through traffic which would delay a motorcar, and has the speed of a motorcycle to boot. It can be stored in less room than a patrol wagon of any type. There is, of course, no comparison as regards cost of upkeep.

### THIS OUGHT TO SETTLE IT

"Editor: Your first information regarding the magneto equipment of Boido's machine in the Tucson-Phoenix road race was correct. Boido says he used a Dixie, the local Indian dealer says he used a Dixie, and I'm ready to take oath on a stack of red chips that his Indian carried a Dixie at the finish.

"Yours truly,

"ERNEST DOUGLAS,

"Correspondent."

## WHERE WILLIS' FRIENDS WILL FIND HIM NOW

INDIANAPOLIS, Ind.—The announcement that Fred I. Willis, formerly of the Hearsey-Willis Company, has joined the Central Rubber & Supply Company, of this city, is supplemented by the news that he will have charge of the firm's automobile and bicycle accessory departments. These departments, the Central company states, will be enlarged under Mr. Willis' supervision. As time permits, Mr. Willis will make personal calls on the trade, but will have his headquarters at 120 South Meridian street, the headquarters of the company.

For twenty-two years, Fred Willis has been one of the strongest factors in the cycle trade of this country, and at one time was president of the F. A. M. He is president of the Chamber of Commerce in Indianapolis and one of the most popular business men in this city. During his years of service in the cycle industry, he has made hundreds of strong friends who have stood by him for season after season, and he is sure to have the ready support of the trade in his new undertaking.

Mr. Willis announces that he will have installed a special service department at once to take care of the increased volume of business which he forsees for the 1916 season.

**Fred I. Willis**

## MILWAUKEE CLUB HAS LIVELY BOOSTER BANQUET

MILWAUKEE, Wis., December 7.—"This affair has been a veritable pulmotor for the Milwaukee Motorcycle Club," said Hugh Sharp, secretary, at the big booster banquet held in the clubrooms, Thirty-fifth street, at Wells. The banquet was attended by some stellar lights of the industry, among them Walter Davidson, president, and William Harley, chief engineer Harley-Davidson factory; J. Robertson Brown, of the Harley-Davidson London distributing company; H. E. Baldwin, State referee, and J. J. Lantry, State commissioner, both of the F. A. M.; Emil Kasten, the local Excelsior dealer, and Fred Clark and Adolph Waech, Badger State Motorcycle Company, Indian dealer.

**Favor at Booster Banquet**

The value of frequent booster meetings like the banquet was emphasized by Frank B. Rodger, the club patriarch. Other speakers were Don Stevens and Harry Hull, of the local Firestone tire branch, who pledged the support of their company in whatever project the club attempted; Paul Bruess, Charles Buff, Albert E. Becker, Messrs. Baldwin and Lantry and Hugh Sharp.

The feature of the banquet was the presentation to Treasurer Clarence Martin of a gold mounted fountain pen in recognition of his services to the club. Charles Grier, the club president, was toastmaster. Favors in the shape of a miniature Non-Skid tire were distributed by the Firestone fellows, who also provided foil encircled smokes to go with the coffee.

### QUAKER CITY TIRE AGENT

MEMPHIS, Tenn.—The John O. Flautt Carriage Company, of this city, has signed up for local representations for the Quaker City Tire Co., of Philadelphia, Pa.

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MOTOR CYCLE ILLUSTRATED
With Which Is Now Incorporated The Bicycling World
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J. LEO SAUER, President and Treasurer
H. N. CONDICT, Secretary J. H. DONEHUE, Editor

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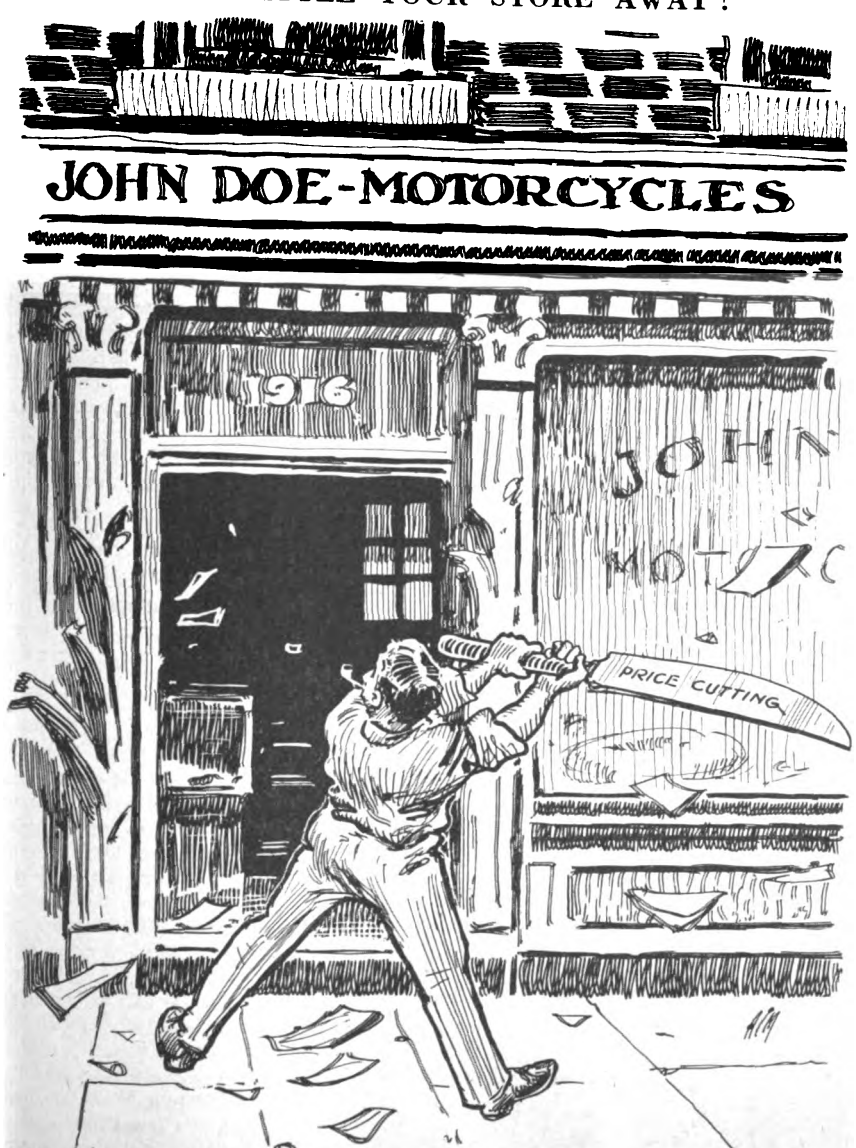
Western Representative, HARRY G. JACOBS
1535 First National Bank Building, Chicago

## DON'T WHITTLE YOUR STORE AWAY!




"WE often wonder," writes the manager of a progressive California cycle and accessory house, "if the dealer who cuts prices understands that he is simply whittling away his own opportunities. He might as well grasp a huge cheeseknife and start to hack the front out of his store. The unpleasant results would be no surer."

This is a striking presentation of the price-cutting problem. It is literally true that the price-cutter whittles his establishment out of existence, paring here and slicing there until nothing is left. And when the crash comes the price-cutter receives no sympathy. Fellow tradesmen heave a sigh of relief; former patrons smile as they pass the barred door. It's an evil game, and the finish is hard. A wise dealer will fight shy of it.

## TRUE CHRISTMAS SPIRIT

EDITOR: Last year I suggested to the clubs in Greater New York that they show the true Christmas spirit by trying to help the poor in their immediate vicinities. I asked the fellows to show a true spirit of fraternity by thinking beyond the circle of their happy friends and family and trying to realize the hardships which less fortunate people were facing at a time when others were enjoying the great holiday festivities.

The result was that many a poor family in a dreary and cold home was rendered happier than they would have been, through the big-hearted generosity of cycling clubs. The boys got together and sent out Christmas dinners and bought little presents for the kiddies, who would otherwise have awakened on Christmas morning with their threadbare stockings as empty as they were on the night before when the children hopefully hung them up for Santa Claus' convenience.

Let every club in the United States follow the example of the organized cyclists of New York. Let them add to the happiness of Christmas by doing their bit toward lifting the burden and the distress of poverty.

There are various ways that this can be done. An appropriation can be made from the club treasury, or each member can be asked to give a personal contribution to a Christmas fund. Still another way is to run some sort of social affair, charging admission, the proceeds to go for Christmas dinners and little presents for poor. A package party would be a good idea: admission to the entertainment would be secured by giving packages of eatables or toys. Then select a number of poor families in the club's neighborhood, and have the members bring the dinners and gifts to them on Christmas eve or morning. Supplying fuel and perhaps a little Christmas tree would greatly add to the joy of the poor.

For these unaffiliated with clubs and who may not be able to get five or six friends to work this plan may be found newspapers in various parts of the country which are raising funds for Christmas dinners. Any amount is acceptable to these funds. But by far the greatest happiness will come if a fellow will go out and deliver the dinners himself.

JOHN A. HALL.

Brooklyn, N. Y.

## A LETTER FROM CHELINI

EDITOR, **Motor Cycle Illustrated**:—I wish to acknowledge receipt of your very kind favor enclosing the two checks, $12.50 and $15; also favor enclosing the $1 contribution towards reimbursing my fine, and I thank you very much for your kind consideration in the matter. I would appreciate it, also, if you would extend my sincere thanks to Mr. Joseph Esler, Mr. Fred M. Mills and Mr. G. B. Gibson for their kindness in assisting to cover the fine. I assure you that my appreciation is sincere in this, and I can't help but have a kindly feeling for the different gentlemen who have come to the front like true sportsmen, and makes me take a much brighter view of the unfortunate circumstance.

A. CHELINI.

San Francisco, Cal.

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# On the Pacific Coast

## FRASER IN HONOLULU

SAN FRANCISCO, November 28.—J. D. Fraser, manager of the local branch of the Appeal Manufacturing Company, California and Arizona distributors of the Harley-Davidson line of motorcycles and a large line of popular bicycles, slipped out of San Francisco very quietly recently, and the first thing any of his friends heard from him was that he was in Honolulu.

The explanation for his sudden departure is simply this—the Appeal Manufacturing Company, having taken over the Hawaiian territory for the Harley-Davidson, needed a representative in the islands to look after its business. Mr. Fraser needed, and was entitled to, a vacation, which he did not get last summer, so he was designated to make the trip. He took with him generous-sized lines of bicycles and tires and was prepared to "talk turkey to the right man for the job of representing the Appeal Company in the paradise of the Pacific.

During Mr. Fraser's absence, the San Francisco branch has been in charge of W. E. Reed, who travels for the company out of the San Francisco house. Mr. Reed says that his latest trip over his territory, which lies south of this city, convinced him that his company is destined to do a very good business during the coming year. Already, Mr. Reed says, the Los Angeles house of the Appeal Company has received three carloads of the new model Harley-Davidsons, while San Francisco has disposed of one carload, and another is expected daily.

## HOT AFTER LIGHTWEIGHT

SAN FRANCISCO, Nov. 28.—Accordcording to W. H. and W. E. Jackson, Pacific Coast distributors of the Dayton line of motorcycles and bicycles, dealers in this territory are becoming impatient over the non-arrival of the new Dayton Motor Bicycle, a sample of which, according to factory advices, was due to arrive here about November 1.

Both city and country dealers from Denver west are clamoring for news of the new machine, and many dealers in the territory tributary to San Francisco, have come to this city since the first of the month expecting to have a view of the new product.

The Messrs. Jackson are kept busy answering long-distance 'phone calls, telegrams, letters and personal calls from dealers who are anxious to learn when the Motor Bicycle will be here. They are told that when the demonstrating machine arrives, due notice will be given to all agents.

## HOFFER IS SIDECAR BOOSTER

LOS ANGELES, Cal.—Fred Hoffer, of the Girton-Hoffer Company, Southern California distributor for the Excelsior, says there is nothing to beat a sidecar combination as a demonstrator and a means of comfortable transportation. He has become a full-fledged sidecar enthusiast, following a trip of 800 miles with Wells Bennett to San Luis Obispo and return recently.

Hoffer and Bennett started out with a 1916 Excelsior combination to call on dealers. They traversed the famous Gaviota and San Marcos passes in the coast route north, riding over the rutted and dusty roads and ascending the long and steep grades for which these passes are noted. Gaviota was not even "open" as road-repairs nearby necessitated long detours. In spite of rough going and heavy climbing, Bennett stuck to it and elicited the admiration of Hoffer and all whom the pair met.

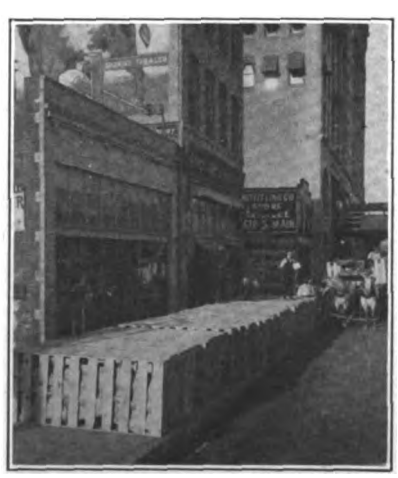
While visiting the dealers Hoffer was surprised to find people in many towns had never seen a sidecar before. The pair had to pass over the sandy roads of the Coast Range to Santa Maria as part of their journey. "I never had so much pleasure on a business trip in my life," said Hoffer.

## ROBINSON BAGS BIG GAME

LOS ANGELES, Cal.—All the big fellows in the motorcycle and bicycle world are in southern California now or planning to be before the winter is over—or at least wishing they could come. One of the most successful in developing the sporting resources of the region is Powhatan Robinson, president of the New York Sporting Goods Company, who with Harry Anderson recently spent three weeks hunting big game in lower California. The semi-desert, mountainous region along the Mexican line requires some "go-getter" to bring in the game. Robinson's friends are all looking forward to hearing the yarns about his sport at the camp fire this winter.

## THIRD CARLOAD COMES AND GOES

LOS ANGELES, Cal.—Look closely at the crates of 69 Harley-Davidson machines stacked in front of the Appeal Company's offices in Los Angeles, and you will see that they are separated into lots of one to nine machines. This is Sales Manager Welborn's system of arranging them ready to check up and see that every dealer gets



his consignment. Welborn is on the stack. This is the third carload received and either ridden out by dealers or shipped out the same day they came in.

## EXCELSIORITES CROSS SIERRAS

LOS ANGELES, Cal.—C. F. Gloystein, Excelsior dealer in Twin Falls, Idaho, with his chum, H. A. Chambers, arrived in this city on November 22 after crossing the Sierras. They left Twin Falls on their Excelsior three-speed models on October 21, covering 1,365 miles in all.

Their route lay through Nevada, and as there had been no rain since last March, the going was rutty and sandy and the mounts frequently sank to the hubs in the desert. The railroad had to be used as a riding-path numerous times and in places the State Highway was so cut up by summer travel that recourse for all motor vehicles had to be had to long and mountainous detours.

At Reno, Gloystein and Chambers inquired the best road over the Sierras, and on each getting a different route outlined, they separated. Gloystein took the Tahoe route and the sand and hard going which accompanied it, while Chambers did better on the Truckee road. The roads on the west side of the mountains were being graded and both riders had to proceed downhill using the intermediate gear, so soft was the going. Gloystein arrived in Sacramento alone but had hardly got to his hotel when Chambers came along.

The going south was all velvet, as the pair expressed it, over the fine roads to San Francisco and Los Angeles. Chambers said that the chief danger on the trip was from coyotes afflicted with hydrophobia, who were terrifying the ranchers and biting stock. Otherwise, the trip was without remarkable incident, for both Excelsiorites were used to desert and mountain riding. It is probable that Gloystein and Chambers will be the last to cross the Sierras before the snows arrive.

## BAKERSFIELD XMAS RUN

BAKERSFIELD, Cal.—At the last meeting of the Bakersfield M. C. plans were discussed for holding the club's big endurance run on Christmas Day. The riders will be started from Bakersfield on Friday, Decemeber 24, and the first day's run will be to Paso Robles, where they will check for the night. On the second day the participants will be required to make San Francisco. It was at first intended that the route should follow the coast line of the Southern Pacific, but it was finally decided to make a detour which will bring the riders through Hollister instead of Salinas. From this point the route will lead to Gilroy, San Jose and over the peninsula road into San Francisco.

The Bakersfield boys will be the guests of the San Francisco M. C. on Saturday night. On the third day of the run the route will extend from Oakland through the towns of Modesto, Merced, Fresno, Porterville and Bakersfield, most of the distance being over state highway.

The committee in charge of the run is made up of Frank Lightner, F. A. M., Commissioner for Kern County; G. L. Ingham and Charles Townley.

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## SEPARATE USED MACHINES

LOS ANGELES, Cal., December 4.—The Girton-Hoffer Company, the Los Angeles Excelsior distributors, has recently moved all its second-hand machines into a new store adjacent to its regular quarters, which will hereafter be used exclusively for rebuilt models. Wells Bennett has charge of this end of the business and is giving very careful attention to the machines that have seen service. Not only is his department at all times in spic and span condition, but the machines are also in trim shape ready for the road. The Girton-Hoffer company had found it greatly to its advantage to thus separate used from brand new mounts, in that it leaves the main quarters free to concentrate on the handling of the 1916 machines and very favorably impresses prospects.

## POWERPLUS INDIANS IN LOS ANGELES

LOS ANGELES, Cal., December 4.—The Los Angeles boys have discovered what is the matter with the 1916 Powerplus Indian, thereby going Cannonball Baker one better. The trouble is they won't stay in the salesroom long enough for a fellow who is slow in making up his mind to see a bunch of 1916 red ones together and gloat over their magnificence. The riders grabbed that first carload that came to Risden's so quick that the only slow fellows to get a look at them were those who happened to be out along the lonesome spots of the county highways.

## PORTLAND'S SHOW IN FEBRUARY

PORTLAND, Ore., Dec. 3.—Portland's motor show this year will be held in February, this action being decided upon at a meeting of the Automobile Dealers' Association a few days ago. The show will probably be staged in the Multnomah Hotel, and at least three motorcycle exhibits are counted upon.

## TO STAGE RACE MEET

LOS ANGELES, Cal., December 4.—A committee will report to the Los Angeles Motorcycle Club at the first meeting in December on plans for a race meet at Ascot Park. There are now nearly a dozen speedsters of national fame in Southern California for the winter, and with more coming a lively meet is the prospect. The committee, consisting of George Rubsch, chairman; "Attorney" Brown and Perry Backus will recommend a one hour affair, 10-mile open, 10-mile stock, mile time trial and some novelty race which has not yet been determined.

## MIDWINTER RUN INTERESTS

TACOMA, Wash.—Riders in the Northwest are now interested in the midwinter endurance run over Snoqualmie Pass. In the event that it is decided to make the run to Seattle through the Pass and return, a large number have signified their intention of making the difficult trip.

## SHEPHERD ON HONEYMOON

LOS ANGELES, Cal.—Just disappeared, did Richard Shepherd, stayed away the three weeks he said he would be gone—and then some—with not a word to the fellows in the trade. Shepherd has been covering southern California for the Appeal Manufacturing & Jobbing Co. for the past eight years, and has friends in the trade in all the big towns and lots of little places that are not named on the map. And now Shepherd has married and actually taken a real, prolonged honeymoon.

## WHERE EXCELSIORS ARE HANDLED IN SAN LUIS OBISPO, CAL.

**Garage of Childers & Hampton, Which Also Boosts For Firestone Tires; Fred. Hoffer, of Girton-Hoffer Co., Excelsior Distributors, at Right of Entrance**

## TOO FAST FOR THE SCRIBE

SAN FRANCISCO, November 28.—Arthur Davidson, sales manager for the Harley-Davidson Motor Company, in company with R. W. Sayre, manager of the Los Angeles house of the Appeal Manufacturing Company, has been visiting in this city during the past week. Mr. Davidson came to this city to view the Exposition, and incidentally to take a close-range slant at conditions affecting his company in this territory. Mr. Sayre came north to meet him and will accompany him to Los Angeles, whither he goes next week.

Mr. Davidson is some speed-burner when it comes to getting around and seeing things, and all efforts to induce him to stand still long enough to be formally interviewed for the benefit of **Motor Cycle Illustrated** readers failed, for the reason that he always succeeded in keeping a lap ahead of the scribe, which handicap could not be overcome, even in a six-days' race, which this chase developed into.

## HUNSAKER MAKING MONEY

LOS ANGELES, Cal., December 4.—S. P. Hunsaker is one of the happiest dealers in the country. Instead of having that sinking feeling, which is known to a dealer who calls on the distributor to hold down his assignment to the smallest number of machines that will keep an agency, he called on E. E. Welborn, sales manager of the Appeal Manufacturing & Jobbing Company, just to say how good he was finding the motorcycle business at Pomona. He mentioned to Welborn that on November 30 he had delivered three of the '16 Harley-Davidsons, and had two more orders for machines to go out before December 20. Last year he did not get his first 1915 machine sold until the middle of January, too late to give the family a Christmas present on the profit.

The service given by the police machine is waking the Pomona people up. This machine, which Hunsaker sold on July 28, has been running continuously twenty-four hours a day, under day and night men, and on December 1 the total cost of repairs was just "two bits" for changing the adjustment of a chain. The chief of police likes the machine so well that a few days ago he took the mayor of Pomona for a ride to Riverside on it.

## WELBORN APPOINTS NEW AGENTS

LOS ANGELES, Cal.—December 4.—Buck and Buck have just taken over the Harley-Davidson agency at Santa Ana. They are known as hustler,s and are expected to build up a big list of riders of the 1916 three-speed. At Fullerton, Sales Manager E. E. Welborn, of the Appeal Mfg. & Jobbing Co., has closed an agency with B. Averit. C. H. Danforth, who continues as the agent at Whittier, is another agent, who like Hunsaker of Pomona, is full of enthusiasm created by a flying start on sales of the 1916 machine. In 1915 he took the Harley-Davidson and sold four machines. This year he took the delivery of his fourth 1916 machine on November 30, and says he has just begun.

## TAKES MERKEL AGENCY

TACOMA, Wash., December 6.—Elmer Bergstrom, who has participated with some success in quite a number of road and track events in the Northwest, has taken on the agency for the Merkel, which was recently held by Ray Day. The latter now has the Indian agency.

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# TOURING THROUGH JAMAICA—THE GEM OF THE CARIBBEAN

## The Motorcyclist Must Do a Lot of Climbing, But Roads Are Fairly Good and the Scenery Usually Worth While—*By Della Crewe*

AFTER I said goodbye to my friends in Panama, I boarded the United Fruit steamer and within twenty-four short hours I landed at Kingston, the largest city on the beautiful island of Jamaica. Though you feel "queer" when you get on English territory, that feeling is quickly dispelled when you run into King Georgie's courteous officials who nail you almost as soon as you step off the gang plank.

The customs officials inspected my Harley-Davidson and Rogers sidecar, and then passed me on to other pleasant looking representatives of his majesty. They are very lenient with motorists in Jamaica. The officials made me pay a bond of fifteen dollars and asked two dollars and a half for a motorcycle license, all of which permitted me to travel through the island—the "gem" of the Caribbean Sea, as it is called—for six months.

### Hard to Describe Island

"And, madam," said one of the authorities, "if at the end of that time, you should wish to remain longer in Jamaica, you will be permitted to do so, provided you have conformed to all of our regulations."

Bully for John Bull!

It's not an easy matter to give a good description of Jamaica. But to give the reader at least some idea as to what the island is like, I'll just tell what Columbus did when the King of Spain put that proposition before him. The intrepid Genoese navigator picked up a piece of paper, carelessly crumpled it up in his hand and then tossed it on the table. "That," he said, "is a miniature of the new found island of Jamaica." Columbus' description will give you a pretty good conception of what touring is in the beautiful island.

### Natives Help Her

Jamaica is mountainous from end to end; a land of streams and woods. I could find no bridges. In the five hundred miles of motorcycling I did there I received a good ducking at least forty times—some of the rivers completely covering the carbureter and stopping the motor. But fortunately the sand beds of the streams are quite smooth and with the assistance of a native—which will cost you "tuppence"—you can readily pull through and prepare for another plunge which will come earlier than expected.

Even if there were no streams you'd get soaked, so why worry about duckings? It rains every day; you might be riding below an apparently clear sky, only to get drenched the next minute. Hence the necessity of taking along waterproof clothes.

However, it is not alone necessary to provide for one's personal comfort; you must also take some interest in your two-wheeler by loading up with plenty of extras. There seems to be but one motorcycle shop on the island, and that is the Indian agency at Montigo Bay, which is run by Mr. Gordon Parker. Unless you happen to be near the Indian agency you must therefore be ready to make your own repairs. Fortunately I had become extremely well acquainted with my mount, and carried first class equipment. And, of course, my dog Trouble was of some help: whenever I encountered any mishap he barked just as loud as he could, and some one would come along to give me a hand.

**A native hut in Jamaica which is situated on a 23,000-foot elevation; and (below) another hut at sea level, where Miss Crewe stopped to get a drink of "cocoa-deligua." The palm leaves make a pretty and rain-proof roofing for the latter hut, but space inside is precious.**

### Sixty Miles Per Day

Calling sixty miles per day on an American highway a stiff day's run would be considered a huge joke. But not so in Jamaica. You make sixty miles per diem down there, and you've accomplished something. You'll agree with me when I tell you that the elevations are sometimes 15,000 feet in less than ten miles. Yes, a trip through Jamaica on a motorcycle is like climbing the Alps.

And if you ever go to Jamaica, don't forget to take a horn with you—a bugle of some sort is absolutely compulsory, and you'll learn why after you've been on the island for awhile. The natives have the habit of getting right in your way, and they drive their carts along the roads at such a dead pace that you've just got to warn them when you're a mile off—and warn them loudly—that you're coming down the road. Then perhaps by the time you get near them they will have gotten to one side of the road and given you a fairly decent amount of room to pass. Otherwise you'll increase the mortality of the island by fifty per cent.

Many of the roads are very dangerous, owing to the abrupt and sharp turns. And the highways—even the best of them—are about as narrow as the streets of China. Perhaps narrow roads wouldn't be so bad if it weren't for the fact that the oxen, which are used almost exclusively for pulling carts, have very extended horns, and

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seldom get out of the beaten path which is usually right in the middle of the highway. And to make matters worse, the drivers are, as a rule, fast asleep on their seats. Hence "safety first" is my advice to anyone motoring in Jamaica.

But in spite of its drawbacks, the "gem of the Caribbean Sea" is a veritable paradise. I have seldom seen so many and varied beauties of nature as can be found in Jamaica. I doubt if there is another spot in the world where one can find such an abundance of natural wonders crowded in every mile of travel. The roads are always ridable, mud, clay and gumbo being unknown in the island. And as you pass along, the fruit, flowers and sugar canes almost envelope you.

Starving to death on the island is, therefore, well nigh impossible, unless a hungry person were too lazy to raise his hand and pluck some of the juicy fruit which grows profusely by the wayside. And as for finding a place to sleep, should you be overtaken by darkness before coming to a house or village, why just move your machine to the roadside and rest your weary limbs in some inviting field.

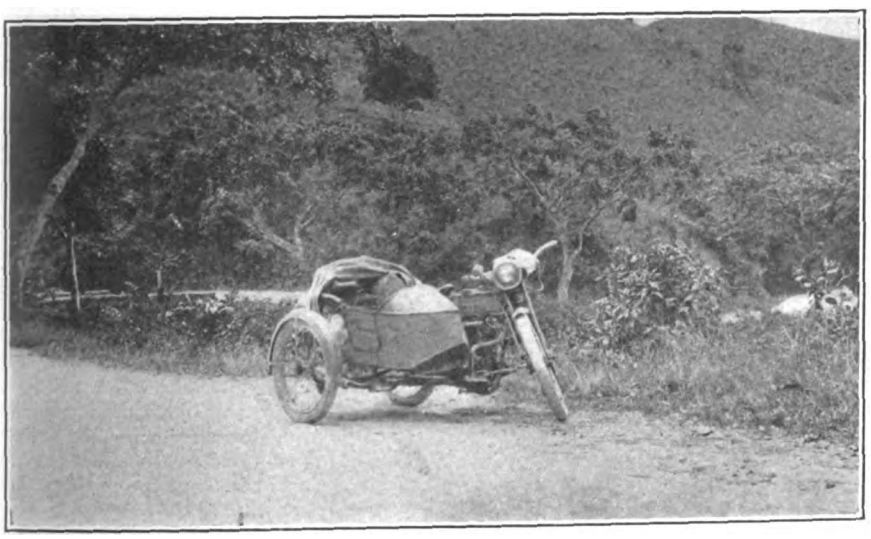
A girl's touring land is what I call Jamaica. Brother Benn doesn't have to be afraid about letting sister go off on a trip down there. In the words of Eugene Field, any motorcycle girl might well say, thinking of Jamaica, at least:

"I ain't afraid of
snakes or toads,
Or bugs, or worms,
Or mice."

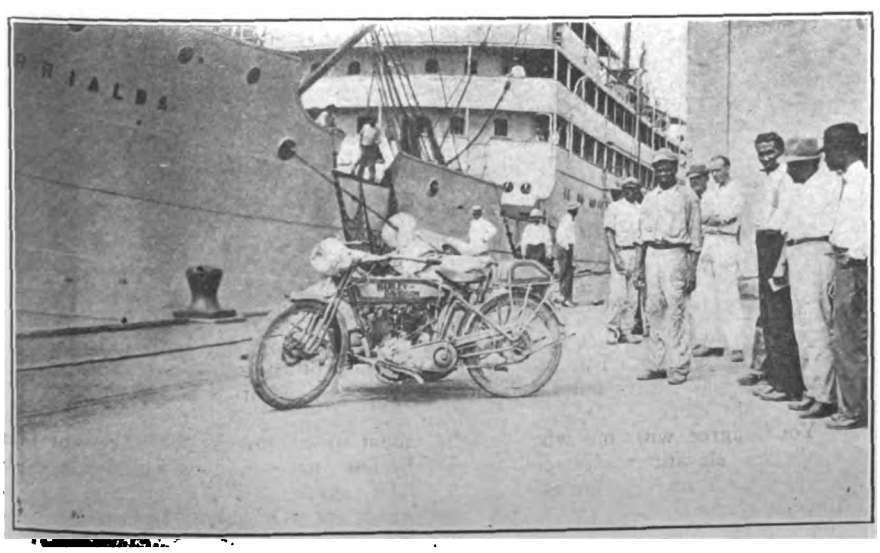
And she might well say it in as boasting a manner possible, without fear of ever being contradicted, for there are no such things in Jamaica. And there are no wild animals prowling about at night, either.

I have found that the English people there are a most charming, home-loving folk. The natives are as harmless as kittens, and numerous as flies. One never need worry of being well cared for in the tropical island. I always found the natives willing to assist, and the country women at all times cordial and hospitable.

Any motorcyclist who has "seen America first" ought to take a trip to Jamaica, if he wants to tour through a country that is out of the ordinary in scenery.



**Miss Della Crewe's outfit snapped at the beginning of a 35,000-foot climb; long climbs are common in Jamaica. Note the narrow and winding road in the background. Below is a picture taken by Miss Crewe at Panama just before she boarded the steamer for Jamaica**



## HOW AUSTRALIA VIEWS THE IMPORT SITUATION

DURING a recent tariff investigation undertaken by the Interstate Commission of Australia, the following facts of interest to American manufacturers were brought out:

The present Australian tariff rates—the general rates compared with those on products from Great Britain—are as follows:

Motorcycles, tricycles and similar vehicles, and frames thereof, whether partly or wholly finished, general tariff, 30 per cent.; from the United Kingdom, 25 per cent.

Cycle tubing and fork sides in the rough; liners, including bent tubing, not brazed or plated, free.

Plated, brazed, enameled or permanently joined cycle parts, general tariff, 15 per cent.; from the United Kingdom, 10 per cent.

Other cycle parts and accessories, general tariff, 5 per cent.; from the United Kingdom, free.

Motorcycle engines, general and United Kingdom rate, 20 per cent.

Magnetos (to be used within the Commonwealth in the manufacture of motorcycles), free from all countries.

### Some of the Evidence

Of special interest to manufacturers is the evidence given by some of those who were heard by the commissioners. For example, Henry Allen, trading under the name of the Nella Electro Plating Enameling & Motor Body Works, petitioned for additional duties on handlebars, seat posts and rims, plated and finished, but not in the rough. He stated: "The Dunlop Company has been making cycle rims, but not motorcycle rims, for some years. A new process has recently been introduced abroad by which the polishing of rims is done automatically. There are many who have started in the cycle industry, but more is done by numerous small shops than by large concerns. The builders chiefly assemble the parts. We are electro-plating and enameling about three thousand bicycles a year for the trade. Most of the parts necessary for the bicycle trade are classified in the Australian tariff at 5 per cent. and free. We have practically ceased building rims for the past three years, on account of the introduction of polishing machines."

### American Machines in Favor

Alfred G. Healing, an importer of motorcycle fittings and a builder of motorcycles, of Melbourne, testified that his business had not been profitable. He stated that he imported all his motorcycle parts, and that there were no motorcycle engines made in Australia on a commercial scale. He further stated: "Motorcycles chiefly come from England, but at the present time they are coming from America. We were quite satisfied with the duty as it was up to the end of last year, but since the American machine came on the market it has upset things. We would have to ask about $65 more for an English machine similar to the American than we now ask." He added that from July to December, 1913, the proportion of American machines that came into Victoria were 9 per cent., the balance being British.

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# HOW I BUILT MY PORTABLE GARAGE

## Details of a Thoroughly Practical Motorcycle Housing Which Cost Only $15

By R. A. HIGGS

THIS Fall when I began to think about building a garage for my motorcycle, I was uncertain as to what size and style to make it. There was also the question of portability combined with a rigid structure. I have no doubt that there are plenty of other riders in the same position and I hope that this article will be a help to them in making a decision.

After some little thought I decided upon a house 8 feet long by 4 feet wide. By making a peak roof, the garage or house has a very neat appearance when erected in a small suburban lot, and also allows ample headroom. The height of the sides to the eaves is 6 feet and the peak is 6½ feet. The pitch is ample to throw off rain. The garage can be taken down very easily, a necessary feature when one is renting a house and grounds. The floor is made in one section and the sides and back are built separately and hooked together. The roof is a unit and is hooked to the sides.

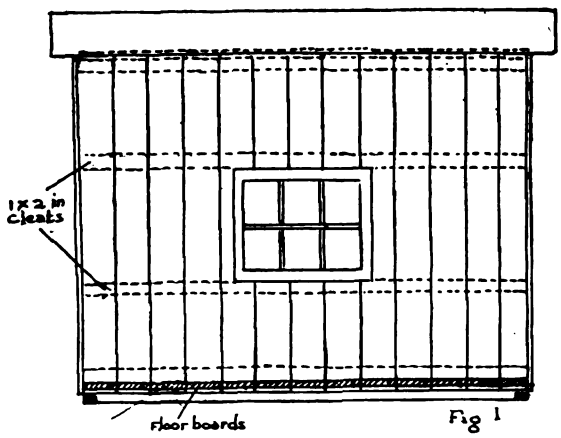


Fig 1

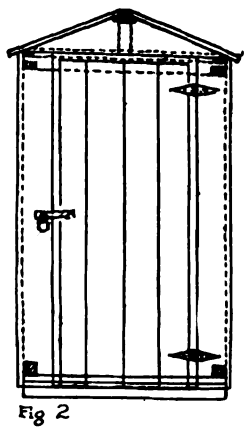


Fig 2

### Floor and Side Details

The frame for the floor is made of two pieces of 2 x 2 inches, 8 feet in length for the sides and 2 x 2 x 4 feet long for the front and back. All framework is of spruce, which is low in cost and answers the purpose very well. The corners should be half-lapped and well nailed. A piece cut a little less than 8 feet long is then nailed lengthwise inside of the frame to strengthen it, as in No. 3.

The flooring, sides and roof boards are of

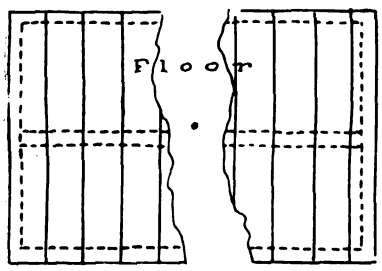


Fig 3

tongued and grooved yellow pine, 1 x 8 inches, and if bought in 12-foot lengths will cut up very nicely without waste. The floor boards are cut in 4-foot lengths and nailed across the frame, as this makes the floor more rigid than if nailed lengthwise; and the 12-foot boards can be cut in three pieces each, without having any ends left over. They should be nailed heavily to the frame and also to the center piece.

### Floor Should Be Raised

The floor should then be raised off the ground about 4 inches by placing building bricks under each corner and also along the middle of the sides and center piece. This will allow air to circulate under the floor and prevent rotting of the wood and keep the floor from sagging.

In building the sides and back, cut four pieces of 2 x 2-inch 8 feet long, which allows two pieces for each side. Then cut two pieces 4 feet long for the back. These pieces are cut out half on each end so that when the sections are hooked together the frame pieces will half-lap over each other and prevent the back and sides from leaning in toward each other. Next cut the number of boards needed for the sides and back into 6-foot lengths, which will make two lengths of each 12-foot board and leave no useless short ends. Allow room in one side for a window 2 feet 5 inches long by 24½ inches high, to be placed in the center as shown in No. 1.

### Erecting the Framing

Nail the boards to the frame pieces, placing the top frame piece about ⅜ of an inch from the top end of the boards, and the bottom piece 1½ inches from the bottom of the boards; nailing the boards running up and down. In placing the top frame piece down ⅜ of an inch from the top room is left for the frame of the roof, so that when the roof boards are nailed on, the roof will set down snug to the sides as shown in No. 2. By bringing the bottom piece up 1½ inches from the bottom edge of the boards, the sides lap down over the ends of the floor boards and a little over the floor frame as the side frame pieces rest on the floor. The reason for doing this is so that when it rains the water will not seep in between the floor boards and the frame they are nailed on, thereby causing them to warp and rot. Construct the back in the same manner.

Then hook the sides and back together, setting the bottom frame pieces on the floor and allowing the boards to lap down over the floor. When these are set up cut a piece of 2 x 2-inch stock 4 feet long for the front. This should be cut half-lapped on the ends so that when hooked to the top frame pieces of the two-sides it will lap over them and hold the sides together on the front. A piece of 1 x 2-inch stripping is then screwed to the front end of the floor and two lengths of board 6 feet high are nailed onto this strip and the top piece just put in, putting one board on both sides of the front, thus forming the doorway. They should be nailed so that the bottom end will come down as far as the sides. Then put screws through where the front and back boards lap over the two sides so as to make the corners good and tight, and not leave open cracks. The door will be about three feet wide, allowing plenty of room to get in and out with the motorcycle.

The roof is built in one section and can be lifted off, as it is built separate and hooked to the sides. The frame for the roof is made of 1 x 2-inch stripping. Cut two pieces 8 feet long to run along the sides, and two 4 feet long for along front and back. The flat (or 2-inch side) of these pieces should rest on the top frame pieces of sides, front and back, and set down inside the top ends of the wall boards all around. The corners of this frame should be half-lapped for rigidness, and the two long 8-foot pieces should be bevelled on the top where they set against the side boards to allow for the pitch of the roof, so it will set flush with the tops of the side boards.

To make the front and back boards which form the peak, cut two lengths of board 4 feet long as shown in No. 4. Draw a line down the center and then at the top measure an oblong 2 inches wide, which will be one inch both ways from the center. Make this ⅞ of an inch down from the top (No. 4). This is to be removed to allow the ridge beam setting in it. Cut the pitch as shown by the dotted lines.

### Ridge Beam and Roofing

For the ridge beam cut a piece of 2 x 2 9 feet long, to allow for a front and back overhand. (The garage is 8 feet long inside.) To this is nailed two strips of

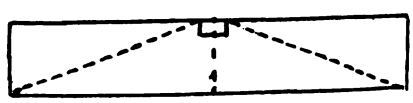
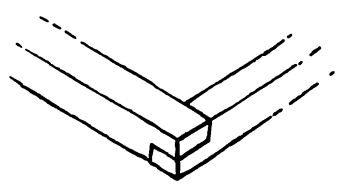


Fig 4




1 x 1-inch stock 8 feet long on each hide flush with the bottom. Before these are nailed on they should be beveled on top to allow for the pitch of the roof boards. The boards are nailed to these strips and come up flush with the top of ridge beam but

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are not nailed on top of ridge piece (No. 2). On account of overhang, short ends of above stripping will have to be nailed on the ends of the ridge beam.

The roof boards are next cut 27 inches long and nailed to this frame, having a little overhang on both sides. Any good roofing paper is then nailed over this, lengthwise, with a good lap extending over the peak and ridge beam and far down enough on the other side to prevent rain working in. While constructing the roof a short block of 2 x 2-inch stock about 4½ or 4¾ inches long should be nailed on the inside of the front and back peak boards, being nailed to the ridge piece and the roof frame, as shown in the dotted lines in No. 2.

The outside frame of the sash is made from 1 x 2-inch stripping. Cut two pieces of this material 29 inches long for the length and two pieces 24½ inches long for the height. These should be half-lapped on the corners to prevent warping. Then cut off three pieces of ½ x ⅞-inch stripping 2 feet long; these should be nailed lengthwise on the back of the frame with the ⅞-inch side flat to the frame. One piece is put midway between the top and bottom of the sash, nailing at the ends while the other two pieces are to be nailed along the top and bottom, drawing them in toward the middle about ⅜ of an inch from the inside line of the frame. These pieces are to hold the glass.

Next cut another piece about 25 inches long that will fit snugly lengthwise inside of the frame. This piece should be set with the ½-inch edge to the middle piece, allowing a little space both sides of it for the glass to set against. This is to be nailed in by driving nails through the back piece and is used to separate the top and lower glass. Cut four more pieces about 10 inches long to be nailed up and down, placing them 8 inches apart. Brads should be used to fasten these short pieces in. The glass is then set in and held in place by glazier's points, then puttied along the bottom.

By following these instructions, anyone handy with tools should be able to build a good, substantial garage, thereby saving a considerable sum on the cost of a manufactured motorcycle house. I give the bill of materials below; the cost will be around $13 or $14:

30 yellow pine boards, 1 x 8 in., 12 ft. long
8 pieces of spruce, 2 x 2 inches, 16 feet long
4 pieces of spruce, 1 x 2 inches, 16 feet long
2 pieces of stripping, 1 x 1 in., 10 ft. long
1 piece of stripping, ½ x ⅞ in., 16 ft. long
19 feet roofing paper, 3 feet wide
12 hooks and eyes
2 pairs of hinges, hasp and padlock
1 quart of paint
5 pieces of glass, 8 x 10 inches.

# DUTCH ARMY MAKES EXTENSIVE USE OF CYCLES

## Increase in Numbers Follows Expansion of Netherlands' Field Forces

By W. VAN STRAATEN

HOLLAND is living through a period of rapidly-increasing interest and enthusiasm for the sport of motorcycling. To a great extent, this movement has been caused by the present unusual military activity, for the Dutch army is making extensive use of motorcycles and bicycles. Before the war broke out, the army of Holland numbered about 400,000 in all branches, and even during the first year of the struggle, the establishment was unchanged. However, the military authorities have judged it necessary now to extend the national defense, and all young men who have been exempt by having a brother with the colors or who were not drawn by lot have been notified and are being trained in various parts of the country.

By this measure, the active force has been increased from 400,000 to 700,000. The authorities say that this step has been taken to enable the men of the older classes to go home on short leave without weakening the national defense, but pessimistic people see it in an approaching danger of war. Some even hold out that the extension of the Dutch army is due to the pressure of British authorities, who wish to see Holland enter the arena against the Central Powers. In such a case, the 700,000 men would come in handy to sweep back the Germans in Belgium, and at the same time to open a campaign against the Essen district, where the big Krupp guns are manufactured.

### Big Army Is Costly

Apart form the fact that if these suggestions are correct or not, it is a remarkable thing that a nation with six million men is keeping an army of 700,000 in the field, while in America, with one hundred millions, there is only a force of 70,000 to 80,000. I think, however, such a large army is not to be envied, as it costs an enormous amount of money to maintain in good trim, and it certainly puts a heavy burden on the population of the country. I am told that it costs the Netherlands one million a day to maintain its army. But they have to have an army, being in a far more precarious position than the United States is.

Now, this expansion of the army has created many new motorcycle detachments, and has made place for a new staff of despatch riders, all provided with mounts. An important factor in the favorable development and extensive use of both motorcycles and bicycles both by the military and civilians is the excellent condition of the roads all over the country.

Since the European war broke out the Dutch army has been mobilized during the first days of August. In addition, automobile, motorcycling and cycling detachments were formed by volunteers to lighten the task of the military authorities. Most of these volunteer motorcyclists did service as dispatch riders, because much had to be done, and evidently they have been very welcome to the general staff of the army. After the first period of inquietude, caused by the siege and fall of Antwerp, and the possible consequences which might arise, the Holland military authorities favored the motorcycle more and more.

Motorcycle and bicycle manufacturers have received extensive army orders. The bicycles are all made in Holland, but many foreign-built motorcycles are used. For instance, the Indian, Harley-Davidson and Henderson are extremely popular, while the English Douglas and Scott and the Belgian F. N. are liked very well. The F. N. factory is at Liege, and is in the hands of the Germans now.

# MOTORING IN THE REALMS OF THE MIKADO

## By MAJOR GEORGE H. R. GOSMAN—Part 3

*Final Installment of the Story of An Interesting Tour Along Japan's Historic Highway from Tokio to Kyoto, the Ancient Capital*

ON all sides the prospect was superb. Around were the sunny, green-clad mountains, and at your feet lay the lake, the town and a canal that seems to run straight toward you. Close to the Miidera is a small house which shelters a celebrated bell, very prettily situated in a grove. There is a well-known story connected with this bell to the effect that a wonderful retainer of a feudal lord carried it from the top of Hiei mountain to this place, and then amused himself by ringing it all night long, to the great discomfort of the priests. The priests in despair offered to do anything for him if he would only stop ringing the bell and bring it back where it belonged. So this retainer said he would comply with their wishes if they would make him all the bean soup he could eat. It is told that the priests did as he wished. (If you could hear the bell you would not blame them.)

We stayed only long enough to learn the story of the bell. It gave me much satisfaction to have seen the bell because I had read so much of the retainer and his famous exploits and seen him depicted so often in Japanese drama that I was really interested. You may, if you wish, read of him in innumerable tales of Japan.

By this time it was nearly four and we thought we had better turn towards the hotel, so we headed for Zeze once more. Reaching the hotel I bade goodbye to my friend and had supper alone. The next morning I was away at six and after another of those trying street traffic propositions in getting into Kyoto I rolled into the court-yard of the Kyoto hotel, my destination, glad of the prospect of a good European breakfast. The distance from Tokyo to Kyoto is only three hundred and thirty odd miles, but I had gone considerably more than that and the good old machine had behaved like a trump.

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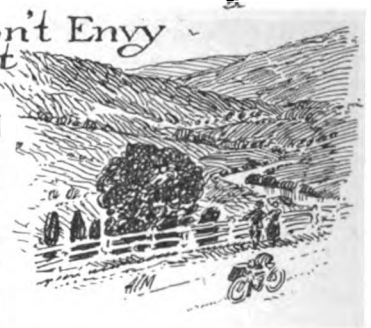
# How My Sidecar Made Me a Booster

## Some of the Reasons Why I Don't Envy the Self-satisfied Automobilist



By John Anderson

BEING the owner of a motorcycle and sidecar—my dearest possessions in the world, excepting my wife of course—I take great pleasure in boosting whenever I get a chance. I have ridden motorcycles for the past four years, and can honestly say that my enthusiasm has grown steadily. I cannot conceive of anything more economical in the way of a conveyance, and as for pleasure and recreation—well, all the boys know as much about those points as I do.

My wife and I are on the go nearly all the time in our combination. During the summer just past we made a trip through the Berkshire Hills, and over into Massachusetts, then down to Little Rhody. It was my wife's first long ride, and she enjoyed every mile of it. We had no trouble at all.

### Meets All Requirements

Lots of times I have been asked why I don't buy a small car, and I always answer that I do not need one. They argue that I could have more comfort with a light automobile, but I don't agree with them. I can't imagine anyone getting more comfort than we derive from our sidecar outfit—and the outlay is so low as to be entirely out of the light motor car class. I average 35 to 40 miles on a gallon of gas, and the tire expense is very small when I consider the amount of riding I do. Whenever I pass an automobile on the road I think just as much of my outfit as the automobilist does of his—and maybe more.

Sometimes one of the critics will argue that I can't get over the ground fast enough with my passenger aboard, but that is just where I fool 'em. Last Labor Day I was going to a town 17 miles from my home, and a friend was making the same trip in a motor car. When we pulled out he remarked that he would wait for me at the journey's end, and I simply smiled. He took a handicap of 10 minutes on me, but I caught him before he reached the destination. A day or two later he met me and admitted that my old chugger could certainly "go some."

### Not Afraid of Rough Roads

Once in a while I find some one saying that I have a hard time of it on rough country roads, but there I fool 'em again. I made a trip from my home town this summer of about 35 miles, and the course was rough and sandy throughout. I had my wife in the sidecar, and completed the trip without trouble.

"Why, it's about all a motor car can do to get over that route," harped the knockers; "you must have had a terrible time."

"Just make it worth my while, and I'll do the stunt again under observation," I replied, and that silenced all hands.

Some of my friends bring up the point that we must have to suffer great discomfort in bad weather, but they are wrong once more. When a storm comes up we make a halt, and I put on a raincoat, rubber hat and long rubber boots, which I carry in the sidecar. My wife uses a storm cover on the sidecar (the cover being marketed by the Rogers Mfg. Co.), and thus she is fully protected. There is a flap where she puts her head through, with snap buttons to make it fit snugly around the neck Thus equipped we have weathered many a storm and been none the worse for the experience.

### Preferable to an Auto

I have heard it argued that a sidecar outfit does not make a very impressive appearance on the road, but people who argue that way are simply talking without knowledge of their subject. As a matter of fact, I would not exchange my sidecar outfit for any of their tin buggies, as my wife and I call their small automobiles. In other words, I prefer a really good motorcycle outfit to a half-rate motor car, and I know that thousands of folks throughout the country agree with me.

"But you can carry only one passenger," say some of the critics.

True enough, but one passenger is all I want to carry. If I wanted to tote a big load over the roads I might have invested in a truck.

Many times remarks have been passed about town concerning how wifie and I enjoy ourselves, and in spite of all the arguments that have been raised the kickers must admit that we do get a lot of real enjoyment out of the combination—and at very small cost. That's a big point that they simply can't get around.

### Getting Maximum Pleasure

During the summer we turn out early every Sunday morning and hit the road. Gee! but it makes a fellow feel like a king to buzz along through pleasant country in his own little outfit. If you don't think so, just try it. When the glorious fall weather comes around we make the most of it; through valleys, over hills—everywhere, and always with the knowledge that we are getting maximum pleasure for *minimum* outlay. Can anybody beat that?

When we finally have to put "old faithful" in the barn for the winter we continue to get pleasure out of looking at the hundreds of photographs we have taken with our camera during the summer. A camera, by the way, ought to be part of the equipment of every motorcyclist—more particularly if he uses a sidecar. We also spend a lot of time in looking over road maps and planning trips for the next summer. Then when spring comes again we bring the outfit out, tune it up and start the fun all over again.

### Delivers the Goods

I advise every rider who can find a congenial passenger to get a sidecar; it certainly adds to the pleasure of roadwork. It stimulates sociability and helps a rider to make friends, and the first cost is quickly forgotten when the pleasure begins. Above all things, boys don't let anyone tell you that a light motor car will give you better service or more recreation. There's nothing to that argument, and I have proved that to my full satisfaction. Stick to your sidecar outfits, and you can continue to enjoy the outdoors just as thoroughly as the most uppish automobilist—and always with the knowledge that you don't have to mortgage your home to do it. I'm a red-hot sidecar booster because my combination has "delivered the goods." Anyone can obtain the same delightful results if he will approach the matter as we do—with the determination to make the most of every hour of sunshine. Try it, fellows, try it; and finally if you wish to come back and contradict me I'll have to back up. But you won't come back to kick. You'll be boosting just as enthusiastically as I am.

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# NEW HOME OF WESTING CO. ONE OF THE FINEST IN COUNTRY

INDIANAPOLIS, Ind., December 7.—Announcement has just been made by G. H. Westing, presidentt of the G. H. Westing Co., of Indianapolis, that the firm has closed the lease for the University Square Building located at the corner of Vermont and Pennsylvania streets, where it will open this week one of the finest stores in the United States devoted exclusively to the sale and repair of motorcycles and accessories. The annex now located at 325 N. Delaware street, will be moved to the new location.

The University Square building is one of the finest locations in the city for the motorcycle and bicycle business. It is north of the center of the business district, but still in close touch with the trade. The new store will occupy 20,000 square feet of floor space, and will have almost twice the number of square feet of floor space as the old location. In addition to the sales floor, which will include the wholesale department, a basement running across the entire building will be used by the firm for storage and the rebuilt motorcycle department.

Across the front and down the side of the building, in four foot letters, an electric sign is being installed that will apprise the public of the fact that the Westing Company sells Indian motorcycles and Arrow bicycles. Just over the store windows another electric sign will be installed. These lights will burn each night until eleven thirty. These signs, which are facing University park and Meridian street, the most traveled street in the city, can be read for several squares away.

### Excellent Lighting Provisions

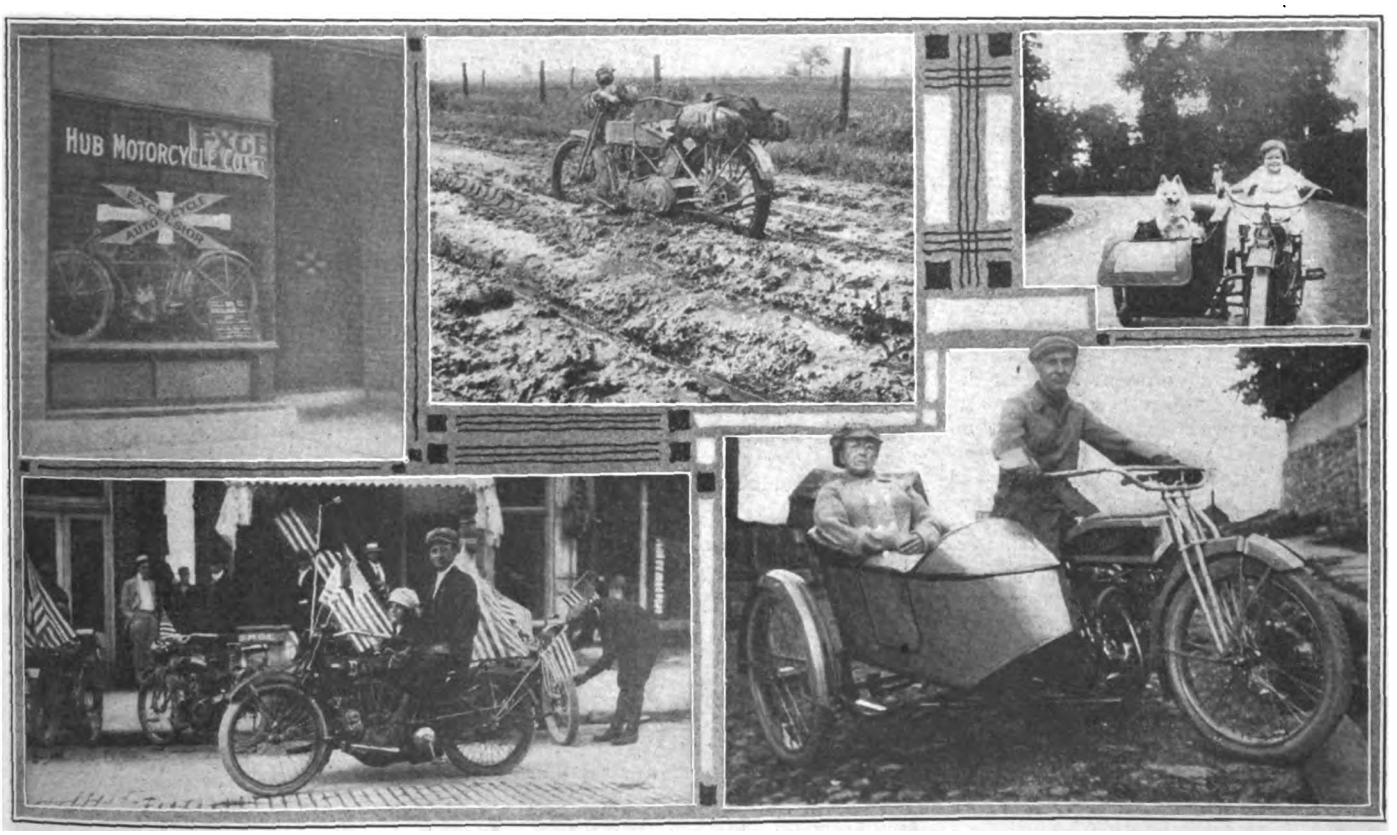
The entire outside of the building is made up of large display windows that extend from the ceiling to the ground. These windows have had hardwood floors, and will be used for the display of the Indian machines and sidecars. Eight windows all told will be decorated and trimmed at all times. Down the side of the building a flower bed has been planted with a walk between it and the windows.

Along the south side of the salesroom show cases and wall cases are being installed, made especially for the cycle trade. Behind these cases the extensive parts department will be placed, while the wholesale department will take up the balance of the south portion of this large floor.

A space taking in some five thousand feet will be used in the front part of the room for the sale of motorcycles alone. This part of the room will be finished with leather settees and rugs of the sort used in automobile sales rooms. A desk for each salesman will be provided. To the rear of the office, which will be located in the north side and towards the rear of the sales floor, will be the repair shop where only customers' work will be done. The rebuilding department will be in the basement of the building, where a large room has been painted and equipped with the latest machinery for putting the machines back in good shape. An enameling oven is being put in place, and in accordance with the rules of the firm every stock machine will be re-painted before sale.

The front part of the basement is already occupied by a stock of bicycles and old motors. An electric elevator gives easy access to this part of the basement and will handle any shipments which the company might receive. As soon as the arrangements in the new store have been completed the company will hold a reception to all the riders.

## MOTORCYCLE NEWS FROM HERE AND THERE AS SEEN THROUGH THE CAMERA'S EYE




**Upper Row: Left—New Store of the Hub Motorcycle Co. at Providence, R. I. Middle—Roads Encountered by J. Kalip, of Willows, Cal., While Plowing Through Michigan. Right—Miss Doris Lockwood, of Jersey City, N. J., One of the Youngest Motorcycle Boosters. Lower Row: Left—H. M. Brockett and Daughter as They Appeared in Recent Wapakoneta (O.) Parade. Right—H. M. Dusch, Ashland, Pa., Taking the "Mater" Out for a Daily Spin**

## LONDON HENDERSON AGENT VISITS FACTORY

DETROIT, Mich., December 4.—J. Robertson Brown, of Robertson's Motors, Ltd., London, Eng., has just completed a visit to the factory of the Henderson Motorcycle Co., of Cass avenue, this city, and has left for the East to take ship home to London. He placed an order for 63 Hendersons during his visit. Fifty-two of this order are two-speed models.

Mr. Brown is the head of Robertson's Motors, Ltd., which firm is Henderson agent in London. He states that the company has had remarkable success with the four-cylinder American-built machine, and his trip had for one of its objects the making of arrangements which will insure a plentiful supply of the new models during the 1916 season. He reports that the demand for four-cylinder models has been such that several English factories are contemplating bringing out such models.

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# THE CLUB RIDER'S BUSINESS OPPORTUNITIES

## Advertising Expert Tells Milwaukee M. C. That New Motorcycle Era Is at Hand

By PATHFINDER

THE opportunities held open to the active motorcycle club man by the motorcycle industry and the tremendous possibilities of the industry as a business proposition were set forth last week by Lacy Crolius, advertising manager for the Harley-Davidson factory, in an address before the Milwaukee Motorcycle Club, on "The Motorcycle Industry—Your Opportunity."

"Manufacturers are watching the clubs, and dealers and accessory men are watching the clubs," said the speaker. "They always have and always will keep an eye on club activity. A great majority of the prominent men in the industry have their club activity to thank for their excellent jobs.

"It's the fellow who makes his club life adjust itself to the changing conditions of the motorcycle industry that will profit by the resultant opportunities that are bound to present themselves to him in due course of time. His presence readily is noted as being leader, for instance, in the present reform movement for the uplift of the sport of motorcycling.

### Neat Costumes Desirable

"Clean and presentable riding costumes today are more essential than ever. The rider must also keep his machine attractive. Each one of us must observe more rigidly than ever the ordinances laid down to govern traffic, and must at all times respect the rights of others. We must be careful not only to avoid violations of the speed laws but also must make the closed muffler an important factor in our riding.

"Carelessness and thoughtlessness in any sport invariably brings adverse legislation which curtails indulgence in the sport and narrows the amount of freedom to be used in enjoying it.

"To survive, a motorcycle club must deliver the goods. It must do things. Its efforts along that line depend entirely on the combined efforts of its individual members. Look at our own club. We gained attention principally by the benefits we have been able to obtain for the thousands of riders, not only in this city but throughout the whole State. Despite the fact that we have only 125 members we are a force for good amongst 8,000 riders. We saved $8,000 during the last legislative session by averting an increase in license fees. We staged an exclusive motorcycle show in this city that was the talk of the industry. But these things never would have been accomplished had there not been a bunch of active members in our club.

### Just Getting Started

"Motorcycling as an industry is just getting started. The dealers and manufacturers have only been taking off the cream of the business. They are merely scratching the surface. People that have regarded the motorcycle business as a sport are beginning to have a different viewpoint. The sporting end of the motorcycle trade is destined to be the smallest. It is in the commercial side that its future lies. Public service corporations are just beginning to see the value of the motorcycle.

"The recent ruling of the Postmaster General, in which he recognized the motorcycle and sidevan to be a vehicle on a par with the automobile, is one of the greatest tributes ever paid the motorcycle, considering the comparison of weights and powers between the automobile and the sidevan outfit.

"Let us not use the clubrooms merely as a meeting place. Make it a place for serious organized business. President Coffman, of the F. A. M., frequently makes use of the expression, 'You get out of the club what you put into it,' and that is the principle

S. Lacy Crolius

which should govern club activity. Make the clubhouse the place where plans are laid out for big constructive work.

"I believe implicity in what I call the Big Idea. Whatever we do to boost the sport of motorcycling will bring its returns in the rising standard of the motorcycle industry.

### Position of the Club

"The motorcycle club should be your stepping stone to bigger things. Other men have done it. Why not you? Don't hold an obscure place in club activities and thus bury your identity.

"Fellows, the club is your opportunity. The men who are destined to make successful the coming Milwaukee motorcycle show, the coming dance or theatre party are the men who will demonstrate to the industry at large their aggressiveness, their ability to organize. They will, I believe, be the men who will be reckoned with later on in high places in the industry.

"Whose turn is it next? It will be the rider who is representative of the new era of motorcycling, the clean rider. It's up to you."

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### KENNET GETS GOLD MEDAL

St. Louis, Mo.—Press G. Kennet has just received his sixth consecutive gold medal, awarded annually to a member of the St. Louis Cross-Country M. C. for the best attendance throughout the year at the Club's Sunday runs. The medal was donated, along with four others, for various purposes, by dealer John Hurck, as has been his custom each season.

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### BONFIRE RUN A SUCCESS

Newark, N. J., November 29.—The New Jersey M. C. of this city and the Indian M. C. of New Brunswick, held a joint bonfire run to Seidler's Beach yesterday. Fourteen members from the New Jersey and seven from the Indian club participated.

On arriving at the Beach, all hands set to work to gather driftwood and building fires over which potatoes, sausages and steaks were cooked. Thermos bottles full of hot coffee accompanied the repast. After the meal was over a stone-throwing contest was organized, in which Axel Leach proved the best of the party in breaking bottles with the rocks. An impromptu football game was next got up, using four hats strapped together for the ball. The Indian M. C. team won this match, the score being 24 to 12. The feature of the match was De Hart's tackle of Leach in the cold waters of New York bay. Owing to shortness of wind due to violent playing, only one half was played.

The return trip was made via New Brunswick, where the New Jersey riders were the guests of the Indian M. C. Refreshments and talk passed the time until the dusk warned the Newarkers that it was time to ride homeward. The success of this affair was such that a series of joint runs will be held until the roads are covered with snow. A run to Flemington is scheduled for December 5.

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### THOR CLUB RUN OFF

St. Louis, Mo.—The annual 140-mile endurance run of the Thor M. C. of this city, has been called off because of the failure of dealers to support the affair. Twenty entries had been obtained and the route mapped out embracing the roughest roads between this city and De Soto.

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### CREAM CITY CLUB DISBANDS

Milwaukee, Wis., Nov. 27.—Lack of interest has caused the Cream City Motorcycle Club to disband. This was a separate organization from the Milwaukee Motorcycle Club, and was composed mostly of riders living on the south side.

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### E. J. TERHUNE SUCCUMBS

Hackensack, N. J.—E. J. Terhune, brother of J. W. Terhune, Harley-Davidson agent, died on November 4 as the result of injuries incurred in a collision with a moving van which was moving along the road without lights during the night of October 29. He suffered a compound fracture of the skull and had a leg broken in three places. In spite of the best care, Mr. Terhune succumbed to his injuries five days after the accident.

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## SEPTEMBER SHOWS HEAVY EXPORT GAINS

### Fourteen Times as Many Motorcycles Shipped Abroad as in Same Period of 1914

THE number of motorcycles exported from this country during September, 1915, was over fourteen times the number shipped during September of last year. The increased number of bicycles shipped over last year continued to be phenomenal during September of this year. In fact, a gain in every class of shipment, with the exception of shipments to Porto Rico and Hawaii is noted for the month. Imports continued to decrease, the month being lower in valuation than both September of last year and August, 1915.

The increased valuation of bicycles shipped was responsible for bringing the figures for 1915 higher than those of 1914, the first nine months showing 1915 to lead both 1914 and 1913. Shipments of motorcycles during the nine month period show 1915 to lead, both in the number of machines shipped and in their valuation. The month of September, this year, shows a lower valuation for shipments to the Hawaiian Islands than the valuation set in August, 1915, but is in excess of the shipments made during the month of September, 1914. Porto Rico shipments for the month show a gain over both September, 1914, and August, 1915. A loss, however, is noted in the shipments to the Philippine Islands, when compared with September, 1914, and August of this year.

#### Comparative Figures

During September, 1915, motorcycles to the number of 1,683, and valued at $355,811, were exported from this country. During September, 1914, the number totaled but 118 machines, with a valuation of $26,703. The figures for the month of August, 1915, showed 1,744 machines, valued at $398,792. For the first nine months of 1915, ending September 30, show 11,859 motorcycles shipped, valued at $2,261,200. During the period in 1914 a total of 5,820 machines was shipped, with a valuation of $1,131,302, while in the 1913 period 3,459 machines were shipped, valued at $662,042.

Bicycles to the valuation of $79,727 were shipped during September of this year, as compared with a valuation of $19,249 for September, 1914, and $82,454 for August, 1915. The nine months period continues to show 1913 leading, with a valuation of $537,212, but the figures set in September of this year make it possible for 1915 to lead 1914 with a valuation of $443,209, as against $392,129.

#### Imports Show Decrease

Imports reached a valuation of $2,018 during the month. September of last year showed a valuation of $3,644 and August, 1915, a valuation of $2,053. The nine month period shows but $31,131 to be the value of motorcycles and bicycles imported into the country, as against a valuation of $168,701 for 1914, and $134,827 for 1913.

There remained in the warehouse September 30, 1915, motorcycles and bicycles to the value of $1,050, the same valuation shown as of August 31, and July 31. On September 30, 1914, the valuation was $284. Imports received to be shipped to other countries show a valuation of but $10 for September, 1914, as compared with $200 for August, 1915, and $200 for September, 1915. The nine month period shows a valuation of $456 for 1915, and $995 for 1914.

#### Hawaiian Shipments Off

Hawaiian Islands shipments show a loss for September, 1915, when comparing the month with September of last year, but a slight gain when compared with August, 1915. The valuation for the month was $4,451, as compared with $3,593 for August, and $7,738 for September of 1914. The nine month period shows $89,503 for 1913, compared with $51,784 for 1914, and $58,374 for 1915.

A gain is noted in the valuation of shipments of motorcycles and bicycles made to the Philippine Islands during the month of September, 1915, when compared with September of last year and August of this year. September of this year shows a valuation of $6,374, as compared with $4,022 for September, 1914, and $5,622 for August, 1915. With a valuation of $53,511, the first nine months of 1913 lead 1914 and 1915, the figures for the last two being $52,138 and $40,212, respectively.

A loss is noted in the shipments to Porto Rico, the month of September, 1915, falling behind the figures for September, 1914, and August, 1915. The figures were $1,684 for September of this year; $3,086 for September, 1914, and $2,687 for August, 1915. The 1913 nine month period leads with a valuation of $35,547, followed by 1914 with $29,734, and 1915 with a valuation of $16,433.

## GERMAN DEMAND TO BE GREAT AT CLOSE OF WAR

AN important point in connection with prospects for the exportation of American-made machines is brought out by the American Consul at Barmen, Germany, in a letter to **Motor Cycle Illustrated** dated October 19. He writes us as follows: "Owing to the fact that cycles are contraband of war there appears to be no possibility of importing them into Germany as long as the state of war lasts. It is my opinion that owing to the fact that nearly all automobiles and motorcycles have been confiscated by the Imperial Government for use in the war, there will be an unusually large demand for motorcycles *after* the cessation of hostilities. As it is more than probable that the German manufacturers will not be able to supply the entire demand, and as British, French and Italian manufactures will not be bought by the German public, at least for some time after the war is over, it appears that American-made bicycles and motorcycles will find a ready market."

## WEST INDIES REQUIREMENTS

We are informed by Consul H. C. von Struve, Curacao, W. I., that all motor vehicles to be used on the roads of that country must be provided with an accurately working steering gear, at least two strong brakes, working independently of each other, under the control of the operator, and one horn or siren, the sound of which is distinctly audible at a distance of one hundred and ten yards.

## WANTS CATALOGUES AND PRICES

We are informed by American Consul J. S. Armstrong, Jr., stationed at Bristol, England, that the consulate will be pleased to receive catalogs and price lists from American manufacturers of goods of all kinds. Mr. Armstrong states that, owing to the present large demand for American products, a complete file of catalogs would be of considerable advantage to be shown to local dealers desiring to be placed in touch with sources of supply in the United States.

## CRUDE RUBBER IMPORTS

Imports of crude rubber continue to show the bulk of the shipments being received from the East Indies. Out of a total of 19,671,360 pounds received during the month of September, 1915 the East Indies contributed 8,938,271 pounds. The United Kingdom shipped 5,337,322 pounds, and Brazil 4,581,341 pounds. September of last year showed a total of 14,087,980 pounds imported, while during August of this year the shipments totaled 17,060,113 pounds.

During the first nine months of the year, ending September 30, 1915, a total of 160,416,636 pounds was imported.

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# Of a Personal Flavor

R. L. HARRIMAN, advertising manager of the Hendee Manufacturing Company, of Springfield, Mass., attended the meeting of the Association of National Advertisers, held at the Hotel Astor, New York, on December 1 and 2.

John J. O'Connor, formerly on the staff of the *Bicycling World*, and more recently identified with the publicity department of the Hendee Manufacturing Company at Springfield, Mass., has left for the West to assume the position of editor of *Pacific Motorcyclist*. **Motor Cycle Illustrated** wishes "Long John" the best of success in his new venture.

C. B. Brooks, of the 20th Century Manufacturing Company, of New York, states that business on the 20th Century lamps is far ahead of this time last season. He adds that foreign orders are particularly gratifying in volume and dimensions.

C. A. Persons, of the Persons Manufacturing Company, Worcester, Mass., paid a visit to New York recently, and from the happy expression he wore it may safely be inferred that the Persons firm is enjoying an excellent saddle business.

Chicago, Ill.—Louis J. Mueller, Indian dealer in Cleveland, with Col. Zimmerman, manager of Luna Park, in Cleveland, and Mrs. Mueller and Mrs. Zimmerman, passed through Chicago on their way home from a trip to the Panama-Pacific Exposition, the return journey being via Vancouver, Seattle and other important Northwest cities.

J. E. Argus is now Pacific Coast district manager for the Goodyear Tire & Rubber Company, of Akron, O., having supervision of all Goodyear business in that section. He was formerly manager of the mechanical rubber goods department of the firm. He succeeds M. E. Morris, who goes to the Akron headquarters in the sales deparment.

W. B. Tully, who was recently appointed Southern traveller for the Schickel Motor Company, of Stamford, Conn., has started off his vigorous campaign by sending in a substantial order for the Schickel Lightweight from the first town he visited.

T. A. Quisenberry, of Richmond, Va., is reporting excellent sales of the Schickel Lightweight in his territory.

E. A. Silvera, Schickel agent for Savannah, Ga., sold two Schickel Lightweights in an hour on the strength of his demonstration of the handy little two-stroker.

Edward A. Cassidy has resigned as manager of the automobile accessory department of the H. W. Johns-Manville Co., of New York, and will take up his duties as president of the Edward A. Cassidy Co. on January 1. This company is a selling organization to market the products of several parts and accessory makers.

Springfield, Mass.—J. L. Seidell, recently transferred from the Kansas territory to New England, as factory salesman for the Indian, has been placed in charge of sales promotion work and is to have general direction of such matters from factory headquarters, covering New England to begin with and added territory later.

Cleveland, Ohio, Dec. 3.—E. P. Dowse has just been made manager of the Cleveland branch of the Federal Rubber Mfg. Co., succeeding H. J. Couturier, who has been transferred to the company's Minneapolis branch.

Charles W. Mack, of Reno, Nev., has been appointed F. A. M. Commissioner for Nevada.

Howard R. Hunter has been appointed local F. A. M. commissioner for Pomona, Cal.

C. A. Shepperd, of San Diego, Cal., has been appointed F. A. M. local commissioner for San Diego County.

## MILLS GOES TO NEW ORLEANS

WASHINGTON, D. C.—The National Capital Motorcycle Club is mourning the loss of one of its most faithful and efficient workers in the person of Fred M. Mills, F. A. M. Commissioner for the District of Columbia and secretary of the National Capital club.

Recently Mr. Mills was offered a lucrative position on the staff of the New Orleans *Picayune*, one of the leading newspapers of New Orleans, La. This offer was so attractive that it overcame his scruples against leaving his Washington sphere of influence and he left for his new position on December 1.

At the last meeting of the National Capital Motorcycle Club it was decided to recommend J. B. Darroch to the officials of the F. A. M. as successor to Mr. Mills in the position of F. A. M. commissioner. Mr. Darroch is an ardent motorcyclist and an active member of the National Capital Motorcycle Club, having often served in the capacity of assistant to Mr. Mills. F. E. Thornhill was elected secretary.

## MORE CLUBS AFFILIATE

Among recent additions to the long list of affiliated clubs, the F. A. M. secretary announces the Albuquerque, the Wichita Falls and the Enid M. C. The first club is at Albuquerque, N. M., and H. S. Wolking is its secretary. The Wichita Falls club it at Wichita Falls, Texas, its secretary being F. W. Hanmer. The secretary of the Enid club is J. A. Olinger, Box 365, Enid, Okla.

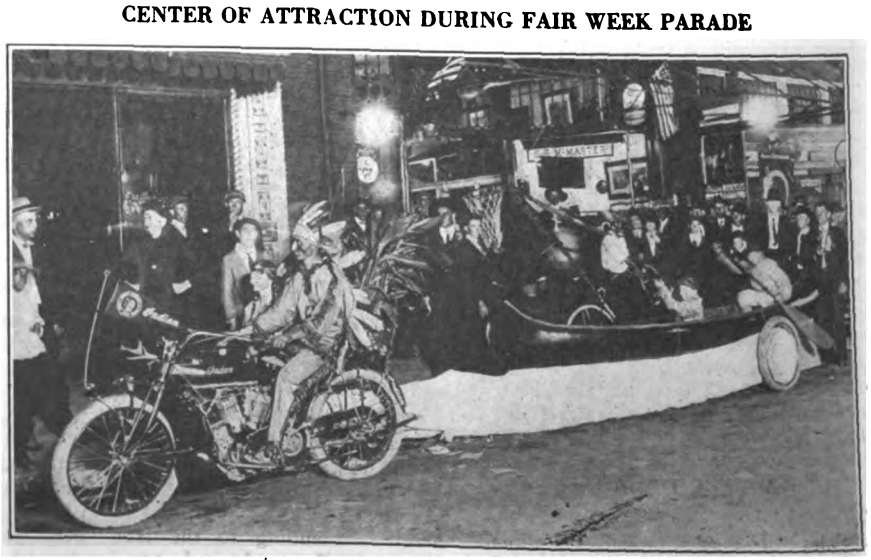
## HARLAND SIGNS UP TWELVE

DAYTON, O.—W. A. Harland, traveler for the Davis Sewing Machine Company, reports signing up twelve new agents for the Dayton Motor Bicycle and motorcycle line in Ohio. These are: J. G. Dieffenbacher, Fostoria; S. O. Sprout, Tiffin; F. C. Scott and Kendall & Kayler, Alliance; Barber Cycle Co., Sandusky; Scott's Cycle Store, Marion; Neidhart & O'Brien, Mansfield; P. Slack's Sons, Springfield; L. P. Birckenbach Co., Columbus; W. J. Grube, Delaware; Stanley H. Reed, London; Monnot & Sacher, Canton.

## HAVE KOKOMO IN TACOMA

TACOMA, Wash.—The Kimball Gun quarters, covering New England, to begin cycle tire in addition to selling the Kimball bicycle in this county. The store has been making the Kimball cycle since Tacoma was first started.

## CENTER OF ATTRACTION DURING FAIR WEEK PARADE



**Canoe Float of S. B. McMaster, Indian Agent at Columbia, S. C., Drawn by Sidecar Rig Driven by E. L. Williams. Mrs. Williams Is the Passenger**

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# With the Manufacturers

## HAVERFORD BUILDINGS PROVE INDUSTRY'S GROWTH

ONE of the most convincing proofs of the growth of the motorcycle and bicycle industry is to be found in the new five-story buildings of the Haverford Cycle Company, at 503 Market street and 4-6 North Fifth street, Philadelphia, Pa. The structures are located on the Quaker City's main business thoroughfare and are most complete in themselves for the purposes to which they are devoted.

Commencing about 18 years ago in a small store at 827 Arch street, Max M. Sladkin developed the business step by step. In course of time branch houses of the Haverford Cycle Company were established in Washington, Norfolk, Detroit, Buffalo, Cleveland, Newark, Atlantic City and Philadelphia. During the past two years business has increased to such an extent that the two new five-story buildings were necessary in order to adequately house the company and give it the requisite facilities to transact an even larger volume of business.

It has been due to the keen insight of Max Sladkin, president of the firm, and to his honest policy and untiring efforts, that from the small beginning the Haverford Cycle Co., has grown to its present proportions, admittedly one of the largest of its kind in the country. Step by step the various departments have been adjusted to meet the company's requirements, with the result that the keynote of the institution is service. Extensive purchasing has resulted in the Haverford company being ready at all times to offer the trade merchandise of quality, while such has been the system in all departments that these are marketed at an honest price. Formal opening of the new buildings will be held December 15.

Max Sladkin

## CONTROLS REEPS HORN EXPORTS

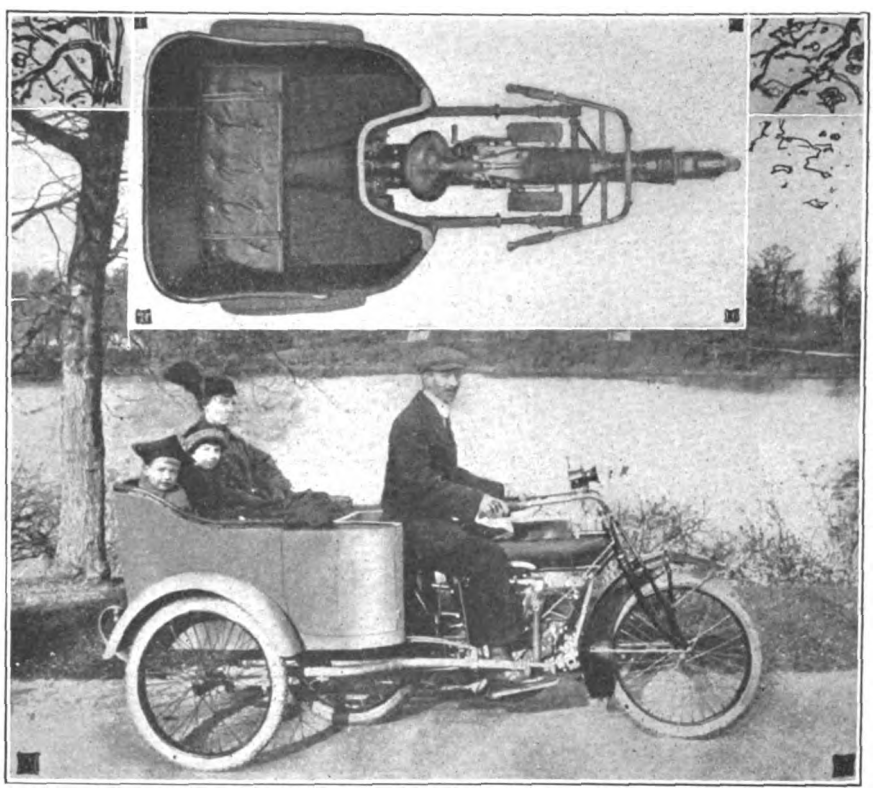
NEW YORK, N. Y., December 6.—The H. F. L. Funke Company, of 116 Broad street, this city, has contracted to take charge of all export business for the Reeps horn, the product of the Reeps Horn Manufacturing Company, 50 Church street, New York.

## PULLMANS GO ABROAD

DETROIT, Mich.—The Harry Svensgaard Sales Corporation, maker of Pullman sidecars and vans, has just shipped eight sidecars to South Africa.

## NOVEL CYGNET REAR CAR

AUTOMOBILE capacity and safety at motorcycle cost of upkeep and maintenance are features which characterize the Cygnet Rear Car, produced by the Cygnet Rear Car Company, of 1200 Niagara street, Buffalo, N. Y. The attachment, as the name implies, is fitted to the rear of the motorcycle and has a seating capacity of three. It is capable of being atttached or detached in 30 seconds, and will fit any standard motorcycle.



**Above, Top View of Rear Car Attached to Motorcycle, Showing Seating Arrangement, General Form of Body and Method of Attachment; Below, the Rear Car in Service**

The Rear Car consists of a metal body with side doors having one long seat. This seat, which is of automobile type, is well upholstered in imitation leather and is very roomy and comfortable. Plenty of leg room is allowed for in the body, but not so much as would create down draughts on the feet of the passengers. The doors are located in the angles of the sides and are ample in size.

The form of the body is such that the forward part accommodates the rear wheel of the motorcycle to which it is attached. The extreme forward section is cut away, while this portion is prolonged to form a channel extending to the front panel of the seat. The mudguards are fitted to the body and move with it. Very flexible steel springs suspend the body on the chassis and the cushion has spiral springs. Ease in riding has been paid particular attention to and the position of the body on the chassis is adjustable in order to obtain the best effect.

The chassis or frame of the Rear Car is of seamless steel tubing, with reinforcements and joints securely brazed. It consists of two longitudinal members or shafts leading forward from the axle and having flat plates at the ends. These plates fit in plates on a front bracket attached to the motorcycle, by means of clamps and screws. The front bracket is attached to the diagonal tube of the motorcycle and can be used as a footrest. It is attachable or detachable in 15 minutes. It can be adjusted at the lower and upper part to regulate the height of the shafts for any machine.

The Rear Car is made adjustable at seven points in all, rendering it adaptable to any motorcycle. The wheels are 28 inches in diameter and are fitted with 2¼-inch tires. Standard finish is dark gray. The price complete is $100, f. o. b. Buffalo.

## BUILD NEW LOADING PLATFORM

LA PORTE, Ind., November 27.—Because of a large increase in its business, the Great Western Mfg. Co. has found its present shipping arrangements inadequate and is now constructing a new loading platform at its plant.

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### WESTFIELD FACTORY HUMMING

WESTFIELD, Mass., Dec. 6.—The big plant of the Westfield Manufacturing Company is humming these days with orders for bicycles, motorcycles and with the war order that was landed some weeks ago. The extra power needed for this war order work will be installed about the 20th of this month. At a special Town Meeting, held November 30, the voters decided to appropriate $5,000 for the extension of a new electric power line to the factory and the poles are already in place. The company will use at first 250 electric horse power at 2 cents per kilowat hour, which is considered a very low rate. It will enlarge its own facilities for making gas for the tempering ovens. The factory is working overtime until 9 o'clock every night.

### MODEL "45" COIL

FOR ignition at the highest speeds as well as at the lowest, the New York Coil Company, of 338 Pearl street, New York, is producing in Model "45" motorcycle coil, listing at $4.20. It is designed to operate on three dry cells and can be had with three or four leads as desired.

The model "45" coil embodies the best construction and material possible to use for motorcycle ignition coils. The casing is very neat, being of fibre, and enclosing all internal parts. The construction ensures against breakage and shifting of leads or wires by excessive vibration. All connections are made within the coil so that pulling out is impossible. Each lead is fitted with a stout terminal, and ample length of cable for standard requirements is provided.

Model "45" Coil

### GIVES ADVICE ON TIRES

EXCELLENT advice on keeping injured tires in service after they have apparently become useless is given by L. C. Rockhill, manager of the automobile tire department of the Goodyear Tire & Rubber Co., of Akron, O. He suggests that the motorcyclist or automobilist show his tire to a repairman before discarding it, in order that the latter can advise whether additional mileage is obtainable with economy.

A tire that has given good service but has its fabric weakened can be reinforced by applying an inside tire protector, while if the tread is worn down but the tire otherwise in fair condition, additional service can be had by retreading. The Goodyear tire protector is made with four plies of high-grade fabric, steeped to a feather edge, insuring an even surface which precludes all danger of tube pinching.

### GRINNELL GLOVES VALUABLE

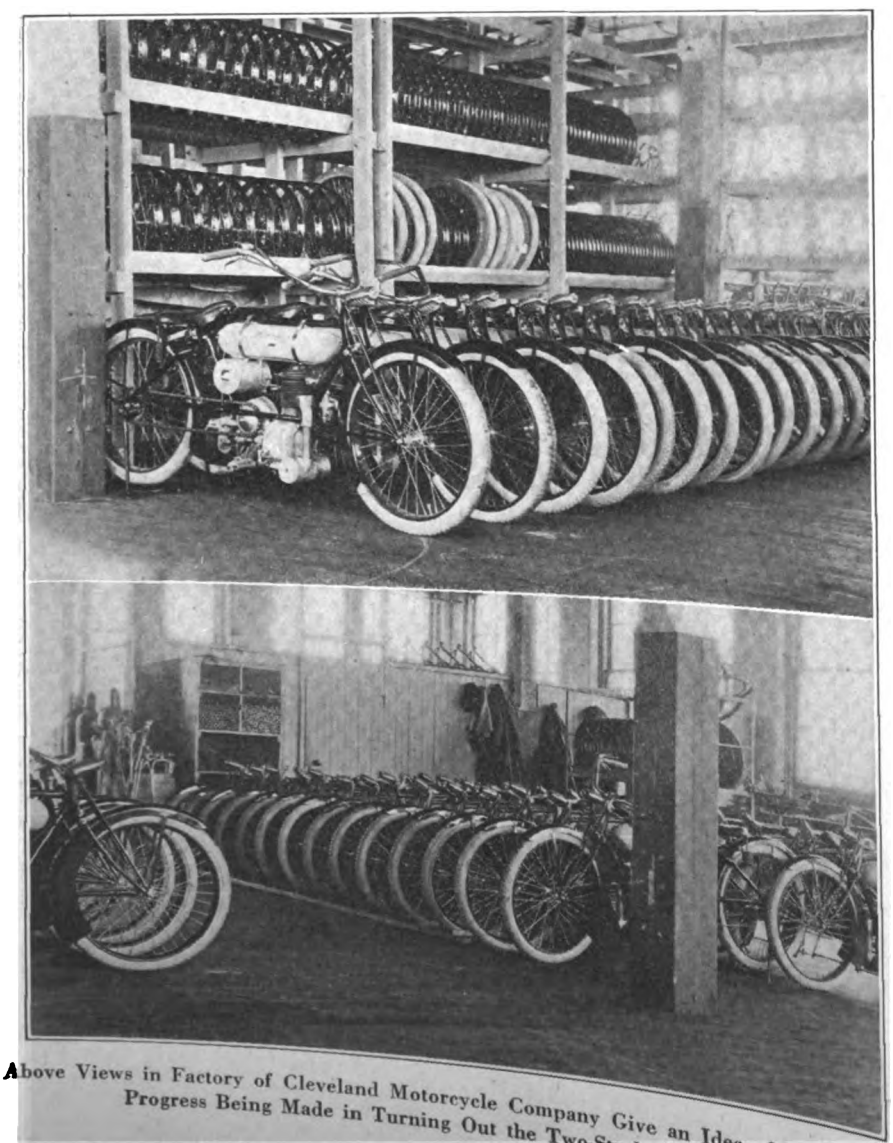
THAT driving gloves, and in particular Grinnell gloves, are among a motor user's most valuable possessions, is demonstrated by the determination of an automobile salesman after having his gauntlets stolen. He left his pair of Grinnell gauntlets in the demonstrator over night, and the next morning found them missing.

Worn gloves are not unusually considered valuable by a thief, but apparently the misappropriator considered these gloves were so. The salesman did, also, and he purchased another pair of the same make and is keeping them locked up securely.

The salesman gave as one reason for missing his gloves badly, was the washable feature, whereby a second pair was not needed when adjustments were to be made on a car. He could remove all traces of dirt or grease with soap and water without injuring the gloves. Another feature was the excellent fit of the fingers and the ventilation which prevented sweating.

The Grinnell gloves are made by the Morrison-Ricker Manufacturing Company, of 74 Broad street, Grinnell, Iowa. They can be had of dealers everywhere.

### TO INSURE DELIVERY TO CLEVELAND DEALERS FAR AND WIDE



Above Views in Factory of Cleveland Motorcycle Company Give an Idea of the Excellent Progress Being Made in Turning Out the Two-Stroke Lightweights

### VISITS WESTFIELD PLANT

WESTFIELD, Mass.—Victor Hurd, president of Hurd & Pohlman, Pope agents in Honolulu, visited the plant of the Westfield Manufacturing Company on December 1, to arrange for the 1916 agency for Rambler bicycles for his firm. He was unable to stop very long, as he had to get to San Francisco by December 7 to take the boat to the Hawaiian Island capital. Hurd & Pohlman will now have Hawaiian Islands representation for the Rambler and other Pope bicycles for 1916.

### O'BRIEN WAS HIGH GUN

SPRINGFIELD, Mass.—In the annual Thanksgiving Day shoot of the Indian Outing Club at Springfield, the highest score was made by Howard O'Brien, manager of the Parts Department, who broke 22 out of a possible 28 clay pigeons. There was hot rivalry between O'Brien and T. L. Loose, superintendent of the factory, who was next highest gun with a score of 21 out of 28. The match took place at Southwick Ponds, where the club has a permanent camp. About 15 members attended.

### OPENS CHARGING STATION

PHILADELPHIA, Pa.—The Prest-O-Lite Company has opened a service ... for charging and repairing ... at its branch at 1418 P...

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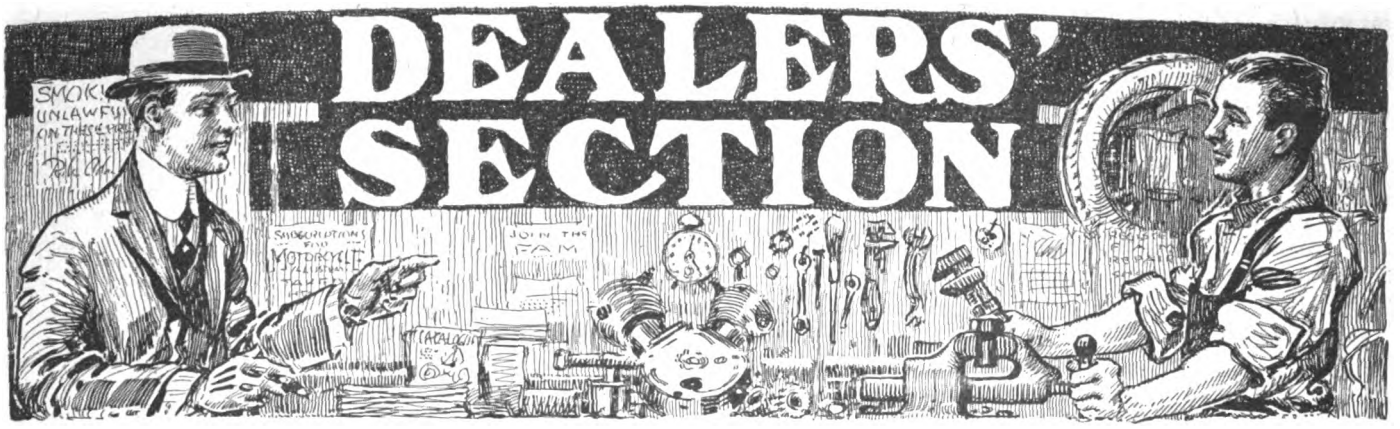


# WHERE MAKER AND RIDER HINDER THE DEALER

## Relating Some Shortcomings of Both and How They Can Be Eliminated

By SPOKESMAN

I AM a dealer—that necessary man in the trade who is the buffer between the manufacturer and the rider. I am and the rest of my fellow-dealers are always being handed free advice by both the other parties in the motorcycle business on how to sell motorcycles, advice that makes me smile sometimes, while at others, it gets my Angora.

Now, before I begin to roast you, Mr. Manufacturer, let me thank you for your splendid help and extensive advertising which are no mean aids to my selling your products. But, why, on the other hand, do you announce your models so soon and when the demand starts hold me up on deliveries and make me see prospect after prospect leave my place and go to a competitor whose factory *is* meeting the demand promptly? The majority of manufacturers belong to the M. M. A., so why can't you agree on a show at such a period as will enable you all to deliver motorcycles with a reasonable time?

### Waiting for Delivery

You don't realize, perhaps, that the average rider when suffering from an acute case of *riditis* can cause a dealer more worry than his debts. All your arguments for your make of machine are of little avail when once he straddles a new model, especially when he has been in a fever of expectancy for a week or so. It is just that lack of knowledge regarding the rider and his whims, Mr. Manufacturer, that keeps me in hot water for your sins and shortcomings.

If two or three of my riders suggest a change and I write you regarding it, why do you assume an attitude of importance and infer that my place is to sell your machines, not to suggest any change in design that may better it? Who is in touch with the consumer of your product?

### The Prompt Service Station

Then, too, you talk of prompt service as being a factor in retaining your customers. Undoubtedly it is, but can I afford to stock up heavily on parts when you change design from season to season, or what is worse, take the agency away from me without warning? Sometimes the prompt service lags on your end and I have a couple of heated discussions with an owner who is waiting for a replacement and blames me for the delay when it is up to you. Then, several times out of ten, your parts department will get their wires crossed and ship the wrong part, causing more delay, soreness and ill-feeling on the part of the rider.

### Concerning Police Sales

Look at the money you spend on race and runs. It may be one form of advertising, but it always makes me envious and yearn for a little of it in the way of credit when I have five or six deals all coming to a head and money is tight. You may wonder, too, why I never get the police business in my town. Truthfully, I don't want it. Rarely are motorcycles picked because of their merit; it's pull and inside influence that lands the sale. Then, the average police rider is a dub or does not care about his mount, consequently he has all sorts of trouble. Things that are not at all the fault of the motorcycle but that of the rider appear as such to the layman, causing him to steer clear of that make. Last but not least, I have to furnish sidecars when one of the officers has a day off, keep cigars and liquid refreshments for their benefit during the holidays, stand for their monopolizing the telephone, buy tickets for all their affairs and take a page advertisement in their dance program.

Candidly, is the police business worth it? Ponder over these things, Mr. Manufacturer, and be lenient with me when sales are not what they should be. Maybe your models do not hit the popular fancy and instead of blaming me for lack of energy, why not ask my aid in putting a finger on the sore spot. I am in business to make a living as well as the rest of your dealers, and want to cater to public demands.

Now for you, Mr. Rider. You are the lad who has purchased a machine from me and when something goes wrong—maybe a small adjustment will put it right—you come blustering into my place when I am clinching a sale with a prospect. Right then you howl out your opinion of the blankety-dashed machine instead of a few questions on the side. Imagine the effect it must have on a would-be rider. It has lost me several sales, but I cannot tell you what I think of you. You are my customer and courtesy pays.

### Leaving Tools About

Another cute trick of yours is to borrow tools from my repair shop and either make off with them or drop them where you finish them. In the latter case, the tools become lost and I am put to more expense to keep my stock up to date. I do not begrudge you the use of the tools, but wish that you would put them back where you found them. Others may need them after you are through.

Then Mr. Rider, you run up a bill at my place when your funds are low—repairs and accessories are willingly given you and your credit is good with me. Now, why do you ignore me when you are flush and send off to a mail-order house for cut-price accessories? They never offer you accommodations or up-to-the-minute service on holidays and Sundays just when you are about to start with the bunch and find that you need something special. Then, too, do they come across when you need donations of prizes for a run or parade? They do not! but I do. I, the dealer, am the one who helps make the affair a success, not the mail-order man.

### Illegitimate Dealing

Still another of your pleasant little ways. You use my place of business for waylaying my customers and offering them a rare bargain in your used motorcycle or sidecar. Every man who enters my place is a prospect of mine, as I pay the rent and

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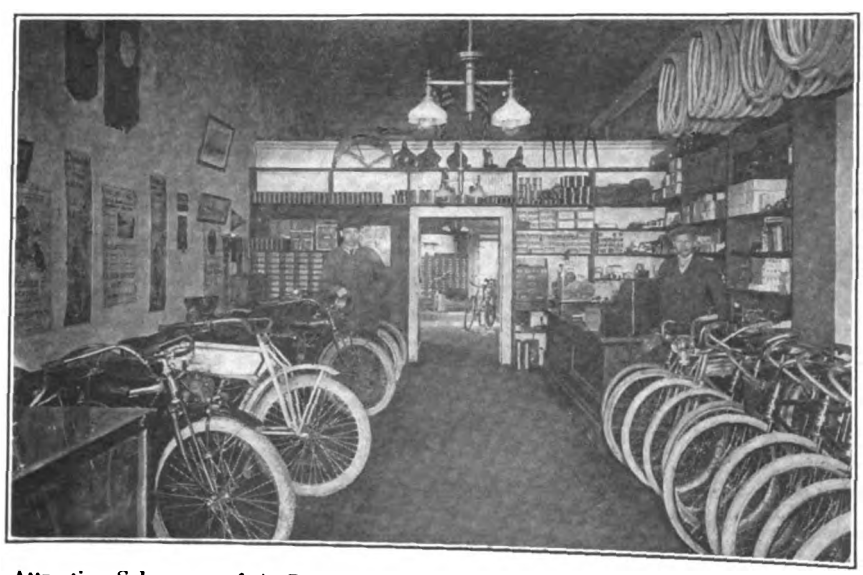
# DEALERS' SECTION

I am entitled to his trade. When you offer him your machine at an attractive figure and he accepts it, you have taken money out of my cash-register. Did you ever stop to think that this sort of dealing is illegitimate and would be stopped quickly in a piano or furniture house? It is a peculiar condition found only in the automobile and motorcycle business and should be stopped by all dealers.

Because your guarantee calls for replacements of broken or imperfect parts don't think that it includes the labor of removing the broken part and replacing it with the new one. And if the part is delayed in reaching you, do not jump on me. The factory may be slow or the express company at fault and I totally innocent of blame; still I am the receiver of your harsh words and black looks.

Some time back I read an article in **Motor Cycle Illustrated** on gasoline sales and the motorcycle dealers. Here is how I stand. I am not as large a purchaser of gasoline as the big garage across the street, consequently, I pay one or two cents more and charge in proportion. The result is, that you riders consider me a robber and buy your gas from the garage. The temptation to charge gas and oil is too great, and I have had to put my foot down so that these commodities sell on cash basis only.

All right, Mr. Rider and you, also, Mr. Manufacturer. Now that I have all those grievances off my chest, I am ready for a new batch of advice, so shoot it in. We will all go along together, hoping for the day when even the baby-carriages have motor attachments.



**Attractive Salesroom of A. Berthelsen, at 2032 San Pablo Street, Berkeley, Cal.—A Model Agency Specializing in Indian Motorcycles and Pope Bicycles**

## NEW READING-STANDARD AGENTS

FONDA, N. Y.—Lou H. Guterman, who is now on a tour of this State for the Reading Standard Company, announces that he has closed with the following dealers: Ralph Mann of Kingston, for Ulster and Greene counties; C. A. Scidmore, of Mechanicsville, for Saratoga and Rensselaer counties; Lewis & Fry, of Schenectady, for Schenectady county, and Cole & Brown, of Johnstown, for Montgomery and Fulton counties.

## UNDECIDED AS TO SHOW

LOUISVILLE, KY.—It has not been decided yet as to whether any of the local motorcycle dealers will exhibit at the annual show of the Louisville Automobile Dealers' Association, during the week of Febrary 21. For several seasons the local dealers exhibited with the automobile people, but last year it was decided to hold an individual show.

## KICHERER ON ROAD

DETROIT, MICH.—E. C. Kicherer, of the Haverford Cycle Co., is now traveling the State signing up dealers for the Smith Motor Wheel. He reports a much different feeling about the little attachment than was the case a year ago. "Then, it was a case of almost begging the dealer to take the agency," said Kicherer. "The Motor Wheel was new and was considered some sort of freak or novelty. But those who took the agency did so well, that dealers are writing to us stating that they want the agency for 1916.

"I look for bicycle business to be better than ever next year. There is a good field for the bicycle and this class of business is very satisfactory. We have already sold a number for Christmas."

## HUB COMPANY EXPANDS

PROVIDENCE, R. I., Dec. 6.—The Hub Motorcycle Co., Inc., of Boston, Mass., has opened an Excelsior service station in Providence at 144 Fountain street. The new establishment is in charge of R. M. Linnell.

The Boston store of the Hub Motorcycle Co. will sell both Indian and Excelsior machines during 1916, the former make being handled in conjunction with George N. Holden, but the Providence branch will be devoted exclusively to the sale and repair of Excelsior machines and the sale of Rogers sidecars, parts and accessories.

## INDIAN IN QUITMAN

QUITMAN, ARK.—The Bearden Fowler Company has been organized in this city and will handle the Indian motorcycle for 1916.

## OAKMAN HAS INDIAN

SAVANNAH, GA.—R. R. Oakman has signed up for the Indian in Savannah for 1916 and has already obtained his first machine, sold it and is awaiting a second.

**Indian Sidecar Combinations Recently Purchased by San Antonio, Texas, Police Department from Guarantee Cycle Co., Local Agent**

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# DEALERS' SECTION

### THEY WENT FAST

SAVANNAH, GA.—The Balfour Hardware Co. received its first 1916 Harley-Davidson a few weeks ago but sold it before it was uncrated. The second to arrive came on the last day of November and is gone already. B. X. Balfour, of the firm, is looking forward to one of the largest seasons in the history of Harley-Davidson business in this city.

### WANDERSEE SELLS 26

DETROIT, MICH.—William A. Wandersee, Harley-Davidson distributor, reports the sales of 26 machines of 1916 model and has delivered 14 of them so far. A year ago this time there were but two 1915 Harley-Davidsons on the road at Detroit.

**Peter Beaudoin, Harley-Davidson Agent at Keene, N. Y., on Demonstration**

### CREATED A SENSATION

LOUISVILLE, KY.—Quite a sensation was created in this city on Thanksgiving Day when the Sutcliffe Company made its first demonstration with the Smith Motor Wheel—propelled "automobile." The little roadster was driven over the course of the Y. M. C. A. Marathon and carried two passengers.

### OVER 100 PER CENT. INCREASE

NEW YORK, N. Y.—According to figures given out by Motorcycle Department Manager Webber, of the New York Sporting Goods Company, the retail and wholesale sales of Indian machines and sidecars are more than 100 per cent. greater than those for the corresponding period of 1914. The company expects to place about 1,000 machines in their territory during 1916. Webber says: Accessory sales have likewise reached a higher mark than during the previous season.

### 20-DAY SHOW FOR JACKSONVILLE

JACKSONVILLE, FLA., Dec. 3.—This city will have a motor show lasting twenty days from February 10. The idea is to hold the show in Hemming Park. Motorcycle and bicycle dealers will be represented.

**Where Thors Are Handled Amid Picturesque Surroundings in Nashua, N. H.—Garage of Joseph R. Poulin, at 321 South Main Street**

### COUGHLIN SELLS TWELVE

BRONX, N. Y.—Gene Coughlin, Harley-Davidson representative for this section, has just sold his twelfth 1916 model. "It was a strictly cash proposition," said Coughlin, "and the buyer took it right off the floor. I make it my business to always have one machine, a three-speed twin, ready for the next man to ride it away."

Most of Coughlin's sales from his headquarters at 992 Washington avenue, have been for standard mounts, unequipped, although a few have been electric models. His best record for the new season was four machines within 24 hours, Saturday being the day. Three sidecars of Harley-Davidson make have already been delivered to customers.

### CHALLENGE FOR SKATERS

ST. LOUIS, MO.—The Hurck Cycle & Motor Company, Indian agent in this city, announces that it will back L. P. Stone on a motorcycle against any St. Louis roller skater for a one-mile contest in any roller rink. Albert Cookson, considered the speediest man on skates here is expected to take up the challenge and motorcyclists are looking forward to some excitement.

### HE SPREAD THE NEWS

DETROIT, MICH.—An employee of one of the large Detroit automobile factories purchased an Indian twin some time back from the Metzger tepee and gave it a good try-out. He liked it so well that he spread the news through the plant and no less than 25 other employees of the same factory have called at the Metzger lodge for prices and information.

### SCHICKEL IN ROCHESTER

ROCHESTER, N. Y.—A. M. Zimbric has been appointed agent for the Schickel for this territory. Zimbric has probably the handsomest automobile salesroom in this city, and has efficient means of handling his new line. He will exhibit the Lightweight in the forthcoming Rochester automobile show.

### CHANGES IN AGENCIES

OKLAHOMA CITY, OKLA.—The Oklahoma Arms & Cycle Co., which has heretofore handled the Indian and Excelsior, has given up the Excelsior and will only represent the Hendee product. The Pettee Hardware Company is to handle the Excelsior hereafter.

### PREPARING FOR SPRINGFIELD SHOW

SPRINGFIED, MO., Dec. 3.—While motorcycle men have not expressed themselves as yet it is understood that several of them will be represented in the motor show to be held here during the week of January 1.

### BALMER OPENS SHOP

SAVANNAH, GA.—John S. Balmer, formerly with the Balfour Hardware Co., is now located at 140 Barnard street. He specializes in repairs for Harley-Davidsons and other makes.

**C. C. Hahn, Representing the Dayton Line at Kansas City, Mo.**

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# Our Canadian Letter

## CYCLE TRADE PROFITS BY WAR ORDERS IN CANADA

### Arrangements to Spend $50,000,000 for Munitions in the Dominion Results in General Optimism; Many Cycle Men Say Business Never Was Better.

TORONTO, Ontario.—The wheels of the Canadian cycle trades continue to hum merrily and the general situation is becoming more and more satisfactory. Canada's first public war loan was oversubscribed by 150 per cent. and the announcement that $50,000,000 of this money would be spent for the manufacture of munitions in the Dominion has added to the buoyancy of the market. This sum is equivalent to the expenditure of $7 by every man, woman and child in the country and would be equal to a $700,000,000 order in the United States by population comparison.

**Using National Credit**

To add to the general upward trend of affairs is the knowledge that the financiers of the country are arranging to make use of the so-called National credit for the first time and some beneficial changes in the system of National currency are expected. At the same time the Government is seriously considering a reorganization of the banking system in Canada so that great co-operation can be secured between the Government, the banks and the people. The declaration is made by public men that present financial policies in Canada, while sound, have been a handicap and a general reorganization of the money system is anticipated. Without going deeply into the subject, it is within the truth to state that one result of the proposed changes already is an increased optimism.

All industries are feeling the boosting effect of the new situation. It might be imagined that the removal of over 100,000 young men from the country would rob the motorcycle and bicycle dealers of their real red-blooded prospects, but the same dealers freely declare that business at this time of the year has never been so good as it is right now. Another 100,000 soldiers are in training in Canada and will be leaving for the front when they are required—but still motorcycles and bicycles are in demand.

**Showed Increased Volume**

One of the leading distributors of Canada showed proof to the writer of this article that the volume of his business for November, 1915, was 60 per cent. greater than for November, 1914. Another distributor declared he never had so many orders on file for motorcycles for future delivery as he has right now. Still another of the Canadian trade moguls stated that he expected to do 50 per cent. more business right through to next May than he had done in any previous winter season.

The English export trade in motorcycles, bicycles and accessories has been practically wiped out and when the war is concluded the British manufacturers will be compelled to start almost over again in their efforts to garner a share of Canadian business.

All hands in Canada today are insisting on price maintenance. The state of the market is such that no reduction baits are required in order to secure sales. Prices are very firm and advances, rather than reductions, are to be expected. One reason for this tendency is that some raw materials are difficult to obtain. Although war contracts are available, there is little inclination on the part of Canadian manufacture to forego regular products for the sake of war business, for the simple reason that the demand for ordinary goods is strong and the manufacturers realize that staple articles must be produced as well as war supplies.

This article is intended to show, briefly, that the motorcycle and other manufacturers of the United States need not be afraid of the Canadian market. The main difficulty will probably be found in obtaining suitable connections through which to push business. Many of the jobbers, distributors and large retailers in the Dominion already have about all they can handle wisely.

## ABSURD TRAFFIC RULE PROPOSED FOR CYCLISTS

TORONTO, Ont., December 7.—For pure originality and downright absurdity, the latest proposal of the Police Commissioners of Toronto in the shape of a traffic regulation takes the tin trophy. It has been decided by the police authorities here that all motorcyclists and bicyclists, without exception, must dismount and push their machines across what are designated as the busy intersections of the city. This decision will become absolute law if the proposal is accepted by the City Council at its next meeting, which is a likely procedure inasmuch as the council members invariably adopt all measures recommended by the Police Commissioners, one of whom is Mayor Church.

**Created an Uproar**

Needless to say, the proposed regulation has brought a roar of disapproval from the cycling citizens of Toronto. The commissioners have been called a variety of names and the motion has been designated by a great number of appellations. Owing to the disorganized state of the Canada Motorcyclists' Association, the local riders are at a loss to know what steps to take in order to combat the measure. The motorcyclists are practically without a leader, although the dealers are making preparations to war upon the civic officials.

President Grove and Secretary Walter Andrews of the Toronto Bicycle and Motorcycle Dealers' Association are making preparations to call an emergency meeting of the association members when resolutions will be prepared and a delegation will probably be organized to wait upon the City Council to point objections to the measure.

"If the police recommendation is adopted by the council, bicyclists and motorcyclists will practically be driven from the downtown section of the city entirely," declared Walter Andrews, the association's secretary. "Nearly every intersection in the downtown area is continually crowded with both vehicular and pedestrian traffic and the riders would be compelled to dismount at nearly every crossing. The police might as well ask motorists to shove their automobiles across the intersections as call upon motorcyclists to shove a sidecar outfit across. Or they should ask teamsters to get out and lead their horses when they come to intersections."

**LAST RUN OF SEASON**

HAMILTON, Ont., December 7.—The last scheduled run of the Hamilton M. C. was held last Saturday, when thirty of the red-hot enthusiasts braved the prospect of bad roads and engaged in a 20-mile-per-hour dash to Guelph, thence back to Dundas and around by Ancaster, a total ride of 65 miles for the afternoon. The participants needed to be game because occasionally the riders could not even find the bottom of the road, and in no time everybody was "slopped" with slimy mud.

Dan Allen acted as starter for the trip, with H. Sturgess assisting. Nelson Chambers, Indian dealer at Hamilton, looked after the boys at Guelph, while L. Gordon, N. Ferris, Jack Mackay, H. Taylor and N. Benzie also acted as officials. The Canadian Oil Company supplied oil and gasoline.

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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# GRUELLING PACE IN NEW YORK SIX DAY RACE

## Seventeen Teams Start in Bicycle Classic—Hour Records Being Broken Consistently

NEW YORK, N. Y., December 8.—Early on Wednesday morning thirteen out of seventeen teams which started a few minutes after Sunday midnight in the twenty-third annual New York Six Day Race, now in progress at Madison Square Garden, were still in the lead. The score for the forty-eighth hour, or midnight, was 1,015 miles and 1 lap. The previous record for this time was 1,011 miles and 1 lap, set up by Goullet and Grenda in 1914.

Up to twelve o'clock on Tuesday night the seventeem teams were still intact. The teams of Ruddi-Russe-Vanderstuyft was then four laps behind, as was the Kopsky-Hansen combination, while Suter-Madonna were two laps in the rear and Sullivan-Anderson one lap. These teams had already lost the number of laps mentioned before seven o'clock on Tuesday morning. All attempts to change the relative standing of teams during the evening failed.

The riders kept ahead of the record at the end of every hour on Tuesday night. At five o'clock they were 7 miles and 1 lap to the good, with the Madden-Eaton team leading; at seven o'clock Thomas-Ryan showed the way across the tape with 911 miles and 1 lap, which was 2 miles and 9 laps above the former mark, while at ten o'clock McNamara-Spears led the procession with 971 miles, this being 5 laps ahead of the previous record.

### Monday—the Start

At the crack of the starter's gun, which was fired by Sheriff-elect Alfred E. Smith a few minutes after midnight, seventeen cyclists were pushed off on the twenty-third annual six-day bicycle team race staged in Madison Square Garden. The brass band boomed forth a stirring air and thousands of men and women, an orderly crowd, cheered the riders of all nations as they started out on the 142-hour grind which is to end next Saturday night in a series of one-mile sprints during the final hour.

The riders entered in the long grind were: Alfred Grenda, Tasmania, and Fred Hill, Boston; Reginald McNamara and Robert E. Spears, Australia; Oscar Egg, Switzerland, and Marcel Dupuy, France; Percy Lawrence, San Francisco, and Jacob Magin, Newark; Jimmie Moran, Chelsea, and Bobby Walthour, Atlanta; Ray Eaton and Edward Madden, Newark; Rudolph Ruddi-Russe, Austria, and Leon Vanderstuyft, Belgium; Worth L. Mitten, Davenport, and Norman Hansen, Denmark; Vincenzo Madonna, Italy, and Paul Suter, Switzerland; Charles Piercy and Gordon Walker, Australia; Lloyd Thomas, San Francisco, and Martin Ryan, Newark; Tim Sullivan, New Haven, and N. Anderson, Denmark; Peter Drobach, Boston, and Frank Corry, Australia; Jos. A. Fogler, Brooklyn, and Clarence Carmen, Jamaica; Gus Wohlrab, Jersey City, and Jos. G. Kopsky, New York; George Seres, France, and Victor Linart, Belgium; Willie Hanley, San Francisco, and Al Halstead, London.

Grenda and Hill (in Circle) Who Are Picked for Winners

Before the riders had been on the track for many minutes the crowd begged them to stir things up and "steal a lap." But all of the pluggers were on the alert and no rider could gain any advantage. Mitten was leading after five miles had been covered, his time being 12:15⅘. Shortly after this the jinx got hold of Linart and saw to it that the Belgian broke the chain on his machine. He was immediately relieved by Seres, his teammate. During the first hour the only attempts to steal away from the field were made by Oscar Egg and Vincenzo Madonna, but neither was able to open up a wide gap and they soon fell back into line.

### Battle Between Trailers

Nothing of any importance happened during the morning, for all of the teams appeared to be in fresh condition and the field kept intact at all times. There was a battle royal on among the rear rank riders in the opening hours. Rudolph Ruddi-Russe, the Austrian, and Vincenzo Madonna were waging war to keep from riding in the last position, realizing that the tail ender would be most likely to be lapped in a jam. The Austrian and the Italian elbowed and shoved and cut across each other's bows to the great delight of the crowd, which forgot all about the big teams up in front for the time being.

On their showing in their first ten hours, Frank Kramer, who was reporting the race for a Newark paper, gave it as his opinion that McNamara and Spears appeared to be the strongest team. But Big Steve conceded that Grenda and Hill were of equal strength, and that Egg and Dupuy were a promising pair.

At the twelfth hour all of the seventeen teams were doing well and all had covered

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the same mileage. The score then was 279 miles and 4 laps, the previous record being 278 miles and 4 laps. The contestants got by the record at nine o'clock in the morning, and for some time thereafter kept ahead of the old figures.

But at 4 o'clock in the afternoon, as a result of slow grinding, they again fell behind the record and it was not until seven oclock in the evening that they were ahead. At that time the cyclists were over the old mark by one lap.

Monday night was filled with excitement. At 8:10 Marcel Dupuy shot out ahead of the field and opened up a gap; Egg picked up his lead and the merry whirl started. McNamara, Grenda and Magin took turns at setting the fast pace, and after more than a mile of rapid pedalling four teams were lapped, these being: Kopsky-Wohlrab, Sullivan-Anderson, Suter-Madonna and Ruddi-Russe-Vanderstuyft. At 9:55 the second sprint started and in this jam Ruddi-Russe-Vanderstuyft and Kopsky-Wohlrab lost two more laps, putting them three laps behind the leaders. Suter-Madonna fell one lap behind in this sprint, which put them two laps behind the leaders.

There was a nasty spill at 9:18 o'clock, Reggie McNamara being the worst hurt. He had a finger on his left hand badly cut and a nail torn off. Peter Drobach and Marcel Dupuy were the first to go down and Al Grenda, Charles Piercey, Martin Ryan, McNamara and Gordon Walker went with them. Walker was hurt in the right leg. It was not until 9:40 o'clock that the race was resumed, all the teams being again represented on the track. Ten o'clock saw the riders complete 493 miles 7 laps, being just one lap ahead of the record.

At twelve o'clock on Monday night, the end of the twenty-fourth hour the score was 535 miles and 9 laps.

**Tuesday Morning and Afternoon**

To inject a little more "pep" into the grind, Jackie Clark, the little Australian, who was among those missing at the start of the present six-day race, offered five dollars as a prize for a five-lap sprint. Immediately the contestants began to limber up and went whirling around the wooden saucer at a hair-raising pace. Kopsky was the lucky rider to cop Clark's five spot at the end of the fifth lap.

The riders took things easier after this sprint, but at four o'clock in the morning the leaders were still nine laps ahead of the world's record. At five, Carmen headed the procession with 724 miles and five laps, these figures being four laps ahead of the record established by Cameron-Kaiser at the recent Chicago grind. During the next hour the riders slowed down to a steady pace and at six o'clock they were three miles and one lap behind the record.

**Ruddi-Russe Starts Sprint**

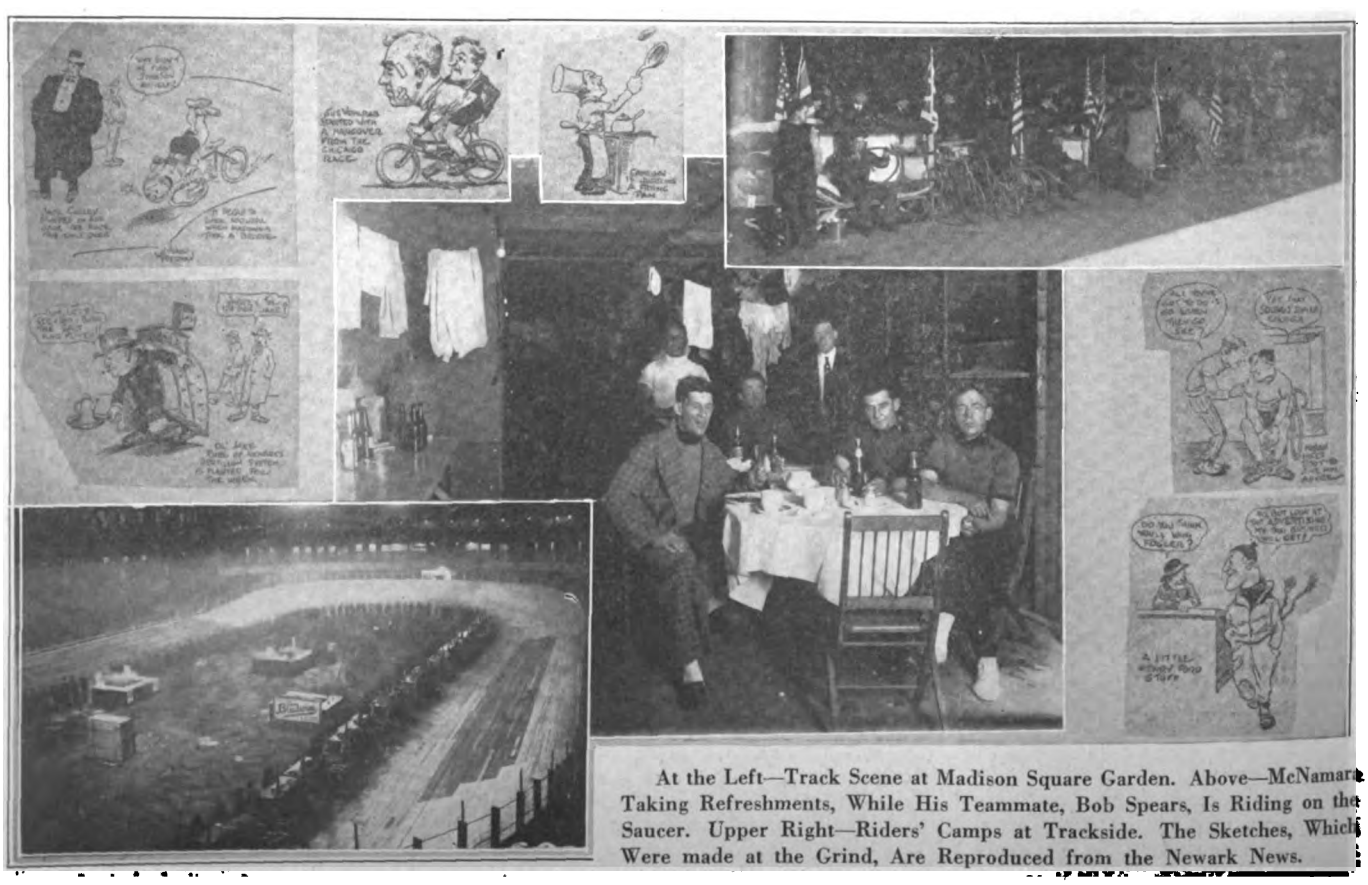
When the uncertain rays of the rising sun were just beginning to steal into the empty amphitheater, Ruddi-Russe, the Austrian teammate of Leon Vanderstuyft, the Belgian, came out on the track and made a mad attempt to regain one of the three laps which his combination had lost. He sprinted at a lively clip around the track, but soon became fagged, dropping to the rear. With the Austrian again tamed and back in the file of riders, the leader uncorked a thrilling spurt, and whistled round and round the saucer, increasing the speed at each lap. Ruddi-Russe dropped away from the field and finally lost another lap, putting his team four laps behind the high scorers. In this sprint Kopsky-Wohlrab also lost one more lap.

Nothing exciting developed during the forenoon on Tuesday, though the riders put more ginger into the pace and kept on breaking the record every hour. The fact that they were three laps behind at ten o'clock urged the cyclists on, and one hour later they were nine miles and six laps ahead of the former figures. By midday they piled up more miles at a dizzy speed, being 12½ miles over the record when the dinner whistle blew outside of the Garden.

The first hour Tuesday afternoon saw the advantage still greater, the leaders beating the figures set up by Cameron and Kaiser in the recent Chicago event (770.7 miles) by 15 miles and three laps. A few minutes after one o'clock Madonna made several vain attempts to regain a lost lap, but both Eaton and Thomas stuck close at his heels and would not let the Italian break away.

At two o'clock the score was 817 miles, which beats the former cyphers by 16½ miles, and at three o'clock the contestants were still 12 miles and three laps ahead of the record, which was 823 miles and two laps, set up by Lawrence and Magin during the New York race in 1914.

In the middle of the afternoon, Madonna relieved his partner Suter and made another endeavor to win back some of the laps which his team had lost. He launched a brisk sprint and tore away from the field to the extent of a half lap. But the bunch would not permit the Italian to gain any ground, and after a few minutes he was in line again. The spectators could see that Madonna had exhausted his strength in trying to get back a lap. Shortly after, when the spaghetti-eater rounded the Madison avenue turn of the Garden, he fell from his wheel and tumbled down the steep embankment. The attendants carried him from the track in a dazed condition, but it was later reported that Madonna had not been seriously injured.



At the Left—Track Scene at Madison Square Garden. Above—McNamara Taking Refreshments, While His Teammate, Bob Spears, Is Riding on the Saucer. Upper Right—Riders' Camps at Trackside. The Sketches, Which Were made at the Grind, Are Reproduced from the Newark News.

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# BICYCLES FOR CHRISTMAS PRESENTS

## How Advertising Will Put Them on Family Gift List As Most Important Item

By G. D. CRAIN, JR.

OF course, all of the authorities on the subject of Santa Claus agree that the old gentleman gets around in a sleigh equipped with planes or some other device for resisting the force of gravity, and drawn by a team of six reindeer which can run just as well fifty feet from the ground as on top of it.

But this isn't to say that he wouldn't adopt a bicycle if he were properly persuaded. Nor is it to say that he wouldn't make bicycles one of the biggest items on his list of Christmas presents for boys and girls if the parents of the aforesaid boys and girls had their attention attracted to the notion in time.

### Right Now Is the Time

Now, right now, on the eve of the holidays, is the time for the bicycle dealer to advertise bicycles for Christmas presents. You can make this your biggest season if you'll just open up and spend a little money on the proposition. Use enough space in the newspapers to get attention; use enough to show illustrations of your leading models, and to emphasize your prices; and if you do that, you will get customers.

Oh, yes, you are going to sell some bicycles for Christmas this year, even if you don't advertise at all. The fact that boys want them and have probably told their parents so to the extent of a couple of hundred times apiece, will help some, and your window display will bring in a lot of people. But if you want to get the real big business, advertise!

### The Need of Advertising

A good many bicycle dealers have had the idea that their commodity is just about as staple as sugar and salt, and that they have nothing to advertise. Well, as far as that is concerned, thousands and thousands of dollars are being spent every year to persuade you to say "Domino Sugar," and the magazines for the womenfolk are carrying the copy of the people who sell "Shaker Salt." So you see that even those staple commodities have to be advertised if one is to make more than a mediocre success of them.

And while bicycles are fortunately a staple proposition, in that a substantial and permanent demand exists for them, it is not true that they are staple, like coal, in that the market is definitely limited and the demand definitely created. The demand, as far as you are concerned, and the market—that part of it which you are interested in—depend absolutely on what you are going to do about it. If you are content with a moderate, unexciting kind of business, just lean back and wait for those who look in the telephone directory under the head of "Bicycles" to find you; you'll sell some goods, and you'll have time for a nice nap after lunch, so that you'll never have reason to suffer from violent indigestion.

But if you are a real business man and want to see your business grow as fast as it will, it is up to you to stimulate things a little bit, and to put on the pressure. Instead of waiting for people to come to you, you must go to them—through the columns of the newspapers, as well as otherwise—and if you want them to desire bicycles, you must set about creating that desire. Instead of being passive and waiting for business to come, you must be anything but passive—activity must be your key-note—and everything you should do should be with the notion of bringing them in.

Take the daddy who is wondering what to buy that boy of his. The youngster is growing so fast the old man doesn't know what to make of it. He's twelve now, and is up to his shoulder, and played half-back on the neighborhood football team. The boy himself wants a gun, but the father doesn't fancy the idea of having his offspring shot up, or of shooting up any other young hopeful. But just then, as he turns the page of his favorite paper, he sees staring at him from a big space the following:

GET YOUR BOY A BICYCLE FOR CHRISTMAS!

That's the headline; and it's so suggestive and interesting and so nearly in line with what he's been thinking about—along with thousands of other fond fathers—that he immediately goes to reading the whole ad.

### How the Ad Reads

"There's nothing a boy likes as much as a bicycle," he reads. "He gets enjoyment and exercise at the same time. He can ride to school on it and save carfare. He is able to take trips into the country on his holidays. Bicycle clubs are popular, and belonging to one will widen his acquaintance with the right kind of boys."

"By gad, that's so," exclaims the father, slapping his leg. "The youngster has been talking about a bicycle, I remember, and it would just tickle him to death. I remember how I used to ride, back in the old L. A. W. days. That was great sport, only a little expensive. By the way, I hope I can afford to get a wheel for the kid. Let's look at the prices."

### Creating Good Business

Then he turns back to the ad and sees different models and makes illustrated and prices running all the way from $15 for the least expensive up to $50 for the best. Finally, after studying the different ones, he comes to the conclusion that one particular mount, at $35, perhaps, equipped with coaster brake, spring seat, automobile horn and "everything," would just about fill the bill. So he tears out the ad, tucks it carefully away in his pocket-book, and makes a mental note to go into the store and order the bicycle the next day.

That's the way business is created by advertising. That is why no bicycle dealer can afford to tell himself that he can't afford to advertise this Christmas. He may imagine that this is true, but he is not taking into account the additional business he will get if he advertises, business that will be lost if he does not. The chances are that dozens of people are reminded to buy bicycles simply by seeing the newspaper announcements of the dealers, and would never think of doing so if they did not happen to run across these bits of publicity. They buy, instead, something else that they happen to see advertised.

### Working Up Interest

How many Victrolas would be sold without advertising—by the dealers? The Victor Talking Machine Company has spent millions to popularize its product, and undoubtedly reading its general announcements has awakened interest and desire to own in the minds of a great many people. But it takes the ad of the local dealer, saying: "I've got it!" to bring that interest and desire down to a concrete proposition. It remains remote and indefinite until the merchant right on the ground bobs up and says that he can take care of the demand. The local dealer's advertising, for the purpose of cashing in on the manufacturer's advertising is just as important as any other feature of the whole proposition.

And so it is with the bicycle dealer. A good many boys may be wanting bicycles, but unless those who must provide them have their own ideas fastened down in some specific way through the ad of the

(Continued on page 50.)

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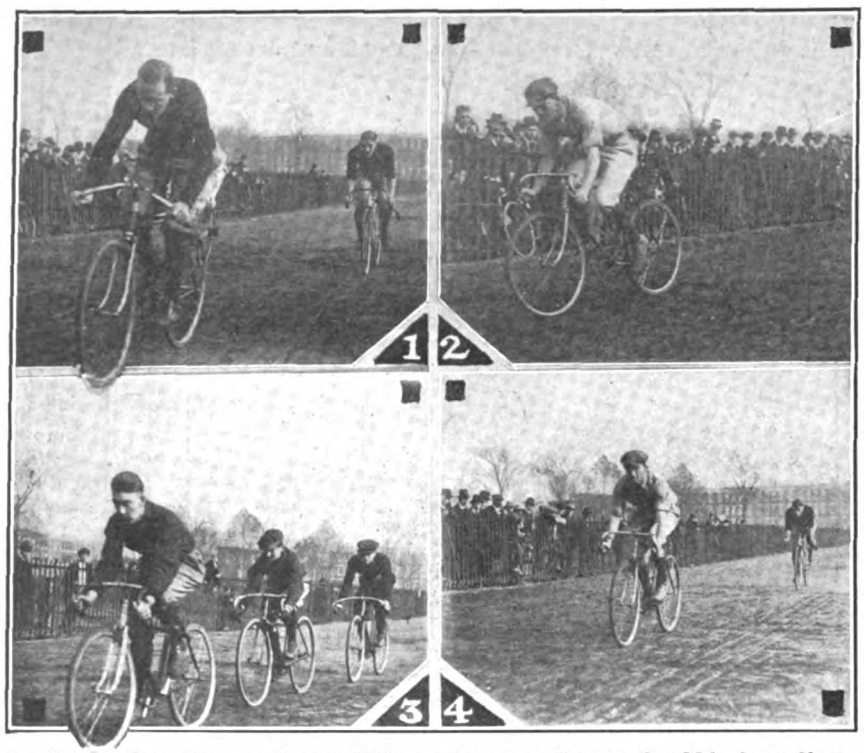
## LIVELY SPRINTS MARK CRESCENT CHAMPION RACES




1—Fred Sanborn Copping Quarter Mile. 2—Sherman Winning One-Mile State Championship. 3—The Team Pursuit Race. 4—One-Mile Club Race

BALTIMORE, Md., December 4.—The one hundred mile road race of the Crescent Bicycle Club, the last of a series of events to determine the club championship, was held last Sunday and was captured by Fred M. Sanborn in easy fashion, demonstrating that he has no peer in the South as a distance performer. His time of six hours and fifteen minutes, while eight minutes behind his own record established last year, was not bad in view of the strong winds and muddy roads and the fact that he was unpaced for nearly fifty miles. Five men faced the starter, but only two finished, John G. Stricker being the sturdy rider to land second position.

A race meet was held on Thanksgiving Day at Patterson Park. Wilbur Wright and Welby Sherman starred in three events ea h. Sherman accounted for the half-mile and one-mile club championship and the mile state championship, while Wright won the half-mile races, classes C and D, and the one-mile novice. The four remaining races were scattered among Fred M. Sanborn, who crossed the tape first in the quarter-mile club championship; William H. McAvoy, who won the two-mile lap event; A. Leimbach, who accounted for the one hundred yard slow race, and H. Nechampkin, who proved the best in the half-mile event for class E riders.

The unlimited Australian pursuit race turned out to be a walkover for the team composed of A. Leimbach, Fred M. Sanborn and William T. Wright.

### INDIAN BICYCLE CATALOG

Attractively gotten up, both as to cover and contents, is the new bicycle catalog of the Hendee Mfg. Company, of Springfield, Mass. The covers are light green with vertical white stripes, with the words "Indian Bicycles—1916" in white. A large Indian head is outlined on a circular background of red on both covers. The text fully described the entire line and the illustrations are of the high class which features Indian catalogs in general.

### U. S. I. SPORT NIGHT

NEW YORK, N. Y., December 7.—Friday evening, Dec. 17, has been set aside by the Unione Sportiva Italiana as its annual "Sport Night," when at the club house, located at 410 Eighth avenue, will be held the indoor championships of the various branches of sport featured by the organization.

The program will consist of a one-mile open match race and a one-mile unpaced race on home trainers, in addition to four boxing and five wrestling matches and gymnastic drills. The following members will ride in the bicycle events: "Jimmy" Papesca, Louis Rabbino, Charles Rabbino, C. Zoccola, Tony Pace, Thos. LaRossa, J. Fargo, A. Ramezzano, A. Ferrero, S. Maccario, Joseph Gavirati, C. Buscaglia and E. Bizzoni.

Dancing will take place after the bill of sports is over. Admission tickets, costing twenty-five cents each, can be secured from Sport Director August Rabbino at the club house.

### WILL DISTRIBUTE PIERCE

SAN FRANCISCO, Cal., December 4.—Charles Baxter, manager of Bean & Son Co., has announced that his firm has taken on the distributing rights for the Pierce bicycle in Central and Northern California. The Bean & Son Co. has one of the largest and best equipped stores in Frisco devoted to the wholesale bicycle and accessories business. It is meeting with fine success in placing agencies.

### HARE AND HOUND CHASE

NEWARK, N. J., November 29.—Eugene O'Mara, of Hilton, won a "hare and hound" chase ridden on bicycles and staged here on Sunday afternoon. Robert Henderson, of the Bay View Wheelmen, finished second; Fred Taylor, a prominent local amateur, was third; Frank Harenberg, of Irvington, fourth; Ray Nestor, of the Arrow Wheelmen, fifth; Jack Utis and Conrad Miller, two local lads, finished sixth and seventh respectively.

There were about twenty-five starters in the chase which began from in front of the Colonial Field Club. The trail was laid out by Edward Ballman and Otto Bender and led through Irvington, Hilton, Springfield, South Orange, Millburn and out through Rahway, returning then to Newark. The distance covered was about forty-six miles.

In 1896 the first "hare and hound" chase was originated by the Bay View Wheelmen and was later taken up by the Associated Cycle clubs of the metropolitan district. It is now an annual event with the Bay View Wheelmen. The first chase was won by Eddie Blauvelt, who at the time was a star at the old quarter-mile track, in Vailsburg. Conrad Miller, who finished seventh yesterday, finished second in the first race. He has competed in every chase since 1896. Eddie Rupprecht came in third.

In 1913 Robert E. Lee introduced the chase in different clubs and it is today becoming a popular sport. A "hare and hound" chase is not a hard race to ride in and it is similar to a cross country race. The chase is as follows:

Ballman and Bender who acted as the "hares," left the clubhouse at 9 o'clock, dropping papers along the course as they rode. These bits of paper are known as the trail. A short time after Ballman and Bender left the clubhouse the field of riders got away. The trail leads through all kinds of roads and at times into ditches. In the course of the trail there are three houses, designated as red, white and blue houses. Within each of these houses is a bundle of paper to correspond with the color of the house. The object of the "chase" is that all the riders follow the course until he comes to one of the houses, which he must enter, find the corresponding paper, and continue until he has completely followed the trail and rounded up the "hares." The first rider to enter the three houses and then find the "hares" is the winner of the "chase."

### BIG BICYCLE INCREASE

LAPORTE, Ind., Dec. 3.—An increase in business of no less than 100 per cent. is reported by the Great Western Mfg. Co., of LaPorte, for the first quarter of the company's fiscal year which started September 1. On the first of December the firm shipped a carload of over 350 bicycles to San Francisco, and another carload of more than 350 bikes to Los Angeles. This remarkable day's business was followed on December 2 by a shipment of a carload of about 350 bicycles to New York.

The Great Western company reports an unusual demand for its Juveniles, and there are indications that more bicycles will be given as Christmas gifts this year than at any time since the old "boom" days.

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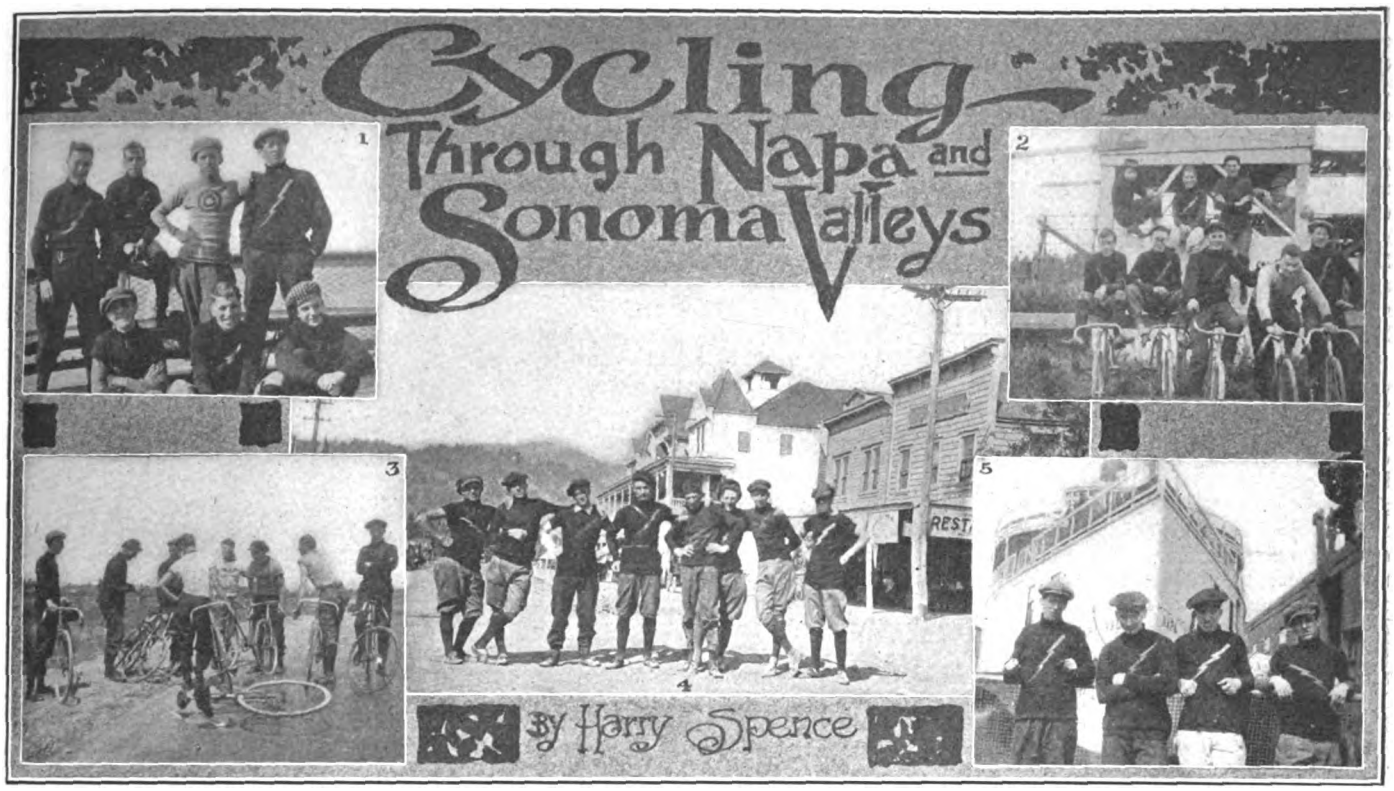


**1—Riders on Steamer. 2—At the Sonoma Track. 3—Making Repairs. 4—Main Street in Calistoga. 5—Waiting for the "Bunch"**

THE followers of the bicycle in San Francisco keenly appreciate the natural beauties around the Pacific metropolis and find the silent two-wheelers one of the best ways of making an excursion to the wonders of nature which abound in California. I had often longed to make a trip through the beautiful Napa and Sonoma Valleys to see with my own eyes what I had heard so many excursionists and tourists enthuse over. When therefore I read this fall the announcement on the bulletin board of the New Century Wheelman that just such a trip was to be taken by the fellows on a week end, I readily joined the party.

### Nine Riders Started on Run

The club run was scheduled to Calistoga, a small town about one hundred miles from San Francisco, which is noted all over the State for its wonderful geysers and the petrified forest near it. Nine of the wheelmen started out on this two-days' trip early on a Sunday morning. The following were members of the party: Ad. Mooney, George Drury, Arthur Filley, Philip Morgan, Harry De Brie, Leslie Nelson, Walter Hammit, Wallace Rhodes and myself.

Pleasure bent we left on the 9:15 boat, a small excursion steamer called the Napa Valley, which plies between San Francisco and Vallejo. We had about an hour's sail. Of course dancing and singing were in order and the fellows went to it in real old fashioned holiday spirit. The little steamer passed quite close to the shore, affording a fine opportunity to get a good view of the points of interest. From the deck we could see the military prison on Alcatraz Island, the Federal Government's gigantic coaling station at California City, the state prisons at San Quentin and the huge wineries in Calwa..

### Between Vallejo and Napa

Arriving at Vallejo, we got off the boat and made a bee line for the first hotel in sight, and had the chef pack up a very large lunch—one of those lunches for which cyclists are justly famous and which cyclists alone can tuck away in record time. By eleven thirty we were on the scenic highway between Vallejo and Napa, a fine stretch of boulevard that enabled us to go at a very leisurely pace. Now and then the party stopped to pick some fruit in the orchards that adjoined the road or to quench their thirst with cooling draught of clear, sparkling water.

The next point of interest along the route was the Napa State Hospital for the insane. We stopped here and were the guests of the superintendent, who received us cordially and took the party all through the buildings and grounds. The "super" was a fine old man and wanted us to see everything of interest about the place. Some of us had never seen an insane asylum before. It was pathetic to watch the antics that some of the patients would go through; in fact one could hardly realize that human beings could be so affected. In the afternoon the patients played a game of baseball—and it was a pretty good game, at that. While leaving the place, one of the inmates shouted that we ought to be in the place instead of himself. But we didn't agree with him at all, poor fellow, and were off again on our cycling trip.

Passing through Napa Valley the

**Mt. St. Helena in Background, Which the San Francisco Cyclists Saw on Their Trip**

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boys found it impossible to resist the ice cream stores. At Yountville we came to the Old Soldiers' Home, where we met an old fellow who had about seventy years to his credit and claimed that he was the champion high kicker in the world, in spite of his three score and ten years. He showed us how high he could kick and although he wasn't exactly a "champ" he could certainly kick some. We stayed on the grounds of the home for a while, helping ourselves to cherries, and then bidding farewell to the septuagenarian we were on our way to St. Helena, a small village en route.

Some sort of festival was being celebrated in the village when the nine of us entered. The natives stopped, gave us the once over and were surprised to learn that we had pedalled all the way from San Francisco. After assuring them that it was merely a little jaunt, we continued on to Calistoga. The bunch visited the Petrified Forest, which is about three miles from town, where we found the fallen monarchs of the forests, some of which were 205 feet in length; once living trees of beautiful and symmetrical proportions, they have turned to solid stone. Our visit to the stone forest was certainly the most interesting feature of the trip.

The forest is at the base of Mount St. Helena, one of the coast range mountains. Leaving our bicycles at the edge of the forest, we made the ascent of the mountain in less than one hour. At the top we found an iron box chained to a rock in which was a register book wherein all those who reach that point of the mountain sign their names. Of course we all put in our "John Hancocks." Later on I learned that an old Russian professor had put the iron box there in 1852. The book is renewed when necessary by the county.

### A Freak Geyser

We descended the mountain and then rode back to Calistoga on our bicycles. Arriving at the town we rode to the outskirts and visited the geysers. The largest geyser on the grounds is a freak. It spouts five or six hours every day but Thursday, and then quits.

We cooked our supper in one of the hot water holes; we dropped fresh eggs into the hole and within three minutes we fished out hard boiled eggs! These hot water holes are known as the "devil's kitchen."

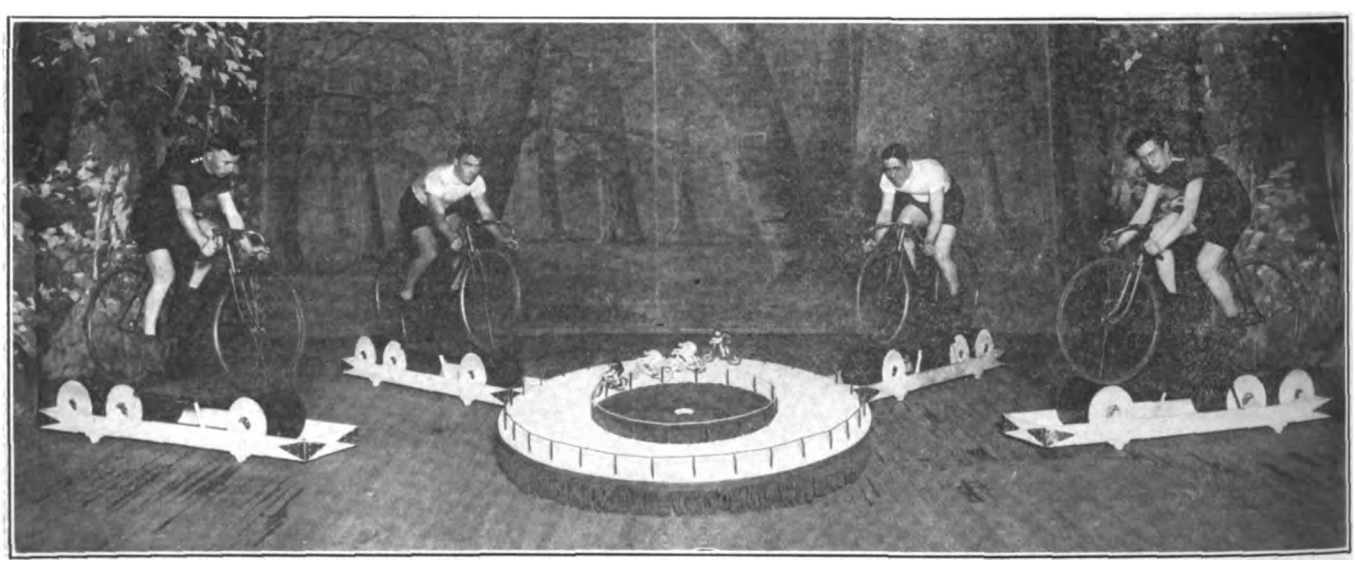
After our outdoor supper, we went back to the town and tried to get sleeping accommodations at the hotels, but found that they were all crowded. So the party of wheelmen assigned to me the job of hunting up the constable and getting his assistance. After walking all over the village with him, he found a place for us—not the village jail, but a comfortable little boarding house.

The next morning we started on the return journey. Near St. Helena we inspected a winery which was one of the largest in California. The cellars are deep into the ground, and some are a mile in length, containing thousands of gallons of wine that are left there to ferment.

Our next stop was at an historical old mission which was built in 1789 by the Spanish Padres and is still used to this day. Sonoma, where the mission is located, is one of the oldest towns in California and was once the capital of the state.

Out from Sonoma, we met the jinx and he made himself at home at once. Ad. Mooney, the life of the party, scored the largest number of punctures, and certainly had to do some pumping. Pete Morgan also had his troubles. He was thrown over the handlebars when his chain jumped. But as Pete says, a club run is not complete without a spill or two. After everything was again put into right shape, we started for the boat at Vallejo, arriving there at 6:45. The fellows were pretty tired out when they got aboard the steamer, and most of them took a little snooze and didn't wake up until we had docked at Frisco.

## TROUPE OF CYCLISTS WHO ARE TO RIDE AT BUFFALO THEATER WILL MAKE CIRCUIT OF COUNTRY



**How This Vaudeville Act Is Being Staged in the Bison City. Note Miniature Track in Middle of Stage**

BUFFALO, N. Y. December 6.—Tommy Wells, the Buffalo F. A. M. referee, will float a vaudeville bicycle act at the Garden Theatre, this city, on December 16. He expects to send his troupe on a tour of the country.

A number of new wrinkles which have been added to this equipment were heretofore unknown. In the past, in stunts of this kind, uaually two cyclists would ride on rollers, but now there will be four; where formerly riders rode on 18 to 24-inch concaved rollers, these riders will use 12-inch straight rollers The space required for this outfit is 24 x 50 feet. The ratio of reduction from the riders to the dummy riders on the miniature track is 90 to 1. The dummy riders make 12 laps to the mile. They also have the same color of sweater as have the riders, which makes a realistic appearance.

The riders who will appear in this act are George Wiley, the American motor-pace champion; Saxon Williams, the holder of the World's five-mile record; J. C. Souter, the French roller rider, who holds the quarter and mile record; and Brownie Carslake, the Australian motorcycle star.

Special music has been written for the act by Jack Yellan and George Cobb. Tommy Wells will manage the troupe and Louis Souter, Jr., will be the official mechanic.

## HARVEY WINS POINT RACE

NEW YORK, N. Y., December 7.—Geo. Harvey was returned the victor in the second of the final three point bicycle races at five miles of the New York Division of the Century Road Club Association at the Pelham Parkway course last Sunday. Louis Zemo came in second, Joseph Caldwell third, George Steppello fourth. Attempts to lower the one-hour unpaced record as newly established on November 30 by Marquart in covering 22 miles 176 yards were frustrated by the gale which blew over the course and which caused Nelson Johnson, Berthold Baker and Fred Sanborn, a visitor from Baltimore, to quit before the half-way mark was reached. The summaries follow:

| Place | Name | Handicap | Time |
|---|---|---|---|
| 1 | George Harvey | 1:30 | 14:16⅘ |
| 2 | Louis Zemo | 1:30 | 14:16⅘ |
| 3 | Joseph Caldwell | 1:30 | 14:17 |
| 4 | George Steppello | 1:30 | 14:17⅕ |
| 5 | Ray Caldwell | :30 | 13.37 |
| 6 | John J. Marquart | :30 | 13:37⅕ |

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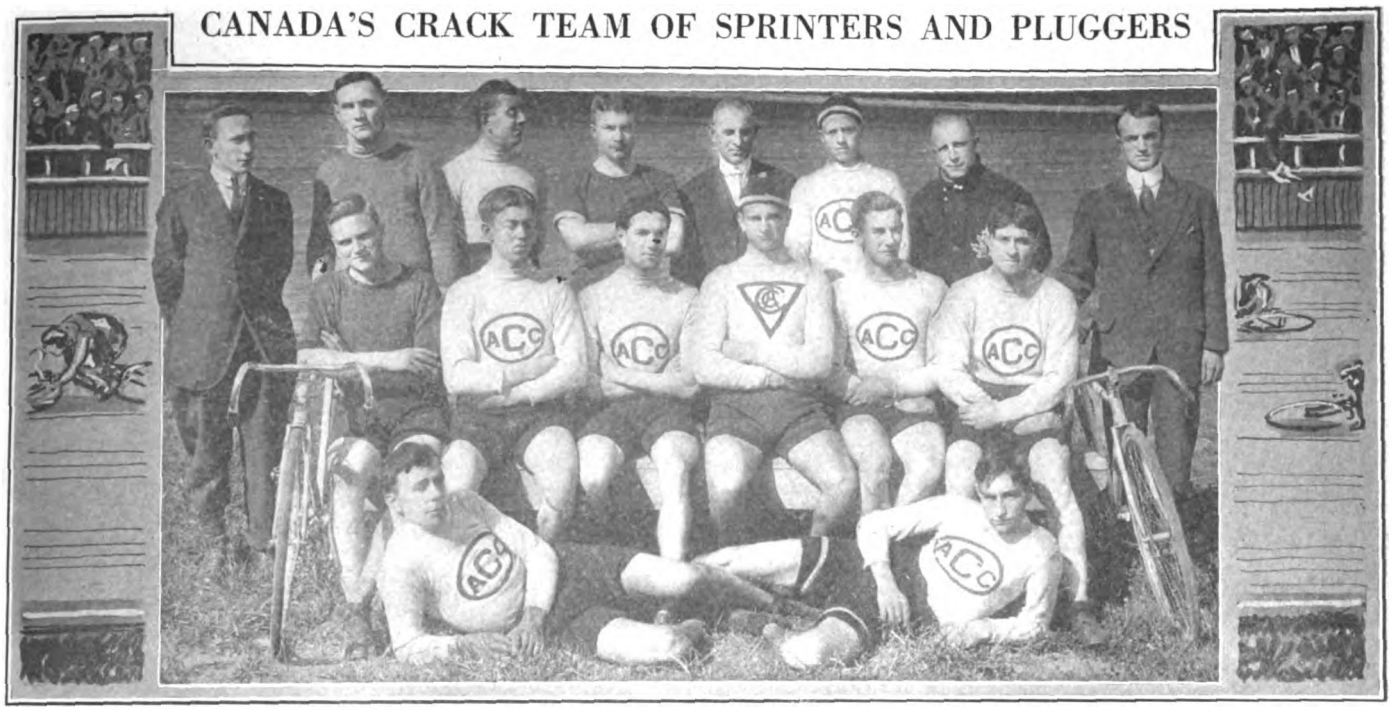
## CANADA'S CRACK TEAM OF SPRINTERS AND PLUGGERS



**The Strong Bicycle Team of the Classic Club of Toronto, Canada, Which Has Won Many Victories This Year**

TORONTO, Ontario, Dec. 7.—What is characterized as one of the strongest and best all-round bicycle teams in existence is the Classic Club's talented aggregation in this city. It outshines any club organization in Canada and the probability is that the Toronto outfit can hold its own with the best club team in the United States. The twelve cyclists of the Classic Club, who have just completed a most successful year on track and road, are shown in the accompanying photograph.

### Art Spencer in Club

The Classic stars include Art Spencer, the Canadian sprint champion, who raced with success at Newark last summer; Norman Webster, a first rate sprinter who finished second to Hans Ohrt in two big Canadian races during 1915 and who took the time prizes in two other important road fixtures; George Wright, the Canadian motor-pace champion and a former English endurance crack; George Watson, one of the two Canadian riders who made a good showing in the 200 mile race at Lake Malar, Sweden, during the 1912 Olympic games; W. Smith, a veteran road plunger, and Tom Ford, the oldest active bicycle racer in Canada. Ford, who is referred to as "the Jay Eaton of Canada," is thirty-six years of age and has been racing in England and Canada for twenty-one years. He has a son who has also entered the bicycle arena.

### Will Meet Any Team

The Classic Club team is out with a challenge to meet any other bona-fide amateur team in the world for a series of mixed events on either board or dirt track and on the road, these events to include sprints, middle and long distance races, pursuits, relay contests and motor-pace competitions.

The riders of the Classic Club shown in the accompanying group are: From left to right, standing—R. Dodds, Tom Ford, Archie Owen, R. Penny and George Watson; seated, from left to right, Bill Spencer, L. H. Bounsall, C. Coleclough, Art Spencer, Norman Webster and Bill Smith; reclining on ground, George Wright and Harry Hitchin. The manager of the team, standing at the left, is William Marr. The club secretary, W. Patrick, is on the extreme right.

### DE LACKSO'S FAST TIME

SAN FRANCISCO, December 6.—Francis DeLackso, the plucky young Frenchman who created a great deal of interest during the past summer by riding a Columbia bicycle, to which he was handcuffed, from New York City to San Francisco, has just made a most remarkable record in his run from this city to Los Angeles. Leaving this city on November 11, he covered the distance of 491 miles between the two cities in 42 hours and 19 minutes.

The time made by the intrepid little rider is the more remarkable when the fact that he was unpaced and had wet, mountainous roads to negotiate, is taken into consideration.

De Lackso's arrival at Los Angeles marked the first stage of his round-the-world trip, which he is undertaking on a Cleveland bicycle, epuipped with Goodrich black safety tread tires. He reports that these tires are holding up nicely and that he has had no trouble with either his bicycle or tires thus far on his journey.

### FRASER BOOKS CARLOAD ORDER

LOS ANGELES, Cal.—"What do you think of Fraser?" asked E. E. Welborn; "he is on his way back from a rush trip to Honolulu, and here is his cabled order for a carload of bicycles, all for one firm, and a separate order for a third of a carload for the same people, to be rushed on an early boat to last until the big shipment reaches them." Fraser is the northern California manager of the Appeal Manufacturing & Jobbing Co., and is known as the "introducer." His specialty is introducing agents to prosperity.

### NOW HEAD OF AUTO ASSOCIATION

LOUISVILLE, Ky.—At a recent meeting of the Louisville Automobile Dealers Association, Prince Wells, the veteran St. Louis bicycle dealer, was elected president of the organization. He only recently entered the automobile business, having been in the bicycle line since the days of the high-wheeler. His main line during the "bicycle boom" was the Rambler, and he is now selling the Jeffery motorcar, the successor of the original Rambler cycle. Wells is now busy arranging the program for the annual show to be held in February.

### 'FRISCO CYCLISTS HAPPY

SAN FRANCISCO, Cal., December 5.—Great was the rejoicing of the New Century Wheelmen when they learned that the Chicago six day grind was won by two Frisco boys, Thomas Hanley and Percy Lawrence. For these two victors are both members of the N. C. W., which has developed more than one speedy cyclist of note. Freddie West, Lloyd Thomas, Fred Diner, Al Halstead, Ernest and Hans Ohrt are among the crack riders who won their initial honors flying the colors of the New Century Wheelmen.

### N. C. W. CHALLENGES CLUBS

SAN FRANCISCO, Cal., December 5.—The New Century Wheelmen have just issued a challenge to any club on the coast to participate in a ten-man team race on home trainers. The N. C. W. prefer to be pitted against the Garden City Wheelmen, but have not yet heard definitely from these riders. The time as well as the place are to be selected by the team accepting the challenge.

### MORRIS IN LOUISVILLE

LOUISVILLE, Ky.—J. M. Morris, representing Stevens & Co., of New York, was in this city recently, calling on leading dealers handling bicycles.

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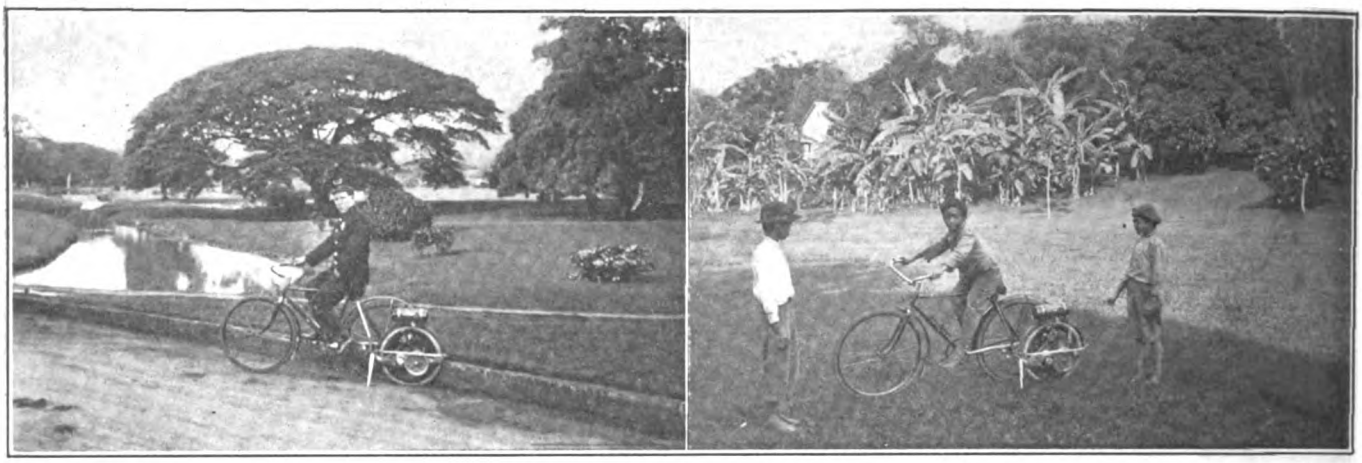
## THE SMITH MOTOR WHEEL MEETS WITH FAVOR IN THE TROPICAL ISLAND OF HONOLULU



**Left—Motor Wheels Are Used by Every Member of the Police Cycle Squad in Honolulu. Right—Native Boy Using Outfit**

### MANY FRIENDS ATTEND THE HENRY-HASSETT WEDDING

BUFFALO, N. Y.—Friends of the bride and bridegroom from far and near attended the wedding of John W. Henry and Miss Mary Cecelia Hassett in this city, on November 24. The latter is the daughter of Mr. and Mrs. John Hassett. The ceremony was performed by the Rev. David J. Mountain, of Belfast. Mr. Henry's best man was Harry O. Waite, and the bride was attended by Miss Helen Ahern, of Buffalo, and Miss Peggy Weaver, of Oil City.

Following the ceremony a wedding breakfast was served in the Gray Room of the Hotel Lenox. The favors were boxes of wedding cake monogrammed in gold with the initials of the bride and bridegroom.

Mr. and Mrs. Henry are now on an extended wedding trip and on their return they will be at home at 187 Richmond avenue.

Mr. Henry, who is president of the Vim Cycle Hardware Co., of Buffalo, was the recipient of many letters and telegrams of congratulation from friends in both trade and social circles.

### MACHINES IN GRIND

NEW YORK, N. Y., December 8.—The riders in the Madison Square Garden race are mounted on foreign bicycles with a few exceptions. European goods are in the majority of cases being used by the riders, while Australian mounts number three. The American bicycles used by the riders include Pierce, Grady, Hudson and McDougall, the latter being made by Donald McDougall, the former American and world's amateur champion. The list is as follows: Grenda, Bastide; Hill, B. S. A.; Corry, Caminade and Janu; Drobach, McDougall; Magin, B. S. A., and McDougall; Lawrence, Ixion and Caminade; Egg, Peugeot; Dupuy, Peugeot; Seres, Caminade; Linart, Caminade and Bastide; Walthour, Caminade; Moran, Bastide; Mitten, Chater-Lea; Hansen, Caminade; Eaton, Caminade; Madden, Caminade; Madonna, Caminade; Suter, Bastide; Sullivan, Itala and Caminade; Anderson, Caminade; Vanderstuyft, Pierce; Rudi-Russe, Caminade; Wohlrab, Pierce and B. S. A.; Kopsky, Hudson; Ryan, Caminade; Thomas, Bastide; Walker, Barb; Piercey, Caminade and Pierce; Hanley, Caminade and Bastide; Halstead, Caminade and Grady; Spears, B. S. A.; McNamara, McDougall; Carman, Bastide; Fogler, Bastide. All of the bicycles are equipped with the Pye-Musselman tires.

### FRENCH CO. HANDLING BICYCLES

WASHINGTON, D. C.—Howard A. French & Company's local branch has received a shipment of the complete line of Indian bicycles. This is a new departure for this branch as, although a full line of bicycles had always been carried by the Baltimore house, no bicycles were carried at the local store. J. Seabrook, manager of the local store, was so impressed by the new Indian line of bicycles that he decided to push them extensively.

The other local Indian agency, conducted by F. L. Leishear, has decided not to take on any bicycles at the present time. Mr. Leishear will, however, stock the new Indian featherweight motorcycle and concentrate his efforts on pushing this machine with the regular motorcycle line. After some little delay in receiving shipments, he is again in receipt of machines from the Hendee factory and is disposing of them as fast as they are received, at the rate of about six or eight a week. Mr. Leishear recently sold a 1916 two-speed Henderson equipped with the new Henderson Electric lighting system, to R. Jenkins of the U. S. Forest Service, Department of Agriculture.

### JAVA'S 1914 BICYCLE IMPORTS

During the year 1914 bicycles were imported into Java, Dutch East Indies, as follows:

From Netherlands, $304,292; Great Britain, $47,725; Germany, $17,663; Italy, $1,235; Straits Settlements, $1,023; all other countries, including the United States, $2,338.

### GOOD ROADS BOOM SALES

Cycle dealers in Coast cities of southern California are likely to reap a fine harvest when road improvements now projected are completed, say those who ought to know. Fred Hoffer, on his return from Ventura, Santa Barbara and towns north to San Luis Obispo, commented on the number of roads that are unimproved or under construction as being the only present obstacles in the way of active cycle sales. Riders from other localities going through this territory frequently speak of this condition. The state and county highway projects give assurance of marked improvements in the reasonably near future, and it is the consensus of opinion that good business will not be far behind the good roads idea.

### BICYCLES FOR CHRISTMAS PRESENTS

(Continued from page 45.)

dealer, the idea is likely to slip away and be lost in the crowding in of numberless other impressions. You must take advantage of what is merely a potential and possible purchase, and convert it into the actual by giving the prospective buyer something definite to hang his attention on. Your ad will do the trick.

Reference was made to the desirability of using large space. This does not mean that you should attempt to emulate the department stores; but it does mean that you should have enough space to give you a chance to say the things that need to be said. Simply, "Bicycles. All Makes and Prices. John Jones, 215 Market street," isn't enough. That would be all right for a standing card, but when you want to make people buy Christmas presents in your shop, you've got to put it up to them with a Christmas touch.

The copy suggested before gives the idea First you must have an attractive, convincing headline—something that will attract the eye of the reader. Then the next paragraph should logically give a reason for the purchase of bicycles at this time—that one would make an appreciated, sensible, useful gift, which would give enjoyment and value at the same time for a long while to come. The illustrations of the various machines and the detailed descriptions would be needed to enable the interested reader to make a mental selection, while the pictures themselves would also serve as attention-getters in the case of casual readers.

Incidentally, the man who reads an ad in the way suggested, and picks out the wheel he wants to get for his boy, is going to come in and hold out his money for you to take. There won't be any argument about it; he's sold. And in the rush of Christmas selling that helps a lot.

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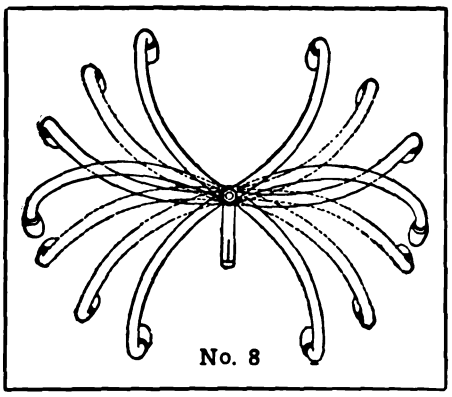
# Kelly Handlebars



No. 8

## Jobbers and Manufacturers Who Seek Standardization

should invariably equip with KELLY HANDLEBARS—the standard of the world. No high-grade bicycle is complete without KELLY ADJUSTABLE HANDLEBARS. With these handlebars, 25 different riding positions are possible. No other bar made allows anywhere near this number of different positions. KELLY HANDLEBARS ARE THE STRONGEST SELLING POINT A BICYCLE CAN HAVE.

They are the ideal bars for racing, distance work, boulevard riding, etc. Adjustable to ANY position.

**KELLY HANDLEBAR DEPT.**

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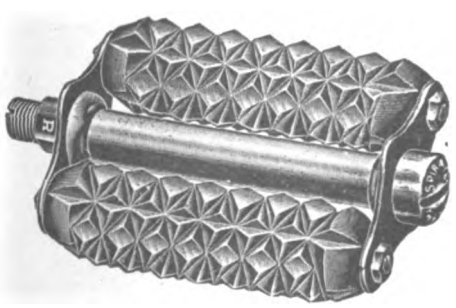

No 5 PIRATE PEDAL

## *Two Pedals That Are Immensely Popular*

Their design and construction assure strength and comfort. Especially is this true of the No. 5 PIRATE, whose deep corrugated rubber cushions are not only soft to the feet, but absorb shocks and keep the feet from slipping.

The No. 4 STANDARD is a new addition to our large and comprehensive line of Rat Trap Pedals. It is strongly made, well designed and gives a splendid foot hold.

## *The Standard Co.* *Torrington Connecticut*

*Manufacturers of*

Diamond "E" Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals. Screw machine products.

No. 4 STANDARD RAT TRAP PEDAL



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# The Bicycle Is Back

——it's here to stay. And at the head and forefront of the return is the Pope-made bicycle - the preference of the Knowing Rider everywhere.

You know what this means in the way of profits for you. In a year that's bound to be *big* in the bicycle world, you're not going to let the other fellow get all the profits. You, too, will carry standard name-plate, Pope-made bicycles such as these -

| | |
|---|---|
| Columbia | Rambler |
| Tribune | Cleveland |
| Crescent | Pope |

When it comes right down to a question of sales in your own store you realize what it means to carry bicycles that have something behind them. In the minds of your customers everyone of these leaders represents quality. They are bicycles known for many years for the superiority of their workmanship, endurance and style.

You don't need to be a prophet to figure the profits that will be yours when you carry lines that are backed by this famous name—

Pope

Bicycles and Motorcycles

*SEND FOR OUR INTERESTING DEALER'S PROPOSITION*

## THE WESTFIELD MFG. CO.

(Successors to the Pope Manufacturing Co.)

11 LOZIER AVE. WESTFIELD, MASS.

Largest Manufacturers of high-grade Bicycles in the World



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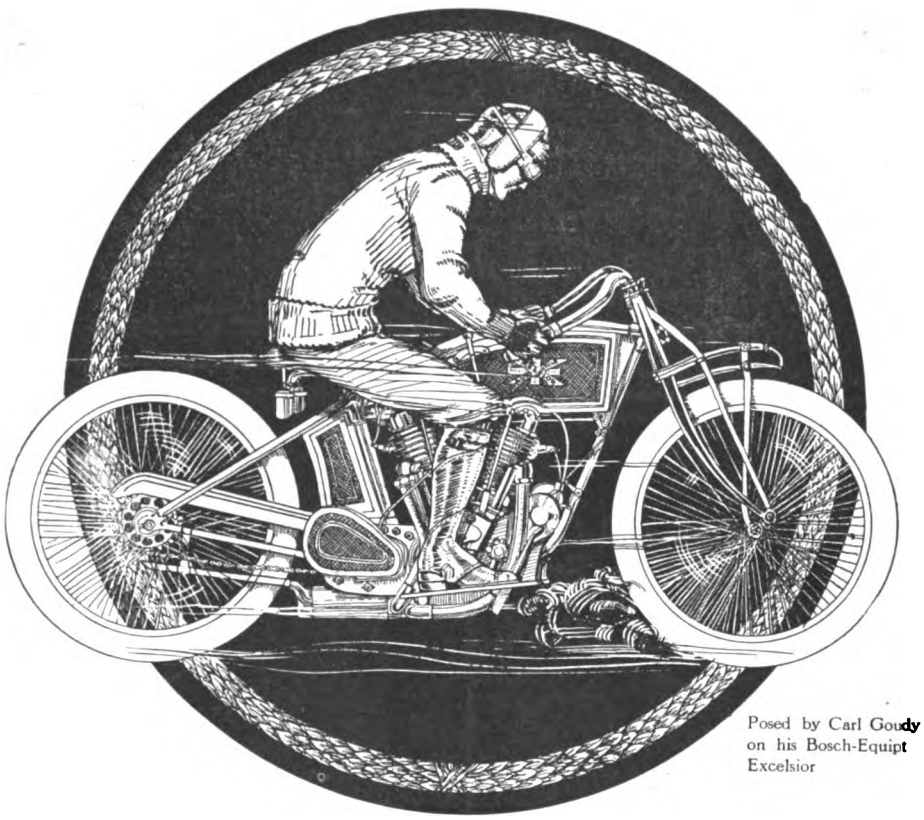

Posed by Carl Goudy on his Bosch-Equipt Excelsior

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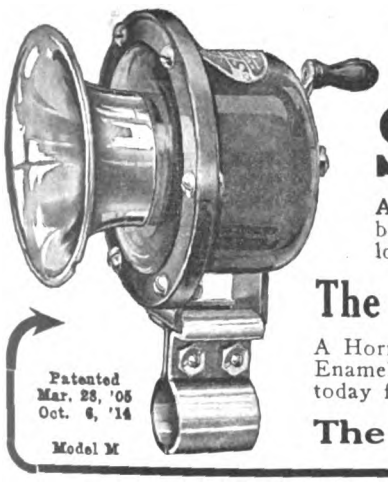


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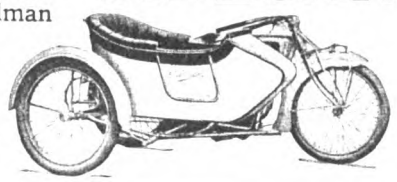

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3 Cents a Word

Dealers—Write us for rates for advertising in our Dealers' Directory.

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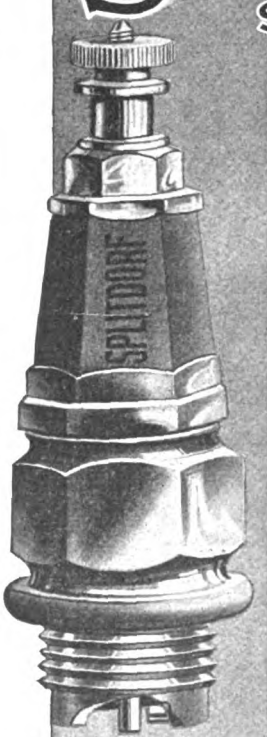


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## $16.75

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NO LIMIT TO COMMERCIAL POSSIBILITIES

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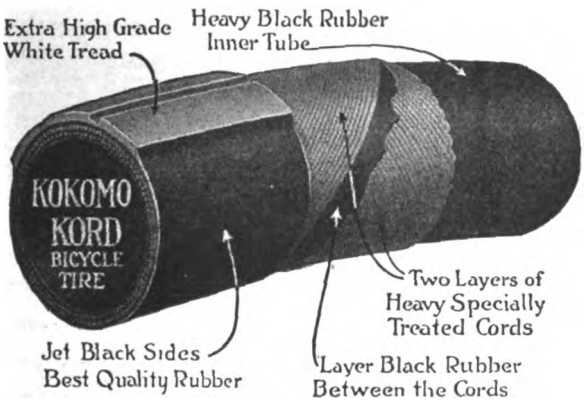


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*"The Speedometer of Absolute Accuracy"*

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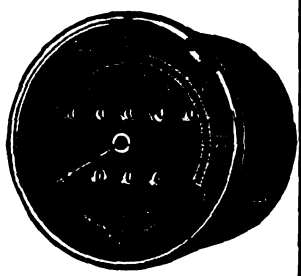

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## LUGGAGE CARRIERS. ALL STYLES—ALL PRICES.

SEVEN DIS-TINCT STYLES

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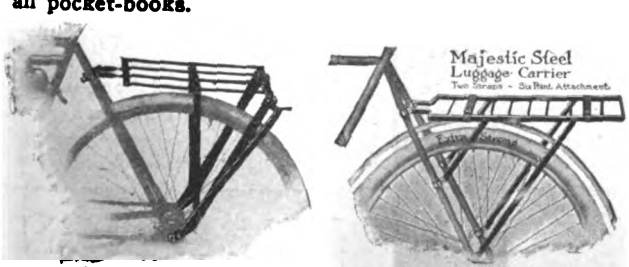
**The Majestic line of luggage carriers are produced in a variety of styles and prices, satisfying all tastes and all pocket-books.**

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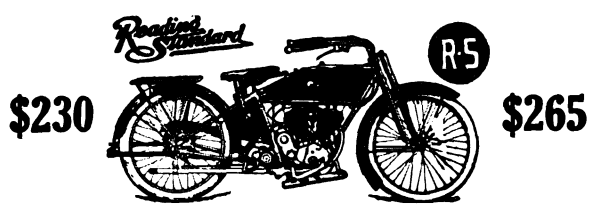


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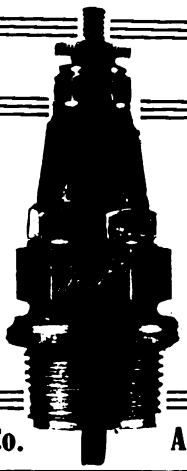
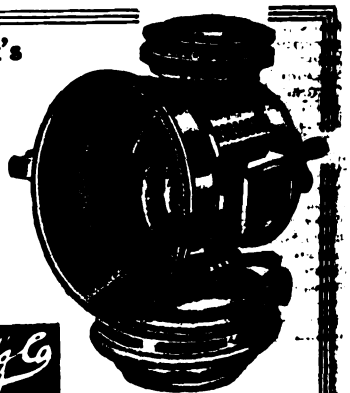
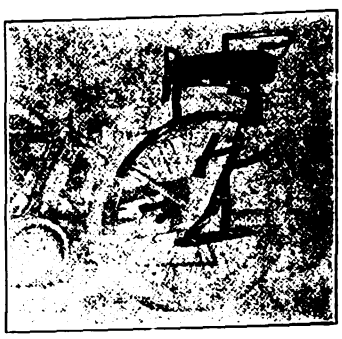

Used on 1916 Harley-Davidsons
N. Y. Mica Mfg. Co. Auburn, New York

**Here's a Lamp That's "Oil-right"**
Here's the original bicycle oil lamp—only greatly improved—the lamp that made our "rep." It's the lamp that is better known than any make of bicycle on the market. Always reliable—always steady.
12 hours' flickerless light on one filling. Cheapest to use—most efficient.
Get our lamp book. It's worth while.

20th Century Mfg. Co.
41 Warren St., N. Y.
MODEL No. 1

FREE
You can't be up-to-date without it.
*Write today to*
MECO
Hammondsport, New York
3664 S. Main
LOS ANGELES, CAL.
The Oldest Supply House in America

**The "COMPLETE" TANDEM**

No "Fitting Over" required when you buy an "F-N"
For instance, on the EXCELSIOR illustrated herewith we even furnish without extra charge a brace for holding up the rear mudguard.
Price, $10; with backrest, $11.25
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Detroit, Mich.

No. 420,
Price Complete, $5.50
Including Footrests
No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.
Retail Price Complete $5.50
Dealers and Jobbers, write us for our new Proposition.
**WALD MANUFACTURING CO.**
Dept. F SHEBOYGAN, WIS.

The choice of the experienced rider is
**PREST-O-LITE**
The Only Practical Light for Motorcycles
The best Road light at the lowest cost.
Simple, sturdy, absolutely reliable and highly convenient. Send for literature.
**The Prest-O-Lite Co., Inc.** 246 SPEEDWAY INDIANAPOLIS, IND.
The World's Largest Makers of Dissolved Acetylene
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**MAKE MONEY OUT OF YOUR INVENTION**
New Ideas—patented—make fortunes. Novelty catches the popular fancy. Better ways of doing the same old thing mean money. If you have a new and useful invention, patent it and reap the profits. You may write me fully and freely. All communications confidential. Submit sketches or model and save time. Booklet on request.
Trade marks registered and designs protected.
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Just across the street from Patent Office.




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# THE MOST BICYCLE FOR THE LEAST MONEY

**Bicycles Exclusively** | IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US | **Capacity 500 Bicycles Daily**

**GREAT WESTERN MANUFACTURING COMPANY, La Porte, Indiana**

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A FEW OF THE PROMINENT DISTRIBUTORS OF PIERCE BICYCLES:
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Hub Cycle Company, Boston, Mass.
Elmira Arms Company, Elmira, New York
Buckeye Motor & Cycle Company, Akron, Ohio
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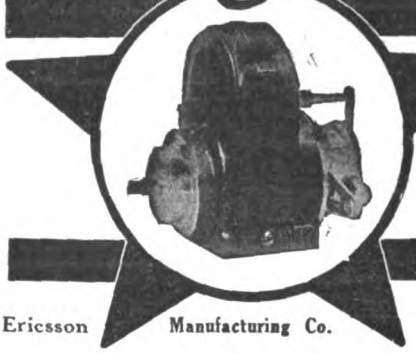
Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah
Spokane Cycle & Supply Co., Spokane, Wash.
John T. Bill & Company, Los Angeles, Calif.
Henry Keidel & Company, Baltimore, Md.
Sportsman's Supply Co., Pittsburgh, Pa.

THE PIERCE CYCLE COMPANY
BUFFALO NEW YORK

## Berling Magneto



This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

Ericsson Manufacturing Co. 1116 Military R'd, Buffalo, N.Y.

## "DUCKWORTH" CHAINS

Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

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## NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in Nationl hand buffed or regular finish. Finest grade of wire. Rust-proof!

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Cleveland, Ohio

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"INDIAN" Motocycles — "PIERCE" Bicycles

Catalogs now Ready

No. 60 Motorcycle Supplies
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The most complete books of their kind ever issued.

FREE TO DEALERS

who write us on their letter heads or enclose their business cards. Ask for our Bargain Books, too.

**New York Sporting Goods Co.**
15 and 17 Warren St., near Broadway, New York

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EXPERT OVERHAULING

Cylinder Reboring, Motor and Machine Overhauling, Frame and Fork Straightening, Enameling, Nickel Plating and Rebuilding. Work Guaranteed.

SPECIAL OFFER

We will pay the freight charges one way on all motors or machines sent us for rebuilding from October 19th to January 20th.

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"EXTRA SERVICE"

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# National Dealers' Directory

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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3852 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
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**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
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**INDIAN AND YALE**
**Parts and Accessories**
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Distributing Agents for
HARLEY-DAVIDSON MOTORCYCLES
533 West 110th Street, Near Broadway, New York
15 So. Lexington Ave., White Plains, New York

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 460

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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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**T. J. SIXSMITH**
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Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

AMOS SHIRLEY, 935 Eighth Ave.
**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles.
Parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 2¾ Firestone Non-Skid.....5.65
These tires are fresh stock practically perfect, but slightly discolored in spots
E. J. Willis Co., 85 Chambers St., N. Y. City

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**M. WORKSMAN, Agent**
Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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MOTORCYCLE WORKS
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**FRANK P. BAKER**
BROOKLYN DISTRIBUTOR
*Indian* Motocycles
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Phone Bedford 5297 Brooklyn, N. Y.

**1916 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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Distributor of
Excelsior-Reading-Standard and Cleveland Motorcycles, Smith Motor Wheel, Crown bicycles and the best accessories.
Two Stores—1868-82 Bedford Avenue, 713 Flatbush Avenue, near Parkside, Brooklyn, N. Y.

**Thor Motorcycles**
Easy payments. All makes taken in trade. Full stock of parts. Expert repairs.
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WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

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**SCHICKEL**
GEO. A. ASHLEY, Distributor for Brooklyn
1213 Bedford Ave.

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EXCELSIOR DISTRIBUTORS
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City. Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
INDIAN MOTOCYCLES
Phone: 3045 Astoria.
Expert Repairing—Gasoline.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

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Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

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1914 MODELS, all makes, at low prices; Two-speed Indians, Excelsiors and Harley-Davidsons; also used machines from $35 and up.
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Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
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**INDIAN**
MOTOCYCLES
Rebuilt machines. A written guarantee with each machine. Write for details and price list.
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Agents for **HARLEY-DAVIDSON** Reg. P.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

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**EXCELSIOR**
Complete Stock of Parts—Send us your order. Expert Herz Magneto Repairing
R. C. CRIST, INC., 1332 Michigan Ave.

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**W. W. WHITING**
Harley-Davidson Distributor for Colorado.
Broadway at 14th Ave.
F. A. M. Shop—Repairs and Supplies of all kinds.
TOURISTS WELCOME — NO STORAGE CHARGES!

**DEALERS!**
**GET IN LINE**
Write us for rates for advertising in this special dealers' directory. Motor Cycle Illustrated, 13 Park Row, New York.

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Also
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WHOLESALERS and JOBBERS

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Can Be Made Soliciting Subscriptions for
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A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*

Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.

**1438-42 Market St., San Francisco.**
**924 South Main St., Los Angeles.**
*Finest Stores on the Coast*

## TIRES Repaired and Vulcanized

by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
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Brooklyn Store, 1100 Bedford Avenue.
Phone, 8556 Bedford.

## Motorcycle Accessories and Supplies

Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
**HARLEY-DAVIDSON SALES CO.**
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All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
WESTERN SUPPLIES COMPANY
1448-52 Larimer Street Denver, Colo.
Largest Cycle and Motor House in West

## DO YOU WANT TO SELL YOUR MOTORCYCLE?

If so, let everybody know about it by advertising in the Classified section of Motor Cycle Illustrated.

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ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

RACING BICYCLES ready for the Madison Square Grind: Hudson's, Tribune's, Pierce's, Blue Streak's, Cleveland's and others; $20 upward. Roadsters, $7 upward. Bielefeld, 34 John street, New York.

AGENTS, something new, seven in one tool, good for seven every-day jobs; special prices to agents; sample, ten cents. Cycle & Motor Co., Shenandoah, Penn.

FOR SALE—1915 Henderson, two-speed, fully equipped, in the best of condition; price $200; was used as demonstrator. James P. Long, 935 W. Front street, Plainfield, N. J.

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FOR SALE OR EXCHANGE—Nickel Pianino to sell, or will exchange for motorcycle. C. B. Jack, Ionia, Mich.

CYLINDERS REBORED, Motors overhauled, Frame and Fork straightening, enameling. All broken cast, aluminum and steel parts perfectly welded. Try our new leakless piston rings and light weight pistons fitted like factory work. All work absolutely guaranteed. Prices right. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

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FOR SALE—New Excelsior Three-Speed Twin. Never been run; $200. Ship subject to inspection on $25 deposit. Roy F. Hansen, Warren, Pa.

SECONDHAND MOTORCYCLES! Let me know what you want, and the price you want to pay. Perhaps I can supply you. B. A. Swenson, 522 Broad street, Providence, R. I.

FOR SALE, CHEAP—Good Paying Sporting Goods, Indian Motorcycle, Bicycle, Business; any one or all, to suit buyer. Guy W. Campbell & Co., Waterloo, Iowa.

FOR SALE—1915 Iver Johnson motorcycle, single, 5 h. p., tires new, best of saddle, Bosch magneto. Run about 100 to 500 miles. Chain drive like new. Dona Cyr, Keegan, Maine.

WANTED—Repairman familiar with Harley-Davidson. Good position for right man. State terms and experience in first letter. Central Pennsylvania location. Address C. M. F., care of MOTOR CYCLE ILLUSTRATED.

WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

DYKE'S WORKING MODEL METHOD of teaching the automobile, motorcycle, and general engine repair business by mail; how to become a successful repairman and chauffeur. Send for interesting and instructive booklet—free. A. L. Dyke (Pioneer), Publisher. Box 98 Roe Bldg., St. Louis, Mo.

1914 BIG X TWIN in perfect order. Not run over 1,500 miles. Newly equipped with Eclipse two-speed, Seiss horn and pump. A powerful, reliable motor. Price, $135. Will ship subject to examination for $10. Balance C. O. D. A genuine bargain. C. W. Albright, Jr., Charleroi, Pa.

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.

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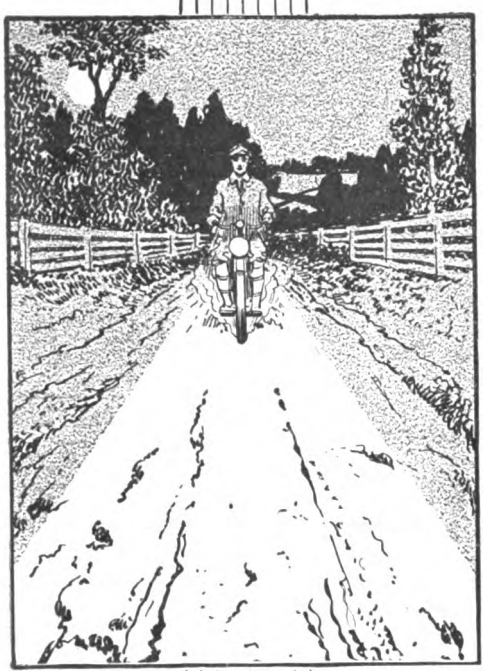
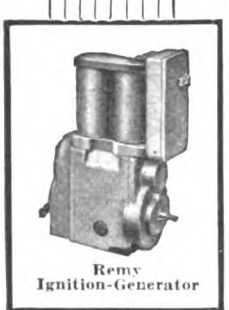


# The difference between a bicycle and a motorcycle, a kerosine lantern and a tungsten lamp, is just as great as the old undependable lights and the

# REMY

## Motorcycle Lighting-Ignition System



Remy
Ignition-Generator

**Each do what they are intended to do**—but the modern invention is such a greater improvement that the old are gradually being discarded for many purposes.

Today electric lights are standard equipment on practically every automobile. People refuse to buy cars otherwise equipped because electric lights are so much better.

You are now offered electric lights for your motorcycle, just as efficient, just as powerful, just as desirable as on a motor car. The Remy system is built by the same company that makes lighting and ignition systems for some of the country's foremost automobiles, by engineers and workmen who know what are the requirements for motorcycles and guaranteed by this company.

No matter how full of ruts and bumps is the road, the lights throw a brilliant path far ahead into the uncertain blackness, disclosing every obstruction and make *night riding absolutely safe.*

High and low powered headlight, rear light, horn, and strong, reliable synchronized ignition. Easier cranking. Protected wiring.

A demonstration on the Harley-Davidson will convince you.

***Service stations in all motoring centers***

## REMY ELECTRIC COMPANY

**Factories**
**ANDERSON, IND.**

**Sales Offices and Laboratory**
**DETROIT, MICH.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.

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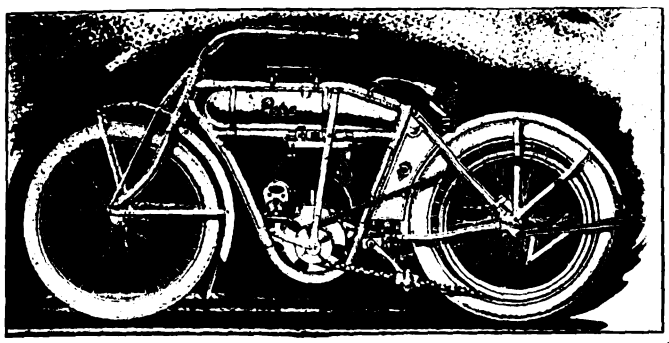

**Pope Lightweight Motorcycle**
**Price, $150**

# Up, Up, Up!

goes the demand for America's most popular lightweight motorcycle.

For five years this motorcycle, that's within easy reach of everyone who can afford a high-grade bicycle, has been climbing the heights of popular approval.

Today it's at the summit.

And today the dealer who carries a full line of the

## Pope Lightweight Model

is making the most for himself of this phenomenal success.

Riders in your town who want a light machine—reliable—powerful—and priced to their desire won't leave your store without buying one of these.

You don't have to be an orator to sell a Pope Lightweight. The machine is self-eloquent.

Write for our interesting dealer's proposition.

## Westfield Mfg. Co.

**(Successors to the Pope Mfg. Co.)**

**11 Lozier Ave., Westfield, Mass.**

**Largest Manufacturers of High-Grade Bicycles in the World**

Pope
Bicycles and Motorcycles



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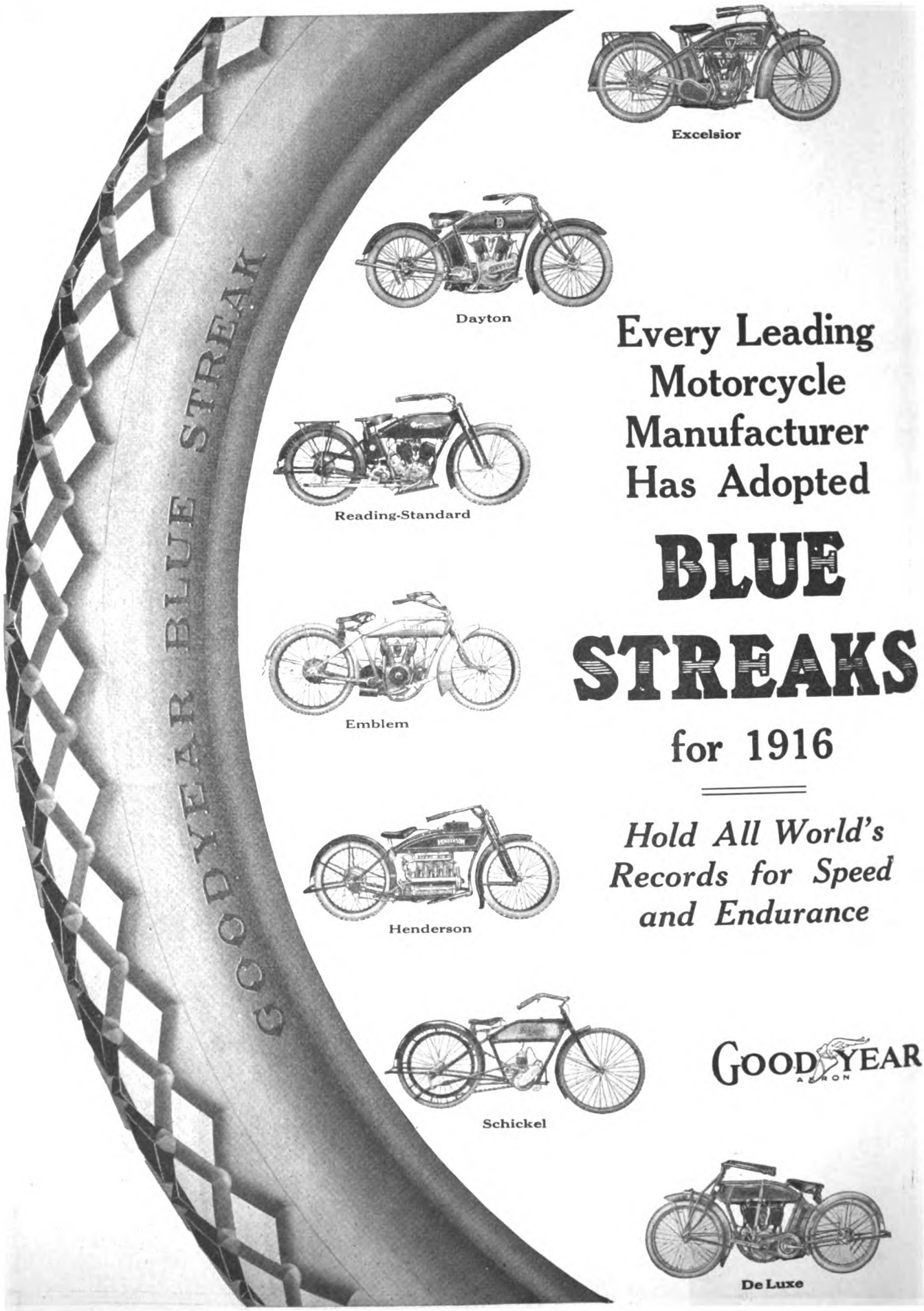




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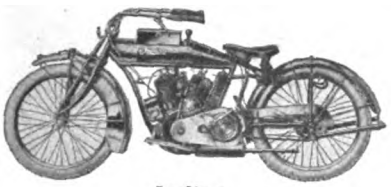


Indian

Iver Johnson



Tiger



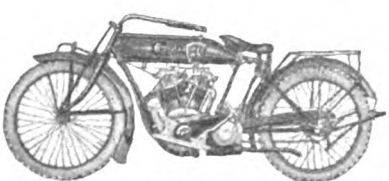
Thor



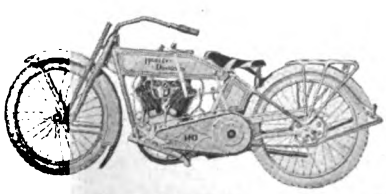
Merkel



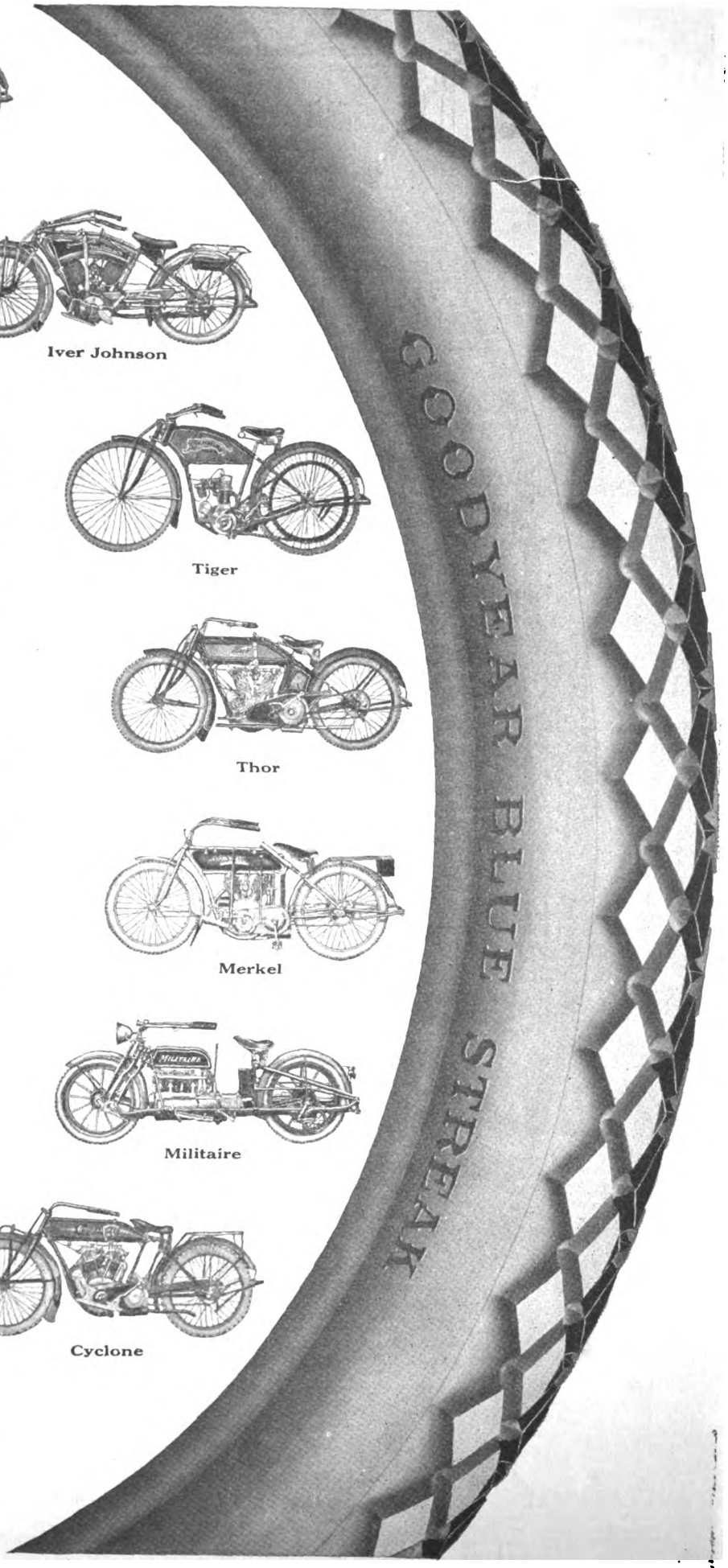
Militaire



Cyclone



Harley-Davidson




***Riders:*** Blue Streaks are now standard tire equipment on every Motorcycle made. When you buy your new machine simply ask your dealer for these dependable Blue Streaks.

***Dealers:*** Speed Kings, Pleasure Riders and Manufacturers have all decided on Blue Streak supremacy. This tremendous popularity means ready Blue Streak sales for you. Write today for Goodyear Service Station Offer to Dealers.

**The Goodyear Tire & Rubber Co.**
Akron, Ohio

GOODYEAR
AKRON



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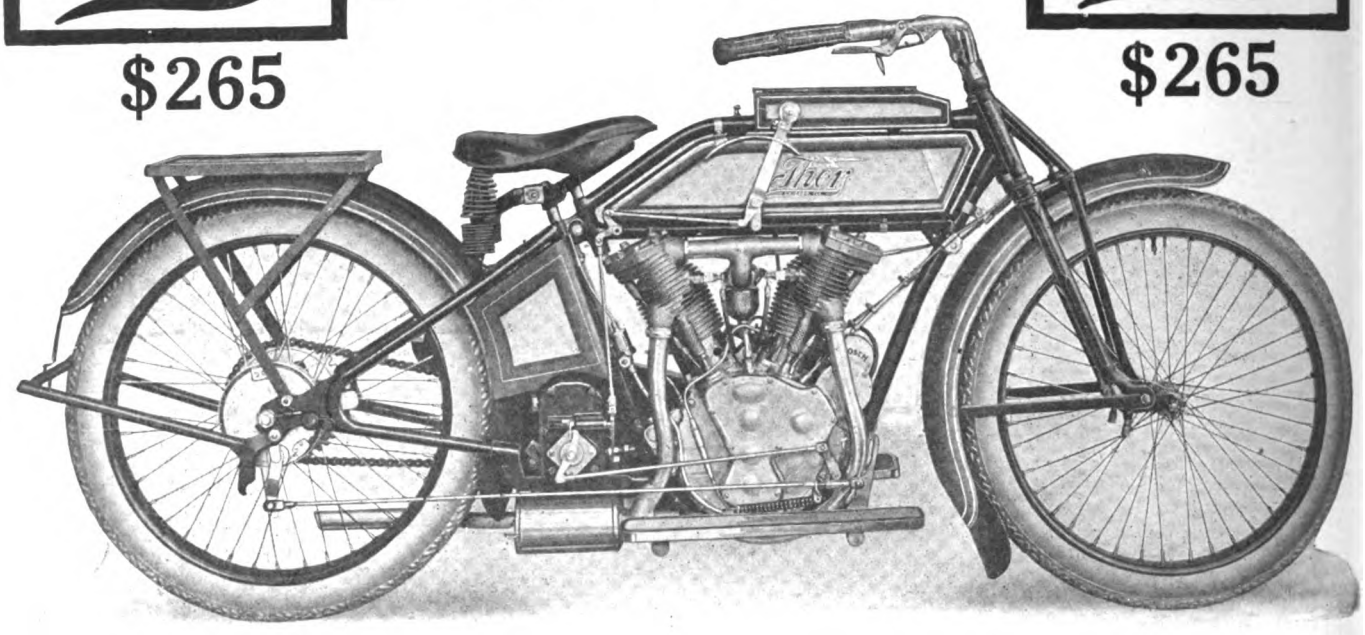
Thor

THE QUALITY MOTORCYCLE

Model U—12 H.P.

Thor

$265 $265



# BUILT LIKE A BRIDGE

**Built to stand harder usage than it ever will be called upon to stand. Because it is constructed to bear *more* than the hardest knocks, the**

# THOR

**is the choice of the rider who has gotten his knowledge in the school of experience.**

**Thor features, such as the one-unit clutch and brake which is operated with one foot and enables the rider to disengage the motor by applying the brake, are reasons why riders prefer the THOR—why you should sell the THOR.**

**Our factory is now running 24 hours a day! In one week we will be making 1916 model shipments in quantities.**

***Write Today for Further Information !***

**Don't forget our other model—V-6 H. P.—at $225.**

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For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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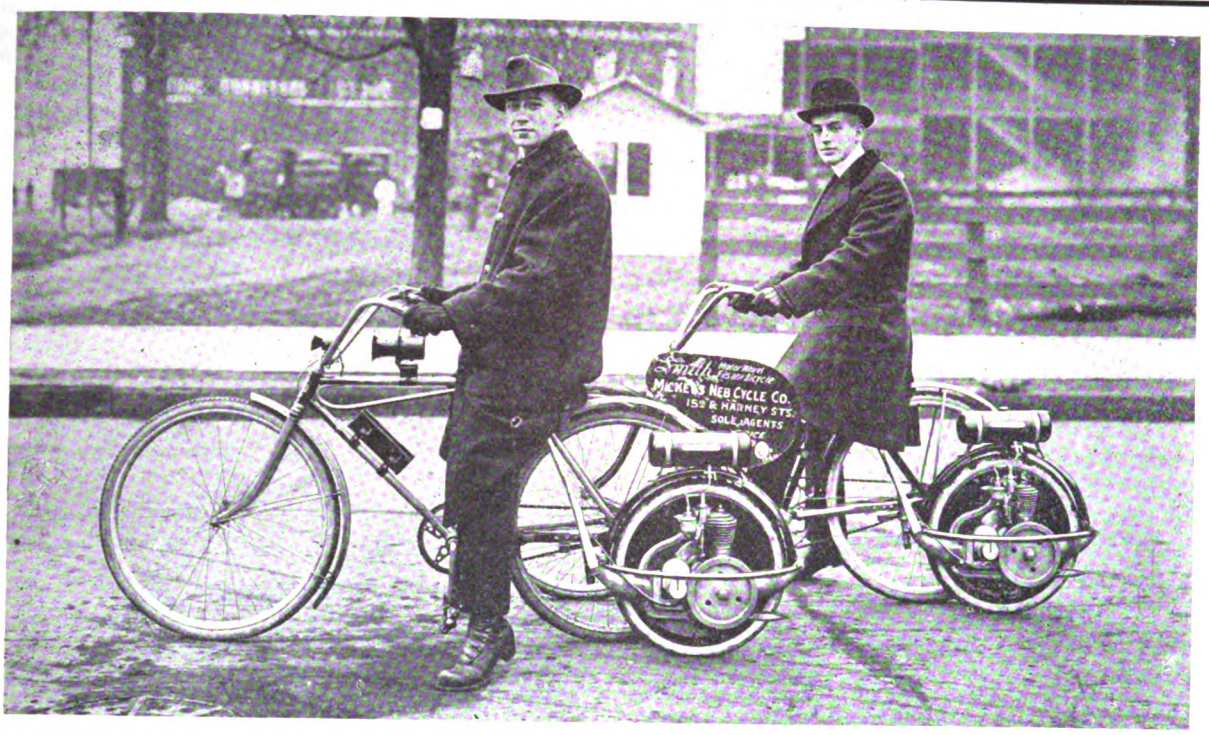


# "We Will Do Another Big Smith Motor Wheel Business Next Year" *Writes an Atlantic Coast Motorcycle Dealer*

EVERY dealer who handles the Smith Motor Wheel will do a big business —because the Smith Motor Wheel with a year's success behind it is established, and sales spread rapidly wherever it is introduced. Also because it is thoroughly practical, efficient and durable, and because of its many refinements and advantages it appeals to such a wide variety of people. Its market is not limited to a few—everybody buys Smith Motor Wheels, both sexes, all ages, boys and girls, men and women, whole families. And they buy bicycles too, the better grades of bicycles, at the same time they buy Motor Wheels, and from the same dealer. Also, special handle bars, saddles, lamps, horns, etc. It is a big business, isn't it? Then come in for the big Motor Wheel boom that is sweeping the country. Write for our 1916 Profit Proposition To Dealers. Tell us the lines you handle and the size of your business.

**Smith MOTOR WHEEL**

Detachable

***"The Bicycle Booster"***

**Attaches to Man's or Woman's Bicycle**
**100 to 125 Miles on a Gallon of Gasoline**
**Speed Up to 25 Miles an Hour**

***List Price $60 f.o.b. Milwaukee***

THE Smith Motor Wheel is the only bicycle motor on the market that is detachable. It is absolutely free from vibration, clean, simple to understand and operate, and requires no repair shop attention—once sold it never comes back.

**Motor Wheel Division 165**

## A. O. SMITH COMPANY, Milwaukee, Wisconsin

**Largest Manufacturers of Automobile Parts in the World**
**Motor Wheel Fully Protected by United States and Foreign Patents**



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# "The Morrow Is The Best Brake"

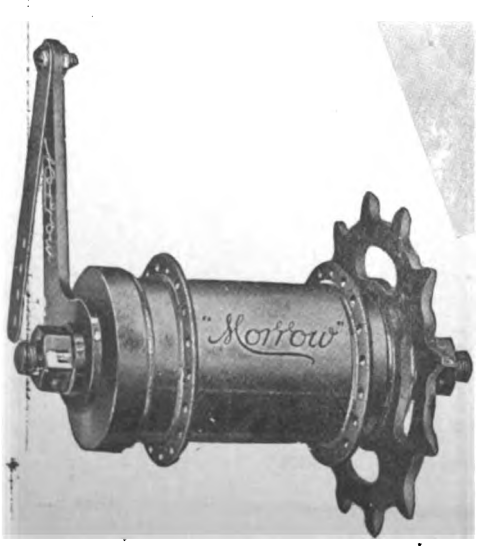
## A Rochester Dealer's Opinion

CASH OR EASY TERMS

TIRES AND REPAIRING

JOHN MORGAN
DEALER IN
SEA GULL AND ROCHESTER
HIGH-GRADE BICYCLES
189 CLINTON AVE., NORTH
ROCHESTER, N. Y. Dec 6 1915

Eclipse Machine Co
Elmira N. Y.
Gentlemen. I am pleased to
inform you that after a thorough investigation
that the morrow is the best brake before the
american public and after 17 years of business
experience as a bicycle man I am convinced
that this brake is head and shoulders ahead
of all others
I am stocking Morrow brakes on all models
and have an entire car load all morrow
equipped to be delivered soon.
Yours truly
John Morgan
189 Clinton Ave N.




NO OTHER BRAKE has the reputation the MORROW enjoys—where it is present on the wheel the dealer can use it as a final sales argument that gets the business.

**Write and let us tell you how we cooperate with our dealers.**

**ECLIPSE MACHINE CO., Elmira, N. Y.**



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# ARE YOU WELL FIXED?

Mr. Dealer, have you a line for 1916 that will sell quickly and stay sold?

Is the line of motorcycles you handle complete and comprehensive?

Does it include Light, Medium and Heavy weight models with a range of prices to meet all demands?

The successful dealer in 1916 will be one who has a line of machines all of a single make with established reputation, with sufficient variation in model to meet the requirements of the commercial user, tourist, speed enthusiast and the great growing class of buyers whose prime requirements are Comfort, Safety and Economy.

To carry a heavy machine of one make and a light weight of another necessitates doubled effort and advertising expense and deprives you of the prestige that goes with a single complete line with established reputation.

The EXCELSIOR line comprises the

| | |
|---|---|
| Ultra Power Three Speed Model 16-3 at | $250.00 |
| Model 16-1, identical with 16-3 except with single speed transmission, at | 225.00 |
| Model 7-T. S., medium weight two speed, and Model 7C, the same machine with single speed chain drive at | 200.00 |
| The EXCELSIOR Lightweight, single cylinder, two-stroke, two-speed, at | 135.00 |
| Model 16-S.C., the Ultra Speed Short Coupled Racer that holds World's Records for the majority of distances one to 300 miles, at | 250.00 |

With this line you have a machine for every purse and for every purpose, all backed by a single powerful organization, an absolute guarantee and a reputation

"THAT ALWAYS MAKES GOOD"

We have some open territory.

If you are not in RIGHT for 1916, get busy now.

**Excelsior Motor Mfg. & Supply Company**

**Office and Factory, 3703 Cortland Street, Chicago**




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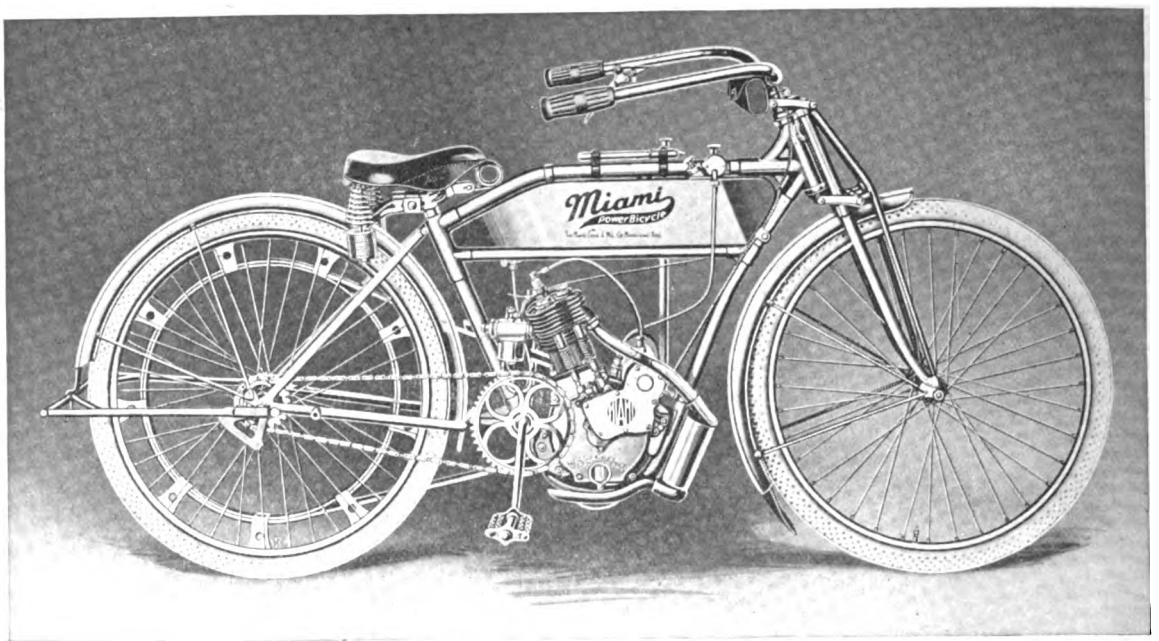


# The Miami Power Bicycle

# Price, $115.00

## "100 MILES for 10 cents"

We are now making quantity shipments. One Model (No. 15) only this season. Not a motorcycle, but a big, strong Bicycle with an efficient, flexible motor built right into it. The only tried and tested "light weight" on the market. Over a thousand already in use. Write for full particulars. Some desirable territory still open.

**The Miami Cycle & Mfg. Co., Middletown, O., U.S.A.**



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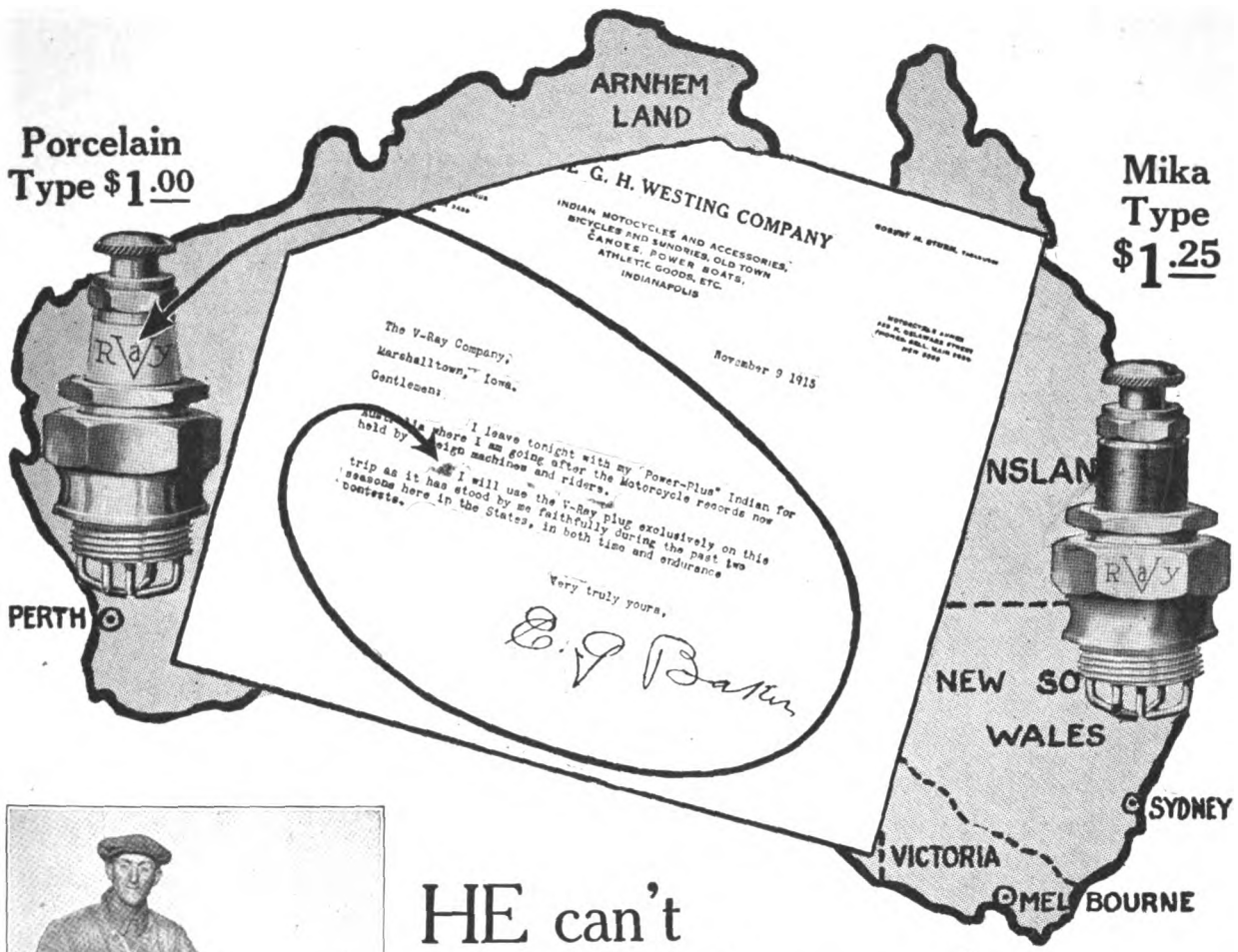
THE ORIGINAL **V-Ray** GRIEF-PROOF FOUR POINT

# SPARK PLUG



HE can't afford to take any chances—Can YOU?

***QUALITY is Paramount in Every V-Ray Plug***

IF YOUR DEALER DOESN'T STOCK V-RAYS—
GET IN TOUCH WITH US

**The V-Ray Co.** **Marshalltown, Iowa**

**WESTERN BRANCH: SAN DIEGO, CALIFORNIA**

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# What We Have to

## The Intensive Co-operation Factory Organization Means

FIRST of all, we have the goods, a most comprehensive line of motorcycles and sidecars that is breaking all sales records.

### Prompt Deliveries

In keeping with the early show the Harley-Davidson factory organization backed up the early show with early deliveries. The result of this co-operation with our dealers this year is that our 1916 dealers' sales to date are actually double the 1915 sales in the corresponding period a year ago.

### Getting Prospects

To locate prospective motorcycle buyers we are inaugurating the most intense advertising campaign in our history. We are going to get thousands of inquiries from prospective buyers for our dealers to work upon. Not only will inquiries to the factory result from this advertising, but thousands of prospective purchasers will go directly to the dealers' salesrooms as a result of this advertising.

### Helps for Dealers

Catalogs and other strong advertising literature of course will be furnished without cost. Special selling helps will be supplied from time to time, such as window hangers, transfers, fence signs, and lantern slides.

### Harley-Davidson Service

For two years we have maintained an eight-hour spare parts service from the factory and our branches. Many dealers tell us they appreciate this service possibly more than any other one feature of the Harley-Davidson organization.

The Harley-Davidson branch at Atlanta, Georgia, is the only factory branch maintained in the South by any motorcycle manufacturer.



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# o Offer Dealers

# f the Harley-Davidson
# Something to Dealers

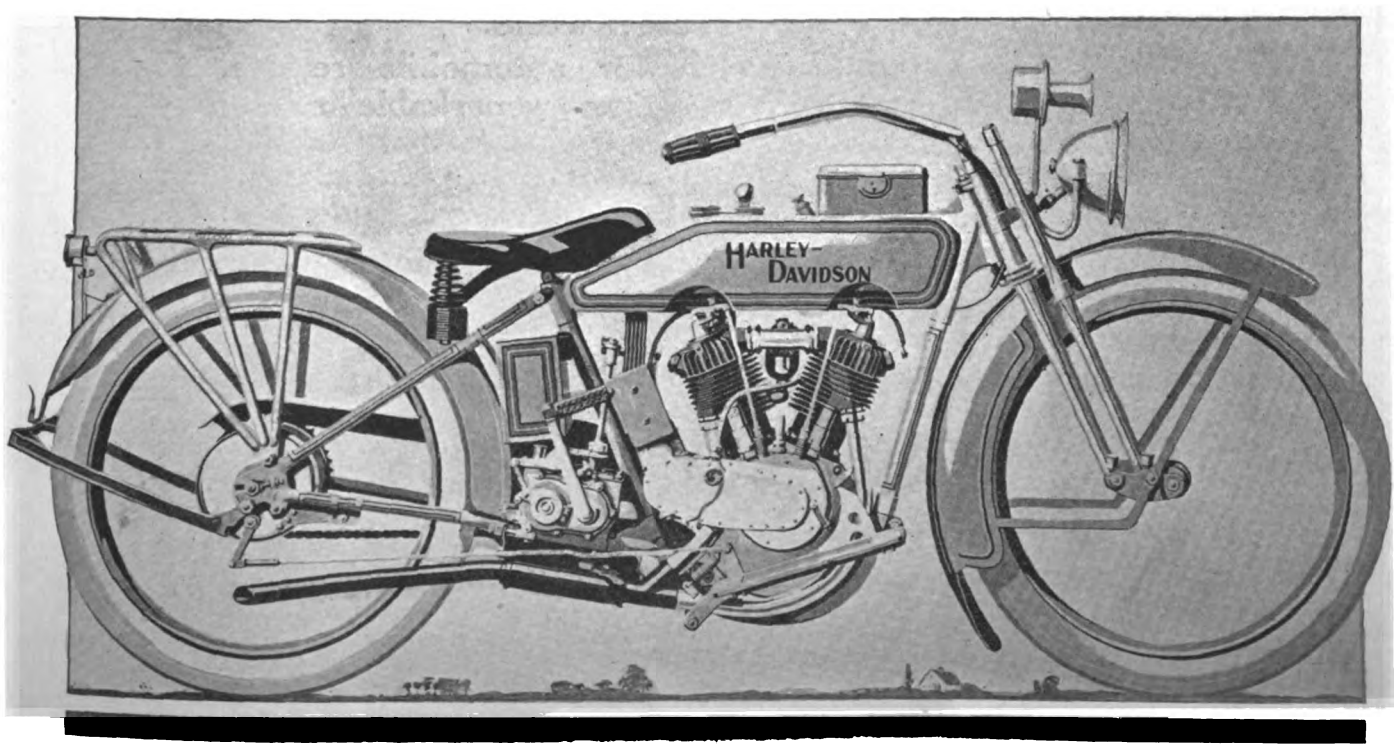
## Here's the Result

Dealers are fast coming to realize that the Harley-Davidson organization is the best in the industry for them to tie up to. Early season shipments of Harley-Davidson motorcycles this year are the biggest in our history. We have added more than 100 new dealers to date this season, and more are signing up with us right along.

## Write Today

We have made several important changes in our representation and more changes are being made from day to day. Inactive dealers are being replaced by more active ones. Aside from these changes which will be made we have open a number of good localities where Harley-Davidsons are not as yet represented. If you are interested in our selling proposition write us today. Address Desk E.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**




A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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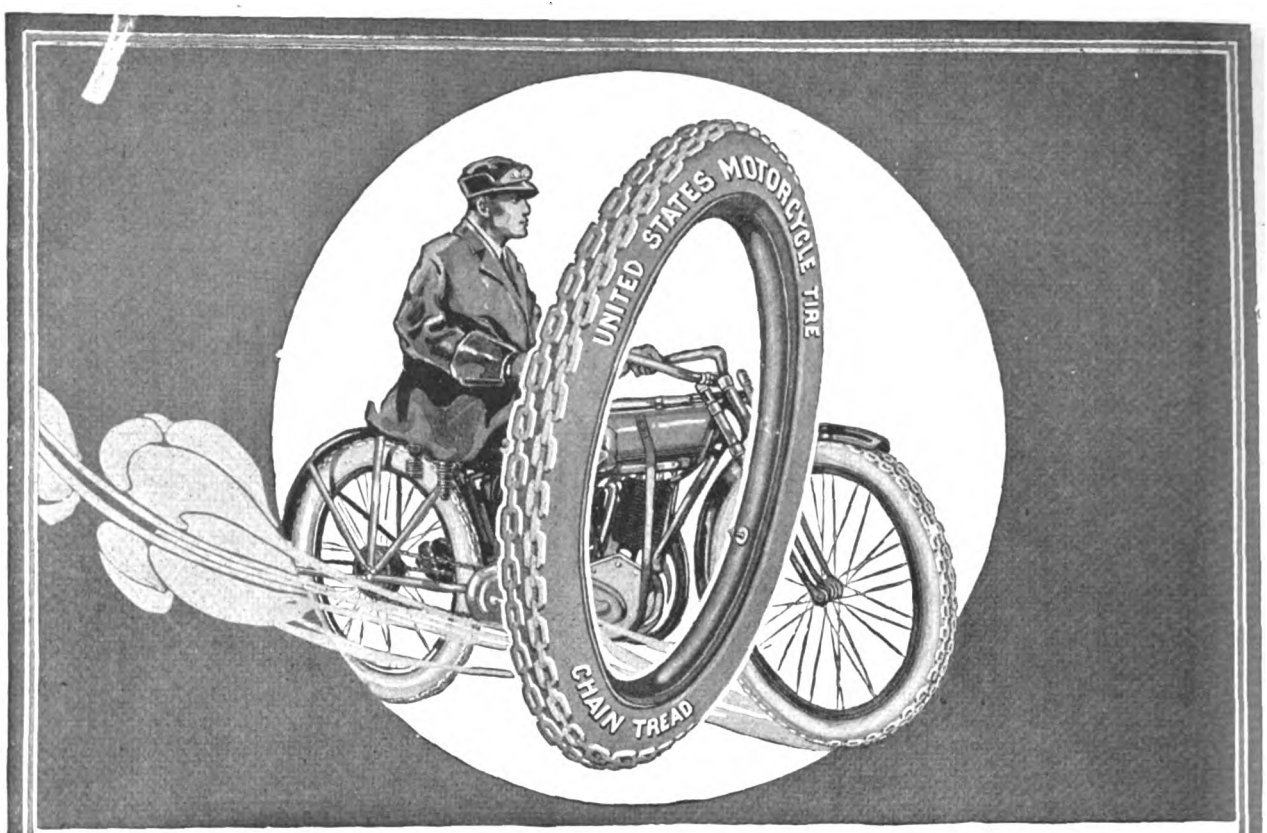


# The "CHAIN TREAD" Motorcycle Tire

## Built Strong Enough For Automobile Service

THE "Chain Tread" Motorcycle Tire has the same design, the same heavy service construction, and the same high quality rubber and fabric that has made the "Chain Tread" automobile tire the sensation of the motor car world.

Built with strength enough for automobile service, the "Chain Tread" Motorcycle Tire gives remarkable mileage to motorcyclists.

Many leading makes of motorcycles and automobiles are equipped by their manufacturers with "Chain Tread" Tires. This is because the men who make motorcycles and motor cars know that the "Chain Tread" Tire gives real protection against skidding, and satisfactory mileage.

You can buy "Chain Tread" Tires from good dealers everywhere.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, December 16, 1915 No. 50

## RISDEN TAKES CLEVELAND FOR 8 WESTERN STATES

**Los Angeles Distributor to Handle New Lightweight in Vast Territory; Retains Indian in Southern California; Freed Will Distribute Indians in Northern California and Nevada.**

**REPLACING SAN FRANCISCO INDIAN BRANCH**

LOS ANGELES, Cal., Dec. 14.—One of the most important motorcycle trade developments of the new season comes in the form of a contract which has just been closed by C. Will Risden for exclusive distribution of Cleveland lightweight machines in eight entire States—California, Oregon, Washington, Nevada, Arizona, New Mexico, Idaho and Utah—Mr. Risden closed the contract by wire yesterday, and is already mapping a sales campaign along broad lines.

This is somewhat in the nature of a sequel to the deal of a few days ago by which A. Freed, of San Francisco, one of the largest jobbers in the State, took over the Indian representation in Nevada and all of California excepting ten southern counties. As is well known, Risden has been the Indian representative in southern California for many years. His territory is not affected by the Freed transaction, and he will continue to handle the Indian in conjunction with the Cleveland.

"My present facilities and my jobbing stock need greater territory in which to show their best results so the Cleveland deal fits into expansion plans which had already been formulated. The Cleveland appeals to a market entirely distinct from the Indian, and the machines are so different that there can be no conflicting demand. However, the same salesmen could not be expected to handle both, so I will build up at once a complete new dealer organization in the eight States allotted to me."

### FREED IS ON THE JOB

SAN FRANCISCO, Dec. 13.—The deal by which the Pacific Motor Supply Co. closed for the Indian was brought to a head by Sales Manager Frank J. Weschler, of the Hendee Company, who was in San Francisco for a week. The Indian factory branch in San Francisco will be closed and the stock of Indian motorcycles and parts will be turned over to the new representatives at once. Owing to the fact that the Freed company will handle the Indian only on a wholesale basis, it was considered advisable to confer with Indian dealers throughout the territory regarding the change, and at a meeting held in Stockton, and later at a conference in San Francisco, the leading Wigwam workers in the northern part of the State expressed themselves as entirely satisfied with the new policy.

Manager Ben Anderson and Cashier Dave Carlson will return to the factory in Springfield, Mass., while some of the other employees of the Indian branch will take up positions with the Pacific Supply Co.

The change is along the Hendee company's policy of closing branch establishments and handling the products through large distributors, and has been mildly hinted at for some time. It does not affect the southern California territory, where C. Will Risden remains the Indian representative, nor does it hit Oregon or Washington.

"My experience of 27 years in the cycle business places me in a position to give Indian as well as Thor dealers a highly efficient service," said President Freed, "and the business principles which have made my house a success will be scrupulously continued in the new territory. We have handled the Thor line for nine years, and our progress with it speaks for itself. There will be no conflict between the Indian and Thor lines; the former will be handled apart from our other lines."

### WESCHLER HEADS HOMEWARD

SAN FRANCISCO, Dec. 13.—Having swung the big Indian deal to a successful conclusion with the calm assurance characteristic of him, Sales Manager F. J. Weschler, of the Hendee Mfg. Co., left California today via Portland for the East.

## FEDERAL CONTROL PASSES TO FISK RUBBER COMPANY

**Merger Greatly Strengthens Fisk Position in the Tire Industry; Extensive Federal Plant to Be Operated as Before; H. T. Dunn Becomes President; B. H. Pratt Is New General Manager**

**FEDERAL WILL CONTINUE AS SEPARATE CO.**

MILWAUKEE, Wis., Dec. 14.—One of the most important changes in the tire industry has just been effected in the sale of the Federal Rubber Company, Cudahy, Wis., interests to the Fisk Rubber Company, Chicopee Falls, Mass. This transaction gives the Fisk people control of the extensive Federal automobile and motorcycle tire plant employing more than 2,000 men, and materially strengthens their position in the tire world.

It is announcd that the Fisk management contemplates no material changes in the present organization of the Federal company which will be continued substantially as it exists at the present time. It will remain and be operated as an independent and separate corporation.

Byron C. Dowse has disposed of his holdings in the company and has resigned from the board of directors, presidency and managership. He is succeeded by H. T. Dunn. The other officers will be: B. H. Pratt, vice-president and general manager; H. A. Githens, assistant general manager; H. G. Fisk, treasurer; R. C. Ward, secretary and assistant treasurer, and E. M. Bogardus, comptroller.

The number of directors is to be increased to nine and the new board will consist of H. T. Dunn and J. E. Kepperley, Toledo, O.; B. H. Pratt, H. A. Gothens and Richard Ward, Milwaukee, and H. G. Fisk, E. H. Broadwell, G. A. Ludington and E. M. Bogardus, Springfield, Mass.

According to Mr. Ward the Cudahy plant will continue to manufacture the Federal brand of tire along the same general policy line as at present.

The Fisk Company devotes its entire energy to the manufacture of tires, while the Federal Company in addition to making automobile and motorcycle tires, also produces general rubber mechanical lines. The Fisk plant in the east is one of the largest in New England.

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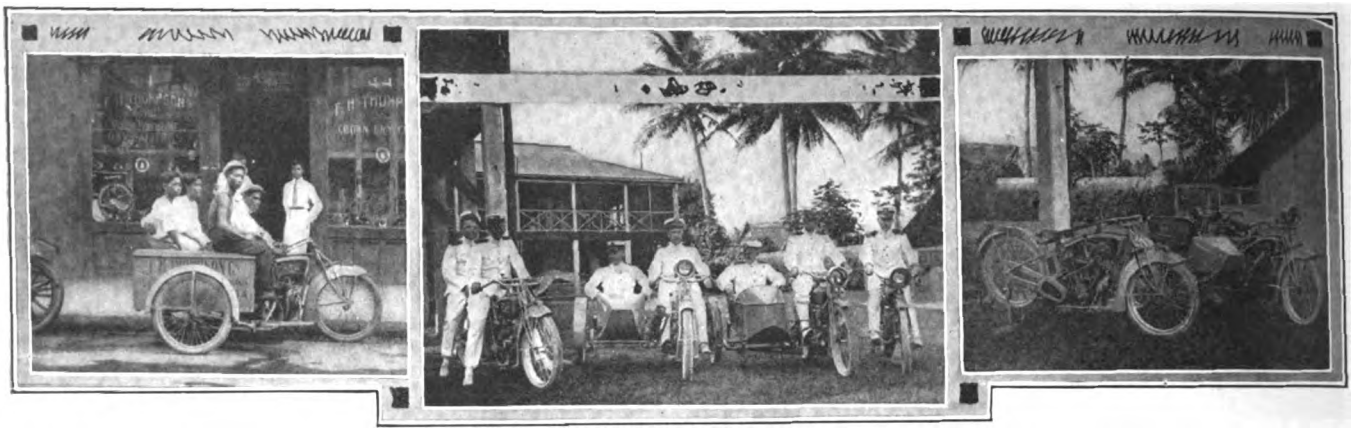
## EXCELSIORS ARE WIDELY USED IN THE PHILIPPINE ISLANDS



**Left, Sidevan Outfit Used by F. H. Thompson for Delivery at Manila; Center, U. S. Navy Medical Staff at Guam, Midway Island—All Enthusiastic Excelsiorites; Right, Solo and Sidecar Machines Used by Guam Sportsmen Racing Outside Naval Headquarters**

# SAVANNAH TO SEE CHAMPION EVENT

**Race at Fifty Miles to Decide State Title Will Be Staged by Local Club on New Year's Day; Will Hold Old-Fashioned Christmas Party.**

SAVANNAH, Ga., Dec. 13.—The Championship Race of Georgia at fifty miles, which will see the top-notch riders of the State contesting, will be staged here on New Year's afternoon, according to plans now being completed by the Savannah Motorcycle Club. One hundred dollars in gold will be hung up for the prizes in this half century affair, which will be run off on a half-mile dirt track and open to all but ported machines.

As a preliminary event a ten-mile race is scheduled, the prizes for which will aggregate thirty dollars. Among those who are counted upon to make their appearance in these two races are: L. C. Buckner and John DeMontmollin, of Macon; Harry Glenn and Ed. Wilcox, of Atlanta; Martin Schroeder, Joseph Cafiero and Roscoe Harn, of Savannah.

A Christmas party will be held by the Savannah M. C. during the festive week. Arrangements have already been made for the purchase of a huge Christmas tree, and each of the one hundred active club members will be given a present by "Santa."

An old-fashioned oyster roast will be given by the club on Sunday, December 18, at the German Club. All sorts of games will be played and a corking good time is in store for those who attend. While no date has been set for the annual dance, it will probably be held on next Washington's Birthday. Reports from the Thanksgiving Day road races show that the club has cleared several hundred dollars and is today in better financial condition than it has been for the past seven years.

### ALTOONA'S LEADING BOWLERS

ALTOONA, Pa.—Messrs. Arthur Crum, Joseph Wolf, Dud Rogers, Robert Anslinger and August Butz, representing the Blair County Motorcycle Club, succeeded in hanging up one of the highest scores for the opening of the new bowling alleys here.

### FOUR NEW FIRESTONE BUILDINGS

AKRON, Ohio, Dec. 7.—Permits have been taken out by the Firestone Tire & Rubber Company for four new buildings to enlarge its plant. Two of the buildings will be five stories high, and the third one story. The cost of the structures is estimated at $75,000.

# NINE FINISH IN NOVEL TIME RUN

**Three Winners Awarded Poultry Prizes in Secret Schedule Event of Yonkers M. T. C.; Similar Runs to Be Held During 1916 Season.**

YONKERS, N. Y., Dec. 13.—Nine riders finished the social run of the Yonkers M. T. C. from this city to Peekskill yesterday, while five fell by the wayside out of the original 14 starters. The run was on a secret time schedule, but instead of the time being determined beforehand, slips bearing various times were put in a hat and one drawn at the finish; this slip determined the schedule. As a result, George A. Ellis, State F. A. M. Commissioner and president of the club, was awarded the first prize as having come nearest the time drawn. Ellis received a turkey. "Chick" Lyons, coming next nearest, received a duck, while H. Heldt, took third place and a pair of chickens as the corresponding prize.

The first leg of the run was to Peekskill, the start being made from Yonkers at 1:30 p. m. Arriving time at Sorenson's garage in Peekskill was between 2:30 and 3 p. m. From 4 to 5 was scheduled as the time of finishing at the clubhouse in this city.

Following is the list of entries:

George A. Ellis, Indian; "Chick" Lyons, Thor; H. Heldt, Indian; Charles Penne, Thor; R. Calahan, Thor; Rody Rose, Thor; Harry Williams, Thor; Joe Wasko, Harley-Davidson; Harry Backus, Harley-Davidson; W. Ewald, Thor; Gil. Hynard, Pope.

# SNAPPY RACING FOR BAKERSFIELD

**Spicy Variety of Events Will Be Staged on Mile Track by Fair Association . New Year's Day; Good Purse Offered to Bring Stars.**

BAKERSFIELD, Cal., Dec. 14.—Entries for the big motorcycle and bicycle racemeet, which will be staged by the Kern County Fair Association on its one-mile race track here on January 1, will close on Monday, December 27. In addition to the cycle races there will be a number of events for junior cars, but the two-wheelers will bask in the limelight.

The officials of the fair association have already signified their intention of having the race track in the best possible shape both for speed and safety. Records are expected to go tumbling in a heap, and a number of star riders will be seen.

Communications should be addressed to the Kern County Fair Association, 206 Broker building, Bakersfield, Cal. All checks should be made payable to the association. The events are as follows:

First Event—One-mile bicycle race for Kern County boys under sixteen years of age. Starts at 2 o'clock sharp. Special prizes to be announced at later date. (No fee.)

Second Event—Five-mile race for tourist. Machines must be ridden to Bakersfield, 100 miles, by race rider. Trophy first, also special prizes to be announced later. (No fee.)

Third Event—Five miles for side cars. Special prizes to be announced later. No fee.)

Fourth Event—Ten miles, motorcycles, for San Joaquin Valley riders only. Prizes: first, 30; second, $20; third, $10; fourth, $5. (Fee $1.)

Fifth Event—Twenty-five miles for junior autos. (Fee $1.)

Sixth Event—100 miles free for all. Purse $350, to be divided $150, $75, $50, $25, with extra $10 for leader at 25 miles, $15 for leader at 50 miles, and $25 for leader at 75 miles. (Fee $2.50.)

Extra Events—Trials against time for junior cars and motorcycles for one mile.

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# RAPID GOODYEAR INCREASE SHOWN

## Earnings on Common Stock Approximate 5½ Per Cent. for Year Ending October 31; Total Sales Amount to $39,490,652 for the Same Period.

AKRON, Ohio, Dec. 10.—That the impetus received by nearly all branches of trade in this country has not missed the tire field is indicated by the statement of the Goodyear Tire & Rubber Company that its sales for the year ending October 31 amounted to $39,490,652, as against $31,056,128 for the preceding twelve months. The company's net income was $5,137,082.

The statement shows that the earnings of the company for the fiscal year, after all charges were deducted, were approximately 5½ per cent. on the common stock. The current assets of the company are $14,500,000, and its current liabilities $1,944,000.

The balance sheet as of October 31 follows:

ASSETS.

| | 1915. | 1914. |
|---|---|---|
| Real estate and bldgs..... | $3,883,946 | $3,606,537 |
| Machinery and fixtures.... | 3,962,260 | 3,208,107 |
| Patents, trade marks, etc.. | 1 | 1 |
| Securities owned ..... | 809,326 | 777,649 |
| Preferred stock purchased. | 258,459 | 343,593 |
| Notes receivable of officers, employees, capital stock. | 1,045,816 | 805,283 |
| Inventory ..... | 7,763,189 | 4,567,460 |
| Accts. and notes receivable | 4,759,246 | 3,328,693 |
| Advances to agents, etc... | 278,070 | 280,655 |
| Cash on deposit..... | 1,766,352 | 2,862,706 |
| Advances to Goodyear Imp. Co. and Goodyear Heights Realty Co. ..... | 1,047,661 | 885,315 |
| Suspended assets ..... | 334,067 | 440,438 |
| Prepaid rentals, etc..... | 371,529 | 352,893 |
| Total ..... | $26,279,927 | $21,459,335 |

LIABILITIES.

| | | |
|---|---|---|
| Preferred stock ..... | $6,650,000 | $7,000,000 |
| Common stock ..... | 8,377,200 | 7,991,110 |
| Purchase accounts payable. | 1,565,705 | 410,575 |
| Sundry accounts payable.. | 378,894 | 257,509 |
| Res. for doubtful accounts | 558,956 | 564,327 |
| Depreciation of plant..... | 1,717,230 | 1,183,418 |
| Surplus ..... | 7,031,940 | 4,052,395 |
| Total ..... | $26,279,927 | $21,459,335 |

## DIXIE MAGNETOS FOR CONTINENTAL MOTORS

A RECENT equipment contract secured by the Splitdorf Electrical Co., Newark, N. J., was that of the Continental Motors Manufacturing Co., of Detroit, for Dixie 40 magnetos, cables and switches.

Large quantities do not necessarily follow this contract, but, as an example of the giant strides made by the Dixie magneto models in general adoption, the contract is significant.

The closing of the contract means that all Continental motors used for show purposes or submitted to manufacturers as samples will be Dixie equipped and so filled on orders.

## CHANGES MAY BE MADE IN HENDEE BRANCH

TORONTO, Ont.—Rumors to the effect that important changes affecting the Canadian branch factory of the Hendee Manufacturing Company would be made were partially substantiated by a local officer of the company when interiewed by the Canadian representative of **Motor Cycle Illustrated.**

In answer to the question whether the factory was to be removed to another Canadian city, this official declared that he could not make a statement at the present time, but that an official announcement would be issued in about two weeks.

# PORTLANDERS TO RIDE ALL NIGHT

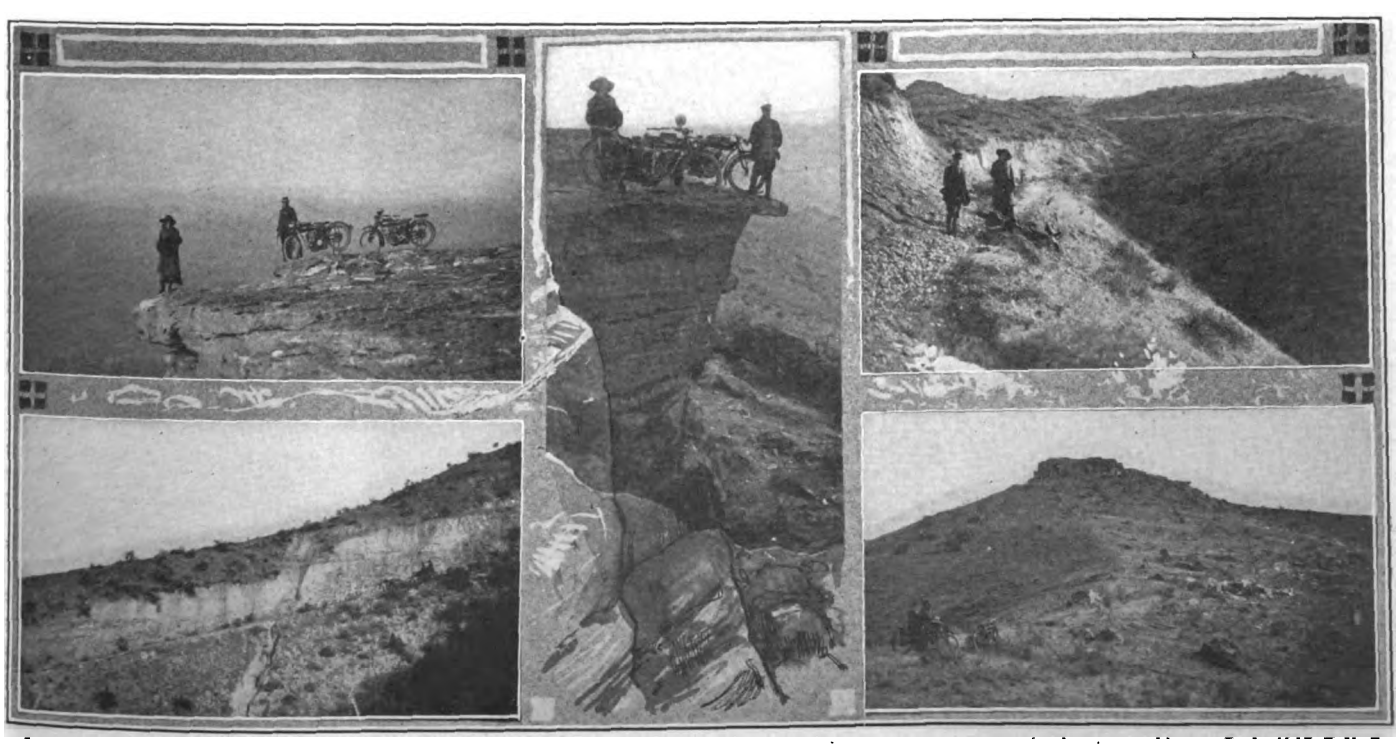
## Annual New Year's Grind Starts at Midnight on December 31 and Finishes Following Afternoon; to Cover 235 Miles in 13½ Hours.

PORTLAND, Ore.—Starting at midnight December 31, Portland M. C. will hold its third annual New Year's endurance run, covering a 12-mile course of 18 laps in the eastern part of Multnomah County and finishing early in the afternoon of January 1. The event will not be as severe as in previous years, but the checking will be attended to more painstakingly, and special attention will be given to riders who check out with broken or missing machine parts.

The running schedule will be reduced to 20 miles an hour, and there will be a time check after each lap of 12 miles. There will be no opportunity for a rider to speed around the course and then make a stop for repairs or adjustments; consistent riding from the start to finish is all that can give a contestant a perfect score. No rider will be permitted to receive outside assistance at any time, except when taking on gas and oil.

One hour will be allowed during the run for lunch, and four minutes on each lap for checking. The total time for the contest will be about 13½ hours, and the distance 235 miles. The entry fee will be $3 up to the night of December 30, and $5 for post entries. Prizes will be gold medals for perfect score winners and merchandise awards for the other finishers.

## ON FIRST MOTORCYCLE ASCENT OF TABLE ROCK, BOISE, IDAHO



**Upper Left, Mrs. Dickson on the Lip, 800 Feet Above the Surrounding Country; Center, Mr. and Mrs. Dickson at Summit—They Made Journey on Tandem-Rigged Indian; Upper Right, Where Dickson Machine Slipped on Narrow Path; Lower Left, Winding Road Up the Rock; Right, Looking Toward Summit. Photos by G. H. Strickler, of Boise**

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## SOLO AND SIDECAR MOUNTS FURNISH ENJOYMENT ON SHORE AND ROAD

*Top, Hendersonite at Yacht Club; Left, Mr. and Mrs. Bert Weller, of Camden, N. J., Excelsior; Center, J. L. Fitch, of Tacoma, Wash., Dayton; Right, H. Matthys, of Van Wert, O.*

# QUINLAN TALKS ON DELIVERIES

### Cleveland Demonstrators for Dealers Are Now Being Shipped and General Output Will Be Started January 1 at Rate of Ten a Day.

NEW YORK, Dec. 13.—If the trade holds any "Doubting Thomases" with respect to the future of the lightweight motorcycle, certainly W. S. Quinlan, sales manager and secretary of the Cleveland Motorcycle Manufacturing Company, of that Ohio city, is not among the number. Speaking of the lightweight movement in general and the Cleveland prospects in particular Mr. Quinlan, who has spent the last few days in New York on business, said that his concern was particularly gratified to learn from its dealers who have already received and shown their demonstrators, that the little two-cycle machine interests a large number of people who heretofore could not be induced to look at a two-wheeled motor vehicle.

Following along this line, Mr. Quinlan read a letter from Earl Braunlich, who has taken the distribution of the Cleveland for Wheeling, W. Va., and who has already received the demonstrating mount. Braunlich said in his letter that the machine has attracted considerable attention wherever shown and that he has lined up a great number of prospects from all classes, both young and old, who were heretofore considered outside the pale of motorcycling influence.

From these indications, Mr. Quinlan says, the Cleveland people are led to believe that the call for lightweights during the coming season will be far in excess of what they had first hoped for. In fact, so confident are the Cleveland folks that their lightweight is going to emulate the proverbial "hot cakes" that—having already contracted for the materials which are to enter their estimated output—they are at the present moment bending all efforts to tie up more materials to take care of additional business which is already in plain view.

#### A Remarkable Offer

In this connection Mr. Quinlan mentioned a bid from a foreign concern with which the company was favored. Having demonstrated the little machine to the entire satisfaction of the agent for the foreign company, the Cleveland firm was made an offer for the entire output of the factory during the next year, an offer which, despite its greater yield of revenue to the Cleveland concern, could not be accepted for obvious reasons.

Materials, of the desired Cleveland standard, have been hard to obtain and have somewhat handicapped the company in the matter of deliveries. However, as they have now come to hand Mr. Quinlan states that deliveries are going forward in proper style. During the remainder of the present month the factory will be turning out and shipping dealers' demonstrators only, but beginning January 1 machines to take care of the dealers' demand will be forthcoming at the rate of ten a day. Within sixty days after that the output of the factory will be doubled, so that the machines will be shipped at the rate of twenty a day. On the score of deliveries Mr. Quinlan says there is not a thing for the Cleveland dealer to worry about.

If there is one feature of their machine that the Cleveland folk are more proud of than the perfectly balanced two-stroke motor, that feature is the driving system incorporating a worm-driven countershaft, and pride in this detail was reflected throughout every stage of Mr. Quinlan's talk. Not only is this drive smooth and silent, Mr. Quinlan pointed out, but it is so well designed and lubricated, that the frictional losses between the motor and the rear wheel are reduced to a stage where they are practically negligible and in a lightweight with low-powered motor this is a matter of extreme importance.

### F. A. M. PAYS 27th REWARD

WESTBORO, Mass.—The twenty-seventh reward for the recovery of an F. A. M. member's stolen motorcycle was paid recently to Officer Luther Beauchamp, of the Chicago police. The machine belonged to A. W. Anderson of Chicago, Ill., who joined the Federation on July 8, 1914. It was stolen the next day and recovered July 6, 1915 by Beauchamp and the thief arrested, and sent to prison.

### MANY OFFICIAL COLLECTORS

Secretary-Treasurer G. B. Gibson, of the F. A. M. states that 437 certificates have been issued to official collectors up to the 11th of December. Many applications have been reecived through this scheme of collecting.

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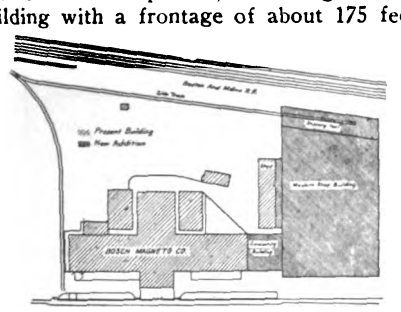
# BIG EXTENSION TO BOSCH PLANT

**Addition to Factory in Springfield, Mass., Now Nearly Complete, Will Afford 60,000 Square Feet and Provide Special Shipping Facilities.**

SPRINGFIELD, Mass.—The already extensive Springfield, Mass., factory of the Bosch Magneto Company, in which all Bosch magnetos sold in the U. S. A. have been manufactured since its complete occupation in 1912, has been further augmented by a large addition providing more than 60,000 additional square feet. The new building which might be termed an annex of the Springfield plant, makes the Bosch factory the largest works in this country for the production of magnetos. It is the expectation of the officials that the greater facilities will make it possible to speed up production to a point where the supply will be more in keeping with the increased demand, which has grown considerably during the past year.

The new addition, which by the way, is well toward completion, is a single story building with a frontage of about 175 feet



**Ground Plan of Bosch Works; Shaded Portion at Right Is the New Addition**

on the main street. In addition to this building there is a connecting building and shipping hall, which also provide considerable new space.

The outside walls of the new building are brick and concrete and are in keeping with the present rich appearance of the main building. The roof is arranged in saw tooth form, providing the maximum of light and ventilation, for the new building will be completely filled with large automatic lathes and machines of similar character, it being the intention of the management to segregate this type of work in a single section if possible.

The shipping hall in itself is rather extensive, since it can accommodate five freight cars at one time; thus the shipping and receiving of the necessarily large quantities of heavy material can be done entirely within the building, thereby greatly facilitating the handling of material. A new side track has been laid to run from the Boston and Maine Railroad into the shipping hall, making two sidings running into the factory directly from the main line.

Practically all the machinery for the new building has been bought and delivered, so it is expected that the advantages of the increased space will immediatcly evidence itself in greater production.

**DEMONSTRATING CAPABILITIES OF SIDECAR AND MOTIVE POWER**

**George M. McCune, of Philadelphia, Pa., Taking a Curve on His Flxible Sidecar Combination; His Machine Is an Emblem Twin Which He Says Unfailingly Delivers the Goods**

## DAYTON PLANT AT CAPACITY

DAYTON, Ohio.—The Davis Sewing Machine Company is working its cycle plant to full capacity to handle the large number of orders that have been received within the last few weeks. There has been no letup by the company during the past year of depression in their camapign for more business on bicycles and motorcycles.

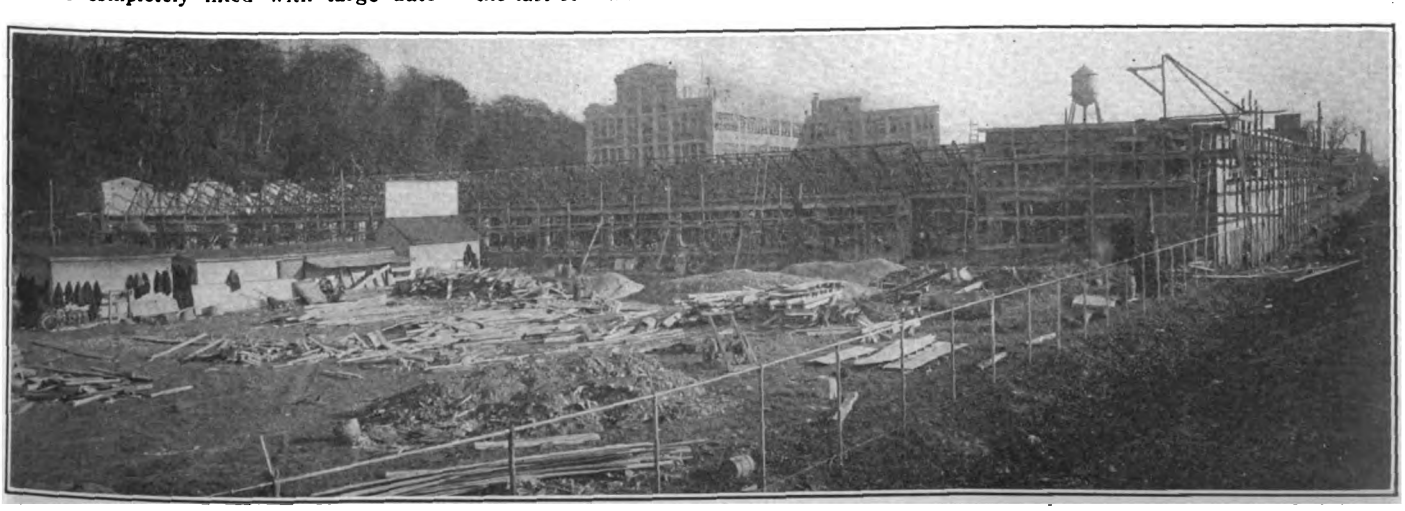
They report that the new Dayton Motor Bicycle has aroused an unexpectedly large demand. More men are added daily to the payroll of the cycle department and the largest year's business of the company's career is predicted for 1916.

## OHIO LICENSE PLATES

COLUMBUS, Ohio.—The distribution of 1916 number plates for motorcycles will start the day following Christmas, under the auspices of the Ohio Automobile Department. Quite a few applications have been received for 1916 registration.

## FARGO ON BUSINESS TOUR

LOS ANGELES, December 13.—Hugh A. Fargo, Pacific Coast representative of the Henderson Motorcycle Co., has just returned from a tour of southern California on which he closed contracts with dealers and found a lively demand for the new Hendersons. In San Diego, C. A. Sheppard & Co. will handle the Henderson.



**Showing Progress of Work on New Bosch Addition at Springfield, Mass.; Main Factory Buildings in Background**

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## DON'T FORGET THE CYCLE PARTS LUNCHEON

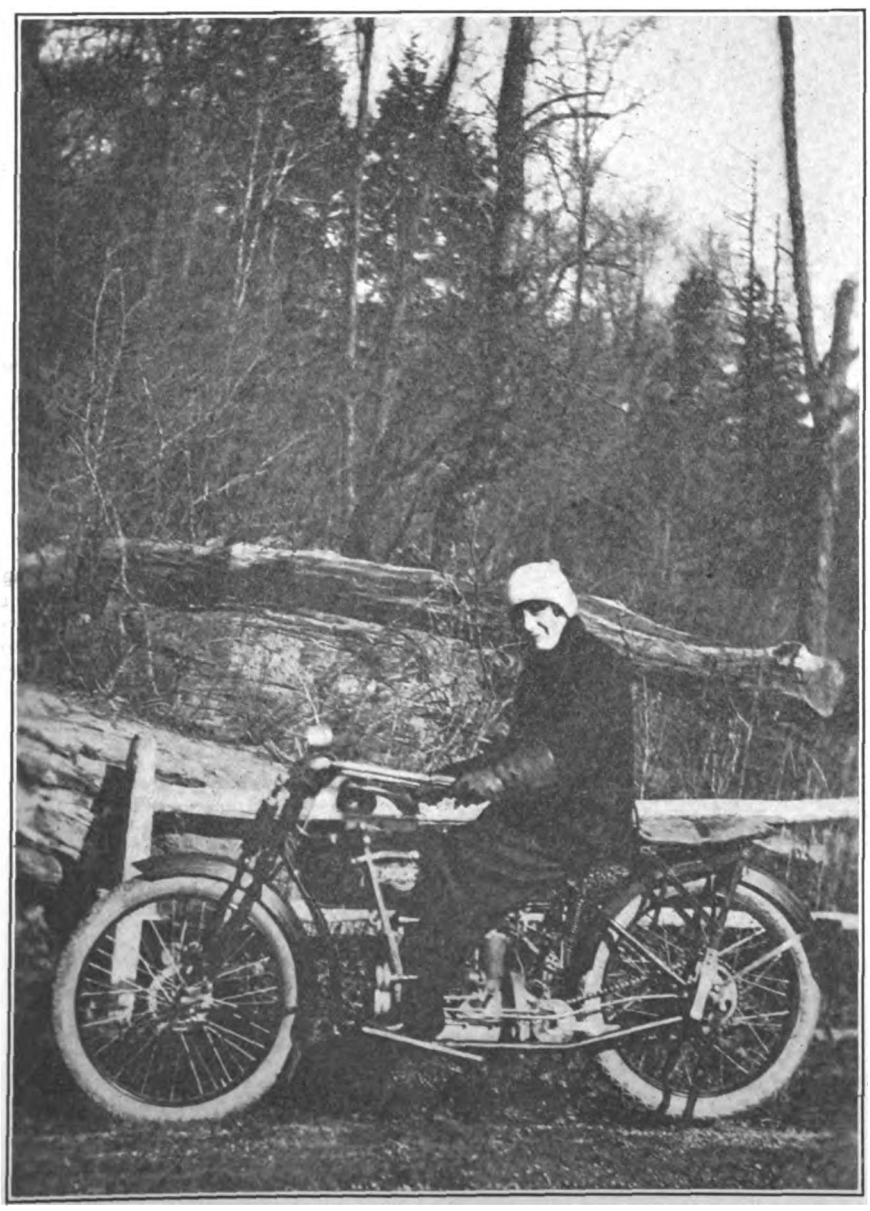
ERIE, Pa., Dec. 7.—Within a few days the Committee of Arrangements having in charge the mid-winter luncheon of the Cycle Parts and Accessories Association, to be held at the Hotel Astor, Thursday, January 6, will send out a letter to the trade calling attention to the fact that general plans have been completed for the event. Those who intend to be present—and who doesn't?—are requested to communicate with the committee at once in order that suitable accommodations can be arranged for. Letters may be addressed to C. E. Morehouse, care of The Standard Company, Torrington, Conn., or to W. J. Surre, care of Continental Rubber Works, Erie, Pa. Tell these gentlemen how many trade enthusiasts they will have to entertain at the luncheon and they guarantee to do the rest.

As has already been explained, the luncheon will be tendered by the Cycle Parts and Accessories Association to the Cycle Jobbers' Association of America and the bicycle manufacturers, and will follow the mid-winter business meetings of these trade bodies, which are to be held at the Hotel Astor on the morning of January 6. As soon as the business sessions are over, the luncheon will be served.

### DESSEZ WAS WINNER

WASHINGTON, D. C., Dec. 14.—Through an error on the part of the official scorer at the Thanksgiving Day race meet held at Laurel, Md., by the National Capital Motorcycle Club, of Washington, and the Maryland Motorcycle Club, of Baltimore, William Denham was credited with having made the fastest time of the day. As now corrected, it appears that the honor belongs to Victor Dessez, who rode the second mile of the five-mile race for racing machines in the fast time of 53 seconds, thus breaking the track record of one minute flat, set by Chic Thomas, of Baltimore, several years ago.

## WHY THE SPORT IS FASCINATING IN ALTOONA, PA.



*A Glimpse of Rugged Pennsylvania Country and a Fair Roadster Whose Confidence in Her Henderson Enables Her to Smile Regardless of Hills. Bruce S. Paul, of Altoona, Who Forwards the Photo, Vouches for the Young Lady's Enthusiasm.*

## BECK HAS DELIVERED 100 ROGERS SIDECARS

NEW YORK, N. Y., Dec. 13.—Irving Beck, factory representative for the Rogers Manufacturing Company, maker of Rogers sidecars, at 326 West Madison street, Chicago, Ill., has sold and delivered 100 Rogers sidecars to date throughout his territory. Of this number 17 went to Philadelphia, 20 to Bridgeport, Conn.; 16 to Newark, N. J.; 16 to Baltimore and Washington; 10 were delivered in New York City, and the remainder went to Schenectady, Little Falls, Albany, Syracuse, Rochester, and other cities in New York state.

"In addition to this 100 which I disposed of, the factory has sent 20 to Boston," said Beck. "This, of course, does not represent all the Rogers sidecars of 1916 brand that have been turned out to date by any means. I expect four carloads in all before the snow is off the ground, and have every reason to be able to dispose of 600 at least for the entire season." While Mr. Beck has his headquarters at 1493 Fifth avenue, he is looking for a warehouse in another part of the city in order to take better care of his shipments.

### CLUB ELECTS OFFICERS

WHEELING, W. Va., Dec. 11.—At the annual meeting of the Wheeling M. C., last Tuesday, the annual election of officers was held with the following results: President, J. Loudon Beir (re-elected); vice-president, Thomas Garden; secretary, Carl Glasser; assistant secretary, Paul Dangli; treasurer, Harry Douglass; captain, J. P. Wasmuth; first lieutenant, D. H. Mickels; second lieutenant, Emory Herrold; directors-at-large, H. A. Brady, C. K. McCluskey; sergeant, Ted. Jones.

It was decided to hold another turkey run on the Sunday following Christmas, and a long distance race in Ohio at a later date.

### A SURPRISE FOR WELLSBURG

WELLSBURG, W. Va.—Fred J. C. Dean, of Pittsburgh, and Miss Mae A. Hoffmaster recently hummed into this city with a motorcycle and sidecar, bound for the marriage license bureau. A short time later they were Mr. and Mrs. and their honeymoon trip was started in the nature of a run by motorcycle back to Pittsburgh. "Folks have come here to be married in almost every kind of a conveyance under the sun," remarked the local J. P., "but this is the first motorcycle romance we have helped to bring to a climax. Aeroplanes next!"

### RUHLE IN LOUISVILLE

LOUISVILLE, Ky.—W. J. Ruhle, traveling for the Harley-Davidson Motor Company, was in Louisville last week calling on Kline Brothers, who represent the concern in Louisville, Jeffersonville and New Albany, Ind.

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# BUSY WEEK DUE FOR CYCLE MEN

**Rapid-Fire Schedule of Meetings Is Arranged for January 5-6, During Week of New York Automobile Show; Committeemen Named.**

NEW YORK, Dec. 14.—At the conference to be held in this city on Wednesday afternoon, January 5, concerning the dates for next year's shows in New York and Chicago, the Cycle Jobbers' Association of America will be represented by Fred I. Willis, J. W. Grady and J. F. Beck, Jr., and F. W. Ash, J. P. Fogarty and Keyser Fry will be the spokesmen for the bicycle manufacturers. These six representatives will meet with the committees from the Motorcycle Manufacturers' Association and the Cycle Parts and Accessories Association at 4:30 in the Hotel Astor, at which time all the various angles of the show date problem will be considered.

That there will be no end of activity in cycle trade circles during the week of the New York Automobile Show is indicated by the following schedule of meetings, all of which will be held at the Hotel Astor:

January 5, 10 a. m.—Meeting of directors of the Cycle Jobbers' Association of America.

January 5, 3 p. m.—Meeting of the Standardization Committee of the Allied Cycle Trades.

January 5, 4:30 p. m.—Conference of committees representing the Allied Cycle Trades to decide upon dates for the New York and Chicago cycle shows.

January 6, 10 a. m.—Meeting of the Cycle Jobbers' Association of America.

January 6, 1 p. m.—Luncheon given by the Cycle Parts and Accessories Association to the Cycle Jobbers, Motorcycle Manufacturers and bicycle manufacturers.

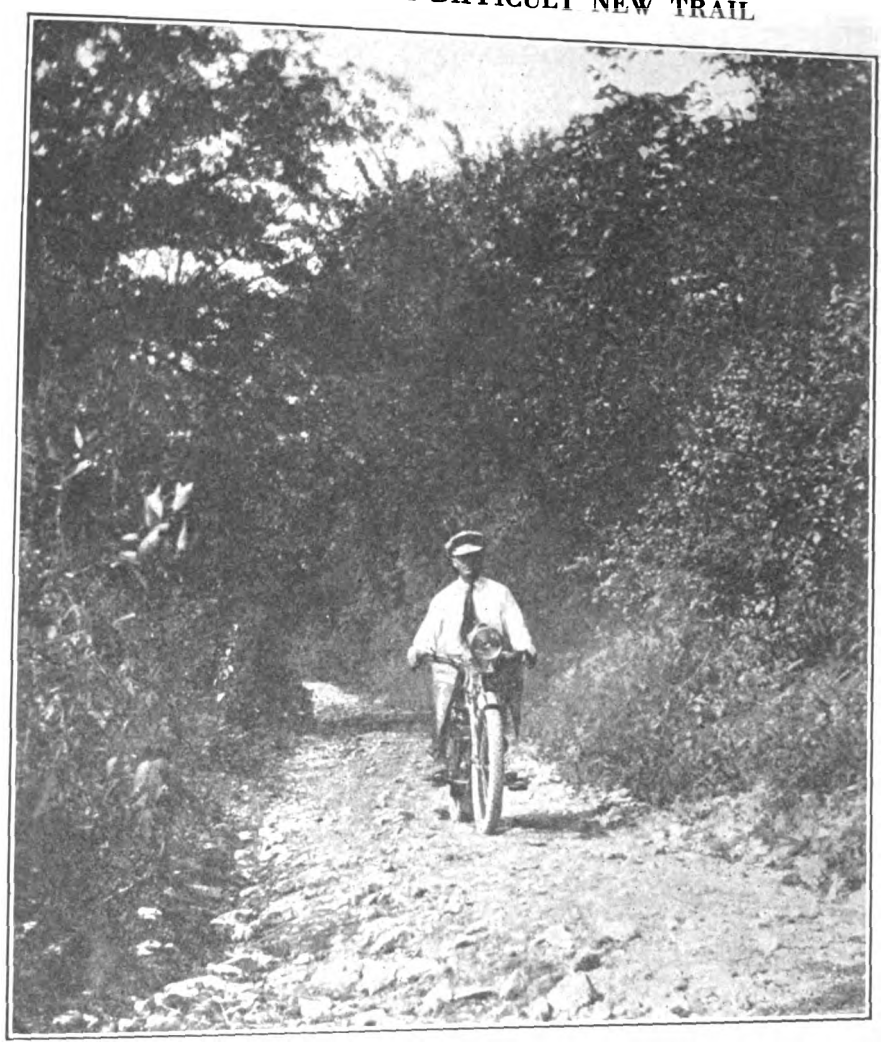
January 6, 3 p. m.—Meeting of bicycle manufacturers to discuss the recommendations made by the Standardization Committee.

## SWENSON DELIVERS SIDEVAN TO PROVIDENCE TRIBUNE

PROVIDENCE, R. I., Dec. 14.—The Providence *Evening Tribune* has just received the first of the three Indian motorcycle delivery vans which were ordered from B. A. Swenson at the recent Providence motor show. These machines will be used to distribute the output of the *Tribune's* presses in the city and suburbs.

As soon as the first machine arrived it replaced four teams. It is expected that the full complement of sidevan combinations will supplant about fifteen teams. The motorcycles are of the Indian Powerplus F-3 type. The order resulted from a demonstration which Swenson gave last July, when a three-day strike of the electric car service crippled the delivery system of the *Evening Tribune*. Using a sidevan the Providence Indian distributor put the papers out at a greater speed than the trolley, and proved that the outfit was most economical and efficient in making not only suburban but also city deliveries.

## EMBLEM BLAZES A DIFFICULT NEW TRAIL



*That This Rocky and Tortuous Hill in the Mountain Country of Northern New York State Would Not Invite the Ordinary Motorcyclist Goes Without Saying, but the Emblem Rider Made the Hazardous Ascent Without a Slip or a Halt.*

## ROYAL EQUIPMENT SUES RICH AUTO SUPPLY

NEW YORK, N. Y., Dec. 10.—The Royal Equipment Co., maker of Raybestos friction fabric, at Bridgeport, Conn., has filed suit against M. Rich, operating as the Rich Auto Supply Co., claiming infringement of the "Raybestos" trademark. The suit has been brought in the U. S. District Court in this city.

The Royal company states that "Raybestos" was registered as a trademark on June 29, 1909, after having been in use for two years, and is covered by certificate No. 74,306. On February 16, 1915, the use of a silver-colored coating on the edge of Raybestos brake and clutch lining was also registered as a trademark, No. 102,640. Infringement of both these trademarks by selling as genuine inferior lining bearing them is claimed against Rich.

## WOODLEY WILL FEATURE THE EXCELSIOR LIGHTWEIGHT

VANCOUVER, B. C., Dec. 14.—The business of the Ross Motor Company has just changed hands, the new owner being W. E. Woodley, lately a demonstrator with Haskins & Elliott, agents for the Smith motor wheel. Mr. Woodley acquired the stock of the Ross Motor Company, and intends to continue the agency for the Excelsior machine, held for a number of years by the old firm. The lightweight Excelsior will also be featured by the new management, which will operate under the name of the Excelsior Cycle Company. The new model "4" or lightweight has already been received and aroused widespread interest.

## "CANNON-BALL" IN HONOLULU

SPRINGFIELD, Mass.—The first bulletin from Erwin G. Baker since he left San Francisco has been received from Honolulu where his steamer, the Sonoma, remained a day before proceeding to Australia. During his stop Baker was entertained by President E. O. White, of E. O. Hall & Son, Ltd., the company which handles the Indian in Honolulu, was given a glimpse of the "Pali," a part of the road over which he expects to make a record in the spring and was also shown about the city by Frank Tavares, who holds the motorcycle record around the island of Oahu.

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# On the Pacific Coast

### BUTLER FINDS DEALERS HAPPY

LOS ANGELES, Cal., Dec. 12.—Manager Thomas C. Butler, Jr., of C. Will Risden's establishment, recently fetched out his '16 Powerplus Indian and took a little trip to San Miguel in order to get acquainted with some of the riders and dealers along the coast. Wherever he went his new machine made a hit and he claims that he never learned so many adjectives in his life, as when he listened to the outcroppings of enthusiastic riders who took a sample spin on Butler's machine.

Risden's manager found the dealers' welcoming the Indian Featherweight with open arms, for most of the agents had many prospects to whom the light machine would make a strong appeal.

### FULLER LANDS HENDERSON

TACOMA, Wash., Dec. 11.—H. C. Fuller, the hustling dealer whose store is located at 1014 Tacoma avenue, announces that his place will be headquarters for the four-cylinder Henderson for the '16 season. While the contract which Fuller has signed calls for quite a sizeable bunch of machines, Fuller is very optimistic and modestly promises his friends that he will sell more than the contract quantity before the season is half over. Fuller is considering a change in location for his store, in order to provide better accommodations.

### ELLIS BROTHERS SOLD 16

SEATTLE, Wash.—Ellis Brothers, Smith Motor Wheel agents, have disposed of 16 of these machines since taking the agency. Among the purchasers were two R. F. D. carriers and a clergyman, the Reverend Mr. Train. The latter makes his parochial calls on a bicycle which is Motor Wheel fitted and states that he is able to cover more ground and keep better in touch with his "flock" than heretofore.

### HIGH GAS PRICE IN TACOMA

TACOMA, Wash., Dec. 6.—During the past month the price of gasoline has steadily advanced, making on an average an increase of 1 cent each week, until on December 1 it reached a retail price of 15½ cents, the highest it has been for several years.

### DEALERS TO MEET REGULARLY

SEATTLE, Wash.—Local dealers are endeavoring to get together at least twice a month in the evening to discuss trade subjects for their mutual benefit. Credits seem to be uppermost in the minds of most agents. The next meeting will be held at the store of Piper & Taft, Excelsior agents. It has been decided that no officers will be elected, but that a chairman will be appointed for each meeting.

### 1916 MODELS DRAW CROWDS

PORTLAND, Ore.—Big crowds congregated in front of two agencies in this city during the first week in December to see the new 1916 Indian models. The premises which attracted the gatherings were those of the Jefferson Cycle Co., at 273 Third avenue, and H. Lystul, of 488 Union avenue, both retail dealers. Since the arrivals, the two agents and their helpers have been busy demonstrating.

### BUSINESS AND PLEASURE

SEATTLE, Wash.—Fred Mercer, Indian agent in this city, recently piloted a party to the municipal power plant at Cedar Falls, covering 126 miles in all. The Seattleites were treated to a chicken dinner by the plant employees and just before leaving the works, Mercer got his deposit from M. H. Fogh, of the executive force of the plant. Fred thus combined business with pleasure on the trip.

### RYDMANS CHANGE QUARTERS

PORTLAND, Ore.—Rydman Brothers, one of the oldest motorcycle and bicycle dealers in this city, have moved to 60-62 Broadway from their old place at 309 Oak street. They will continue to handle their old stand-by, the Reading Standard, and will add the Flying Merkel as a retail agency and parts for the States of Oregon and Washington.

### GOOD PAYING INVESTMENT

LOS ANGELES, Cal.—Lester Miles, local Harley-Davidson agent, has just sold Banker & Hoffman, butchers, of Jefferson & Vermont avenues, two 1916 models. The transaction was a cash one, the butchers stating that their 1914 Harley-Davidsons paid for themselves and were written off the books in 21 months. Banker & Hoffman will sell the old machines themselves and whatever they get for them will be clear gain.

This firm has been using motorcycles since 1910 for special work and has employed good boys as drivers, paying them $18 a week. Their business has grown wonderfully as a result.

### SIGN UP SIX NEW ONES

SEATTLE, Wash.—Ballou & Wright, Indian representatives for this State, have signed up six new agents for the Hendee product during the last month. These are: Ellensburg Cycle Co., Ellensburg; A. A. Bailey, Everett; Shuk Bros., North Yakima; Miles & Schofield, Olympia; E. A. Tucker, Anacortes, and Gould Bros., Aberdeen.

### BANKS IN EIGHTH SEASON

EVERETT, Wash.—C. A. Banks has signed up again for the Excelsior, this being his eighth season. In addition to having sold many Big X mounts Banks has several road records to his credit.

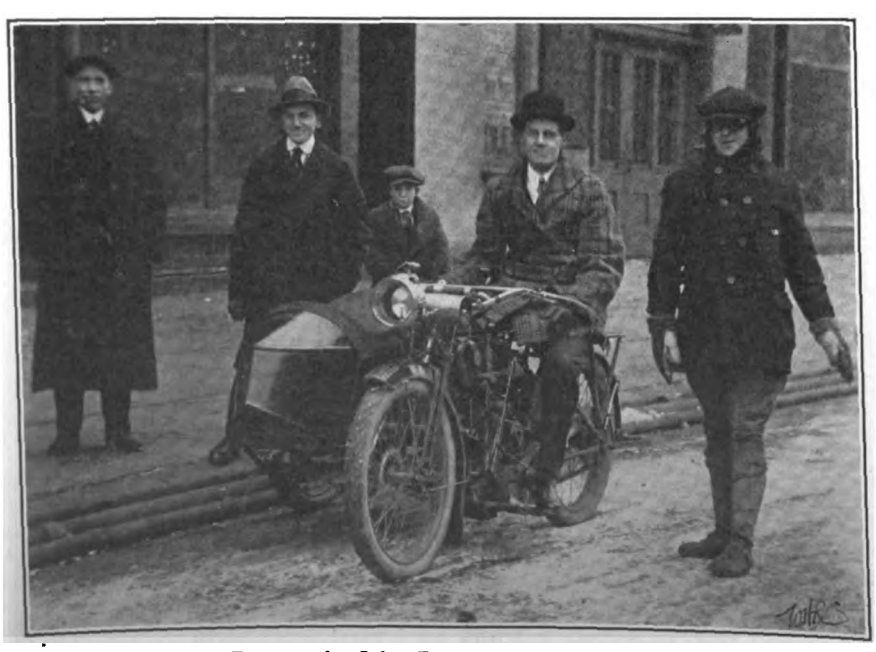
### OUT FOR 1916 TAGS

Oregon motorcyclists are now making a bid for low license numbers. The 1916 license tags will be crimson with numbers in white. It is the policy of the motor vehicle department to change the color of the tags each year.

### AT DIXIE HIGHWAY MEETING

CINCINNATI, Ohio.—A large number of local members of the Dixie Highway Association attended a meeting held last week across the river in Covington, Ky., by the Covington Industrial Club, in the interest of the highway. The purpose of the visit was to discuss the steps to be taken in Hamilton county, in which Cincinnati is located, to continue the line of the highway.

### GETTING POINTERS ON 1916 READING-STANDARD



**L. McCrossen, Shop Foreman for John Kimpson, R-S Agent in Rochester, N. Y., with Traveler, Lou Guterman (in Cap and Goggles), Ready for Road Trial**

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MOTOR CYCLE ILLUSTRATED
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## BLOCKING THE ROAD

UNLESS cool heads at Washington succeed in obtaining modifications of President Wilson's plan for financing his National Preparedness policy, motorcyclists, with other motor vehicle users the country over, will have on their hands another fight against class legislation. The proposal to tax all gasoline motors 50 cents a horsepower, and to impose a tax of one cent a gallon on gasoline, as suggested in the President's message to Congress, is openly discriminatory and would assume the proportions of a blow at the motor industries.

The standard twin-cylinder motorcycle, at its nominal rating of seven to eight horsepower, would become subject to a government tax of $3.50 to $4.00, a development which could not fail to inflict hardship upon the trade. Just how the tax would be levied and collected are details not entered into by the President; but the outstanding fact is that the jolt attendant upon a tax of 50 cents per motorcycle horsepower would be felt from factory to rider.

National Preparedness, financed equitably through a reasonable and uniform tax on all branches of industry, is a measure that will have the hearty support of motorcycle men in and out of the trade, but when it becomes a matter of blocking the road of progress with the Big Gun of class taxation the situation sacrifices its best potentialities for the enlivening of national feeling and narrows itself almost to the sordid aspects of a hold-up.

As viewed by Uncle Sam from behind the Big Gun the motorcyclist may not appear to be an imposing figure, but he has his place in the everyday life of the nation, and is filling it with ever-increasing ability and conscientiousness. He is one of the huskiest and most deserving sons in our national family, and is not to be dealt with too high-handedly. England went to bed one fateful night with her nose somewhat in the air as concerned motorcyclists, and awoke to shed thankful tears on their army khaki.

### Meeting with Opposition

At this writng the tax situation has not taken form. It may change along any one of a dozen lines before Congress finally gives it approval, if it ever does. It is already stated that the Congressional Committee on Appropriations is opposed to a government tax on either gasoline motors or gasoline. One of the members of the committee expressed the sentiment that motorists are sufficiently taxed by their various state governments, and that an additional national tax would be both bad business and poor politics.

**Motor Cycle Illustrated** will inform its readers of developments, and will hold itself ready, as usual, to go considerably further if the necessity for a national campaign of protest becomes manifest.

## MORE MOTORCYCLES NEEDED

NEW YORK, Dec. 14.—That the motorcycle as an aid in the regulation of traffic in New York City has fully justified the confidence reposed in it by the police officials is again called to attention by a letter appearing in the New York *Sun*. The writer discusses the traffic problem interestingly, especially as it concerns reckless automobile driving, and argues that the only solution of the trouble at present experienced lies in the purchase of more motorcycles by the Police Department.

It is pointed out that a reckless autoist pays little or no attention to the foot policemen, and that even a horse-mounted bluecoat is looked upon with something approaching disdain. But the motorcycle officer commands instant respect, simply because he is in a position to beat the speeder at his own game. The writer refers to the fact that the New York squad of motorcycle officers has been augmented rapidly during the last year, but argues that the rate of increase has not kept pace with the growing lawlessness of a certain class of automobile drivers.

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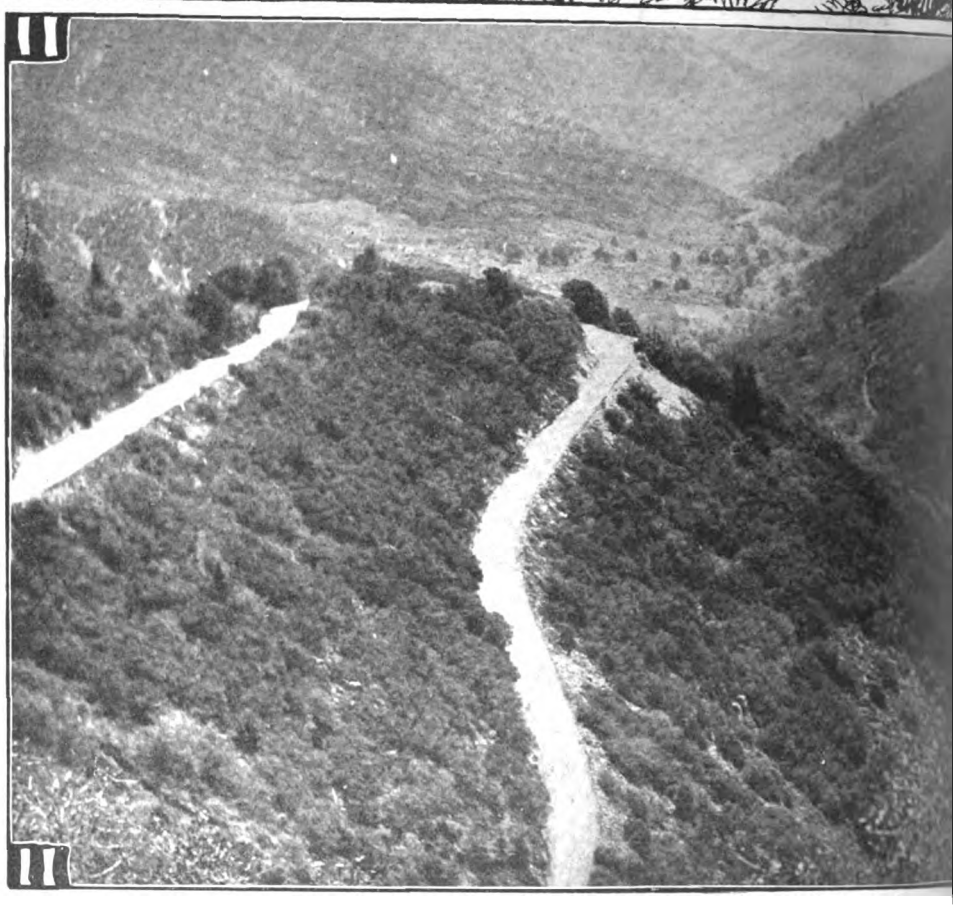
# It's a Long, Long Way to Bear Valley

By George Marion Fuller

MY wanderings about my home town, Long Beach, Cal., convinced me that there was no excitement in the air on the day I have in mind, and I was pretty well disgusted with the idea of sitting around without anything in the nature of a thrill. In fact the general atmosphere of the town that day was only fit for an undertaker. And being a motorcycle man I naturally had to be up and doing something. I was thinking over how I had best spend the day, when into Fuller Brothers' shop came a young friend of mine, Rex Tanberg, who proposed that we take a ride to Bear Valley. So Bear Valley it was.

### 125-Mile Journey

The distance is about one hundred and twenty-five miles, but ninety-one miles of this is over well-paved macadam roads. We took along with us two extra ten-tooth sprockets, in expectation of doing some lively hill climbing before the journey was over.



Part of the Winding Road Leading from Arrow Head Hot Springs to Switch Backs, Nineteen Miles. Tanberg Found Good Use for Their Ten-Tooth Sprockets in Negotiating

First we tackled the foot hill boulevard by way of Pasadena to San Bernardino. This is an excellent route, affording the easiest kind of going imaginable. In fact, we were having a regular joy ride, until we struck the Arrow Head Hot Springs when the hills began to get quite steep. Here our good foresight in providing ourselves with extra ten-tooth sprockets for the motor shaft certainly justified itself.

From Arrow Head out began about nineteen miles of stiff up hill work, which an automobile could only have done on low gear. But we had no trouble of any kind for the roads were all made up of fine dirt

Hard Going Near Little Bear Lake—Both Fuller and His Riding Mate Had to Push Through This Snow Drift High Up in the Mountains

Trout Fishing at Little Bear Lake

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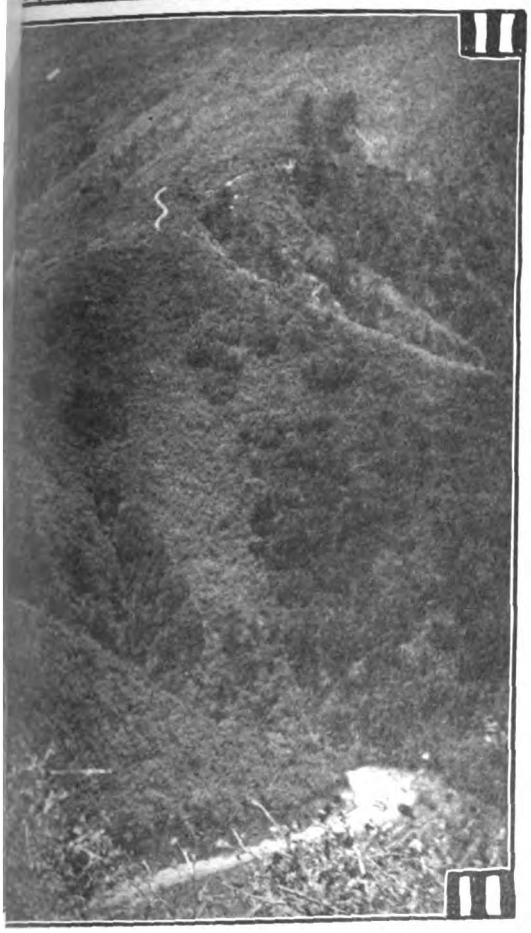


y Climb Amid Luxuriant Foliage. Fuller and Tan- an] Steep Stretch

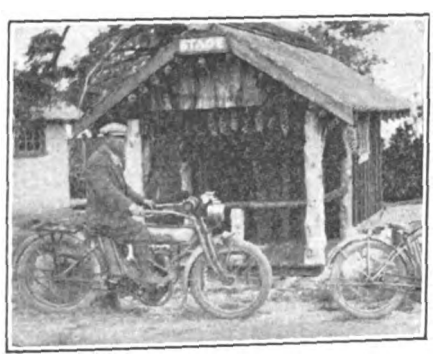
and there were no loose rocks to bother us. Soon we came to a level stretch again, called Switch Backs, and we stopped to let the motors cool and view the scenery.

It was almost dark before we reached a place known as Pine Crest, where we had planned to spend the night. Pulling up at the hotel, we hopped out of the saddle and, shoving the machines into a log cabin garage, we made inquiries concerning accommodations. Well, the hotel folks had something for us to eat, all right, but when they showed us to our rooms Rex Tanberg almost fainted. Of course, I don't do such things—I took the situation in a philosophical way. For after all there are worst things in this world than log beds with mighty little on 'em to afford a soft rest for weary bones. Rex got into bed with a groan—he was used to feathers. But we sank into slumberland in a jiffy, for the long ride and the cool, brisk mountain air made us comfortably sleepy.

We slept much better in our log beds than we thought we would. Early the next morning Rex and I were thoroughly refreshed, though to be sure our bones did ache just a little. Though we were about eighteen miles out from Little Bear, we arrived there in time to see over a thousand early risers fishing in the lake. For a while we stopped and watched them pull up one fine trout after another.

**Route to Big Bear Closed**

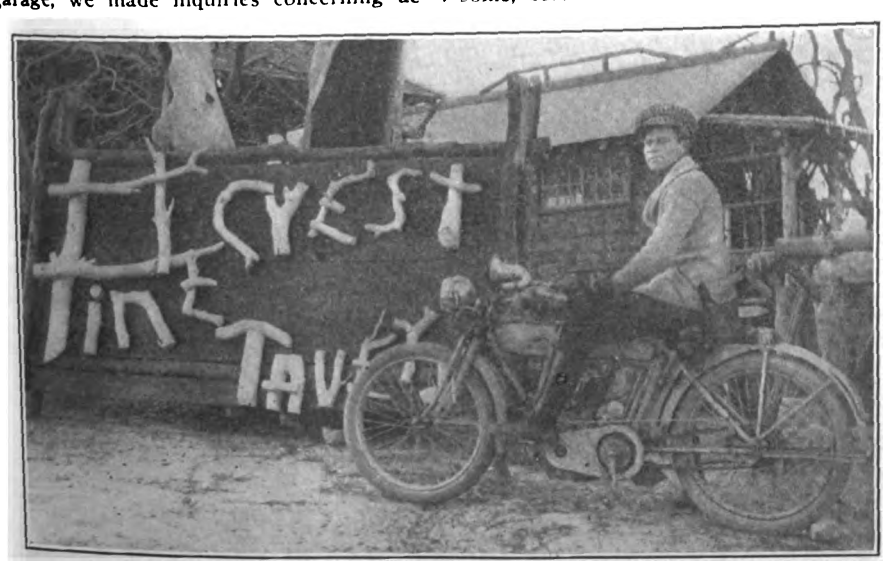
At length growing weary of watching the fishermen we struck out for Big Bear Lake, high up in the mountains. We had ridden but a few miles when we encountered a bit of snow, and as we ascended higher up we reached a drift that caught the machines like a vise and held them tight. We had to get out of the saddle and push some, before the snow drift would loosen its strong hold. Hardly had we gone much further when we came upon a sign that read: "Road washed out to Big Bear." That, of course, meant "Home, James!" And back to Long Beach we rode.



Stage Office at Pine Crest

The Crest Route branched off from the point where we had paused to read the sign, and we followed that course back. Going down the slope we were able to cut out our sparks and made good use of our brakes. Almost all the way down we ran against compression. We entered Long Beach about three o'clock in the afternoon, tired out, but still able to sing a parody which we had composed on the way home, which started with the lines:

"It's a long, long way to Bear Valley, It's a long way to go, etc."



Rex Tanberg, Who Rode with Fuller on Bear Valley Trip, in Front of Pine Crest Tavern, Where Night Stop Was Made—Note Unique Sign

## CONTRACTOR RECOGNIZES VALUE OF HIS MOTORCYCLE

SEYMOUR, Tenn.—R. E. Cresswell, a road contractor of this city, is one of the many business men who recognize the real worth of the motorcycle as an investment proposition. In speaking of the service he gets from his machine, he says:

"I would not part with the machine at all if I could not get another. The time saved in keeping track of my road work in various localities and the ease with which I can jump on the motorcycle and be in Knoxville in less than an hour, from the middle of Sevier county, certainly makes my mount a paying investment, in addition to the pleasure which I get from its use. By riding it, I can personally attend to getting supplies, thereby saving a good amount which would be lost by using the telephone.

"Although I use my machine on the grade work and travel some of the worst roads in the state, I have never had any trouble with it." Mr. Cresswell's machine is giving this service for little more than one cent per mile, an additional reason for its employment from the business man's viewpoint.

## ADVOCATES SPECIAL TAXES

COLUMBUS, Ohio.—Encouraged by the successes that attended the efforts to secure special tax levies for road improvements in a dozen counties this year at the elections, the Ohio Good Roads Federation has announced a more ambitious program for next year. It expects to encourage the submission of special levies next year in 30 counties. The conditions have been found to be ripe for the movement. Heretofore these levies have been carried by the city voters, but in the present election the country districts went for the levies.

## SPEEDING ON COUNTY ROADS

SALEM, Ore.—Miles of highways in Polk county have commenced their service as Winter speedways. The hard gravel surface on the road between Dallas and Salem had made fast travel possible and motorcyclists have taken due advantage of the splendid road. It is estimated that 100 miles will be in shape for winter travel this year.

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# FROM BELT-SINGLE TO BIG-VALVE RACER

## Hard Work and a Dependable Mount Essential to the Development of a First-Class Speedster

By CARL GOUDY

IT was out at the track in Fairbury, Ill., in 1911 that I first got the speed bug planted in my system. I was only a "rail-bird" at the time, and the pace the local speed merchants were setting certainly looked mighty fast to me, but after seeing several events, I figured that I could go as good as they on a machine and maybe a little bit better. So I hunted around for a fellow who would listen to my idea, and presently found one—also a man with a stop-watch.

I got aboard the Excelsior belonging to this fellow and started around the track. It did not take long for me to decide on being a motorcycle racer, after I got a squint at the stop-watch that afternoon. I figured that I had the stuff for the game in me, and I have never felt that I was wrong about it.

### Started With Belt-Drive

Later in the same season I got a belt-drive Excelsior—a regular stock mount—and tuned it up. It was the best I could afford, and it was up to me to win with it, for I was not long on cash. I went into Northern Illinois with the old stock "X"—high bars, road tires and all—and copped off enough in two meets to buy me a pair of dropped racing bars and some track tires. The old boat was not speeding the way she ought to have a few meets later, so I traded her in for a 6 horse belt machine. Then this one got too slow, even for 1911 speeds, and I got a chain model in exchange for the belt machine. It has been a case of getting 'em bigger and more powerful, right through from the 7 horse, the factory stock twins, the ported motors, and now it's the ones with the big valves, the fastest of the lot.

Racing is all right in its way, but there are other things to be thought about. In 1912, an Excelsior agency looked good to me, and I got the representation for Fairbury, my home town, taking my brother Bill in as partner. Things boomed for us, but the speed bug was still there, getting stronger with each month's absence from the track as a constant. Finally, I went over to Joliet to see a meet, in May, 1913, and there I met Bob Perry. We took to each other at first sight and determined to team up.

### Teaming With Perry

In August of that year both Bob Perry and I were slated to ride at Rockford in several pro. events, and after riding in three events, we were hailed by big Charley Wanberg, of the Excelsior factory assembling department. He got our names and addresses and some more information. We heard about this series of questions later, much to our delight. We kept on riding that year and winning too, but it was not until 1913 that we started to clean up everything we entered.

At Elgin, Ill., I had the jinx on hand with a vengeance. I dislocated my wrist before the event, but went in it, although it gave me plenty of pain. The excitement of the contest kept me up, but I could only get seventh place at the best. When you can't keep a steady hold on the grip, you have your troubles, all right.

In October, 1913, I rode at Birmingham, Ala., and covered the five miles in 4:00, also the ten miles in 8.14, setting new records for dirt tracks. It was no belt drive plugger that carried me at that speed, I can tell you, but a husky Excelsior twin with plenty of pep in her. On Thanksgiving Day in 1913, at Savannah, I had another big visit from the jinx. Before going more than 90 miles my tank was punctured, but not before I had covered one lap (1¼ miles) in 9:16. This turned out to be the fastest lap of the day. However, Bob Perry covered the 300 miles of the race faster than anyone else, which gave the victory to the Excelsior anyway.

Then there was a rest from big game until the Dodge City inaugural race in 1914. This big contest, for there were 30 starters, gave me second place, also the hundred mile prize. I had five valve changes to make during the event, and although I had plenty of practice before on other people's machines, I got quite expert after the third change and could fix things up in my sleep.

*Carl Goudy at the Close of the 300-Mile Chicago Speedway Race, Which He Won on His Excelsior on September 12 Last, Cracking Records All Along the Line. At the Right Is President Ignaz Schwinn, of the Excelsior Motor Mfg. & Supply Co. He Made the Excelsior and the "Ex" Made Goudy.*

### The Jinx Butts In

Well, that year, things sort of moved along on wings and pretty soon it was September, and the Sioux City race came off. Fifth place for mine in that 300 mile grind. The second Savannah race, on Thanksgiving Day, 1914, saw the jinx right alongside of me from the start to the 146th mile. I worked hard, but he got me on tires, six miles away from the pits and I had to cut the casings off and come in on the rim. The riding on the clinches did the trick, putting me out of the running.

The next big speed carnival was at Dodge City last July 5. The hundred mile record went to me on that date. They clocked me at 74 minutes for the distance. I had motor trouble and several tire changes, losing sixteen minutes in all, but got in third. The relay race at Readville, Mass., was the next big fellow, and here both Bob Perry and I had the first big valve motors. We won, all right.

### Some Recent Winnings

In August of the present year, I went out to Galesburg, Ill., and came off with the ten mile event, but Bob and I were again together at Columbus, O., in the relay race for 200 miles, and came off with the bacon. The Chicago race on September 12 was a nice one—good, fast riding and new records from 164 to 300 miles as desert. The hour race at Providence, R. I., was another of my winnings, as I covered 71¼ miles in that period of time.

In all my winnings I must give credit to the Good Old X first. I don't claim that I was a born speedster, but I worked up from the belt single to the whirring big-valver with its lightning speed by degrees. There are two things that every track rider ought to look to, if he wants to be a success: his own condition and the condition of his machine. I have always taken the best of care of myself, and this has helped me to win. In fact, after the Chicago race, I felt perfectly capable of going through another just as gruelling, as I was in the pink of condition.

About the machine. I examine it closely before every race. I don't take anyone's word about the tightness of nuts or screws. I look at them myself. I care for my mounts as I do for my own health, and believe me, it pays and pays well all the time.

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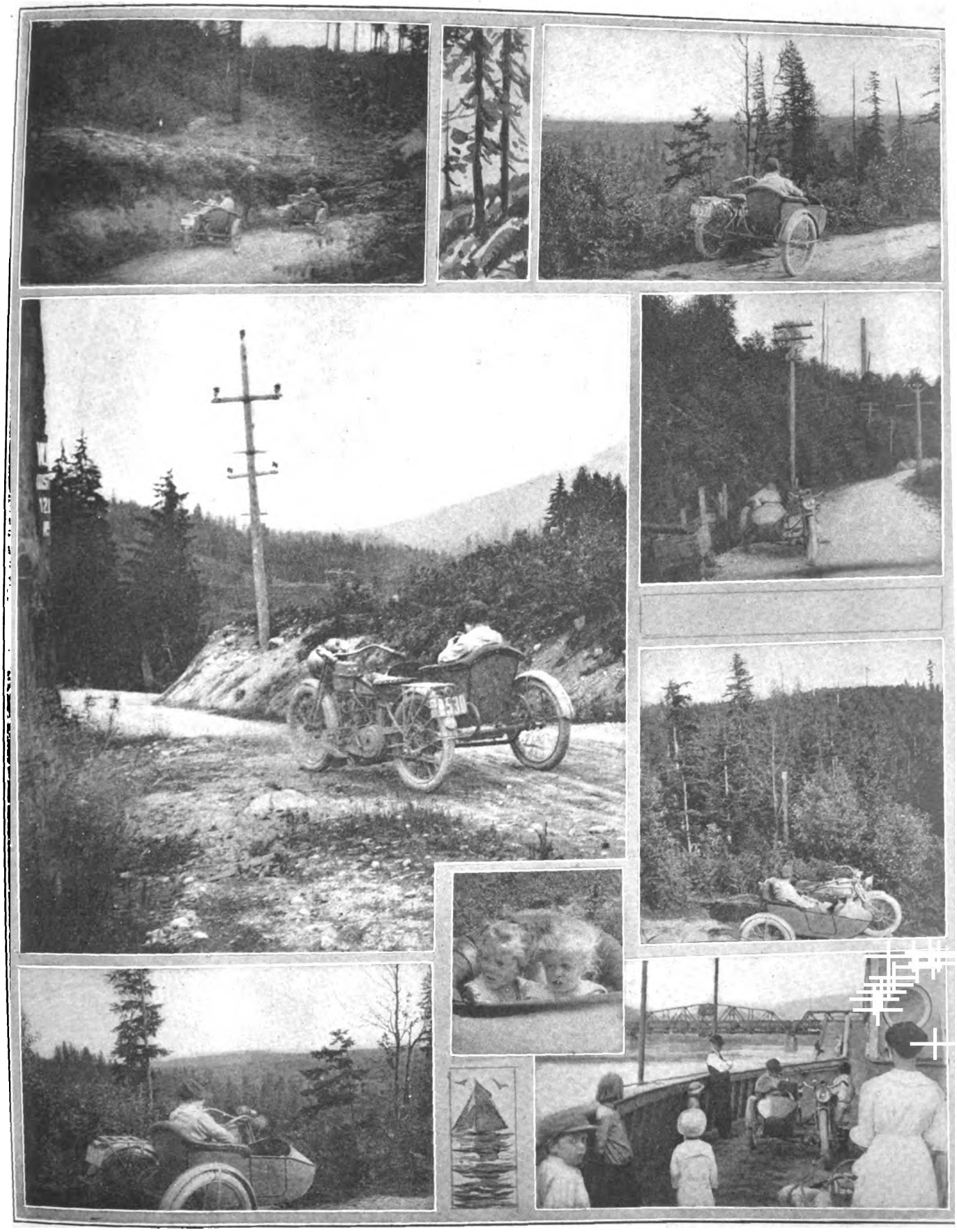
# WHERE MOTORCYCLISTS HEAR CALL OF THE WILD



Scenes in the Picturesque Mountains of British Columbia: Top Left, Where the Road Winds Down Into a Deep Valley; Top Right, Looking Across the Range From the Summit; Second Row Left, Ready to Descend Steep Hill on the Government Highway, Right, a Stop at One of of the Many Springs; Below, Amongst the Rugged Pines and Spruces; Bottom Left, a Halt for the View; Inset, Ready for a Spin; Right, Crossing Fraser River Ferry at Vancouver

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# Along Technical Lines

## TIPS FOR RIDING IN RAIN OR SNOW

### Inexpensive Protection for Plug Terminals and Two Useful Articles of Clothing

By COURIER

WITH the coming of snow and thaws in those parts of the country which are not favored by mild winter, the exposed high-tension terminals attaching the cables to the spark plugs will demand their share of attention. There are plenty of muddy roads in the U. S. A., and it is advisable to guard the terminals from splashes which often mean short circuits and corresponding irregularity of firing. The rubber spark plug hoods so essential in motor boat work are the best form of protection from splashing or the dripping of water from the frame to the plugs, but these hoods are comparatively expensive, and are rather difficult to remove should a plug become foul.

Quite as good as the hood is the rubber nipple widely employed on babies' bottles. A slit should be cut in the "business end," this slit being long enough to allow of the terminal to enter when the nipple is in place on the plug end. It is better to cut the slit down one side than on the top, as with the opening above, water from the frame may get inside. The terminal must be removed to put on the nipple, of course, and the shoulder on the latter is to be drawn down as far over the hexagon part of the plug as is possible.

**Proven Its Worth**

The arrangement will leave part of the terminal exposed, but if the slit is cut right nothing but a flood of water will cause a short circuit. I have used this guard in several endurance runs and found that even with regular cloud-bursts there is never a stutter in the ignition. The nipples cost five cents each around these parts, but can undoubtedly be had cheaper in different sections of the country.

The chill winds and drenching rain to which all-weather riders are exposed these days often mean knees and legs soaked to the skin. It is far from pleasant to ride with sopping clothes below the thighs, especially while the mercury is gently retiring into the bulb, besides not being at all healthy. The lower legs can be protected, and usually are, by long leggings, but above the knees the ordinary riding breeches often fall short of keeping the rider warm. I have used a pair of chamois-skin "knickers" under the regular riding breeches each winter, and found that they kept me both warm and dry, even during a heavy thaw.

**Chamois Breeches**

Chamois breeches are sort of expensive, and in some places have to be cut to order. You can of course use any soft leather or hide instead, seeing that the leather is thin but free from holes or cracks. Don't perforate the legs of the breeches with the idea of getting ventilation, the holes will let the water in quite as readily as the air out. I am having a pair of knicks cut from an old mackintosh for the warmer winter days, but whether I shall wear them outside or under the regular breeches I haven't yet decided.

The beauty about leather breeches is that you can wring them out when wetted, but it has been my experience that it will have to be some wetting to penetrate chamois skin. By using the chamois knicks under the regular trousers, you can keep neat as well as warm, provided of course that the service garment is not filthy enough to stand alone when removed. We see too many of the stiff and many-colored oily breeches on riders these days.

**The Useful Poncho**

The poncho is *some* garment, that is, if you can call a rubber blanket with a slit in the center a garment. It fulfills the place of the laprobe of the automobilist in keeping heat in the motor during a zero-weather stop for one thing and will enable a rider to make tire repairs in something like comfort during the rains. The long front part of the poncho can be draped over the mudguard when fixing a puncture, and under its protection a patch can be applied and allowed to set without interference by water. With a sidecar rig I use a metal tool box about 8 inches long, and this forms a nice seat when working on the tires at any time.

I must criticize the attitude of many motorcyclists toward the bicyclist on the road, at least in the different parts of the country I have been travelling this season. There has been too much disregard for the fellow who is using his leg-muscles for a motor, not only as to his rights on the highway but in places where hills abound. I get out pretty early in the morning when the weather is not rainy, and often meet cyclists going to work. There are plenty of hills and I never hesitate in giving the push-biker a tow up, in order to help him on the way.

**Aiding the Cyclist**

Most of the bikers are tickled to get the lift up the hills and are sociable people, but of course there are exceptions. If anyone wants to tow a bicyclist, he should remember that above 20 miles per hour the average biker cannot be towed with any great degree of safety. About 14-16 up a hill is the limit unless the pavement is first class. To whirl a cyclist over cobbles may be to wreck him, although it will have no effect on the motorcycle. The rider of the bicycle can take hold of the luggage carrier at one side during the towing operation; this will bring him clear of the motorcycle should he have to let go and at the same time not interfere with the operation of the motor machine.

### NEAT NEW YORK RIDER

Irving Barnard, of New York Sporting Goods Co., Ready for Week-End-Run

## A SUGGESTION FOR THOSE WHO USE GAS LAMPS

IF a motorcycle is equipped with gas head and tail light, the riders should keep a careful watch of the rubber tubing to see that a leak doesn't develop. This is especially true if a long section of rubber tubing runs from the Presto tank on the handlebars to the tail light. It is much more satisfactory and economical in the long run to use copper tubing for this, with short lengths of rubber tubing for connections. These can be replaced whenever necessary.

If the Presto gauge shows a good pressure and it is difficult to get a decent flame at the headlight burner, the gas is undoubtedly escaping through a leak somewhere. Turning on more gas can only give a slightly higher flame, but

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the waste is increased tremendously. If the leak is in the tubing to the rear light, the headlight is practically useless until the waste of gas is checked. The leak can usually be located by smelling or exploring with a lighted match, though the latter method has obvious dangers. Tire tape or surgeon's plaster will make a temporary repair, provided no extra rubber tubing is available.

The difficulty and bother of such a situation can largely be avoided by fitting a gas tubing cock. This cock can be turned so that all the gas flows to the front light, cutting off all waste through a leak in the tail lamp tubing, should there be a leak. If the tail light is removed from the machine for any reason, or should it be lost, it is not necessary to tie up the end of the tubing to prevent waste. Such a tubing cock can be bought for a few cents, and much more than its value in gas might be saved in a short time.

## SOME INSIDE FACTS CONCERNING RUST

### Its Nature and the Conditions Under Which It Forms

WHILE everybody knows considerable about rust, few know enough for practical purposes, and some of the facts which have been observed in connection with the formation of rust under unusual circumstances are still only partly explained by science, says a writer in *The Automobile*. To enable owners of automobiles to protect their vehicles against the inroads of rust with a better understanding of the task than that usually possessed outside of the chemical profession, Dr. P. Martell gives in *Auto-Technik* a line of information on this subject which covers the ground in a practical manner and which is reproduced in part in the following:

#### Nature of Rust

Chemically, rust is a combination of metallic iron with oxygen and water. In 100 grams of dried iron rust the proportion is about 52.3 grams of iron, 22 grams of oxygen and 25.7 grams of water. The water is chemically combined, not free. It is permissible to conclude from this composition of rust that it can only be formed when iron comes in contact with both oxygen and water. And practice confirms this conclusion, showing that, if either oxygen or water is absent, no rust is formed. Iron remains free from rust, for example, in water which contains no oxygen. Also, steel and iron can be protected almost completely if there is placed in the room where the metal is kept a quantity of chloride of calcium, which draws all water out of the air in the room.

Oxygen alone, as said, does not attack iron at ordinary temperatures. Fine steel instruments can be easily protected by taking advantage of this fact. To this end a layer of dry chloride of calcium is placed in the bottom of a glass vessel which can be closed by an airtight cover and the instruments are placed upon, or suspended from, an intermediate and perforated wood or cardboard cover plate secured in the vessel, after first dipping the instruments in alcohol to remove traces of water. Ordinary atmospheric air, containing free oxygen and usually a considerable admixture of water vapors, is of course strongly rust-forming, and the same applies to all organic and inorganic acids, even the weakest, to all chlorides of metals and alkalies and to all salts which are hygroscopic or rich in water. Spring, well and rain water cause rust quickly, but if it is boiled first, so as to drive out the oxygen it contains, iron immersed in it will not begin to rust until the water gets a chance to absorb oxygen from the atmosphere again.

#### Action of Water

Cold water causes rust more easily than hot, because it contains more oxygen. Rain water is particularly injurious because it has absorbed a great deal of oxygen while passing through the atmosphere. The active agent in rust formation may be said to be a solution of oxygen in water. But carbonic acid also plays a certain part, being constantly produced as the rusting process continues.

## THE LIGHTWEIGHT IN RACING CIRCLES

### How Shall the "Little Fellow" Be Classified for Competition Work?

By TRADESMAN

ONE of the matters that is due to force itself upon the attention of the F. A. M. Competition Committee, and the trade and riders in general, in the very near future is the regulation of speed contests in which the new crop of lightweights will figure. Undoubtedly the entrance of the lightweight motorcycle into racing circles will necessitate some alterations or additions to the F. A. M. rules. It would be hardly fair to expect the "little fellows" to compete against the heavier and higher-powered machines, and the latter are the only ones now covered in the Federation rules. Something must be done to give the lightweight mount the chance to which it is entitled, on the track as well as in general service, and now is the period to consider the situation.

At the recent picnic of the Los Angeles Dealers' Association, several contests for lightweights were on the program, and while there are no details at hand as to how the "little fellows" behaved under pressure it is safe to say that they acquitted themselves with as much credit as could be expected. This angle of the racing game is a new one, and when matters have settled themselves a bit the lightweights will doubtless afford some good sport. To the Los Angeles folks, by the way, goes the credit for holding the first speed contests for lightweights in this country, and they may be counted upon to follow up their own lead in due time.

That there will be no shortage of lightweights to figure in competition is evident from the fact that seven motorcycle factories are now producing such models. Of the seven, five are producing lightweights of the two-stroke type.

That the present crop of lightweights does not represent perfection even their designers will perhaps be willing to admit, (although the little chuggers are a mighty capable looking lot), and it may be that a season of properly-regulated racing is just what is needed to emphasize any weaknesses in construction that may exist. Many a manufacturer has learned on the track what he could never have discovered in the general service of his machine, and the builders of the new lightweights will no doubt be as willing to profit by experience as they have in the past with the heavier machines.

But it is only fair to say that F. A. M. racing revisions must come before the lightweight can show its calibre. Let us have an open discussion of the various aspects of the situation in order that the light machine can be properly provided; and let us get an early start so that the horizon will be cleared before the boys are ready to get out and make things hum with their lightweights in the spring.

#### May Revise Old Sport

It may be that the arrival of the lightweights will revive a sport that has been on the wane for several years past, and with the pleasing prospect of such a revival before us it would seem to be well worth while to tackle the lightweight competition problem in a businesslike manner. It would be well if those interested in the lightweight would step to the front and give their views, so that the F. A. M. Competition Committee will have some guidance in framing the racing revisions. If we all pull together, the lightweight will slip into its proper place in the American racing field without difficulty,—but if forced to flounder along under the present racing regulations it is certain to have a hard time of it. Now that we have the lightweights, after quite a period of expectancy, let us play fair with them and so classify them that they will be able to show their merits.

#### Opinions Are Wanted

Now's the time; how does the lightweight stand as a racing proposition? What new rules are needed? At what distances shall the "little fellows" be raced?

### WINNER AT BELMONT TRACK

John Empfield, First in 75-Mile Race at Philadelphia, November 25

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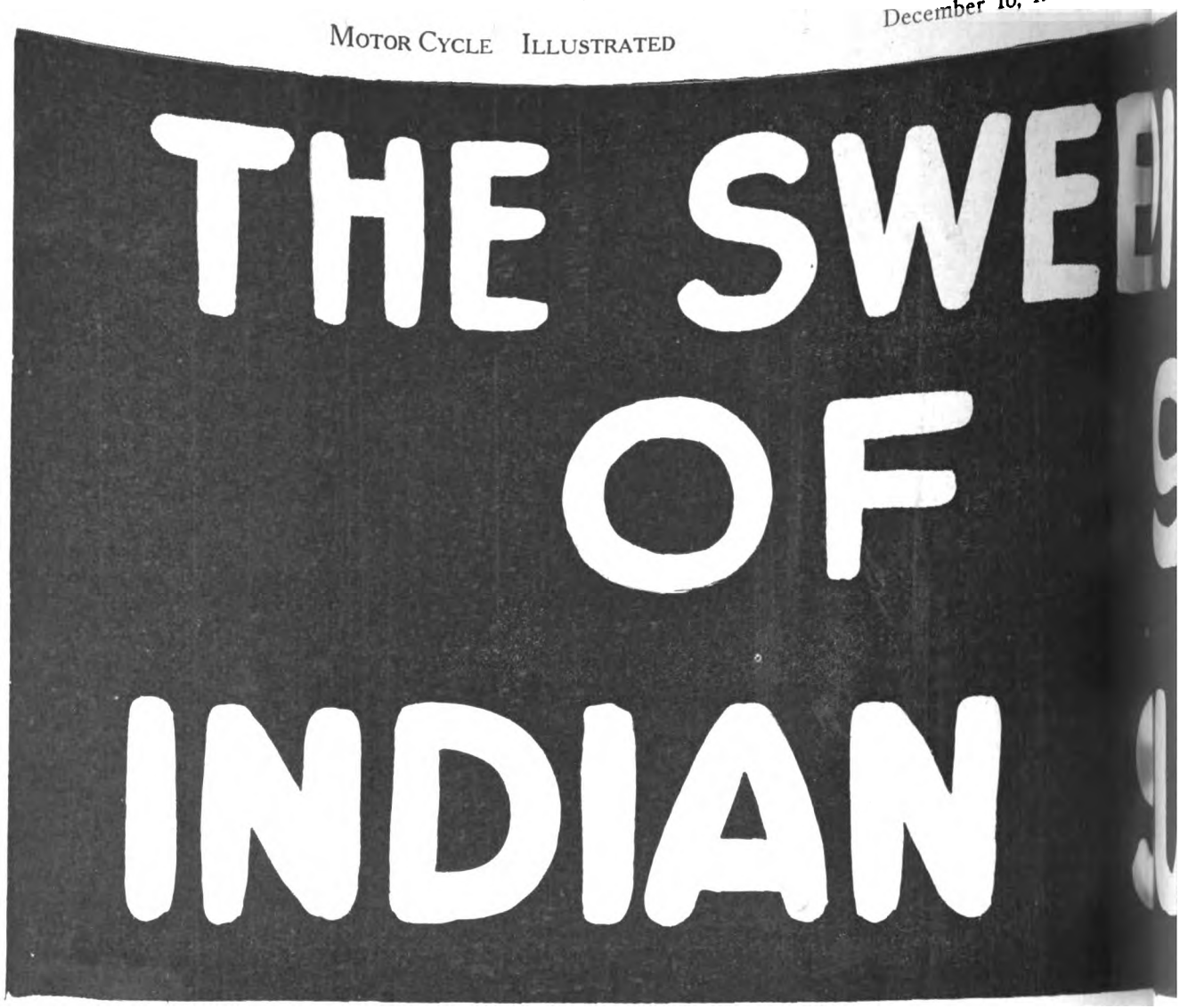


**Every business day the mail confirms more and more the claim that the Powerplus Motor is a selling sensation.**

**A supreme mechanical achievement in itself, it has likewise established a sales situation of a tremendously successful kind—that is, it has created**

# SPONTANEOUS DEMAND

**We do not have to tell you the increased profits which result from the public regard of the Powerplus Indian as *the first preference motorcycle.* We do not have to tell you the effect on your 1916 earnings of handling the machine that has positive recognition as the *best* motorcycle.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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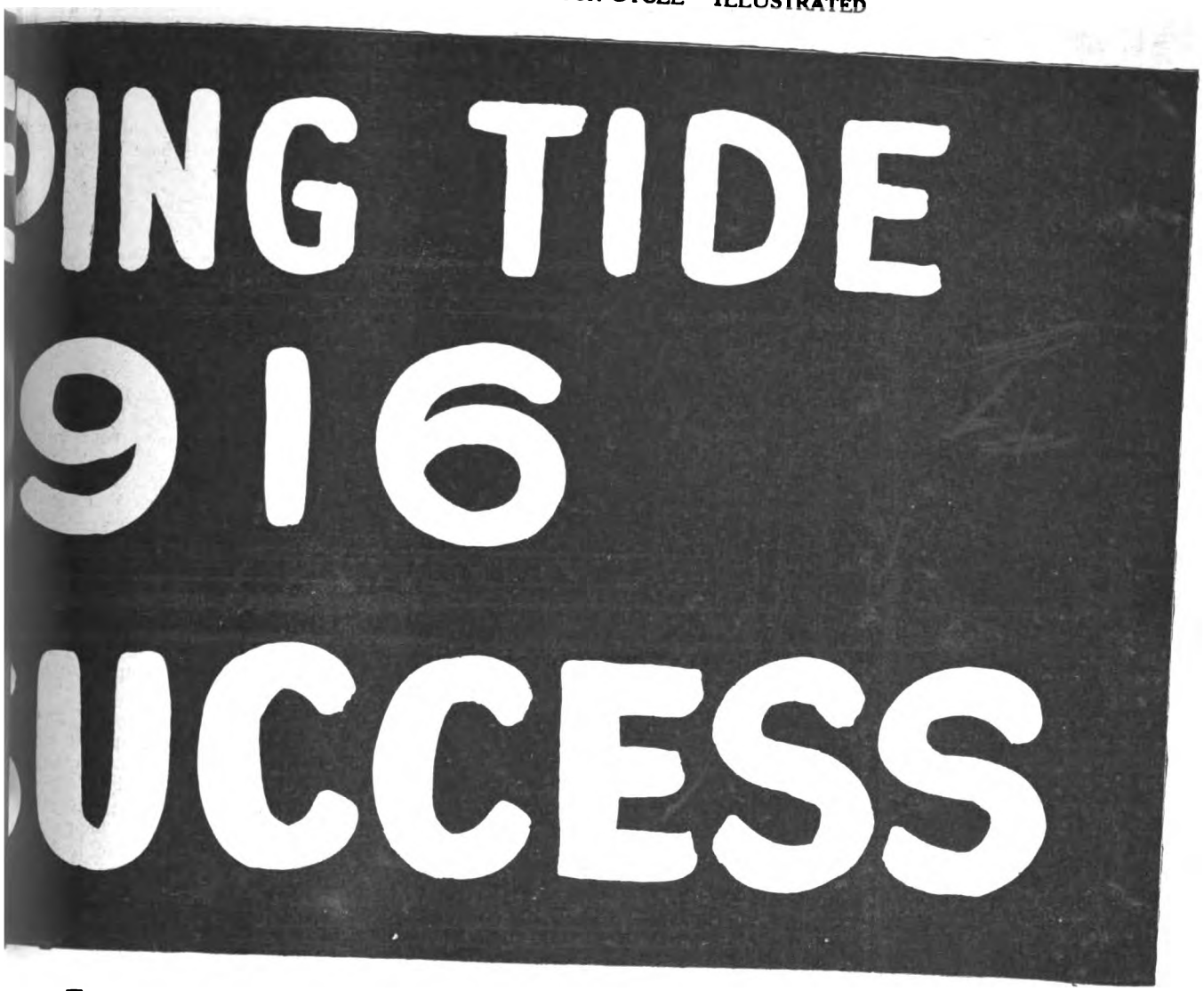


*F. A. Baker, Vice President New York Sporting Goods Co., writ*

"In going over the motorcycle situation here on Dec. 1st I am pleased to report that we have sold three times as many machines wholesale of 1916 models and twice as many retail as we did during the same period last year."

*A. E. McCarthy, Indian dealer at St. Joseph, Mo., says:*

"I have just completed a 265 mile trip with my new 1916 Powerplus demonstrator, and I want to tell you that that man Baker was sadly mistaken about the Powerplus engine when he said it was a bearcat; he did not know what he was talking about —it's *two bearcats, one in each cylinder.*"

***Indian leadership and Indian ability to jump the field was never more apparent than right now. The dealer with the Indian sign is the dealer of the hour.***

## Hendee Manufacturing Company

**(Largest Motorcycle Manufacturers in the World)**

**SPRINGFIELD, MASS.**



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# With the Manufacturers

## NOVEL FEATURES IN ROGERS R.F.D. VAN

### Has Special Body Fittings and Springs

ANNOUNCEMENT is made by the Rogers Manufacturing Company, of 326 West Madison street, Chicago, Ill., of a new commercial van designed to meet all the requirements of the Rural Free Delivery Service as outlined by Postmaster General Burleson. Although the specifications of this van are based on the needs of such service, they are of equal value to anyone employing a van for parcel delivery and especially where the goods are of a perishable nature. Hence, the new Rogers van is applicable to the requirements of all light delivery service.

The chassis is made with extra heavy tubing of seamless steel with nickel steel drop-forged fittings. All joints are electrivally welded, following the process used in Rogers sidecar construction. The design and bracing of the frame is such that a high factor of safety is obtained. In a test, three men weighing 400 pounds total stood on the outside forward corner of the frame, and the weakest point, with no appreciable deflection of the frame at any point and no effect upon either sidecar or motorcycle except a flattening of the tires.

#### Novel Spring Arrangement

The springs have three leaves and are specialy designed for the work. They are secured to the frame by double clamps and are put on with the coils forward instead of toward the rear as in the regular sidecar. The arrangement allows the body to extend further to the rear than does the passenger body and conforms with the load requirements. The chassis is made with a straight-line axle, giving a ground clearance of 13¼ inches. The wheel spindle is 1¼ inches in diameter and telescopes in a 1½-inch axle tube, giving an extension tread.

The range of extension is from 56 inches to 42 inches. The narrow 42 inch tread is particularly desirable on country roads, as it permits the motorcycle to be driven with its wheels in the left wheel-rut while the van wheel will run in the right horse track. The range of from 56 to 42 inches is exclusive to the Rogers van.

#### Readily-Adjustable Axle

The axle is set in position by a clamping collar and a set-screw with cup point. Any intermediate tread within the range can be had at the will of the rider. The hub is extra large and heavy and has adjustable ball-bearing of the Rogers Company's manufacture. The quick-detachable fender, No-Strain ball-and-socket joints and square tube construction of the Rogers pleasure chassis are all embodied in the commercial van chassis.

The body construction has been worked out with great care, and conforms to Post Office requirements as to size, waterproof qualities, etc. It measures 42 inches in length, 24 inches in width and 18 inches in height at the sides. It is made from heavy sheet steel formed on a light but sturdy hardwood frame with reinforcing corner irons.

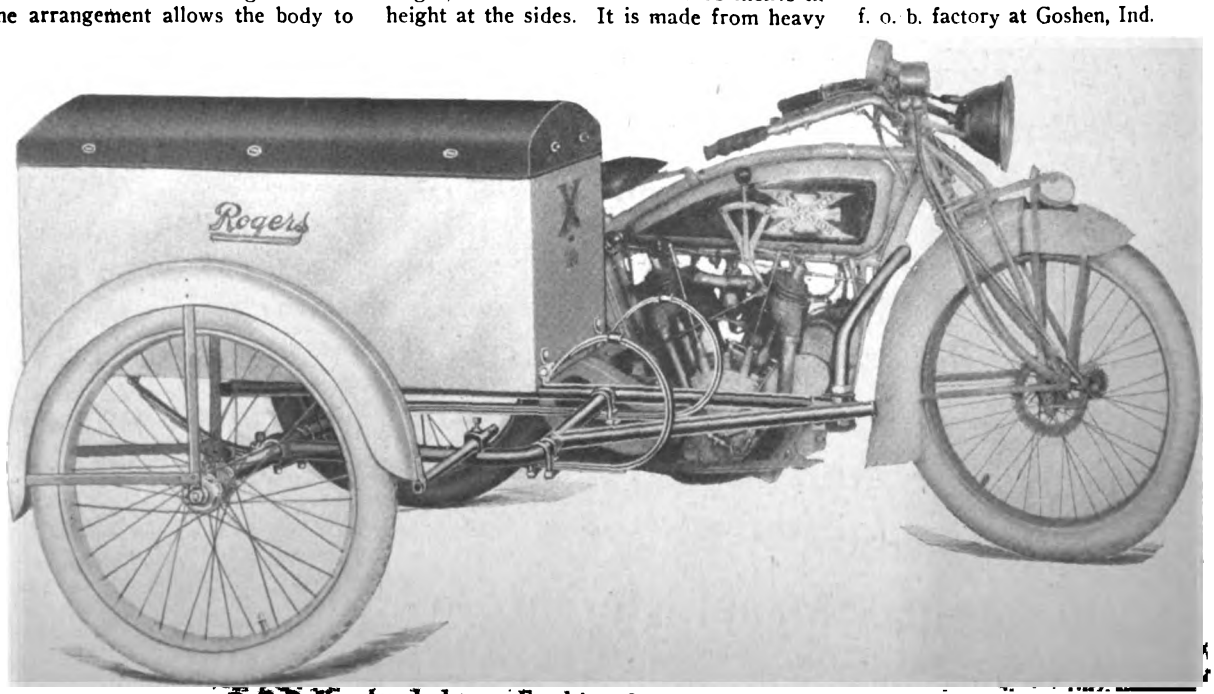
#### Curved Body Surfaces

A unique feature of the construction of the body is the forming of every surface with a slight curve. This is done to eliminate the rattle normally present in metal boxes. The body is covered with a substantial waterproofed canvas cover which may be easily detached in pleasant weather. It allows perfect access to the body when in place in stormy weather without exposing the contents of the body.

Quite original in design and brought out with direct relation of the R. F. D. employment of the van is the series of wall-pockets so constructed that mail may be arranged for distribution at the office and placed in the several compartments of the pocket, after which the whole pocket is rolled up and tied. It is suspended upon hooks provided for it in the van body during the run. By using duplicate sets of these pockets, one may be left at the post office and mail distributed therein ready for the next trip of the carrier, who will then leave his empty set to be filled. In fact, this is but one of a number of suggestions made to Mr. Rogers by various officials of the Post Office Department.

#### Finish and Equipment

The van is finished in the regular black enamel for the chassis and in enamel to match all standard makes of motorcycle for body and fender. The tire equipment is a 28 x 3-inch studded tread. Price is $75 f. o. b. factory at Goshen, Ind.




New Rogers R. F. D. Van Attached to an Excelsior; It Is Perfectly Adaptable to Other Standard Makes

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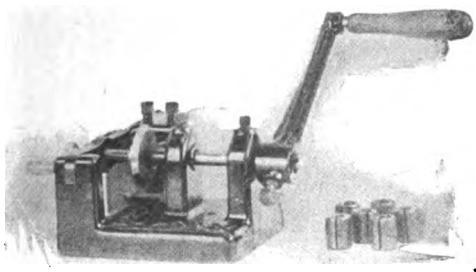
## AMERICAN VALVE FACING AND SEATING TOOLS

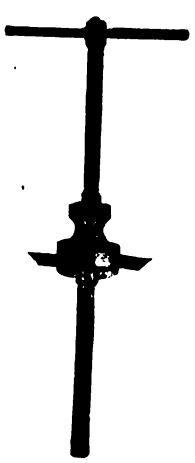
FOR truing valve faces and their seats, the American Valve Tool Co., Inc., of 589 Hudson street, New York, is producing two tools, the first an adjustable valve seater, and the other a valve facing tool, both bearing the name "American."



Valve Facing Tool

The size of the valve seating tool for motorcycle service is the No. 1, listing at $6. The valve facing tool is priced at $6 also.

The seating tool consists of shaft carrying a cutter-holder with suitable cutters. Below this holder is screwed a pilot stem designed to fit into the guide for the valve, the stem being removable. Several sizes of stems are furnished with each tool. At the top of the shaft is fitted a cross-bar or handle, held in position by a screw; this handle being for operating the tool. The cutters are so fitted as to cover any diameter up to 1¼ inches, and can be had to cut a seat of 30, 35, 45, 60 or 90 degrees as desired.



Seating Tool

The facing tool consists of a frame for carrying the valve to be faced with a crank handle for turning the same. Cutters to correspond with those furnished with the seating tool accompany this apparatus, as well as an extension or sleeve into which a short-stemmed motorcycle valve can be fastened for facing. Bushing to take any size of motorcycle valve are also furnished. The efficiency of this and the other tool is guaranteed.

The American Valve Tool Co., Inc., offers both tools in a set at $10.

## ELKHART MAGNETO OUTPUT BOOKED A YEAR AHEAD

MONROE, Mich.—The Elkhart Mfg. Co., producers of alternating current magnetos of both high and low tension for stationary, marine and motorcycle engines, report that they have closed contracts for enough business to keep them running at full capacity for at least a year. This remarkable demand for Elkhart products came very suddenly, after a strenuous sales campaign, and the company has found it necessary to recall its entire sales force from the road.

E. M. Ford, sales manager of the corporation, states that the greater part of this business is for magnetos to be used on motors of the mtorcycle type, although a considerable portion of it involves stationary and marine engines.

The Elkhart company devotes its well-organized factory exclusively to the manufacture of magnetos, and this fact, combined with the recognized policy of the firm to use only high-grade material and employ only skilled workers, accounts for the extraordinary success of the sales campaign.

## HAWTHORNE CO. ADDS 15,000 SQUARE FEET

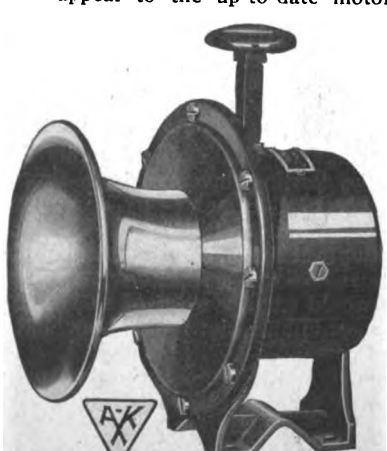
BRIDGEPORT, Conn.—In order to increase its facilities, the Hawthorne Mfg. Co., of 35 Spruce street, this city, has leased a large building in the rear of the present plant, thus adding a total area of 15,000 square feet. The business of the company is at high pressure, not only in the motorcycle and bicycle lines, but also in general industrial work. It is interesting to know that owing to the scarcity of wood for the cabinets of talking-machine outfits, all-metal construction is being used and the Hawthone company is producing practically all cabinets of this sort on the market.

## GUTERMAN TO COVER SOUTH IN R-S INTERESTS

NEW YORK, N. Y., Dec. 13.—Lou Guterman, traveller for the Reading Standard Company, of Reading, Pa., has covered the New York and New Jersey portion of his territory so far, and will soon go South to cover Florida and the Gulf States. "While placing agencies for the R-S is naturally the main thing, tarpon and game fishing and hunting are sports that I am looking forward to in Florida," says Guterman.

## NEW ANGSTEN-KOCH HORN AND SPRING TANDEM

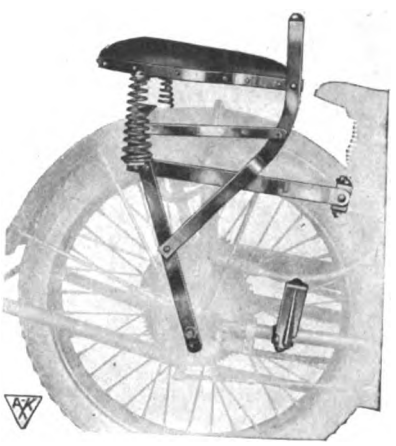
OF the many specialties produced by the Angsten-Koch Company, of 215-217 Englewood avenue, Chicago, Ill., two in particular appeal to the up-to-date motorcyclist. The first of these is the new A-K standard horn, a warning-signal of the mechanical type which lists at $3.50. It may be had in all black or black and nickel, as desired.



A-K Standard Horn

The mechanism of this horn is such that when the operating handle is pressed downward the effect is similar to that of a motor-driven horn, as the balance wheel continues to rotate. The result is a variable tone which effectively warns pedestrians and other road users. The horn has a projector 2 inches in length, while its over-all length is 6 inches. The diaphragm is 4⅝ inches in diameter and the hardened screw can be readily adjusted. All working parts are heat-treated and carbonized, and the horn should give indefinite and unfailing service. The bracket supplied is universal, being adaptable to any part of the frame of the motorcycle.

The second specialty is the A-K spring tandem No. 3000, designed to meet the demand for a popular-priced tandem attachment. It lists at $7.50. The cushion is mounted on two large compression springs which afford unusual comfort. The handlebar is fitted conveniently to the rider and will not tire anyone for long distance work. The footrests are separate from the tandem proper, which allows them to be placed in any position desired.



A-K Tandem No. 3000

The tandem illustrated is adapted to the spring-frame Indian motorcycle. It has been thoroughly tested and proven satisfactory. It does not interfere with the spring tension of the cradle frame of the machine. The No. 3000 tandem comes in a corrugated box, partially assembled and can be readily fitted to the motorcycle.

### FIND BUSINESS IS GOOD

CHICAGO, Ill., Dec. 4.—Felix Van Cleef, of Van Cleef Brothers, who has recently returned from a trip through the East, and Maxime Van Cleef, who has come back from a Canadian tour, both report business as good. In fact, Felix Van Cleef states that business is decidedly fine and the outlook is very encouraging. The Van Cleef Brothers manufacture Dutch Brand cements and other cycle products.

### HARDEN SCOUTS IN B. C.

VANCOUVER, B. C., Dec. 12.—Mr. Harden, sales manager of the Pope Manufacturing Company, was looking over the city recently, to see what the prospects for business are for the coming season. There are quite a number of Popes running on the streets of Vancouver, but at the present time the company is not represented by a local agency.

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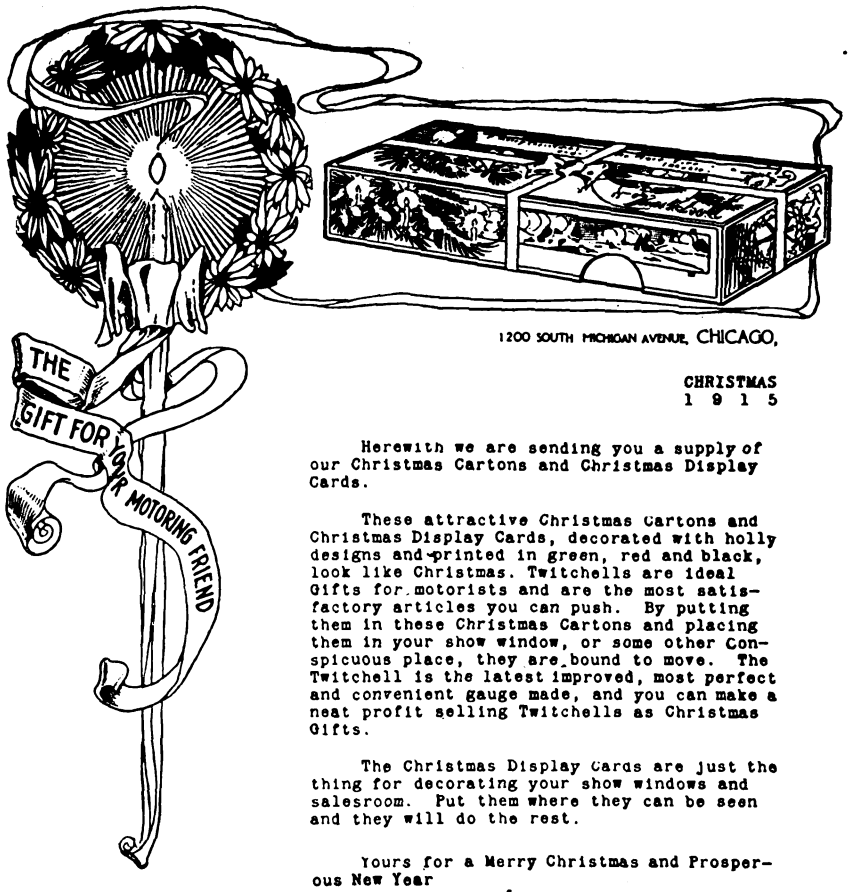
**AIDING THE DEALER TO PROCURE HOLIDAY CUSTOM**




1200 SOUTH MICHIGAN AVENUE, CHICAGO,

CHRISTMAS
1 9 1 5

Herewith we are sending you a supply of our Christmas Cartons and Christmas Display Cards.

These attractive Christmas Cartons and Christmas Display Cards, decorated with holly designs and printed in green, red and black, look like Christmas. Twitchells are ideal Gifts for motorists and are the most satisfactory articles you can push. By putting them in these Christmas Cartons and placing them in your show window, or some other conspicuous place, they are bound to move. The Twitchell is the latest improved, most perfect and convenient gauge made, and you can make a neat profit selling Twitchells as Christmas Gifts.

The Christmas Display Cards are just the thing for decorating your show windows and salesroom. Put them where they can be seen and they will do the rest.

Yours for a Merry Christmas and Prosperous New Year

THE TWITCHELL CAUGE CO.

MDB-G
Enclosure. Max D. Bendel. Mgr.

P. S.

The enclosed Christmas box-covers are to be folded the same as the covers on the original boxes in your stock. When exchanging the original covers for the enclosed Christmas covers, it will be advisable to save the former, as you may want to re-use some of them after Christmas

*Letter Sent to Agents by Twitchell Gauge Co., of 1200 South Michigan Avenue, Chicago, Ill., Accompanying Big Shipment of Cartons and Christmas Cards. The Box Covers at Top Are Printed in Green and Red and Are Facsimiles of Those Sent Out*

# BERLINGS MAKE GOOD IN THE CLOUDS

## Latest Achievement Calls Attention to Their Remarkable Dependability

THE fact that a good many discoveries of motorcycle engineers have been adopted into other fields of motor-driven vehicles was brought out again in the recent test of the Curtiss Aeroplane Company, in which their aviator, Victor Carlstrom, flew from Toronto, Ont., to New York City. He made only one stop, and that was due to the shortcomings of the human engine rather than to the steel-cylindered motor which drove the big 90-foot-wide man-made bird on its 600-mile flight.

Glen Curtiss himself, a master of the flying wizards, was originally in the motorcycle business, and got many of his ideas of speed and compactness of engine from the two-wheeled flyer. It was natural that when he began to supply his aeroplanes for heavy service he looked to the motorcycle field when he went up against the question of ignition. That was the big problem the Curtiss engineers faced—the job of flying sparks delivered to a motor whirling at the rate of 4,000 revolutions per minute, and have those sparks delivered with a certainty and regularity sufficient to insure going, because often a stop would mean death.

Meanwhile, in the motorcycle field, a new magneto was making good. This was the Berling, invented by a Swedish engineer of that name—by a man who had spent the best years of his life in working out the design of this magneto. Here at last was a spark-giving machine that would stand a whirl of 4,000 revolutions per minute, not for an hour, but for many hours.

Ten thousand motorcycles had proved the fact that the Berling would give a good spark, no matter how slow or how fast the magneto was driven. The finest motor-boat engines, namely, the Sterling and Van Blerk, had confirmed the truth.

After having proved out the Berling on many Curtiss aeroplanes, Aviator Morris took a military tractor above the clouds, and broke all American records for altitude. He gave thanks to the dependability of the two Berling magnetos which gave him his ignition.

Here was where Glen Curtiss' masterful engineering practicality came in. He figured that two magnetos would not only give him double spark, but would give him double probability of safety.

So, when Victor Carlstrom started off from Toronto in his 160 h. p. military tractor, he had his engine fitted with two Berling magnetos. He left Toronto at 9:46 one morning, and against a heavy gale beat it for the center of New York State. When near Binghamton he became ill. He was 10,000 feet in the air. He got dizzy. Cramps seized him. But with iron nerve he slid to the ground and at 2 o'clock on the afternoon of the same day that he started he landed in a town six miles west of Binghamton. In an hour or so he resumed his flight. His machine was loaded down with special weights, because he was driving alone—whereas this tractor was supposed to carry at least one extra passenger. He had with him 125 gallons of gasoline and 30 gallons of oil.

That same night he arrived at New York City after a 600-mile flight. He circled the Bay twice, and landed at Governor's Island.

His flight from Binghamton to New York along the Erie Railroad, totaling more than 200 miles against a terrific head-wind, was made in four hours. Carlstrom had this to say about the engine and the two big Berling magnetos with which it was equipped:

"This engine could run another twenty hours. I never sat behind an engine that worked more perfectly. It just sung all the way from Toronto to this town. It never missed an explosion at the varying speeds I had to use nor in the quick changes of atmospheric pressure and temperatures."

### KRACKOWIZER JOINS CLEVELAND

CLEVELAND, Ohio.—As another evidence of the broadening out of their organization, the Cleveland Motorcycle Manufacturing Company, of Cleveland, Ohio, manufacturers of the Cleveland lightweight, announce that H. J. Krackowizer has recently joined their production staff. Mr. Krackowizer has had a broad and valuable experience in the motorcycle field, both in this country and abroad. Starting several years ago with the Puch Motorcycle Company, of Graz, Styria, Austria, one of the largest German manufacturers, Mr. Krackowizer later was with the American branch of the N. S. U. For the last two and one-half years he was in charge of the experimental department of the Pope Manufacturing Company.

### NEW AUSTRALIAN ROAD RECORD

SPRINGFIELD, Mass.—The Hendee Mfg. Co. has just received word from Manager Theodore Hastings, of the Australian Branch, at Melbourne, that Jack Booth, the Australian racing star, had lowered the road record for the half mile in Australia to 20 1-5 seconds on an Indian.

**More Late News of the Manufacturers on page 46.**

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# PUTTING A PUNCH INTO PUBLICITY

## Methods by Which Motorcycle Prospects Can Be Lined Up With Small Outlay

By GEORGE M. JOHNSON

THE business man who does not advertise is doomed to failure, whether he sells dry goods or motorcycles. And yet what a tremendous lot of perfectly good money is wasted—utterly thrown away—in America every year through ill-advised advertising.

In the case of motorcycles much good publicity can be obtained with no considerable financial outlay. The following is a description of a stunt worked by one dealer. It would be equally successful in any town where there is a large manufacturing plant employing a good-sized force of men—and these chaps are just the sort to appreciate a quick and easy method of reaching the shop where they work. The dealer was Shelton Sturges, Indian representative in New Haven, Conn. He had printed a batch of circulars like the one given below, which were thereupon very generally distributed among the employes of the Winchester Repeating Arms Co. It is probably unnecessary to add that this plant is one of the largest and most important in all New England.

TEN DOLLARS IN GOLD

We will give a TEN-DOLLAR GOLD PIECE to the Winchester employee who gives us the best reasons:

Why he should buy a motorcycle.

Why it should be an INDIAN MOTORCYCLE.

CONDITIONS.

Answers must not exceed 50 words for each question.

Competition closes Dec. 15th.

The following points will be considered in awarding the prize: Are the reasons practical and well expressed? Do they show originality?

Write your answers on one side of paper.

Fill out this blank and pin it to the sheet and mail or hand it to Shelton Sturges, 108 Court St.

Name .....

Address .....

(Winchester No. )

There is more value in this sort of advertising than might appear on the surface. In the first place it is inexpensive; the cost of printing the circulars is hardly worth considering, and besides that there is only the ten-dollar prize. Each person who submits an answer is a possible prospect; if he were not somewhat interested in motorcycles he would probably not bother to enter the contest. The very process of thinking up good reasons as to why he *should* invest in a motorcycle is likely to make him consider the proposition seriously. All names obtained in this way should therefore be filed away for future reference in the catalog of prospective customers.

### Some Answers Helpful

The dealer will probably not get any very gorgeous selling arguments out of his batch of answers. As a class, many of the men who may enter the contest have not had the advantages of an education, and will, in the main, give obvious and commonplace answers. Of course, there ought to be some exceptions to this.

### HAS ECONOMICAL MOUNT

**Peter M. Samoiloff, Pope Rider of New Haven, Conn., Who Averaged 75 Miles Per Gallon for 10,000 Miles Riding**

The matter might be carried further than in the circular already quoted. For example, the five sets of answers in order of merit after the prize winner could each be awarded an honorable mention certificate which would be worth ten dollars if applied on the purchase of a new motorcycle, provided the machine were actually purchased by the winner for his own use.

### Big Variety Possible

A wide range of contests in general similar to the above offer themselves as publicity opportunities to the enterprising dealer. It might be a contest open to all riders in his section, giving hundred word answers to such questions or on such topics as: What one feature about the 1916 ——— motorcycle impresses you as being particularly desirable? Why I could not get along without my motorcycle; how my motorcycle helps me save money, etc., etc.

Such contests should be open to riders of all makes of motorcycles, and by no means should the slightest bit of favoritism in awarding prizes be shown to actual customers of the dealer himself. As a matter of fact, from the advertising aspect it would probably be of more actual value to the dealer to have a rider of an outside machine carry away the bacon. That would show that other riders were at least favorably impressed by certain features about his machine.

### Accessories for Prizes

The prizes offered could be accessories such as all riders appreciate—gloves, a horn, a lamp, etc., or a definite sum of money in trade, the winner selecting the article or articles that he wanted from the dealer's stock.

Perhaps the chief publicity value of one of these contests would really come after it was all over. If the dealer advertises to any extent in the local papers—as of course he should—an occasional mention of the contest could undoubtedly be worked in somewhere, perhaps on the sporting page or in the section devoted to automobiles. Then it should require no great labor on the dealer's part to get some of the better answers published from time to time.

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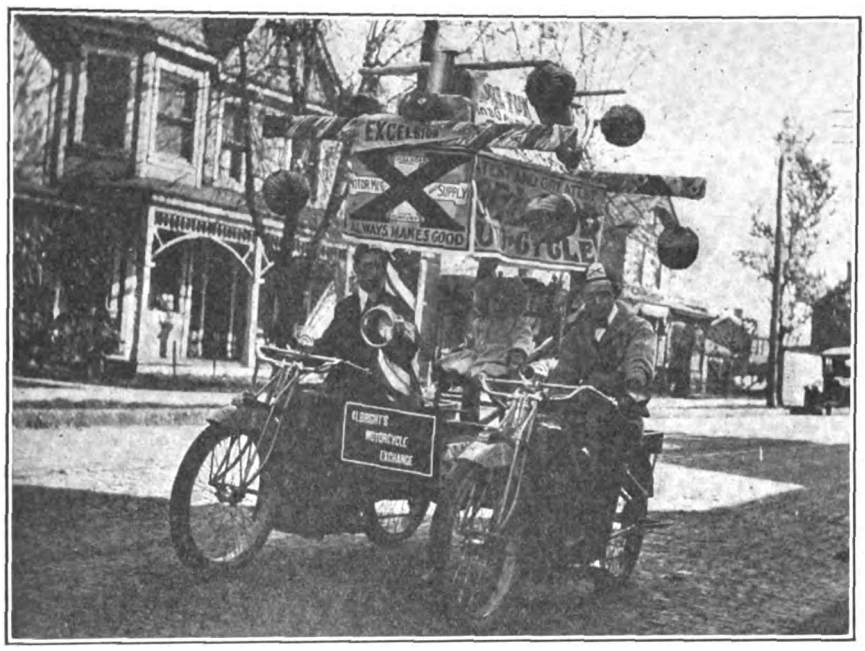
# DEALERS' SECTION




**Widely Admired in Recent Parade: Excelsior Twins Hitched Side by Side Forming Exhibit of Albright's Motorcycle Exchange, 223 Fallowfield Avenue, Charleroi, Pa.**

## KICHERER TO SELL HENDERSONS IN DETROIT

DETROIT, Mich., Dec. 13.—Manager E. C. Kicherer of the Haverford Cycle Co., with a big store at 289 Woodward avenue, this city, is sending out invitations to riders and riders-to-be, to come in and view the 1916 four-cylinder Henderson.

For he has completed negotiations making him Henderson dealer in this city for 1916. A Henderson of latest vintage is on display in the big show window on Detroit's "Motorcycle Row."

Kicherer is one of the real veterans of the business, having been connected with motorcycle sales since the industry was in short dresses. Back in 1910 he introduced the N. S. U., a foreign machine which met with fair success under his hands in spite of its high price.

Later he became identified with the Haverford retail store at Detroit, where he has been instrumental in building up a very substantial business. In addition to motorcycle sales he has acted as distributor for Smith Motor Wheels, disposing of a large number in this section of the country.

Mr. Kicherer views the outlook for Henderson sales in Detroit very optimistically, as he has met a strong demand already in the few days since he became Henderson dealer here. He predicts that he will sell at least 250 machines in the city before the end of the 1916 season.

### CONTINUE "EX" AND POPE

PUEBLO, Colo.—For the third year Johnson Brothers, of this city, have signed up to represent the Pope line of motorcycles. They have also renewed their contract for the Excelsior, entering on the second season as representatives for this make. The Johnsons lost their demonstrator a short time ago, through letting a stranger ride it to try it out. The stranger rode away and has not been seen since, so the firm is out one 1916 twin.

### ELLIS HAS H-D AGENCY

NORTH ST. LOUIS, Mo.—John S. Ellis has obtained the Harley-Davidson agency for this city. He has just received four of the 1916 three-speed models.

### TAKES DAYTON LIGHTWEIGHT

YOUNGSTOWN, O.—The Motorcycle Exchange, of which W. B. Comerford is manager, will handle the Dayton Motor Bicycle in Mahoning County in 1916.

### SYKES SELLS 18

TRENTON, N. J.—John Sykes, Jr., proprietor of the Trenton tepee, has sold 18 Indians of 1916 models to date. He considers the present season the best he has ever experienced since his advent in the motorcycle game.

### ALL ARE LIVE ONES

SEATTLE, Wash.—Piper & Taft have a number of live sub-agents in the various outlying towns. Among these are Doescher & Moore, North Yakima, and Hubbell & Mumma, Ellensburg. Both are veteran Excelsior agents. Piper & Taft have been distributing Excelsior motorcycles and bicycles for the past eight years. Their territory is the State of Washington west of the Columbia river.

### FINDS ADVERTISING PAYS

FORT WORTH, Tex., Dec. 6.—A splendid example of what consistent newspaper advertising supplemented with a clean store and demonstrator will do for a dealer is evidenced by the amount and character of Motor Wheel business the Burton Supply Company is doing:

"Today we sold a Smith Motor Wheel to a middle-aged preacher who will travel on it from here to Weatherford, Mineral Wells, Jacksboro and Seymour, Texas," said Manager Massie. "The assistant cashier of the Farmer and Mechanics' Bank here has a Smith Motor Wheel and is a most enthusiastic booster. The other day an elderly gentleman came all the way from Meckel, Texas, a distance of 160 miles, to buy a Smith Motor Wheel and bicycle. He saw our 'ad' in the Forth Worth newspaper.

"The Western Union, the Postal Telegraph, practically all the messenger services and a large number of drug stores use them daily," continued Mr. Massie "Also practically every class and age have bought Motor Wheels from us. We attribute all this to our local newspaper advertising, our brightly kept store and our spick and span demonstrator. We aim to appeal to the elite—and get the others as well. We aim high; we hitch our sales desire to a star."

### SPRINGER RENEWS CONTRACT

PUEBLO, Colo.—Vernon Springer has taken the agency for the Indian for the new season in this territory. This is his third year as Wigwam representative, he having bought the agency from Frank Herman in 1913. He has been demonstrating with the 1916 twin received two weeks ago and is lining up prospects as a result.

### COMPLETING KANSAS CITY TRACK

KANSAS CITY, Kan., Dec. 13.—The motorcycle dealers in Kansas City are all delighted, to put it mildly, because of the work so far accomplished by Jack Prince to place a track of his motorcycle racing circuit in Kansas City. The business is sure to boom, the dealers believe. Prince has been visiting Kansas City almost as often as once a week, and reports excellent results so far.

### NEWBY'S HENDERSON RUSH

KANSAS CITY, Kan., Dec. 13.—The Newby Brothers, agents for the Thor, Merkel and Henderson at Kansas City, have scored big since the new 1916 Henderson came into the Kansas City market. Three new machines have already been sold. The riders at Newby Brothers have all been anxious to try out the new machine and the brothers have been busy giving demonstrations.

### DAYTON FOR CROUCH BROS.

BLOOMINGTON, Ill.—The Dayton Motor Bicycle will be handled in this city by Crouch Brothers for 1916.

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# DEALERS' SECTION

## MANY SIGN FOR MOTOR WHEEL IN ONTARIO

MONTREAL, Que., Dec. 13.—Fred St. Onge, traveler for A. E. Bregent, Smith Motor Wheel distributor for Eastern Canada, announces the following agents for the little motor booster in the Province of Ontario:

Charles A. Klaricka, Burlington; F. Hathaway, Chatham; Paul de Vigau & Son, Sandwich; S. D. Simpson, Sarnia; L. F. Thompson, St. Thomas; Kenneth McColl, Forest and Park Hill; J. F. Daley, Seaforth; J. H. Papman, Clinton; Butler Bicycle Co., Waterloo; Tweed Hardware Co., Tweed; Dietrich Bros., Perth; Ketchum Sporting Goods Co., Ottawa.

The following dealers have renewed for the 1916 season: Dixon Sporting Goods Co., Hamilton; J. C. Farrel, Grimsby; Gilmore & Co., St. Catharine's; Carter Electric Co., Niagara Falls; Geo. E. Bentley, Jillsonburg; F. J. Kerr, London; Roy Martin, Woodstock; W. E. McCarthy, Stratford; L. H. Buttrey, Guelph; W. M. Hunter; Galt; Doeringer Electric & Repair Co., Brantford; C. R. Banks, Peterboro; B. A. Woods, Lindsay.

## A LIVE WIRE FOR CLEVELAND

INDIANAPOLIS, Ind.—C. E. Hauk has organized the Cleveland Motorcycle Sales Company, with headquarters at Indianapolis, to distribute the Cleveland two-stroke, two-speed light motorcycle in Indiana, Illinois and Wisconsin. Mr. Hauk has built up a strong organization to handle the Cleveland in anticipation of a large and permanent volume of business in these states. Before joining the Cleveland Motorcycle Manufacturing Company, Mr. Hauk was associated with the National Acme Manufacturing Company of Cleveland, manufacturers of automobile and motorcycle parts.

## COUTY TAKES A PARTNER

OWENSBORO, Ky.—W. E. Couty, Excelsior agent in this city, has formed a new partnership. He recently married an Owensboro girl, and is just back from a honeymoon trip to New Orleans. Mr. Couty has signed a new Excelsior contract for 1916.

## COULDN'T THROW THE BULL

LOGANSPORT, Ind.—Edward W. Arnold, head of the Arnold Motor Company, Excelsior representative, is back on the job again after being laid up for some time as a result of a young bull calf scampering in front of his motorcycle on one of the country roads.

## MADE RECORD IN MOVING

KANSAS CITY, Kan., Dec. 14.—The Western Motorcycle Company, agents for the Harley-Davidson at Kansas City, accomplished a record feat in moving its shop from Fifteenth street and Grand avenue to 914 East Fifteenth street. The move was accomplished within a few hours and was made in the evening. Everything was in its place for the opening at the new address on December 1, as scheduled.

## TO HANDLE ALL DAYTON LINES

COVINGTON, Ky.—The Dayton Store, at 15 Pike street, this city, has taken the exclusive agency for the Dayton line of motorcycles (including the Motor Bicycle) and bicycles for this part of the State.

## INDIAN DEALER'S SMOKER

GLOVERSVILLE, N. Y.—The annual smoker given by William H. Loft, the local motorcycle and bicycle agent, was attended by over fifty riders at the Indian tepee. A business meeting was held which resulted in the organization of the Indian M. C. The officers: Paul Sturm, president; M. K. Lawrence, vice-president; Eugene Torrey, secretary; William Fox, treasurer.

## DAYTON IN JACKSONVILLE

JACKSONVILLE, Fla.—John A. Cunningham, bicycle and sporting goods dealer, at Broad & Forsythe streets, has taken the agency for the Dayton Motor Bicycle.

## CLARKSON IS COMING BACK

NEW YORK, Dec. 14.—J. B. Clarkson, managing director of Messrs. J. B. Clarkson & Co., Ltd., Wellington, N. Z., one of the largest firms in the automobile and cycle business, will arrive in New York about December 22 to attend the National Motor Show. Mr. Clarkson visited this country about a year ago in connection with cycle business. His address while in New York will be the Hotel Belmont, 42nd street and Park avenue.

## COLUMBUS "X" AGENT

COLUMBUS, Ohio, Dec. 7.—The Franklin Cycle & Supply Company has taken the central Ohio agency for the Excelsior for the coming year.

## SOLD 30 DURING 1915

PUEBLO, Colo.—The Pueblo Motor Company, of which R. L. Fleming is proprietor, is handling the Harley-Davidson for 1916, for the sixth consecutive year. His sales for the 1915 season totalled 30, of which all were twins and most of them three-speed models. He has delivered a 1916 twin, electrically-equipped, to the police department for rounding up violators of the motor vehicle laws. This machine is now in use by officer Tom Johnson.

**With Tribesmen in Tasmania at an Indian Field Day Given by "Teddy" Hastings, Australian Representative; All Are Crack Road Men**

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## MILWAUKEE M. C. ELECTS AT BUSY MEETING

MILWAUKEE, Wis., Dec. 14.—In the annual meeting of the Milwaukee Motorcycle Club the following officers were elected: President, Charles D. Grier; vice-president, Arthur Eckes; secretary, Hugh Sharp; treasurer, C. T. Martin; assistant treasurer, Elmer Owen; sergeant-at-arms, Alexander Landry; directors, Albert E. Becker, Paul Bruess, Kurt Hantszch, George Melcher and E. Geiger.

"At the beginning of the year we adopted as the club slogan 'Something doing all the time,' said Secretary Sharp in submitting his annual report, "and a glance through the club's records is ample evidence that the principle of the slogan has been carried out well."

President Grier signalized his entry into the president's chair for another year by announcing that if $50 in dues was collected before January 15 he would be host to the club at a stag party in the clubrooms as soon after that date as was practicable. Which means that about Jan. 16 or thereabouts Prexy Charles Dennis will have to dig down in his jeans for the price of a half barrel of our city's famed product, together with enough wieners to make a fair-sized lunch.

Milwaukee will have its first motorcycle hare-and-hounds run in the near future if the weather man smiles a little longer. The start will be from the clubhouse, giving the hares a getaway of about twenty minutes. So that the game will not wind up in some other state, territory has been laid out for the hares in which they must confine their confetti distributing act.

### DOINGS IN NEWARK

NEWARK, N. J.—The first joint run of the New Jersey and Indian Motorcycle Clubs to Seidler's Beach recently was so much of a success that the clubs are planning another and larger event for December 19. Dancing, football, running races, etc., will be enjoyed.

Plans for a theatre party and midnight supper the last Thursday in January have been completed and a large turn out of motorcyclists is expected.

This week and next the club will be busy with its annual election of officers. Bert Lincoln Holland, Jr., who has served as president for one term, and E. B. Holton, recording secretary, who has served for two years, modestly refused to run for office again.

On looking the calendar over the club has found that a two-day run is impossible over Decoration Day, in 1916, so talk of a 400-mile, 24-hour contest has been started. As an all New Jersey run is under discussion, the routing of the contest will be an easy matter. A non-stop section for sidecars—especially for the pro. class—is one of the latest innovations devised to keep the riders unhappy and medal awards low.

### PACKARD USING HENDERSONS

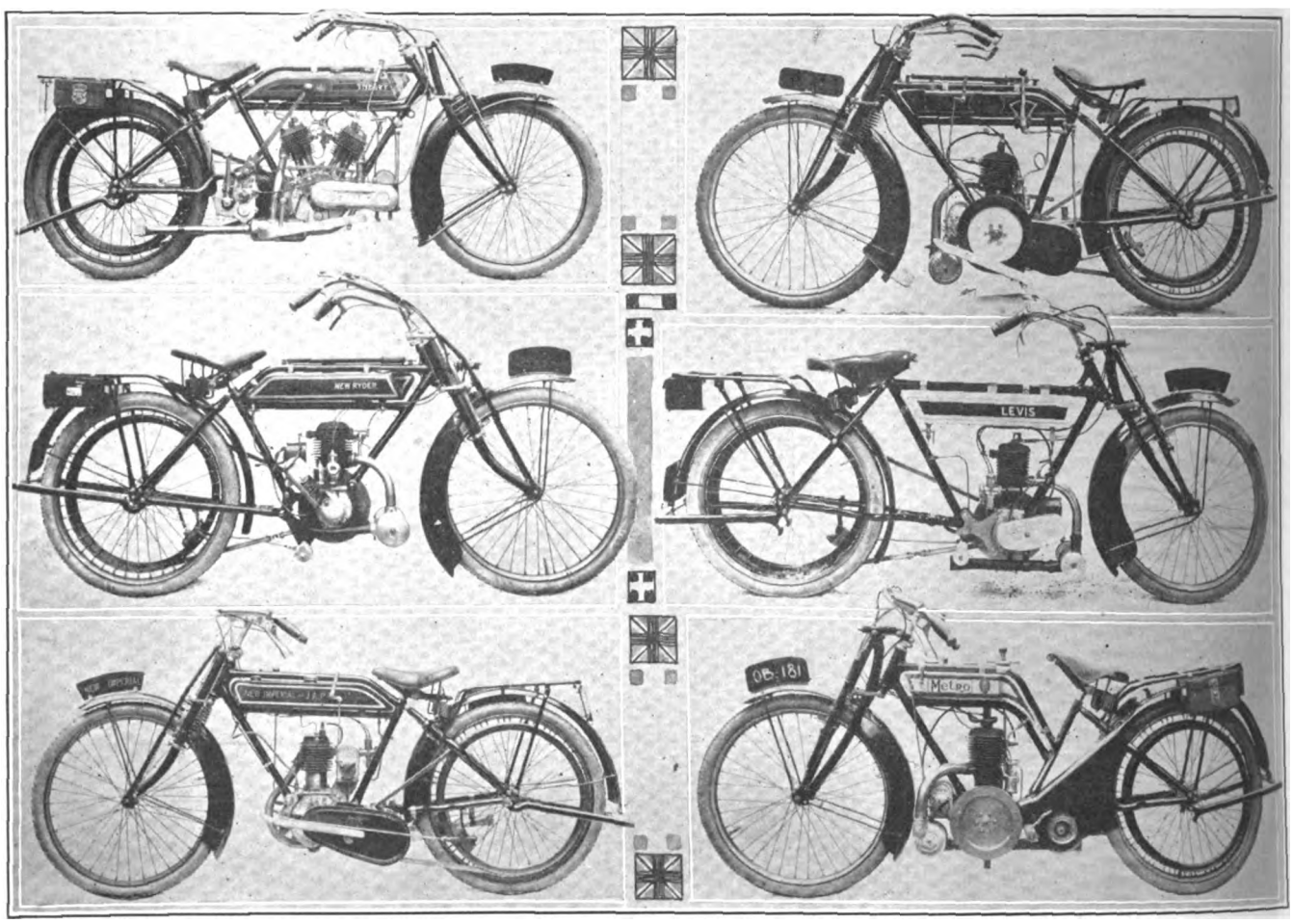
DETROIT, Mich., Dec. 10.—Henderson motorcycles are playing an important part in maintaining the efficiency of the service station of the city sales room of the Packard motor car people. The four-cylinder motorcycles were put in service a short time ago and have surprised the automobile men by the company in time and expense that they effected.

When "the man who owns one" finds himself in urgent need and far from any point where he can obtain the necessary supplies, all he needs do is 'phone the Packard service station. In a few minutes the man on the Henderson motorcycle has hurried to the rescue.

### PENNSYLVANIA LICENSE TAGS

HARRISBURG, Pa.—The state of Pennsylvania will have this makeup for its license tags for next year: Black letters with orange blackground. This is a striking change over this year's colors—white letters and light blue background. There will be no change in the price of motorcycle tags, which has been three dollars.

## TYPIFYING 1916 TENDENCIES IN BRITISH CONSTRUCTION




**Upper Left, 4-5 Horsepower Twin Ivy, with Combination Drive and Three Speeds; Upper Right, 2½ Horsepower Two-Stroke Stern, with Chain-Cum-Belt Transmission; Center Left, New Ryder Two-Stroke, Single-Geared, with Belt Drive; Center Right, Levis "Popular," of 2¼ Horsepower; Lower Left, New Imperial, 2½ Horsepower; Lower Right, Ladies' Model Metro, with Novel Frame**

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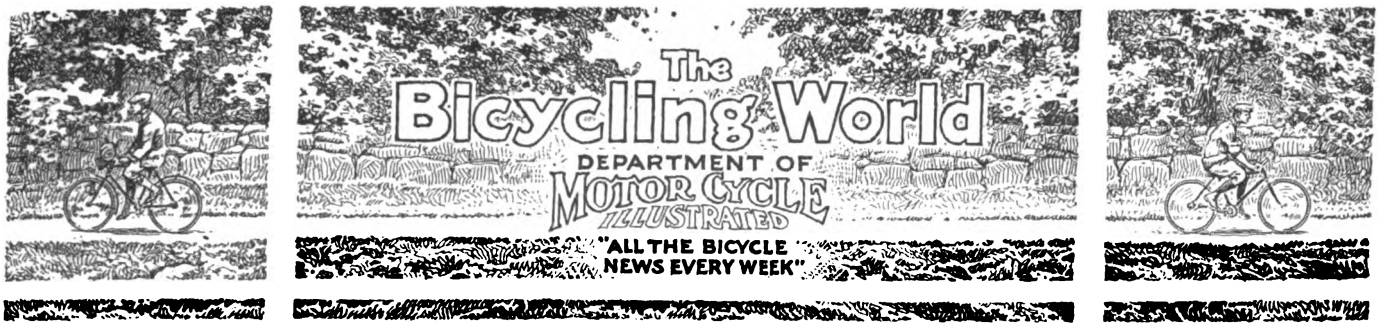


# GRENDA AND HILL WIN THE NEW YORK SIX DAY RACE

**McNamara-Spears Forfeit First Place for Fouling—Old Record Beaten by 11 Miles and 6 Laps**

NEW YORK, N. Y., Dec. 20.—After 16 thrilling sprints that marked the final hour of the twenty-third annual New York Six-Day Race at Madison Square Garden, Alfred Grenda, of Australia, and Freddie Hill, of Boston, were officially declared the winners last Saturday night with a score of 39 points. Hoots and catcalls greeted the victors as they circled the track, for the ten thousand fans that packed the big arena knew that Reggie McNamara and Robert Spears, of Australia, had really captured the grind by superior sprinting, but the referee had penalized Spears 11 points for foul riding with the result that his team stacked up a score of 44 points and was put in second place. The teams of Magin-Lawrence and Thomas-Ryan were tie for third place and divided third and fourth money.

### Eleven Teams in Finish

The total mileage for the one hundred and forty-two hours of the race was 2,770 miles and 8 laps, which is 11 miles and 6 laps ahead of the previous record made by Goullet and Grenda in 1914. The European, sometimes called the Berlin, system of finish was employed: at nine o'clock on Saturday night the eleven teams in the lead remained on the track to contest the victory in a series of sixteen one-mile sprints during the final hour of the grind. The man finishing for his team who won a sprint was credited with one point, the second man with two points and the last man with eleven points. Hitherto it has been customary to award the winner of each sprint with the highest number of points.

There were sprints galore to thrill even the most blase New Yorker during the last hour, and there were spills, too, that brought the fans up on their feet and had them howling with delight.

## HOW SIX-DAY RIDERS FINISHED

| | Sprints | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | — T'l | Penalty | Net T'l |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Grenda | 2 | .. | 2 | .. | 2 | 2 | .. | 3 | .. | 1 | .. | 1 | .. | 1 | .. | 9 | — 23 | | |
| | Hill | .. | 1 | .. | 1 | .. | .. | 2 | .. | 3 | .. | 2 | .. | 3 | .. | 4 | .. | — 16 | ... | 39 |
| 2 | McNamara | 1 | .. | 1 | .. | 1 | 1 | .. | 1 | .. | 2 | .. | 2 | .. | 2 | .. | 5 | — 16 | | |
| | Spears | .. | 5 | .. | 2 | .. | .. | 1 | .. | 2 | .. | 4 | .. | 2 | .. | 1 | .. | — 17 | 11* | 44 |
| 3 | Lawrence | .. | 4 | .. | 5 | .. | 5 | 3 | .. | 4 | .. | 3 | .. | 6 | .. | 5 | .. | — 35 | | |
| | Magin | 5 | .. | 4 | .. | 8 | .. | .. | 2 | .. | 3 | .. | 7 | .. | 9 | .. | 2 | — 40 | ... | 75 |
| 3 | Thomas | .. | 3 | .. | .. | .. | .. | 4 | .. | 8 | .. | 5 | .. | 4 | .. | 3 | .. | — 27 | | |
| | Ryan | 4 | .. | 5 | 3 | 5 | 4 | .. | 6 | .. | 5 | .. | 3 | .. | 5 | .. | 8 | — 48 | ... | 75 |
| 5 | Egg | .. | 2 | .. | 4 | .. | .. | 8 | .. | 1 | .. | 1 | .. | 1 | 3 | .. | 4 | — 24 | | |
| | Dupuy | 7 | .. | 3 | .. | 10 | 10 | .. | 7 | .. | 6 | .. | 10 | .. | .. | 7 | .. | — 60 | ... | 84 |
| 6 | Eaton | .. | 6 | .. | 7 | .. | .. | 7 | .. | 6 | .. | 7 | .. | 5 | .. | 6 | .. | — 44 | | |
| | Madden | 6 | .. | 9 | .. | 3 | 7 | .. | 8 | .. | 7 | .. | 4 | .. | 6 | .. | 3 | — 53 | ... | 97 |
| 7 | Moran | 10 | .. | 6 | .. | 9 | .. | 5 | .. | 9 | .. | 8 | .. | 8 | .. | 2 | .. | — 57 | | |
| | Walthour | .. | 7 | .. | 11 | .. | 3 | .. | 5 | .. | 8 | .. | 8 | .. | 8 | .. | 1 | — 51 | ... | 108 |
| 8 | Hanley | 8 | .. | 11 | .. | 6 | 6 | .. | 9 | .. | 10 | .. | 5 | .. | 4 | .. | 7 | — 66 | | |
| | Halstead | .. | 8 | .. | 9 | .. | .. | 6 | .. | 7 | .. | 6 | .. | 7 | .. | 8 | .. | — 51 | ... | 117 |
| 9 | Drobach | .. | 11 | .. | 8 | .. | .. | 11 | .. | 5 | .. | 10 | .. | 10 | .. | 11 | .. | — 66 | | |
| | Corry | 3 | .. | 7 | .. | 4 | 9 | .. | 4 | .. | 4 | .. | 9 | .. | 7 | .. | 6 | — 53 | 11* | 130 |
| 10 | Seres | .. | 9 | .. | 6 | .. | .. | 10 | .. | 10 | .. | .. | 11 | .. | 11 | .. | .. | — 57 | | |
| | Linart | 9 | .. | 8 | .. | 7 | 11 | .. | 11 | .. | 11 | 9 | .. | 9 | .. | 9 | 10 | — 94 | ... | 151 |
| 11 | Hansen | .. | 10 | .. | 10 | .. | 8 | .. | 10 | .. | 9 | .. | 6 | .. | 10 | .. | 11 | — 74 | | |
| | Mitten | 11 | .. | 10 | .. | 11 | .. | 9 | .. | 11 | .. | 11 | .. | 11 | .. | 10 | .. | — 84 | ... | 158 |

*The teams of Spears-McNamara and Drobach-Corry were each penalized eleven points for foul riding, Spears for pushing Egg in third sprint, and Drobach and Corry for an illegal pickup.

The greater part of the sprinting was done by Grenda, McNamara, Spears and Egg. "Mac" played a wise game during the last hour. He invariably let Grenda set the pace up to the very last lap of each mile, and then nipped the lanky Australian at the tape by inches. Spears proved his mettle in more than one sprint, but he displeased the referee when he interferred with Egg, the team-mate of Dupuy, and was therefore penalized eleven points. Egg had been the populor idol of the crowd throughout the week for his terrific sprinting, but he did not figure as strongly as was expected in the last hour.

Bobby Walthour and "Piggy" Moran, the old veterans of the game received a great ovation from the spectators, when Bobby uncorked a sprint almost at the end of the fatal hour and gained a half lap on the field; Moran relieved him and gobbled up the other half so that his team was one lap ahead of the bunch. But according to the Berlin finish a stolen lap does not count in the scoring; nevertheless Walthour and Moran are credited with holding the new six-day bicycle record. The fans realized that this was perhaps the last big feat which these grand old men of the bicycle game would accomplish and they cheered Bobby and "Piggy" to an echo.

Corry and Drobach were penalized 11 points for a bad pickup, but this penalty did not affect their standing in the finish, for they would have come into the ninth position even if they had not been penalized.

There was the usual talk among the spectators about combinations being formed

Alfred Grenda — Freddie Hill — Reggie McNamara — Bob Spears

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among some of the teams in the finish, and rumors were thick that the scores had been bolstered up to stimulate box office receipts, but "wiseacres" gave no credence to the gossip on faking records.

**Madonna Regains a Lap**

Early on Wednesday morning the riders were more than five miles ahead of the previous record. They were still going at a pretty good clip in spite of the fact that sprint after sprint was uncorked in rapid succession during Tuesday night. Near 2 o'clock Madonna, the Italian, who was teamed with Suter, jumped the bunch and after six laps of terrific sprinting he managed to bring his team one lap nearer the leaders. Suter and Madonna were then two laps behind the front-rankers.

The spectators, who were still lounging around the Garden with the expectation of seeing some more sprints during the early hours of the morning, observed that Kopsky, who was paired with Wohlrab, was apparently losing ambition and lagging behind the field. Finally at 4:50 he withdrew from the race, suffering badly from saddle-soreness and boils. There was no partner available for his teammate Wohlrab after four hours.

Instead of slowing their pace during the morning hours and resting up the cash-chasers did not relax their efforts one whit, but continued speedily grinding out the miles. The score for seven o'clock was 1,155 miles and 7 laps, which is 12 miles and 3 laps ahead of the old figure. Nine o'clock saw the riders 17 miles and 9 laps in advance of the previous record.

Rudi-Russe, the teammate of Vanderstuyf, who was making desperate efforts to win back some of the laps which his team had lost, opened a wide gap, the bunch showing no inclination to sprint after him. Finally he succeded in regaining one of the four laps which his team had lost.

**Sullivan Crashes Into Rail**

Just after 12 o'clock Sullivan crashed into one of the guard rails when his tire blew out. Moran and Seres, riding in back of him, went down in a heap, but were not seriously injured. At one o'clock the riders were 18 miles and one lap ahead of the former record, Halstead, teamed with Hanley being in the lead.

To liven the proceedings a bit in the afternoon several box-holders came forward with primes and a number of good sprints resulted. Anderson and McNamara were the lucky riders to pocket the money. Six o'clock in the evening the contestants had crimped the former figures to the tune of 12 miles and 7 laps. Just as the evening crowd was beginning to fill the huge arena the referee brought a yelp out of the crowd when he announced that Suter and Madonna had been penalized one lap because the team had no member on the track for nineteen consecutive laps.

Egg, whose sprinting made him the most popular rider with the crowd, started a jam shortly after nine o'clock. The lead was taken up by his teammate Dupuy, and by Hill, Corry, Hanley, Spears and Eaton. The strain of this terrific sprint told immediately on Piercey, who toppled over on one of the high turns of the track and was badly hurt. He was carried off the saucer and after being examined by a physician was declared in no condition to resume the grind. His teammate, Walker, was given the customary four hours to find a new partner, but at the end of that time all of the teams were intact.

In an effort to prevent further spills the judges announced later in the evening that all riders who were one lap or more behind the field had to ride down on the flat part of the track when a sprint started, so as to reduce jams to a minimum.

**Egg Thrown from Machine**

One of the most gruelling sprints of the evening was brought to a sudden halt when Egg, trying to cut across one of the contestants, was thrown from his machine. He escaped with a few scratches on his leit leg and arm, but he soon had these patched up and reappeared on the track, receiving a great ovation from the crowd.

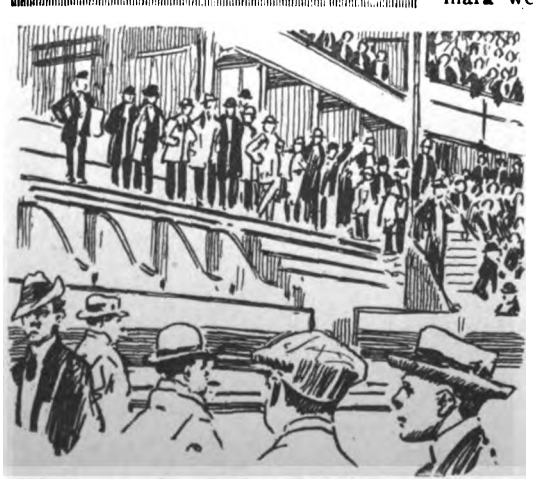
SCORE FOR 72ND HOUR

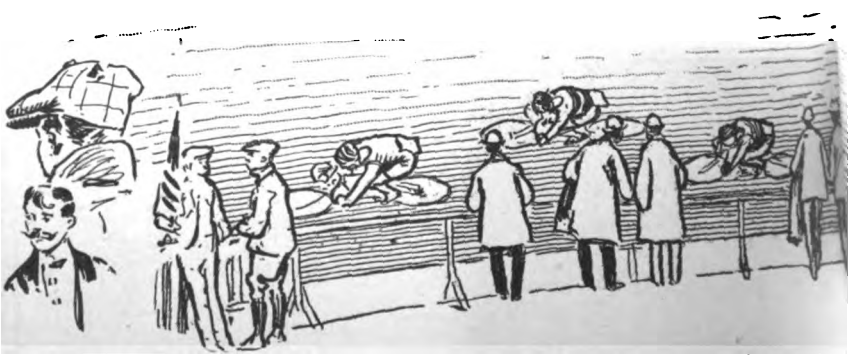
| | M. | L. |
|---|---|---|
| Grenda and Hill | 1,487 | 5 |
| McNamara and Spears | 1,487 | 5 |
| Fogler and Carmen | 1,487 | 5 |
| Lawrence and Magin | 1,487 | 5 |
| Egg and Dupuy | 1,487 | 5 |
| Drobach and Corry | 1,487 | 5 |
| Ryan and Thomas | 1,487 | 5 |
| Mitten and Hansen | 1,487 | 5 |
| Moran and Walthour | 1,487 | 5 |
| Eaton and Madden | 1,487 | 5 |
| Seres and Linart | 1,487 | 5 |
| Hanley and Halstead | 1,487 | 5 |
| Sullivan and Anderson | 1,487 | 4 |
| Suter and Madonna | 1,487 | 2 |
| Rudi Russe and Vanderstuyft | 1,487 | 3 |

Egg leading. Previous record 1,468—5, made by Goullet-Grenda in 1914.

In a sprint started early Thursday morning, the fourth day of the race, by Bobby Walthour, the gray-haired veteran, three teams were lapped: Sullivan-Anderson, Rudi Russe-Vanderstuyft and Suter-Madonna.

Thursday morning again witnessed some heavy record tumbling. At two o'clock the leaders were seven miles and three laps ahead of the old figures, and this advantage was gradually increased hour after hour until at nine o'clock the score board showed that the pluggers were 28 miles to the good. This was the greatest wallop





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that was administered to any of the records throughout the entire race.

Walthour, who was putting up a good fight and stuck to the grind with grim tenacity, was overcome by the "sand man" early in the afternoon and slumbered peacefully on his machine while riding around the saucer. And he didn't wake up until he bumped into a guard rail, and carried down Linart and Dupuy. Bobby sustained a few scratches.

A sprint was started soon after this mishap by McNamara, who got away with a twenty yard lead and held that distance for five laps, when he dropped back among the bunch.

The leaders were twenty miles and nine laps ahead of the previous record by five o'clock on Thursday evening.

### Vandersuyft Cops a Lap

More sprints, stimulated by primes, were on tap throughout the evening. Two ten dollar prizes for five lap sprints were captured by Egg, while another ten spot found its way into Eaton's pocket. Much amusement was caused by the mad attempts which the tail-enders made to regain their lost laps. Vanderstuyft started the ball rolling. He shot out like a cannon ball ahead of the field and managed to gain a half lap lead, when his partner, Rudi Russe, relieved him and finished the job, bringing his combination one lap nearer the front rank.

Not to be outdone by Rudi's performance, Madonna got busy and made things hum for a while. He received no assistance from his teammate Suter, and kept whirling around at a pace that had the fans on their feet shouting wildly. Bedlam broke loose in the Garden and the crowd yelled itself hoarse encouraging the Italian. After persistent riding for over one mile, the plucky son of Italy regained a lap.

The hard ride took all the aggressiveness out of Madonna and Suter, also, was tired. As he pedalled slowly along at the top of the track, another sprint was started and the Swiss, before he realized what was going on, was lapped by the field. The team made a protest when the hard earned lap was taken from them, but the referee refused to sustain their protest.

After nine o'clock three more primes were offered, all of which were captured by Peter Drobach of South Boston. Egg was in for more mischief about eleven o'clock when he started another of his cyclonic sprints which had already proved the undoing of more than one team. He was rapidly picked up by his teammate Dupuy, and the three trailers were again lapped.

Before midnight Eaton and Madden were penalized by the judges for a false pick up. This put the Newark youngsters, who are hardly out of their teens, one lap behind the leaders.

SCORE FOR 96TH HOUR

| | M. | L. |
|---|---|---|
| Grenda and Hill | 1,926 | 8 |
| Fogler and Carmen | 1,926 | 8 |
| Lawrence and Magin | 1,926 | 8 |
| Egg and Dupuy | 1,926 | 8 |
| Drobach and Corry | 1,926 | 8 |
| Ryan and Thomas | 1,926 | 8 |
| Mitten and Hansen | 1,926 | 8 |
| Moran and Walthour | 1,926 | 8 |
| Seres and Linart | 1,926 | 8 |
| Hanley and Halstead | 1,926 | 8 |
| Eaton and Madden | 1,926 | 7 |
| Sullivan and Anderson | 1,926 | 5 |
| Suter and Madonna | 1,926 | 4 |
| Rudi Russe and Vanderstuyft | 1,926 | 3 |

The previous record was 1,904—9, made by Cameron-Kaiser in 1914.

The teams of Suter-Madonna and Rudi Russe-Vanderstuyft were officially declared out of the race shortly after midnight. They were so far behind that there was no possibility of either team catching up with the leaders. Later it was announced by the management that these two combinations had not entered the grind as contestants but only as pacemakers, which accounts for the whirlwind sprinting which Madonna and Rudi Russe did at frequent intervals, when they might better have stored up their energy.

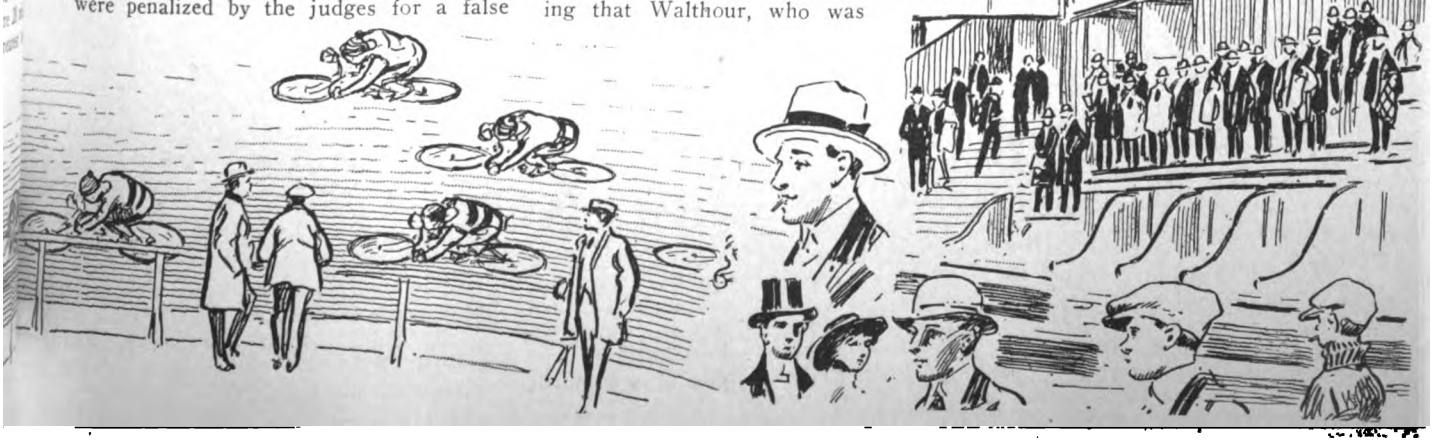
The first mishap occurred on Friday morning when "Grassy" Ryan started a sprint in which McNamara and Corry crashed in front of the press stand. Anderson and Sullivan were lapped in this sprint.

At three o'clock the riders were twelve miles and four laps ahead of the record. A sprint started by Thomas was brought to an abrupt end when Spears, Drobach and Moran went down in a heap. None of them were badly hurt and were soon able to resume the grind. No sooner had the fallen cyclists picked up their machines when Ryan uncorked another spurt of speed, in which the Sullivan-Anderson combination lost two laps.

### Eaton-Madden Up with Leaders

Eaton and Madden, the Newark "kids," who had been penalized one lap the previous day, started a sprint about five o'clock and regained their lost lap. This put them back among the leaders. Several more exciting sprints enlivened the morning hours. At six o'clock the leaders were eighteen miles and seven laps ahead of the record.

When the dinner hour was approaching Fogler and Carmen were officially declared out of the race. Fogler was exhausted after the gruelling sprints of the morning and suffered from stomach trouble. Carmen waited to team up with Moran, thinking that Walthour, who was



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**CAN'T GET THIS OLD MAN'S GOAT—HE USES A MOTOR WHEEL**

**Ft. Worth, Tex., Boasts This 74-Year-Old Motor Wheelist, Who Handles the Outfit with Ease. The Goat Belongs to Mr. Massey, Burton Supply Co.**

showing signs of weakening, would drop out of the race before the four hour limit. But Bobby proved to be a sticker.

Friday afternoon found the riders still far ahead of the old figures. A spectator who was getting tired of the weary grind, got up and offered twenty dollars for four five lap sprints. That put a little "pep" into the merry-go-round, Anderson and Egg doing most of the sprinting and spliting up the prizes between them. Toward evening, Bobby Walthour was in better condition.

The first big sprint of the evening was started by Percy Lawrence, who broke loose and gained half a lap. Magin, his teammate, held this lead for five laps, when Lawrence resumed the grind, and after a half mile chase was overtaken by Egg and the riders were bunched once more. At the 118th hour, or ten o'clock, the leaders had covered 2,318 miles and 0 laps, which is 13 miles and 1 lap ahead of the record. Anderson copped the majority of the primes which were offered before midnight, while Hill tucked away a ten spot for a ten lap sprint.

SCORE FOR 120TH HOUR

| | M. | L. |
|---|---|---|
| Grenda and Hill | 2,360 | 2 |
| McNamara and Spears | 2,360 | 2 |
| Lawrence and Magin | 2,360 | 2 |
| Egg and Dupuy | 2,360 | 2 |
| Drobach and Corry | 2,360 | 2 |
| Ryan and Thomas | 2,360 | 2 |
| Milton and Hansen | 2,360 | 2 |
| Moran and Walthour | 2,360 | 2 |
| Eaton and Madden | 2,360 | 2 |
| Seres and Linart | 2,360 | 2 |
| Hanley and Halstead | 2,360 | 2 |
| Sullivan and Anderson | 2,359 | 6 |

McNamara leading. The previous record was 2,349 miles and 2 laps, made by Moran-McNamara in 1914.

Saturday, the last day of the grind, was naturally "slow" and uninteresting; the riders were saving themselves for the final hour sprints which would use up all their available energy. More than once during the day they came perilously near falling behind the record. At six in the morning their lead over the record had diminished to one mile and six laps.

Sullivan and Anderson were declared out of the grind on Saturday morning. At that time they were more than a half mile behind the leaders.

Throughout the afternoon and early evening, the leaders just kept on plugging at a dead pace, until when the hour for the sprints approached a number of vain attempts were made to lap some of the weaker riders.

## SIDELIGHTS ON THE NEW YORK SIX-DAY RACE

**By WALTER BARDGETT, Assistant Scorer**

ONE incident that stood out against all others in connection with the twenty-third annual six-day race, just finished at Madison Square Garden, was the fact that eleven teams weathered the grind and were tied at the finish. The fields' being evenly matched, may account for the remarkable showing; and the fact that the riders never rode on the flat of the track, something which they are in the habit of doing, accounts for the record-smashing feats of the week.

The passing of Joe Fogler, the Brooklynite, as a six-day rider, may well be said to be another big incident of the Garden grind. Joe, who has been on the winning team in five races held in the famous arena, finally went to the tape once too often, and when Joe retired Friday morning he was a very tired boy. The strenuous sport loses one of its most remarkable performers in the belligerent Brooklyn cyclist.

The victors will endeavor to "elevate" the stage in a vaudeville house in New York. Grenda and Hill will be seen in a home trainer act, and Joe Fogler will be the man behind the guns with the act. Bobby Walthour will also appear in a theatrical sketch with his wife at New Haven.

"Grassy" Ryan, the Newarker, made a most remarkable showing in the last hour of sprinting. When Thomas fell in the third sprint Ryan was forced to take to the track and ride in four sprints in succession. And Ryan finished fifth, third, fifth and fourth, respectively, in the four dashes. The Newarker was in great fettle and rode a remarkable race, being one of the riders that kept action in the event.

On Tuesday morning the winners in the six-day race received their slices of the melon which was cut over at Vailsburg. All of the teams that participated in the grind received bonus money, which ranged from fifty dollars to one hundred and fifty per day, according to the individual merits of the rider. The place takers were given the following prizes: Grenda-Hill, $1,500; McNamara-Spears, $1,000; Magin-Lawrence, and Thomas-Ryan (tied for third place), $675 for each team; Egg-Dupuy, $500; Eaton-Madden, $450; Moran-Walthour, $350; Hanley-Halstead, $200. In addition to these plums there were, of course, the special primes hung up by spectators during the race, which amounted to several hundreds of dollars.

Taking individual riders as to their ability to aid in making the race a success, the names of Rudi-Russe, Madonna, McNamara and Ryan come ahead of the others. Rudi-Russe and Madonna, for their pacing, deserve a great deal of credit, while as "jammers" Ryan and McNamara also are worthy of praise.

One bad feature of the last day was the open team work of a number of the star riders in the race. Though they signed a contract to the effect that they would refrain from any team work and would not enter in any combination, it was apparent to the majority of those at the finish that team work was being indulged in. Grenda and Hill, Spears and McNamara, Drobach and Corry and Lawrence and Magin looked to have an understanding to aid each other in the latter stages of the annual grind.

Hardly had the race finished before a promoter from Chicago wanted to stage another grind in the Coliseum in February. The promoter came with a letter of introduction to the Garden promoters, but as the Chicago Velodrome Company own the outdoor franchise of the National Cycling Association and the Cycle Racing Association the indoor franchise for that city, the road of the promoters is very likely going to be a hard one. If the race is run, and there is doubt that it will be run, the event would have to be an outlaw one. Under present conditions it is hardly likely that the racing cyclists would entertain any scheme that has not the stamp of approval of the controlling body.

Alfred Coullet, one of the winners of last year, was not a competitor in the race. He acted as a scribe, like his great rival, Frank Kramer, and wrote a story on the race for the Sunday *Call* of Newark.

During the race the offering of primes, or special prizes, caused no end of excitement and amusement. Early on Friday morning "Tad" and "Hype" Igoe, two cartoonists of New York City, pooled their interests and offered a 10 prize. Just at that time Jimmy Johnston, connected with the management of the race, gave a like amount for a sprint. The two ink slingers, in an effort to rescue their money, shouted "Save our dough."

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## NEW DEPARTURE BOOSTS CHRISTMAS TRADE

BRISTOL, Conn., Dec. 14.—The Christmas circular, which is reproduced below, is a concrete instance of what the New Departure Manufacturing Co. is doing to help dealers boost their holiday business and start the ball rolling toward the one-million mark. In addition to the folder illustrated this concern is also furnishing the dealer

New Departure Circular

with one or more large posters which are a duplicate of the circular cover.

These posters are intended to be hung in the dealer's window or in some conspicuous place in the salesroom, while the folders are furnished in sufficient numbers for the dealers to mail to all of their prospects.

Three colors—red, green and black—give this boosting material a very attractive appearance. A pleasing road scene, showing a lot of youngsters merrily wheeling along and apparently having the time of their lives, surrounds the advertising copy on the inside of the circular. The copy tells in terse and convincing sentences why every boy and girl should have a bicycle: "There is nothing better for a Christmas gift. It's a daily joy the whole year round because of the exhilarating sport of cycling swiftly through pleasant places to the home of a friend, to the woods, to the fishing brook, . . . to school—everywhere. . . . It keeps the doctor away, because it combines healthful exercise with fun. . . . The modern bicycle is the safest vehicle on the public street. . . . It is better today than it ever was and can be bought for a fraction of its former price."

### HAVE BICYCLE SIDECAR

SEATTLE, Wash.—Ballou & Wright are now distributing a bicycle sidecar made by the Bicycle Sidecar Co., of Los Angeles, Cal. The Emblem line of bicycles is handled by the firm.

### HOLIDAY CATALOG OUT

LOUISVILLE, Ky.—The Sutcliffe Company, jobber and retailer of bicycles and sundries, as well as Smith Motor Wheel distributor, has just got out its attractive Christmas catalog. Quite a number of pages are given over to the firm's line of cycles. The cover shows Santa Claus with his pack surrounded with a border of holly.

### HANDLING BIKES ON CLUB PLAN

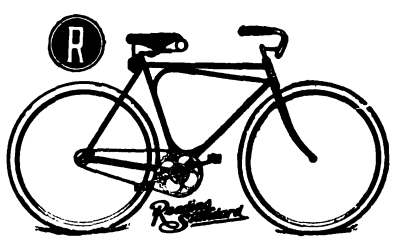
EVANSVILLE, Ind.—The Ashley-Sergeant Company, successors to the Household Outfitting Company of this city, is building up a big bicycle business, and reports that it is selling about 600 bicycles a year. The company handles bicycles on the club plan, which has proven very successful in the city. The concern has just closed a deal whereby it takes on the Excelsior bicycle.

## R-S "WHITE FLYER" MAKES DEBUT AT $40

READING, Pa., Dec. 14.—The Reading Cycle Manufacturing Company has added a new model to its complete line of machines, which will be known as the Reading Standard White Flyer, and will list at $40.

The new model has the characteristic Reading Standard construction. The entire machine is white enameled, but the head is of a handsome green and bears the company's attractive Gothic name plate. Some of the heads are done in red, this color being optional. The guards and the rims are all centered with the color corresponding to the head, and the frame is beautifully embellished with decalcomania of an attractive design.

Liberal options are given on this model besides the regular equipment, which is




New R-S Bicycle

all of a very high class and harmonizes well with the attractive frame. Already the Reading cycle company reports that dealers are placing liberal sample orders for the new model, which will be specially featured in a new 1916 catalog soon to be issued. This catalog will be one of the most attractive which the Reading concern has ever gotten out.

## "ONE MILLION" CAMPAIGN IS MOVING RAPIDLY

AKRON, O., Dec. 12.—In furtherance of its campaign for "One Million Bicycles in 1916," the Goodyear Tire & Rubber Co. has sent out a second letter to manufacturers in which it asks for comment, suggestions and co-operation. The Goodyear company hopes to secure the support of all cycle and parts makers, and believes firmly that by centralized and consistent effort it will be possible to bring the 1916 bicycle output near the million mark.

In the second letter sent out, extracts are made from several replies already received from manufacturers:

"We are glad to note your spirit and effort along lines similar to our own, and in saying that we wish you every possible success we will not stop there, but shall do all we can to promote the good work."—Persons Mfg. Co., Worcester, Mass.

"We certainly wish you every success in your endeavors to increase the sale of bicycles, and incidently of bicycle tires. I believe you already have done good work along that line."—Westfield Mfg. Co., Westfield, Mass.

"The only suggestion that we have to make is that if everyone would spend money in national publicity, forcing bicycles forward, the results would be greater than what they anticipate."—Iver Johnson Arms & Cycle Works.

"The bicycle manufacturer should lay especial stress on his name plate lines on which depend his profits; and the re-sale figures should be so set that a certain amount could be laid aside for some high grade advertising, and as well as publicity through other channels."—Hendee Manufacturing Co., Springfield, Mass.

### GENDRON DISTRIBUTORS

SEATTLE, Wash.—Spegler & Hurlburt are distributing bicycles made by the Gendron Wheel Company in this city. They cater chiefly to the juvenile trade. The pair had been out of the bicycle business for the past seven years, but 1916 prospects looked so big that they entered the bicycle field once more.

### DEMONSTRATES CYCLEMOTOR

BALTIMORE, Md., Dec. 14.—Joe Nechamkin, of the Maryland Cycle Company, which handles the Cyclemotor, the new bicycle motor attachment, can be seen almost every day demonstrating the outfit, shown in the accompanying illustration, on the streets of Baltimore. In order to prove to prospective purchasers of the Cyclemotor that there is no vibra-

Nechamkin's "Stunt"

tion when it is running, Nechamkin easily rides his wheel with his hands off the bars, and keeps it up for a considerable distance on a straight stretch.

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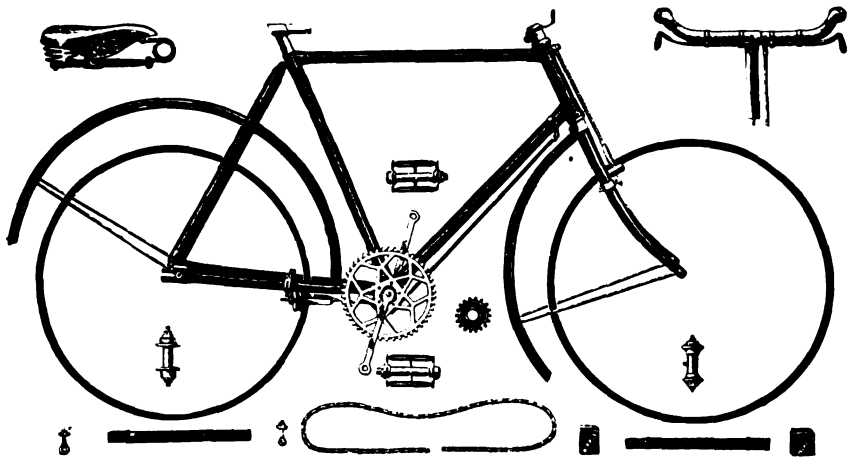
# THE BICYCLE THAT WILL CAPTURE THE FOREIGN MARKET

## Full Details on the Type of Machine Great Britain Exports Given Out by Overseas Trade Expert

NEW YORK, Dec. 13.—Being himself fully convinced that if American bicycle manufacturers exert a little of their characteristic "hustle" in the right direction they are bound to capture the foreign market, and having interested at least a few of these manufacturers in his scheme, Mr. O. Ling, who is the export manager for the Herbert F. L. Funke Company, Inc., of 116 Broad street, New York, today announced fuller details of the machine which Great Britain turns out for export. These standards every American export wheel, in his opinion, must measure well up to in quality, design and price if Great Britain, Germany and Italy are to be properly met as competitors in the world's cycle markets.

The accompanying illustration of the bicycle unassembled, which is being used by courtesy of Mr. Ling, represents a typical British export bicycle. For shipment these bicycles are packed six in a crate of very limited proportions, measuring only 45 x 28 x 30 inches and which, by the way, is lined with a pitch paper to guard against air, light, moisture, etc. From the drawing it will be seen that the bicycle is complete with the exception of tires.



Illustrating a Typical English Export Bicycle Unassembled

### Frame and Fork Construction

The frame, which is built of high carbon weldless steel tubing, with cranked and bridged seat stays and chain stays, is made in 22, 24 and 26-inch sizes for 28-inch wheels. It is enameled in finest black and stripped in two colors. The fork is provided with a sloping nickel plated fork crown, and incorporated in the steering head is a novelty with which the American bicycle is not graced—a steering lock. This device serves to lock the fork against turning when the wheel is being carried or set on the stand.

### Rims and Other Fitments

The rims are steel, highly nickel plated, 28 x 1½ inches, and drilled 32 front and 40 rear. High grade plated or rustless spokes, nipples, and washers are provided. The regulation three-piece British crank hanger with flanged 48 or 52 tooth sprocket, arranged for the customary British five-pin fastening are provided. In place of the usual American coaster brake, a ball-bearing free wheel rear sprocket is fitted, while braking is effected by means of a two roller tire brake, operated by a grip lever and bearing on the front tire, supplemented by a rim brake acting on the rear wheel and also operated through the intermediary of a grip lever. The handle bar is short and not offset and attaches to the slotted end of the fork stem by means of a contracting ring clamp which takes the place of the usual American expander and provides amply for the adjustment of the bar.

Either divided rubber or rat trap type pedals can be had at the option of the purchaser. Beaded edged mud guards with front extension and rustless stays enameled in two colors to match the frame, eyelet bolt type chain adjusters; a roller chain and the necessary mud guard attachment screws complete the outfit.

Needless to state all of the screw threads on this machine are B. S. A. standard and for the most part the bicycle fittings are interchangeable with fittings of other British manufacturers.

## PUTS SALE ACROSS

CHICAGO, Ill., Dec. 14.—Writing to Jones & Noyes, makers of commercial bicycles, one of their salesmen, while at Terre Haute, Ind., tells of an interesting experience he had in winning over a skeptical prospect, who was the owner of a large grocery store. The grocer did not believe that the machine was strong enough, and told the salesman that if he could successfully deliver an order for him with the Jones & Noyes outfit, he would buy a machine.

"I told him to 'load her up,'" writes the salesman. "First he put a 24-pound sack of flour in the basket, a 25-pound sack of sugar, a half dozen cans of tomatoes, and then two heads of cabbage, some loose bars of soap and a few other things; then on top of the basket cover we placed a 50-pound tub of lard and a bushel bag of potatoes. It was all we could do to lift the rear wheel off the ground. I had him get on another bicycle, and then pedalled the load for nine blocks, running the machine right up to the house where the $12-order was to be delivered. That sure was some demonstration, and the old commercial certainly made good. The grocer asked me to hustle along a Jones & Noyes outfit, so that he would get it in time for the Christmas rush, which would put a strain on his delivery system."

## HAULS PASSENGER

MICHIGAN CITY, Ind., Dec. 4.—Sam Ball, Smith Motor Wheel dealer, La Porte, Ind., performed the unique stunt of riding from his town to Michigan City and back with a Smith Motor Wheel attached to a Great Western bicycle, hauling a passenger on a rubber tire racing cart. The total distance was 32 miles. He left La Porte at 1:15 a. m. and arrived in Michigan City at 2:30 p. m.

## CONCENTRATING ON BICYCLES

PADUCAH, Ky.—The Mitchell Machine Company, of this city, which has been handling bicycles, motorcycles, electrical goods, etc., has discontinued its motorcycle business.

Jones & Noyes Outfit Used by Telephone Company at Evanston, Ill.

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# The New Departure Slogan
# Here's for a Million Bicycles in 1916

## Yes—We will help you sell your share of them—and

## HERE ARE YOUR PROSPECTS

Every boy — Every girl, wants a bicycle. Every man or woman in every office, shop or store in your home town, needs a bicycle.

These booklets imprinted with your name and address, introduce you to possible buyers. They give good reasons why each prospect should buy and ride a bicycle.

This series of folders is but one of a big line of sales helps we have ready for you in the onward march towards the million mark.

Read what we will do for you if you but say the word. It's all in the Red Book—Send for it.

The New Departure Coaster Brake; The Brake that Brought the Bike Back:

# THE NEW DEPARTURE MFG. CO.
# Bristol, Conn., U.S.A.

Mention MOTOR CYCLE ILLUSTRATED—It helps you, the advertiser and us.


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# Our Canadian Letter

## CRITICISM RIFE AT BUSY C. M. A. MEETING

TORONTO, Ont.—A real crisis in the affairs of the Canada Motorcyclists' Association was reached at a meeting of the Toronto Motorcycle Club, held on Wednesday evening, December 8. Specific charges of neglect and mismanagement were hurled at all of the directors of the Canadian body by J. P. Downey of the club, and these accusations were answered at length by President J. M. Scott, Competition Chairman Walter Stoner, F. A. O. Johnston and W. H. Cooke, secretary, but one feature of the situation was that several club members also defended the actions of the C. M. A.

The fight was short and sweet—it was put down as quickly as the latest Chinese revolution. Downey, leader of the "rebels," laid down his charges, which included statements that the C. M. A. had done nothing whatsoever to justify the support of any club or rider; that no efforts had been made to increase memberships; that no attempt had been made to encourage sporting activity in the motorcycle field; that the officers had failed to answer correspondence and that the directors had allowed the reciprocal agreement with the F. A. M. to lapse. Downey urged that the Canadian riders invite the F. A. M. to assume control, once more, of the sport in the Dominion.

"The Toronto club has done nothing to merit the protection of the C. M. A. The association should have had the backing of the local club first of all," declared President Scott in reply to the accusations. "The Toronto club has not paid its membership fees in the C. M. A., in the first place, although its representatives have been voting at the association meetings. The club has broken faith with the C. M. A., and I see no reason why the club organization should have any criticism to make regarding C. M. A. matters. If we had had the support of the Toronto club we could have gone forth into other parts of the country, but you, yourselves, have been a handicap to the association."

President Scott explained that the association had given free sanctions to help the club in the holding of race meets at Tottenham and Uxbridge last fall, and the club was otherwise indebted to the C. M. A. F. A. O. Johnston declared that the Toronto board track had been practically the sole source of revenue to the C. M. A. during the year. Further, the only other live clubs in the province, Hamilton and London, had refused to come into the C. M. A. fold.

A real outcry occurred when Downey urged that the riders turn to the F. A. M. for a solution of the unfortunate situation. "I believe in a 'Made-in-Canada' policy, and I do not think we should allow ourselves to be controlled by a foreign organization," declared Walter Stoner of the C. M. A., who was also backed up by F. W. Straw of the club and others. This argument was greeted with applause.

Regarding the working agreement with the F. A. M., the officers of the Canadian association declared that the "treaty" would remain in force until a sixty-day notice was delivered by either side. No such termination notice had been received from the F. A. M., and the C. M. A. had not moved to call off the arrangement. Until relations were thus terminated the F. A. M. had no right to invade Canadian territory.

President J. G. Jones of the Toronto club made the statement that the club would pay its 1915 dues to the C. M. A. forthwith or he would resign from his position. Provisional delegates to the C. M. A. were then nominated to represent the club at the coming annual meeting.

## COFFMAN CONFERS WITH C. M. A. ON CO-OPERATION

TORONTO, Ont.—President A. B. Coffman of the Federation of American Motorcyclists had occasion, recenly, to visit this city, when he conferred with local C. M. A. officers on matters of state importance. He promised that he would make arrangements to attend the annual meeting of the Canada Motorcyclists' Association, which is to be held in the Queen's Hotel, Toronto, on Monday night, January 24. It is understood that he will then announce a program of activity for both the C. M. A. and F. A. M. The program will be, it is declared, a campaign in which the two associations will co-operate.

The annual meeting of the Toronto Motorcycle Club will be held on Wednesday night, January 12, 1916, and the installation of officers will be held on January 26. Nominations for the club offices will close at the meeting to be held on December 22.

Walter Stoner, one of the prominent members of the Canadian motorcycling fraternity, left this week for San Francisco, where he will enter the automobile business conducted by his brother.

### LONDON M. C. TO ELECT

LONDON, Ont.—The annual meeting and election of officers of the London Motorcycle Club will be held on Friday night, December 17. During the past six months an average of five new members has been secured at each monthly business session, and the whole club is in good shape. There will be no more club runs until New Year's Day, when the members will take in a ride to St. Thomas under the direction of Captain W. England. Ross Weir, the local speedster, who was dangerously hurt last June during a race, has almost recovered.

## BAND IS ORGANIZED BY CYCLIST CORPS

TORONTO, Ont.—The first band organization of a permanent nature ever formed for cyclists is the band of seventeen pieces which has been authorized for the Divisional Cyclist Corps, which is in training here for service in Europe. The instruments have already been donated by Mrs. H. B. Patton of Toronto. Preparations are being made for the first public appearance of the musical unit.

The cycle corps of the 109th Regiment, commanded by Lieut. G. L. MacKay, formerly Racing Board Chairman of the Canadian Wheelmen's Association, has received its issue of uniforms, which consist of hat, tunic, riding breeches and khaki bicycle stockings, and great coat. There are twenty-five members in the corps.

The Canadian Wheelmen's Association has sent forward big Christmas hampers to those members of the organization whose proper mailing addresses at the front could be secured. About thirty of the local racing cyclists have enlisted, but only ten of them have reached the firing line so far.

Newspapers throughout the Dominion published more details about the progress of the six-day bicycle race in Madison Square Garden this month than in any previous year. Practically every sporting page in the country contained bulletins of the race.

Word has been received that Gordon McMillan of the 2nd Canadian Pioneer Battalion has received his first stripes, and is now Corporal McMillan. He was one of Toronto's veteran bicycle racing cracks.

### DAYTON DOINGS IN CANADA

TORONTO, ONT., CANADA, Nov. 30.—F. H. Norris, the Canadian representative of the Davis Sewing Machine Company, of Dayton, Ohio, says that he was wonderfully pleased with the Dayton Motor Bicycle which he saw on a recent trip to the factory. During the past two weeks he has closed with eight prominent Canadian concerns to handle this additional member of the Dayton family.

The Arlington Bicycle Co., of Montreal, will distribute the motor bicycles throughout that vicinity. In Toronto the H. M. Kipp Co., Ltd., has control of Toronto and York counties. At Brantford, E. T. McCubbin; at Ottawa, Herbert Byshe & Co., and at Petersborough, H. T. Millard will be the agents. Lewis & Hobson will handle the line at Belleville, Ont., and the Wm. Gurd Company at London, Ont. Ernest C. Brisco has taken the agency for Lambton, Kent and Essex counties.

The list price of the motor bicycle in Canada is $135.

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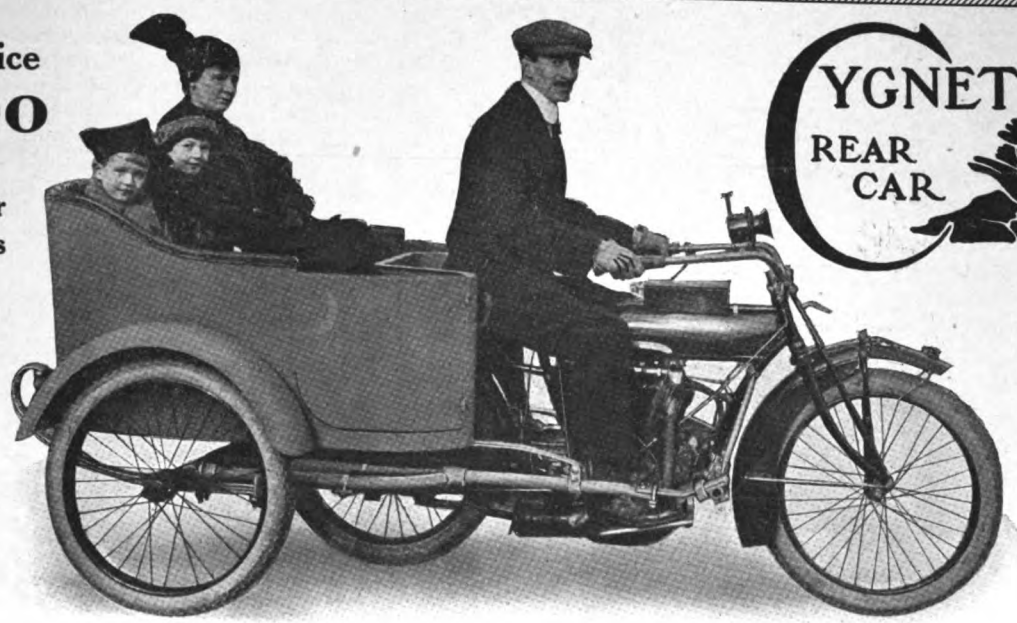
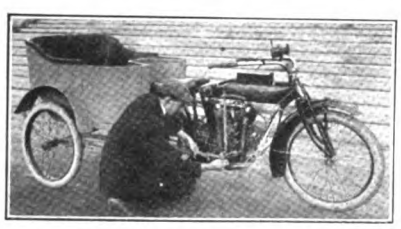
**List Price**
**$100**
**Dealers Write for Discounts**



CYGNET REAR CAR

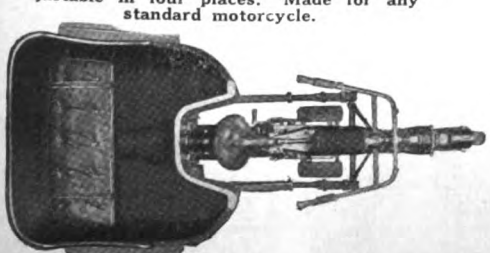
*"On or Off in 30 Seconds"*

# The Best Dealer Opportunity Since the Advent of the Motorcycle



Front bracket left on the machine—inconspicuous foot-rest.

CYGNET car clamps on or off in thirty seconds. Hitches on like a sulky. Adjustable in four places. Made for any standard motorcycle.



Birdseye view. Full tonneau size. Metal body. Spring cushions in seats and back upholstered in Chase leather.

**Capacity of three adults in a rear car that does not skid or tip over.**

**Dealers are enthusiastic over its natural selling features and our**

## Advertising to Motorcyclists

**in Saturday Evening Post, Leslie's and Popular Mechanics assures moving all the cars we can make.**

**A demonstration or sample car on your floor will mean an extra profitmaker in your business.**

**We have a proposition that will interest you immensely.**

**Give us name of the motorcycle you handle, and if you can give us a conservative estimate of the number of Cygnet Rear Cars you can handle, we can protect you.**

## Cygnet Rear Car Co.

**Dept. 4, Buffalo, N. Y.**

**Cuts ready for Jobbers' Catalogs**

**Catalogs—folders—cuts for Dealers' Help**



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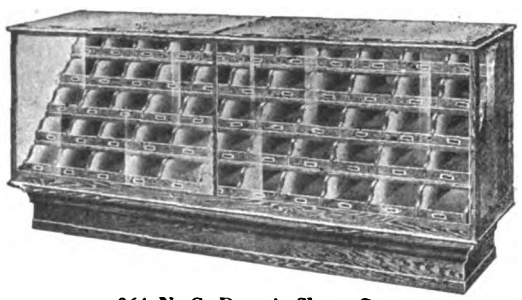
## USEFUL DETROIT SHOW CASE FOR CYCLE DEALERS

DISPLAY cases which enable the dealer to give the actual goods seen to the customer are made by the Detroit Show Case Company, of Detroit, Mich. The No. 364 N. C. case is especially adapted for motorcycle and bicycle accessories and may be had in sizes from 25 to 70 drawers



364 N. C. Detroit Show Case

capacity, the drawers being arranged in a series and each row being staggered with respect to the adjoining one.

The display case consists of a show case of golden oak or birch glazed with a bevel plate glass top in two pieces, and double-strength glass ends and front. The dimensions are 25 inches wide and 42 inches high with lengths varying from 4 to 10 feet. The drawers are open at the front end, being rabetted to give a pleasing appearance. The front end of each drawer has a slight ledge with label holder for prices, etc. The rear end has a bronze pull. Each drawer removes independently. It will be gathered from this that should a customer desire any article in the case, the drawer containing it can be removed and the article itself quickly submitted for his inspection and purchase.

## HANSEN MFG. CO. OFFERS NOVEL AIR CHUCKS

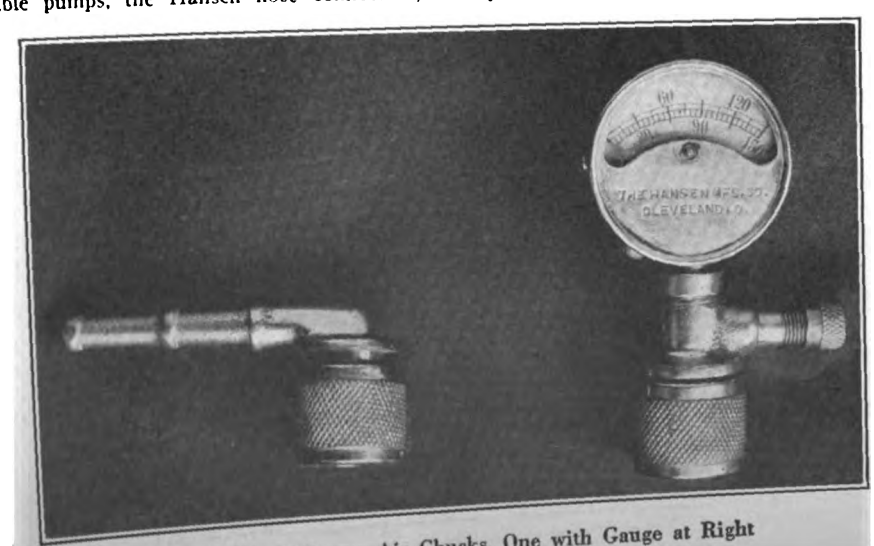
CLEVELAND, O., Dec. 10.—The Hansen Manufacturing Co., with offices at 1223 Illuminating Building, this city, has placed on the market a line of air chucks and hose connections, for both garage and owner's use, that is replete with novel features.

For smaller garages and for use on portable pumps, the Hansen hose connection, shown in one of the accompanying illustrations, has many virtues. It is so designed that it grips the tire valve stem tightly and cannot blow off or leak. The gripping process is effected by means of a soft rubber sleeve which normally, with the chuck open, is of such diameter that the valve stem will pass readily through it without undue friction. This soft rubber cylinder is held between a flange on the lower end of the knurled outer casing and a similar flange on the lower end of the connection itself, to which the outer casing screws. A quarter of a turn of the knurled sleeve compresses the rubber cylinder between the two flanges, with the result that it bulges inwardly and grips the valve stem firmly, preventing blowing off and leakage. The little device sells complete for 80 cents. It also is finished in high polished nickel.

A connection of the same sort, but which is embellished with a pressure gauge is also included in the Hansen line. The gauge is mounted directly above the hose connection. It is possible by depressing the gauge to determine the exact pressure in the tire at any time, and this act shuts off the incoming air and gives a steady reading. The Hansen tire gauge, which is of the flattened expanding brass ring type, is said to be the most reliable gauge on the market. Complete with the chuck and finished in nickel, it sells retail at $2.

While not quite ready to market the production, it is stated that the Hansen people are on the point of manufacturing a heavy armored hose connection, which will be eminently adapted for garage and service station use.

The complete Hansen line is handled to the eastern trade and for export by the Herbert F. L. Funke Co., 116 Broad street, New York City.



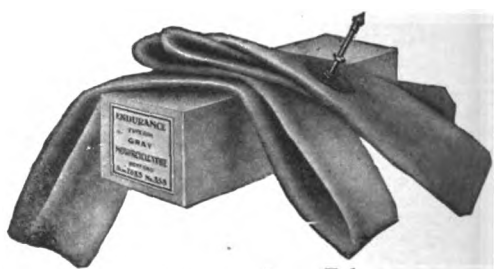
Two Styles of Hansen Air Chucks, One with Gauge at Right

## ENDURANCE INNER TUBES LIVE UP TO NAME

RED and gray motorcycle inner tubes bearing the Endurance brand are produced by the Endurance Tire & Rubber Company, of 1789 Broadway, New York. They are constructed to give long life under hard service, and to that end nothing but the finest Para rubber stock is used, and special care is taken in mixing and other processes to which these tubes are subjected in the course of manufacture. The tubes can be had in butt-end or endless styles as desired, the price being the same for both.

The Endurance tubes are made with the smooth side out, of over-thick and overy-heavy construction. This gives an ample factor of safety against failures of any sort. The tubes will not stretch, crease or pinch with fair treatment, but will expand or contract as the load requires. They are made in one piece, with reinforced valve base and splice. They are high-pressure air containers, in other words, which are free from leakage, and extremely sturdy.

The process by which Endurance motorcycle tubes are produced gives better vulcanization and the tubes are easily and quickly patched when punctures occur. The butt-end tubes are made with ends double thick. The gray tubes are made of full-floating rubber stock and their service and other desirable qualities are on a par with those of the red tubes. Like the red tubes, the gray ones do not require as careful handling as most others, owing to the superior elasticity of the rubber entering into their construction. Both colors perfectly fit the shoe corresponding to the size for which they are made.



Endurance Inner Tube

## NEW MACHINE NEEDED TO CUT "EBONY TREAD" DESIGN

THAT the new "Ebony Tread" tire was thoroughly satisfactory as regards non-skidding and other desirable qualities is proved by the fact that the makers, the Federal Rubber Manufacturing Company, of Milwaukee, Wis., had an entirely new machine designed and built in order to cut the new design. When the tread was proposed some months ago it was thought that it would not be difficult to develop it on the regular milling machines, but in actual operation it was found next to impossible mathematically to figure all the necessary curves required in the motion of the mold while the design was being cut.

Although success was achieved finally, the operation was so long and so costly that the Federal engineers decided upon developing a new machine, and succeeded in constructing one that was especially adapted to the work of the character of that required in cutting the design.

### FAFNIR CHICAGO BRANCH

CHICAGO, Ill.—The Fafnir Bearing Company, makers of Fafnir ball-bearings, at Bristol, Conn., has opened a new branch office in this city at 39 South Clinton street. D. Davis is the manager.

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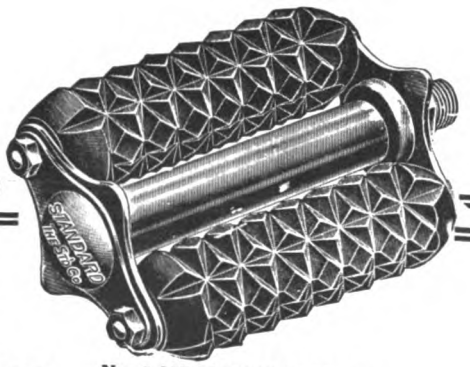


No. 3 MOTORCYCLE PEDAL

# No. 3 STANDARD MOTORCYCLE PEDALS

Our products comprise:

Diamond "E" trade mark brand Spokes and Nipples for Bicycles, Motorcycles, Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals. Screw Machine Products.

When you buy a motorcycle, make sure that it is equipped with STANDARD PEDALS.

Most manufacturers have reasoned out that "STANDARD" EQUIPMENT means increased value on the machine.

STANDARD PEDALS are big, roomy, soft and minimize the shocks. Deeply corrugated to insure positive foot grip. Insist upon STANDARD EQUIPMENT.

**The Standard Company**

TORRINGTON, CONN.

# Schrader Universal Tire Pressure Gauge

Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

The use of a

**SCHRADER UNIVERSAL**
**TIRE PRESSURE GAUGE**

will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**

*For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or*

**A. SCHRADER'S SON, Inc.**

783-791 Atlantic Ave. Brooklyn, N. Y.

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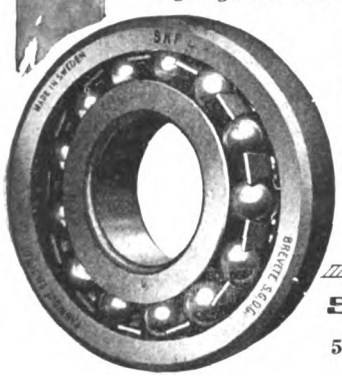
# SKF Ball Bearings Reduce Friction

In reducing friction SKF Ball Bearings *increase power*—for the smooth, silent, velvety working of SKF Balls makes for an easier, hence, more *effective* flow of power.

Consider the fact that SKF Ball Bearings are made of the highest grade of Swedish Crucible Steel—that the self-aligning feature takes care of any shaft deflection — consider also that five of the leading motorcycle manufacturers are using SKF and will continue to use them. This is overwhelming evidence of the superiority of the SKF principle.

Then write us for further details.




**SKF BALL BEARING CO.**

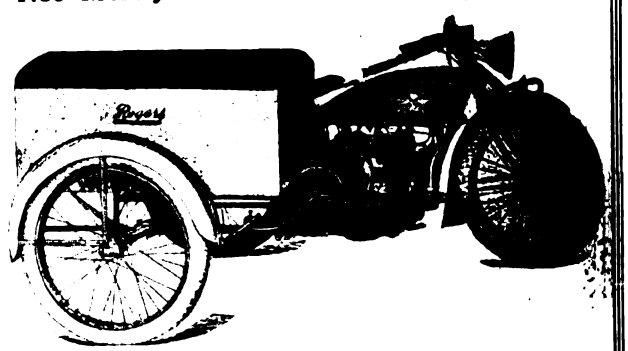
50 Church St., New York



THE NEW *Rogers* COMMERCIAL SIDE CAR

## A REAL DELIVERY VAN

**Not Merely A Box On A Passenger Chassis**




**The first commercial sidecar built throughout to meet the strains of carrying dead loads.**

**Specially Designed Welded Steel Frame; Heavy Straight Line Extension Axle; Rogers No-Strain Ball and Socket Connections; Extra Large Re-Inforced Steel Body with Curved Sides that cannot rattle; Waterproof quickly accessible cover.**

**The greatest carrying capacity in proportion to the weight of any delivery van ever made.**

**Write for complete descriptive circular.**

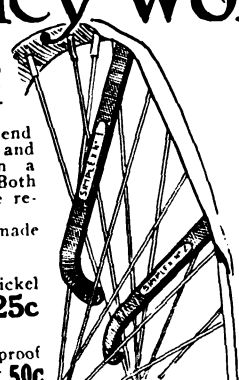
## ROGERS MFG. CO.,

**328 W. Madison St.** **CHICAGO**

**Irving Beck (Service Station), 1493 Fifth Ave., New York**



# How They Work



It is a simple matter to remove the heaviest motorcycle tire with a set of **Simplex Tire Tools.**

Just insert the straight end under the bead, pry up and hook the curved end on a spoke. That's the trick. Both hands free to complete the removal of the casing.

**Simplex Tire Tools** are made in two sizes:

**No. 1 Set**

Made of pressed steel, nickel finish, suitable for tires 2x2½". **Price**..... **25c**

**No. 2 Set**

Solid drop forgings, rust proof sherardized finish, will handle the heaviest tires. **Price** **50c**

## A New Tool for the Shop

"Jimmy" is a big husky fellow, just right for the job where a little persuasion is needed. Nothing better for putting on new, stiff tires or getting old ones off in a hurry. You'll find a hundred other uses for him around frames and motors. Made of spring steel, 1¼-in. x 5/16-in. x 16½-in. long. Better order a couple at once. **Price, each**..... **25c**

Dealers—if your stock of Stevens necessities is not complete, get in touch with your jobber at once. No goods sold direct.

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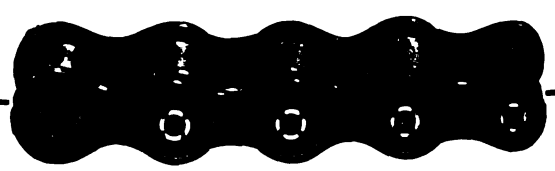

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These two qualities you have a right to demand in a motorcycle chain.

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Built for strength — with nickel steel rivets and alloy rollers that DO NOT BREAK, you can travel mile after mile without chain troubles.

Specify DIAMOND No. 149 with recessed rivets.

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**Indianapolis, Indiana**




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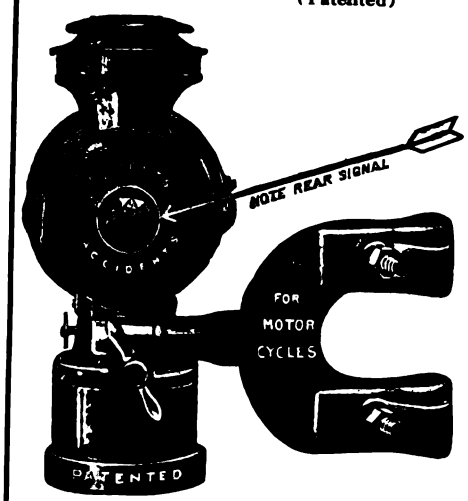
# The Neverout

## MOTORCYCLE OIL LAMP

(Patented)




Burns 10 hours on one filling with kerosene

Guaranteed to stay lit or money back

Made of best quality brass—cannot rust

Riveted and clinched

No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.

FOR SALE BY LEADING DEALERS

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The inventive genius of experienced engineers, the mechanical resources of a vast organization, the most suitable material and skillful workmanship to be found, have made the

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## DUPLEX COASTER BRAKE

what it is—the most powerful, practical, dependable all around coaster brake on the market. It leads the field.

For the new or old wheel specify the Corbin Duplex. Sold and equipped by dealers everywhere.

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The American Hardware Corporation, Successor

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Makers of Corbin-Brown Speedometers and Automatic Screw Machine Parts

DEMONSTRATING machines shipped to Henderson dealers immediately after our 1916 announcement aroused such enthusiasm among buyers that we have not yet been able to catch up with the flood of orders for immediate delivery, although production has been pushed far beyond the increased schedule originally planned.

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*Write today.*

**HENDERSON MOTORCYCLE CO.**

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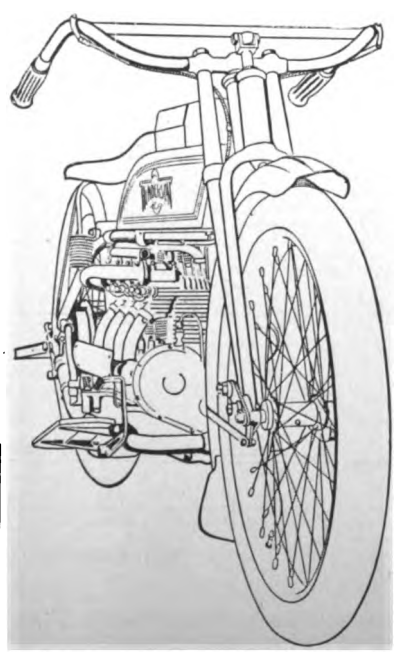

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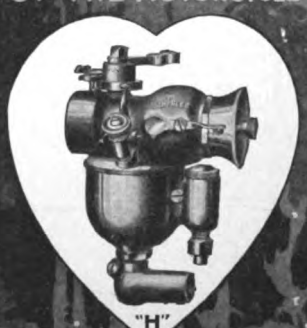
*America's Standard Supreme through Merit*

THE HEART OF THE MOTORCYCLE

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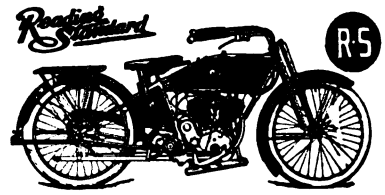
$230  $265

The silent 12 h. p. three-speed 1916 R-S embodies the same strong enduring construction that has given it supremacy for eight successive years — plus MORE POWER due to larger valves and other refinements. Investigate and find out for yourself.

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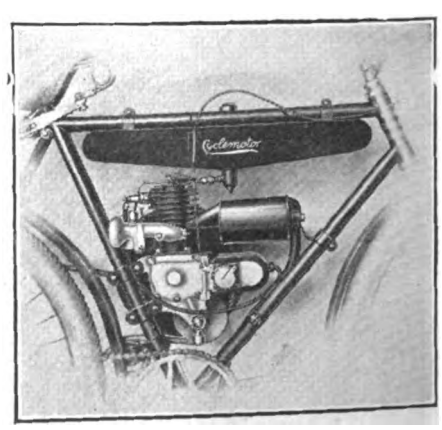


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**Positive in results**

These Cyclemotor attainments have added a new pleasure to wheeling and opened a new field to dealers.
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Secure the agency for your territory now and multiply your profits. Ask for Booklet "C-1."

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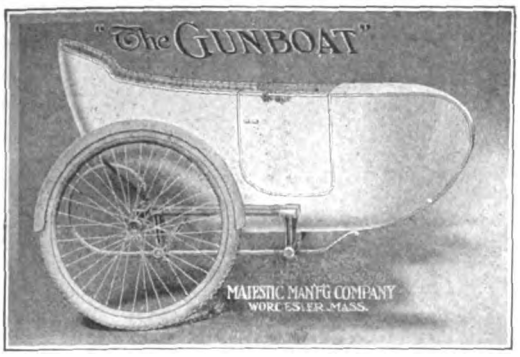


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1. Because the PRICE is LOW and the quality even higher than the previous high MAJESTIC standards.
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Three excellent BECAUSES.

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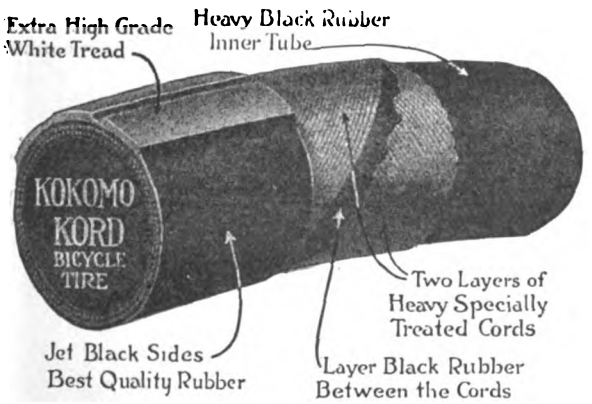
## Not an Experiment

**Thoroughly tested and tried out, and found to be an entirely practical tire.**

**Notice the cut; it tells the story—Most resilient and easy riding tire made. Be up-to-date and let us send you a section of the latest**

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## One Chain Looks Like Another

But there the resemblance ends. In the gruelling grind of day-in-and-day-out service, the strength of every portion of the chain is mercilessly tested. And that's where "The Motor's True Mate" shines. With its 5700 feet of breaking strength, with its case-hardened nickel steel rollers, "The Coventry" Chain has a clear title to the name, "The Strongest Motorcycle Chain in the World."

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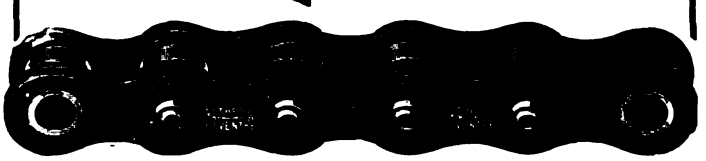

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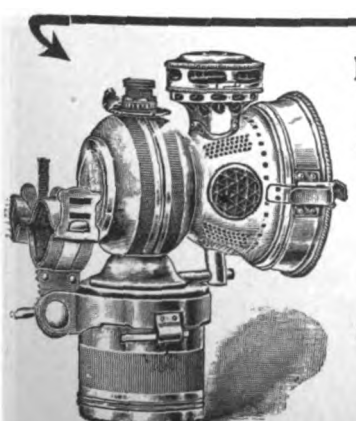

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Lamp as Extra Equipment.
It NEVER Fails
Write for Details

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## SPARK PLUG

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Furnished in all the standard sizes with Rajah Regular Terminal fitting any cable. Rajah Ferrule Terminals, making a neater connection, will be furnished if a sample of cable is included with the order.

*"Ignition Absolutely Sure!"*

**Price, $1.50 Postpaid**
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Special Oil Resisting Construction

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THE HARRY SVENSGAARD SALES CORP. DETROIT.

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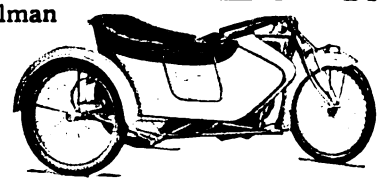
Compare the luxurious elegance of the Pullman with any other sidecar built.



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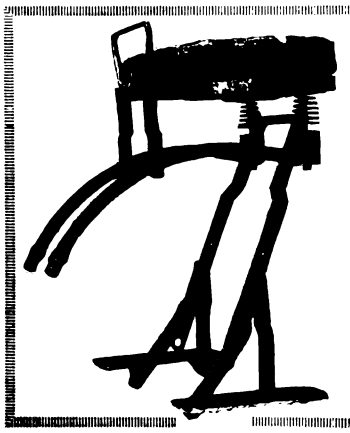

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Complete with folding foot boards ..... **$10**

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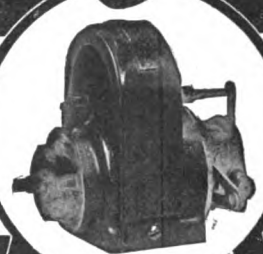

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

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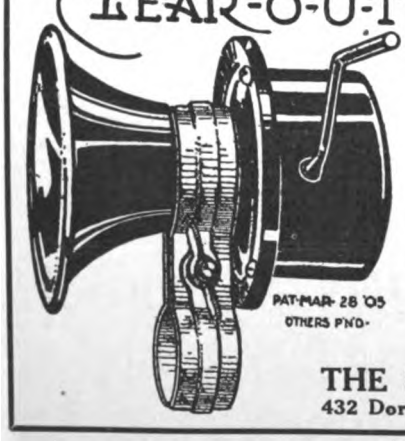


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No Batteries or Wiring required

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Including Footrests

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Extra plies of extra quality fabric built like an auto tire—these mean endurance, safety, comfort and upkeep-economy never before possible. Non-Skid; Corrugated. Any dealer will supply you.

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OPPORTUNITY to buy motor and bicycle business in fast growing town of central California. Five years agent of the two leading motorcycles. Best equipment for service. Will give details if you mean business. H. E. D. Sellers, Gen. Del., Oakland, Cal.

SMART BUSINESS MAN, Hollander, 15 years' experience in cycle trade, with good connections among Dutch and Belgian jobbers and makers, wishes to represent for Holland and Belgium manufacturers of specialties in Cycles, Cycle Parts and Sundries, which to introduce in these countries a good opportunity now offers. Would also accept position as manager of branch establishment; good linguist, bookkeeper and general organizer. Apply J. M., care of MOTOR CYCLE ILLUSTRATED.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co., 1777 Broadway, New York, Room 450.

RACING BICYCLES ready for the Madison Square Grind: Hudson's, Tribune's, Pierce's, Blue Streak's, Cleveland's and others; $20 upward. Roadsters, $7 upward. Bielefeld, 34 John street, New York.

AGENTS, something new, seven in one tool, good for seven every-day jobs; special prices to agents; sample, ten cents. Cycle & Motor Co., Shenandoah, Penn.

FOR SALE—1915 Henderson, two-speed, fully equipped, in the best of condition; price $200; was used as demonstrator. James P. Long, 935 W. Front street, Plainfield, N. J.

FOR SALE—Second-hand bicycle frames and hangers. C. Peterson Co., 3804 N. Whipple street, Chicago, Ill.

FOR SALE OR EXCHANGE—Nickel Pianino to sell, or will exchange for motorcycle. C. B. Jack, Ionia, Mich.

CYLINDERS REBORED, Motors overhauled, Frame and Fork straightening, enameling. All broken cast, aluminum and steel parts perfectly welded. Try our new leakless piston rings and light weight pistons fitted like factory work. All work absolutely guaranteed. Prices right. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

FOR SALE—Indian electric equipment. Fits spring frame Indian. Storage batteries, wires, terminals, head and tail lights, horn and switch. Price, ten dollars. Douglas S. Adams, Keene Valley, N. Y.

FOR SALE—New Excelsior Three-Speed Twin. Never been run; $200. Ship subject to inspection on $25 deposit. Roy F. Hansen, Warren, Pa.

SECONDHAND MOTORCYCLES! Let me know what you want, and the price you want to pay. Perhaps I can supply you. B. A. Swenson, 522 Broad street, Providence, R. I.

FOR SALE, CHEAP—Good Paying Sporting Goods, Indian Motorcycle, Bicycle, Business; any one or all, to suit buyer. Guy W. Campbell & Co., Waterloo, Iowa.

FOR SALE—1915 Iver Johnson motorcycle, single, 5 h. p., tires new, best of saddle, Bosch magneto. Run about 100 to 500 miles. Chain drive like new. Dona Cyr, Keegan, Maine.

WANTED—Repairman familiar with Harley-Davidson. Good position for right man. State terms and experience in first letter. Central Pennsylvania location. Address C. M. F., care of MOTOR CYCLE ILLUSTRATED.

WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

DYKE'S WORKING MODEL METHOD of teaching the automobile, motorcycle, and general engine repair business by mail; how to become a successful repairman and chauffeur. Send for interesting and instructive booklet—free. A. L. Dyke (Pioneer), Publisher. Box 98 Roe Bldg., St. Louis, Mo.

1914 BIG X TWIN in perfect order. Not run over 1,500 miles. Newly equipped with Eclipse two-speed, Seiss horn and pump. A powerful, reliable motor. Price, $135. Will ship subject to examination for $10. Balance C. O. D. A genuine bargain. C. W. Albright, Jr., Charleroi, Pa.



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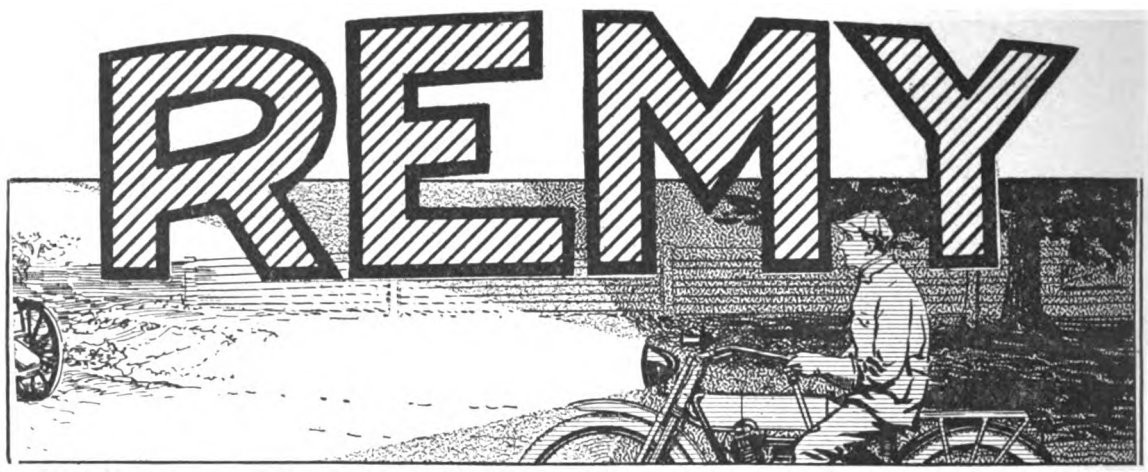
# Safety in Night Riding

Don't cut short your pleasure by turning home at early dusk. Night riding is just as pleasant as spinning along in the bright sunlight with the




## Motorcycle Lighting-Ignition System

It hurls a brilliant path into the unknown blackness ahead. Every turn, every wagon, every rut, even little stones—loom up in the road, just as in daytime.

**And Efficient**—The Remy Electric Company (makers of electrical equipment for years on a number of the country's leading motor cars) **guarantees** the system.

Proof against road vibrations—a constant, brilliant light.

Operates head-and-tail lights and horn and insures strong, dependable, synchronized ignition.

## Featured by Harley-Davidson for the second season

## Remy Electric Co.

**Factories:**
**Anderson, Indiana**

**Sales and Engineering Offices:**
**Detroit, Mich.**

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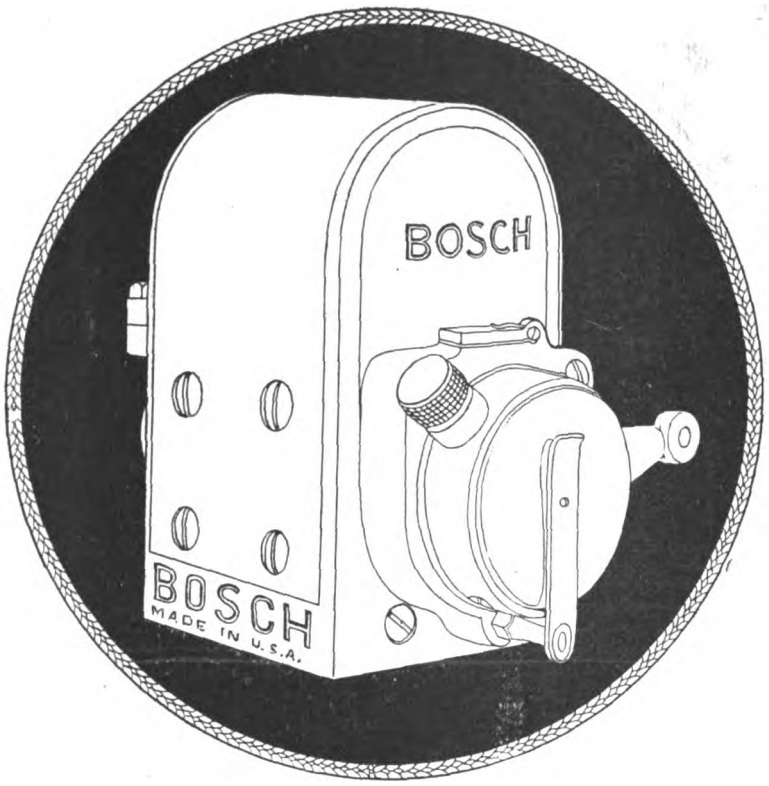


# What About The Ignition?

THE ignition question is a serious one, especially now that a desire may exist to skimp here and there to obtain a low selling price.

Ignition should not be grouped with the good enough class, too much depends upon it. Cheap construction or poor design is sure to cause inefficiency and breakdowns, and a forceful advertisement to hurt the future success of the motorcycle maker and the agent.

The Bosch Magneto is famous because of its high quality. It is built to uphold a reputation, to measure up to a standard, and in consequence it costs just a trifle more than other ignition systems—but considering its ability to serve long and well, to satisfy thoroughly, it is comparatively the cheapest ignition system made.

Be Satisfied

For that feeling of confidence
For that extra ounce of power
For that vim, vigor and snap

Specify Bosch

**BOSCH MAGNETO COMPANY**
**206 West 46th Street, New York**




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## "Here's to Our Good Friends"

**The United States Tire Company** extends to its friends in the cycle trades its most sincere holiday greetings and ventures to express the hope that the coming year will bring to the industry an even greater measure of prosperity than it has ever known before. And, from all signs, our hopes bid fair to be fulfilled.

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# Santa Says—

## When You Use My Name I Want The Bicycle Equipped With A

*Morrow*

## Coaster Brake

**The Morrow can be relied upon absolutely**
**Its emergency response is quick and sure**

The Morrow has behind it a score of years of manufacturing ability and experience—The ability and experience that is today the accepted criterion in coaster brake construction.

*You, Mr. Dealer, can safely recommend the Morrow Brake. There is no comeback for repairs and replacements. When the Morrow is sold, it stays sold for all time.*

*Insist that your next order be Morrow equipt.*

**Elmira ECLIPSE MACHINE CO. New York**



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# In the "Iron Grip"--But Too Hard to Hurt

**S K F**
**BALL BEARINGS**

ONLY a dent in the vise—that's all. The Swedish Crucible Steel balls used in S.K.F. Ball Bearings are so hard and resilient that they will not crush under this most severe test.

If you should try to crush a ½" S.K.F. Ball by squeezing it in a vise you would have to exert a pressure equal to a load of 33000 lbs. Literally, they are a tower of strength and hardness.

This should be important to you, because the hardness of the double row of balls means proof against wear and enduring reliability is assured.

**SKF BALL BEARING CO.**
50 Church Street New York City




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Cleveland

2 STROKE 2 SPEED 2

$140

WITH SLIDING JAW CLUTCH
With Multiple Disc Clutch $10 Extra

# WHY YOU SHOULD BE A CLEVELAND DEALER

**Whether you are an old timer in the motorcycle business or not, you know its trend toward real lightweights. You can appreciate how it would feel to be associated with a great manufacturer like the Cleveland Motorcycle Manufacturing Company.**

As a dealer you are in a great measure dependent upon the manufacturer—on his financial and manufacturing resources—on his knowledge of the business - on his choice of models and prices.

A tie-up with the *right* manufacturer is absolutely vital to the dealer.

The Cleveland Motorcycle Manufacturing Company has already demonstrated that they are the right manufacturers for you to tie up to.

Our unlimited manufacturing facilities and financial resources mean big production, low price, quality product and easy deliveries to you.

Our knowledge of the business and the public demand is testified to by the advanced features of design mentioned on the opposite page. These are found in combination only on the Cleveland.

**The Cleveland Motorcycle Mfg. Company**
**7202 Platt Ave.** **Cleveland, O.**

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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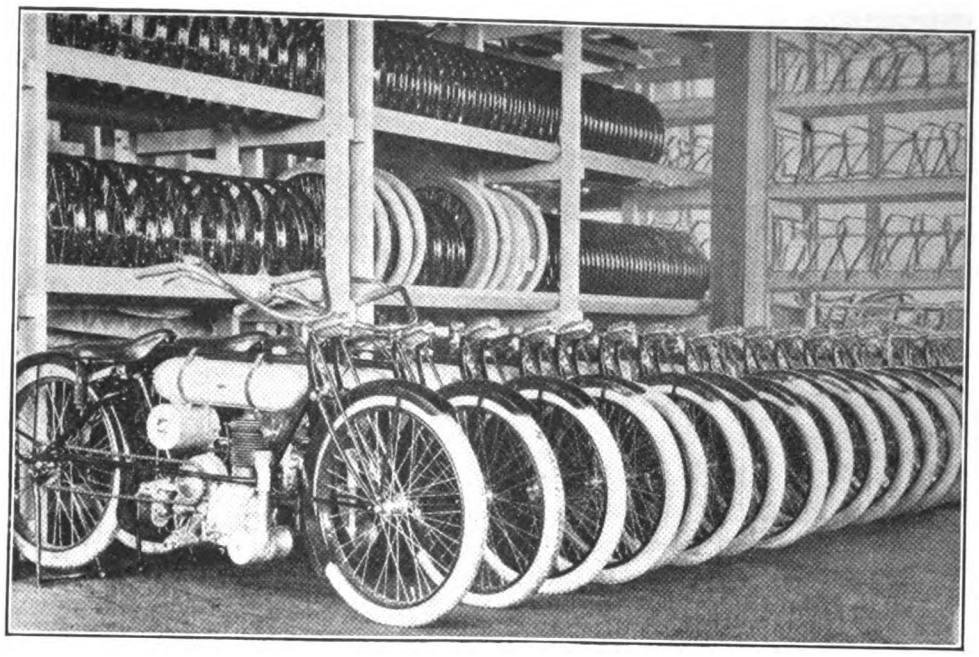

**Clevelands ready for shipment in our big factory**

### Two-Stroke Valveless Motor

*Explosion at every revolution. Smooth — silent — economical. Runs like a "twin."*

### Direct Drive Magneto

*Also eliminates set of sprockets and chains. Positively the highest type of motorcycle ignition.*

### Worm-Driven Countershaft

*Eliminates set of sprockets and chains. Adds much to smoothness of operation.*

### Unit Power Plant

*All moving parts enclosed in dust-proof casings. Clean—simple—accessible.*

### Two-Speed Transmission

*Makes the Cleveland easy to handle in dense traffic. Enables it to climb steepest grades with ease.*

**Remember, we are concentrating our manufacturing facilities and financial resources on the production of this one model. Read over the following standard high grade accessories:**

*Eclipse Multiple Disc Clutch (optional)*
*Coventry Chain*
*Bosch Magneto*
*Drop Forged Frame Fittings*
*Full Ball Bearings*
*Brown Barlow Carburetor*
*Troxel Truform Saddle*
*Aluminum Castings*

**NOW—Write or wire us today for catalog and complete particulars.**

# The Cleveland Motorcycle Mfg. Company

**7202 Platt Ave.** **Cleveland, O.**



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# WOW!

It is now our turn to howl—Because we've got something to howl about.

Twenty-One is the exact number of strictly new and important improvements that we have injected into the

## 1916
## FLYING MERKEL
## Motorcycle

Let us tell you the story. The verdict of all Merkel Dealers who have received their demonstrators is unanimous.

**"It's the Greatest Motorcycle Ever Built."**

We are now making deliveries in quantity in spite of the steel famine, and can take care of you.

If you want the best Motorcycle sales franchise on earth, write us today. Maybe it's open in your town.

**The Miami Cycle & Mfg. Co.**
**MIDDLETOWN, OHIO**




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# Mr. Dealer, your future hangs on the Lightweight

WHEN the vital subject of increasing your sales comes up, your thoughts naturally will turn to the Lightweight Motorcycle—its ability to appeal to a field far more extensive than your present one, is obvious.

The Lightweight Motorcycle is more simple, it is more docile in the hands of the beginner, it is more readily understood than the heavy weight, and most important, it can be sold at a price more in keeping with the average income. A good Lightweght Motorcycle is bound to be a big success.

That is plain logic, and likewise is the following: to be thoroughly simple, to be docile, smooth running, clean and quiet, a good Lightweight Motorcycle must have belt transmission—belt drive, because that method of drive carries to the back wheel all the power that is required by that type of vehicle and transmits the power in a manner peculiarly adaptable to the conditions.

Mr. Dealer, your intelligence already has told you that the Lightweight is the coming motorcycle—you also must know that to be a factor, the Lightweights you sell must be good, they must be simple, clean and able, they must be belt driven by none other than by

## SPARTAN BELTS

**THE CLEAN, SMOOTH, NOISELESS TRANSMISSION**

Made only by
THE GRATON & KNIGHT MFG. CO.
Worcester, Mass.




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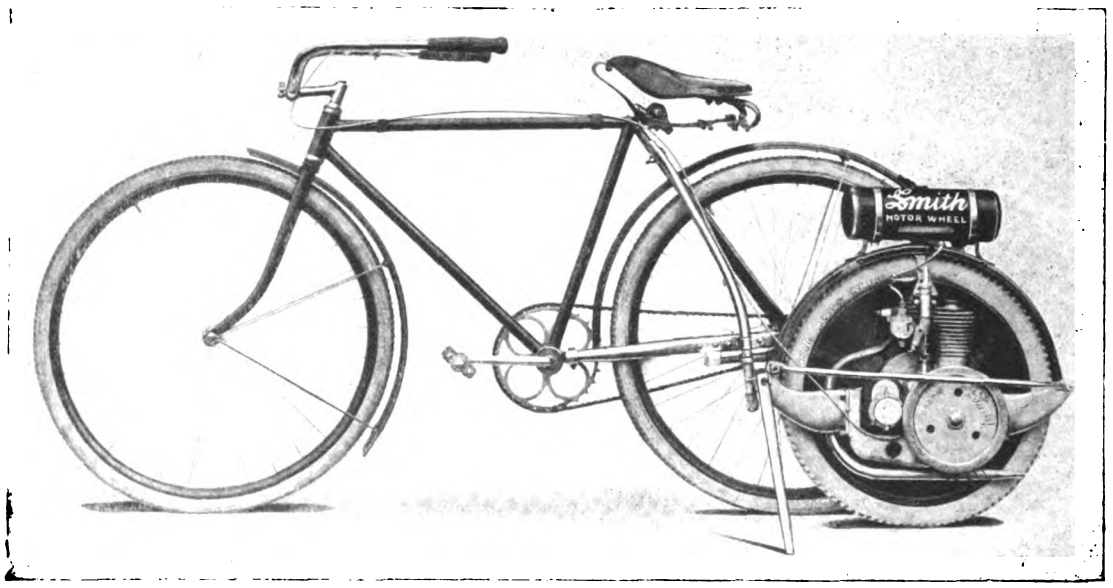


# "We Notice Wherever We Sell One Smith Motor Wheel The Result Is More Sales In The Same Neighborhood"

***Said One Prominent Michigan Dealer***

AND just imagine the **large number of neighborhoods** around **your** store. "Showing that each user is satisfied and recommending the Smith Motor Wheel," the same dealer adds. Not only that, but every Motor Wheel scurrying along the streets makes everybody want one and will send people to your store to buy—buy Smith Motor Wheels, bicycles and accessories. As one other dealer wrote: "40% of our Smith Motor Wheel customers buy bicycles, others require handle bars, saddles and other accessories, even oil and gasoline."

There's the whole Smith Motor Wheel proposition in a nutshell—taken right out of the mouths of present prospering Smith Motor Wheel dealers. Isn't it a big business?

It is the only detachable bicycle motor on the market. Because of its absolute cleanlines, ease of riding and operating, total absence from vibration and freedom from mechanical troubles, it appeals to both sexes, young and old, and to the better class—a better moneyed class. It has an unlimited, profitable market, a market already made. Territory may be open in your locality. Write in and find out. Also ask us for our 1916 Profit Proposition to Dealers. No obligations. Write to us now—tell us the lines you handle and the size of your business. Address

**Smith MOTOR WHEEL**

**Detachable**

***"The Bicycle Booster"***

**100 to 125 Miles on a Gallon of Gasoline**
**Speed Up to 25 Miles an Hour**
**Can Be Attached to Man's or Woman's Bicycle**

***List Price $60 f. o. b. Milwaukee***

**Motor Wheel Division 167**

## A. O. SMITH COMPANY Milwaukee, Wisconsin

**Largest Manufacturers of Automobile Parts in the World. Motor Wheel Fully Protected by United States and Foreign Patents.**




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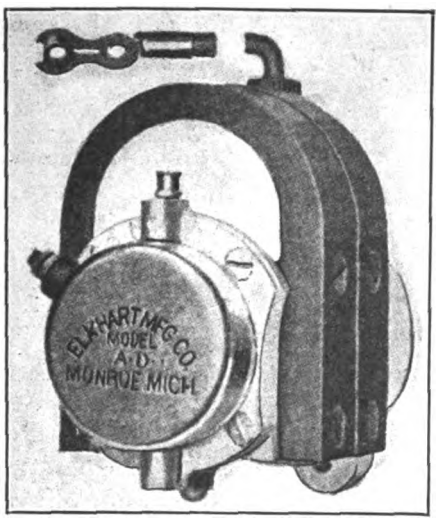
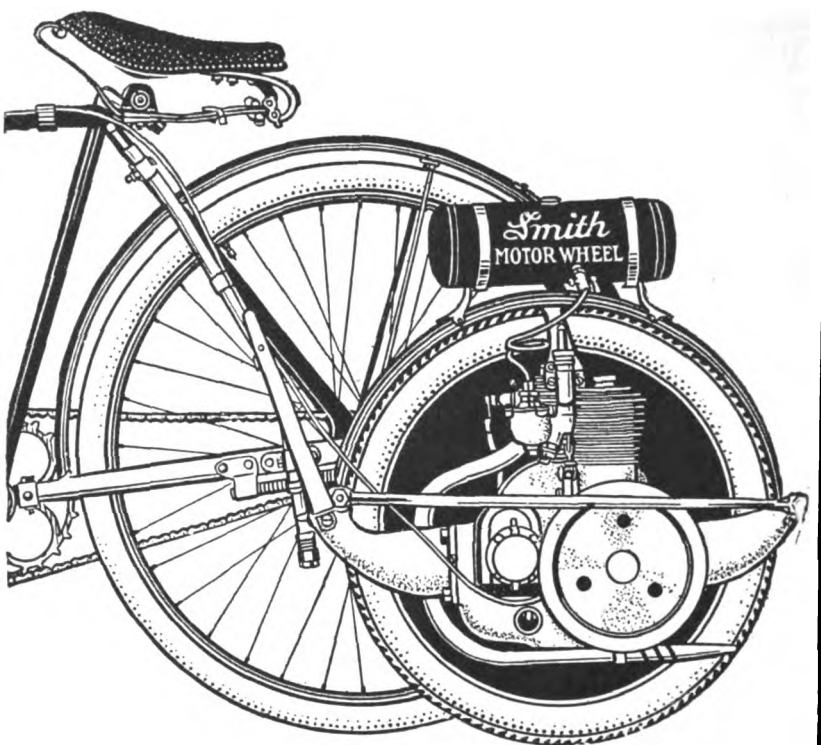



# This ELKHART MAGNETO

is the model which will be used on all 1916 A. O. Smith Motor Wheels.

This manufacturer has made QUALITY his sole aim. Consequently when it came to selecting a magneto, the




# ELKHART MAGNETO

stood without a rival. This Magneto is accepted by manufacturers as the standard of magneto perfection.

Neither brains nor expense have been spared to make the Elkhart Magneto superior to all other small magnetos.

Insist upon reliable ignition—Elkhart ignition.

***Write for particulars today!***

**The Elkhart Manufacturing Co., Monroe, Mich., U. S. A.**



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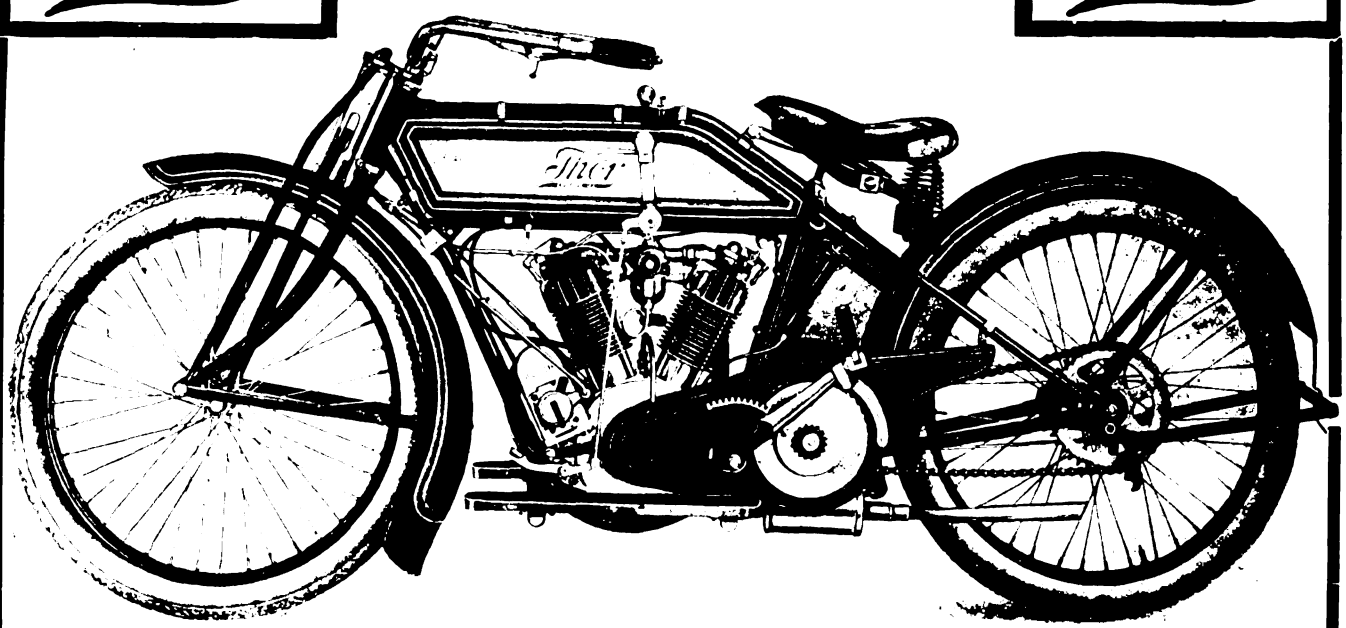
# 24 HOURS A DAY!

Thor

Model V..6 H.P
Twin .... $225

Thor



## We are working two full-force twelve-hour shifts to turn out enough Thors for orders already in!

## We have installed $65,000 worth of additional machinery to take care of the astonishing demand!

**This shows plainly that 1916 is to be the biggest Thor Year in history. It shows plainly that dealers should do their ordering early! We are now making shipments. Write today! It will pay!**

*Model U—12 H. P. Twin $265*
*Model V— 6 H. P. Twin $225*

## Aurora Automatic Machinery Company

General Offices, Thor Bldg., 1307 Michigan Ave., Chicago — Sales Offices and Works, 361 W. Superior St., Chicago

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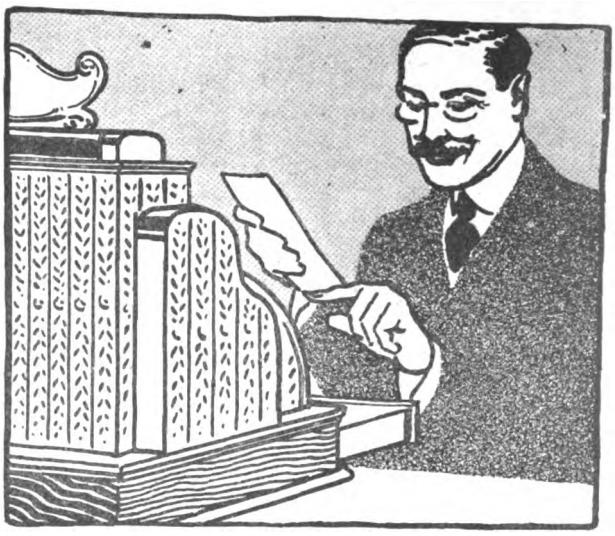

# Stop Figuring Losses—Ring Up Profits This Letter Service Brings the Business

## Do you get this Extra Profit?

Are your men idle part of the time? Are they bringing you a big profit or do you just break even?

You can sell more bicycles. You can sell more motorcycles. You can sell more tires. You can do more overhauling. You can do more tire repairing. You can make collections easier. You can get all this extra business by the simple Goodyear Letter Service.

## What this Service Is

Goodyear prepares a series of letters for you to fit your own special conditions. These letters have a 'punch,' a pulling power, that has already been proven by hundreds of dealers the country over.

These letters go to you complete, ready to sign and mail to your customers. There is no bother on your part. The service includes letterheads and envelopes in colors, with your name on them, also stamps and stamping, filling in your customers' names, addressing; absolutely complete service in every detail.

## Every Penny Back

For all this work the cost to you is only just a trifle. But remember this—*if these letters fail to pay you back their cost in increased business, we return to you the full purchase price, making the Service free.*

GOODYEAR
AKRON
**Blue Streak Bicycle Tires**

## Why we make this Offer

This offer is simply a part of the Goodyear Selling policy. Dealers are buying Goodyear Bicycle and Motorcycle Tires and Goodyear Tire Accessories. But we consider our duty only half done when we sell you Goodyear products.

We help you sell the consumer too. That's to our mutual advantage. You haven't time to study selling problems as carefully as we do. So we lend you our merchandizing and advertising experts thru these letters. They can do for you what they have done for us.

These men are helping dealers fight their selling battles and win against rising costs—unfair competition—smaller margins. Over 400,000 of these sales making letters have already been sent out by dealers.

We gladly send you these vital facts—with figures and letters from other winning dealers. Simply tear off coupon and mail to us today.

**THE GOODYEAR TIRE & RUBBER CO.**
**AKRON, OHIO**

**This Coupon Brings Sales Making Plan**

**THE GOODYEAR TIRE AND RUBBER CO.,**
**Bicycle Tire Dept., Akron, Ohio**

Please send me without obligation, your complete Dealers' Letter Service Proposition, with facts, figures and profits.

*Name* _____

*Address* _____




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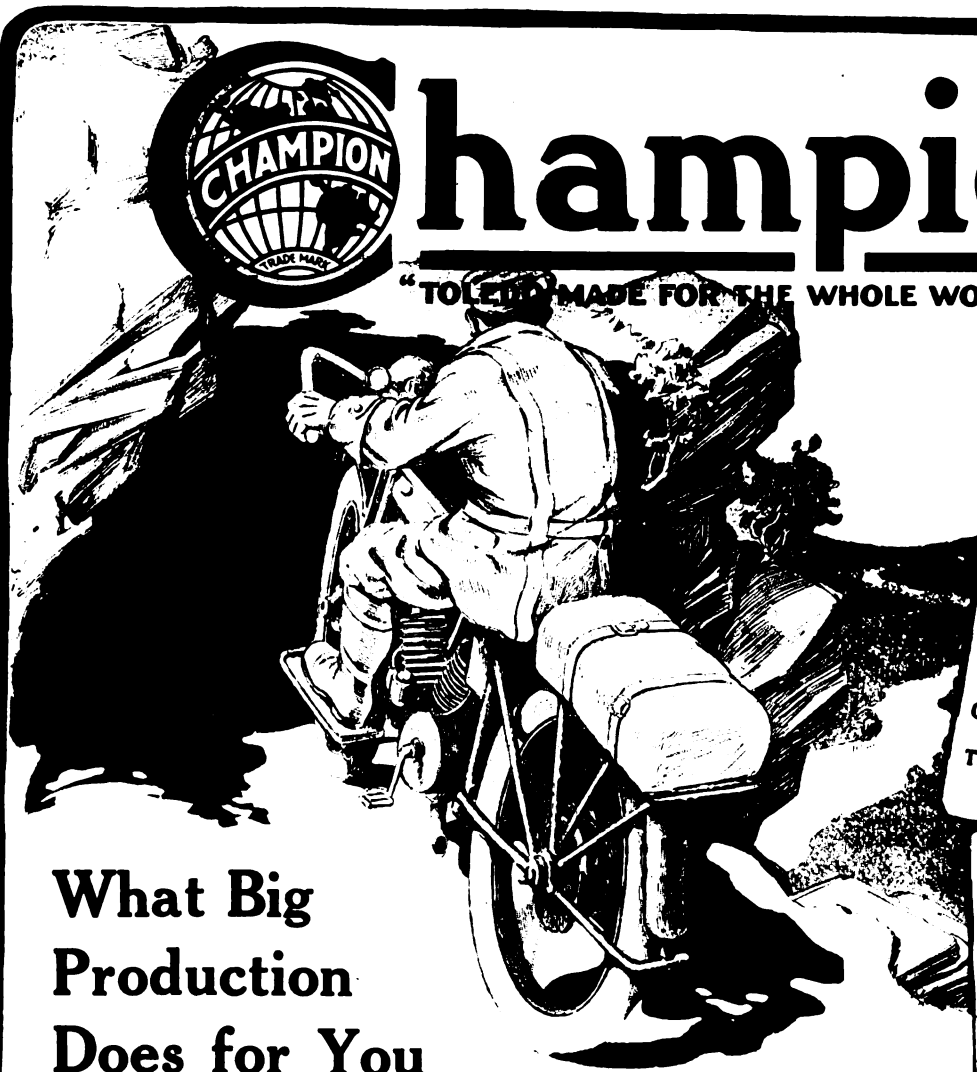
# Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"



## What Big Production Does for You

Year after year our output has been greater than that of all other spark plug makers combined.

This season our output is **doubled** compared with last.

So we can go to extremes in testing and engineering which lesser production wouldn't warrant.

And these extremes give Champion Motorcycle Spark Plugs endurance and dependability far beyond that of any other plug you can buy.

Take none but the best—Champions.

You'll find the name "Champion" on the porcelain—as well as on the box.

### The Champion Guarantee

*Complete satisfaction to the user—free repair, replacement or your money back.*

**Champion Spark Plug Company**

**1703 Upton Avenue** **Toledo, O.**

**Champion Heavy Duty**

**$1.00**

One Piece

Can't Leak

Heavy Construction Throughout

**Champion Motorcycle Mica**

**75c**

Can't Break

Special Oil-Resisting Construction

**Champion Motorcycle Porcelain**

**75c**

The Ever Popular Two-Piece Plug

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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, December 23, 1915 No. 51

## CHAPPLE PLANS TO RIDE 1,000 MILES IN 1,000 MINUTES ON SPEEDWAY

NEW YORK, Dec. 21.—Arthur Chapple, who has been whooping things up in behalf of the Miami Cycle & Mfg. Co. in the South and Southwest for some time past, blew into town a day or two ago looking like ready money and with an interesting idea or two up his sleeve as usual. "Chap" reports that the Miami Power Bicycle has been a ready seller in the territory he has covered and that the general outlook has never been more satisfactory.

"I had no trouble in lining the boys up for the lightweight machine," remarked "Chap" in the sepulchral voice for which he is justly famous, "and it is really surprising how the Power Bicycle delivered the goods when we put it to the test over all kinds of Southwestern roads. I found the Texas dealers especially favorable to the little fellow, in spite of the fact that some of the Texas roads are pretty rough stuff."

Chapple's latest scheme for hurting the feelings of old Dad Time involves the riding of 1,000 miles in 1,000 consecutive minutes on the new Sheepshead Speedway. He has been given permission by the Speedway management to make the trial and if a few details now pending are worked out to "Chap's" satisfaction he will make the ride in the not far distant future. He has not decided what make of motorcycle he will use, but states that any one of half a dozen makes would enable him to make good in the attempt.

While the undertaking looks pretty formidable, Chapple has figured it out to the point where he feels confident that nothing but serious physical injury could prevent him from making his 1,000 miles in 1,000 minutes—with something to spare.

### TWO-FLAG RUN SLATED FOR WORCESTER CLUB

WORCESTER, Mass., Dec. 20.—With the idea of putting across something out of the ordinary in the way of an endurance run, the Worcester M. C. announces that its next annual affair, for which a date has not yet been selected, will carry the riders to the Canadian border and return. It will be known as the Two-Flag Run and will call for 24 hours of consistent plugging. It is estimated that the mileage along the route tentatively outlined by the club will be in the neighborhood of 500.

Secretary E. W. Davis has been instructed to look up data on the route and lay out a preliminary running schedule.

The runs of the Worcester club have been somewhat out of the ordinary for several seasons past. One year the riders followed a route through the White Mountains and last season the itinerary covered six states.

### INCREASED TIRE PRICES MAY COME SOON

NEW YORK, N. Y., Dec. 20.—Trade men hereabouts are nerving themselves to receive news of an advance in tire prices about the first of the year, and in some quarters it is believed that the increase may be as much as 20 per cent. Manufacturers of tires are saying very little about the situation, but it is understood that they are almost of one mind as to the justification for a price advance. Considering the higher cost of rubber and other materials, it is argued that the 20 per cent. increase above referred to would be within reason, but it is still hoped that the requirements of the market can be met without such a pronounced boost in the schedule.

Attention is called to the fact that the great proportion of cost in a tire lies in the material, only about 15 per cent. being represented by labor, overhead and similar expenses.

Oxide of zinc, which is used extensively in the manufacture of white rubber, has advanced about 65 per cent., while cotton fabric costs almost 40 per cent. more than it did last year. Rubber has gone up steadily during the past month, the increase being about 20 per cent., with indications that it will continue to advance for some time to come.

That there will be a shortening of promises as to future prices by all of the companies is now practically certain.

## CONGRESS ASKED TO PROVIDE 100 MOTORCYCLES FOR ARMY

WASHINGTON, D. C., Dec. 20.—That army men have at last been awakened to full appreciation of the motorcycle as an adjunct to the military is indicated by the announcement that Congress has been asked to provide 100 motorcycles for the use of the Army Signal Corps. Developments on the European battlefronts have convinced the military experts here that modern conditions of warfare make the motorcycle well-nigh indispensable.

General Scriven, chief of the signal corps, in his annual report states that his own experience, wherever considerable bodies of troops have been consolidated and in service along the Mexican border, has proved the great value of the motorcycle. The general proposes the organization of motorcycle sections of the signal corps, and is of the opinion that when it is once given full opportunity to demonstrate its economy, speed and general effectiveness the motorcycle will become one of the most respected units in the fighting machine of the nation.

### JUST A REMINDER

### NO KICK COMING, SAYS BERGH

HAGERSTOWN, Md.—Activity at the factory of the Hagerstown Shoe & Legging Company has been increased of late by several contributions in the way of fat orders from C. A. Bergh, of Los Angeles, Cal., who is now the Western representative of the Hagerstown company. "Can't kick about the present business," says Bergh, and unless all signs go wrong things are going to be still better before we're much older."

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# READING STANDARDS GOING TO FRANCE FOR WAR SERVICE

READING, Pa., Dec. 20.—Reading Standard motorcycles will soon be playing their part in the European war, arrangements having been made by which a considerable number of these machines will be placed in service by the French government as soon as they can be hurried across the Big Pond. The Reading Standard Company is justifiably proud of the fact that its motorcycle has met the stringent requirements of the French war office, especially in view of the fact that the order for the R. S. machines was not placed until they had demonstrated their sturdiness and all-round efficiency under many tests imposed by foreign engineering and military experts.

The Reading Standard Company is now hustling the first batch of machines to completion for the French government, and it is expected that a shipment will be on its way to France in a week or two. The fact that the R-S company was able to accept this special contract at a time when the factory is breaking all its past records for domestic business is indicative of the first-class organization now behind the Reading Standard line.

During the past week or ten days the Reading Standard Company has started to ship machines on a fat order from a foreign importing firm, these motorcycles being intended for England and Denmark. It is understood that the whole order calls for 500 machines, and that the advance payment on the contract was $6,000.

## HENDRICK TO MANAGE FISK PUBLICITY DEPARTMENT

CHICOPEE FALLS, Mass.—George B. Hendrick, of Winthrop, Mass., has been appointed manager of the newly-created publicity department of the Fisk Rubber Company, of this city. Mr. Hendrick is well known among newspaper and advertising men in the East, having been successively advertising manager for the Boston *Traveller* and the Pittsburgh *Post* and *Sun*, as well as sales manager for the A. Mugford Corporation, of Hartford, Conn., and the George H. Ellis Co., of Boston. He goes to the Fisk firm from the last concern.

In addition to publicity matters he will have charge of the printing, and will edit the company's house organ. The new department is distinct from the advertising department, the management of which is unchanged.

## TWO NEW VICE-PRESIDENTS FOR GOODYEAR

AKRON, O.—The Goodyear Tire & Rubber Company, of this city, elected G. M. Stadelman and P. W. Litchfield to be vice-presidents at its last annual meeting. Mr. Stadelman was secretary of the company and was also sales manager for a number of years. Mr. Litchfield was a factory manager. The Goodyear company now has three vice-presidents, C. W. Sieberling, former vice-president, having been re-elected. A. F. Osterloh, formerly assistant secretary, was elected secretary and also assistant sales manager. Following is a list of other executives for 1916:

F. A. Sieberling, president; F. H. Adams, treasurer; W. E. Palmer, assistant secretary and assistant treasurer; H. J. Blackburn, second assistant treasurer.

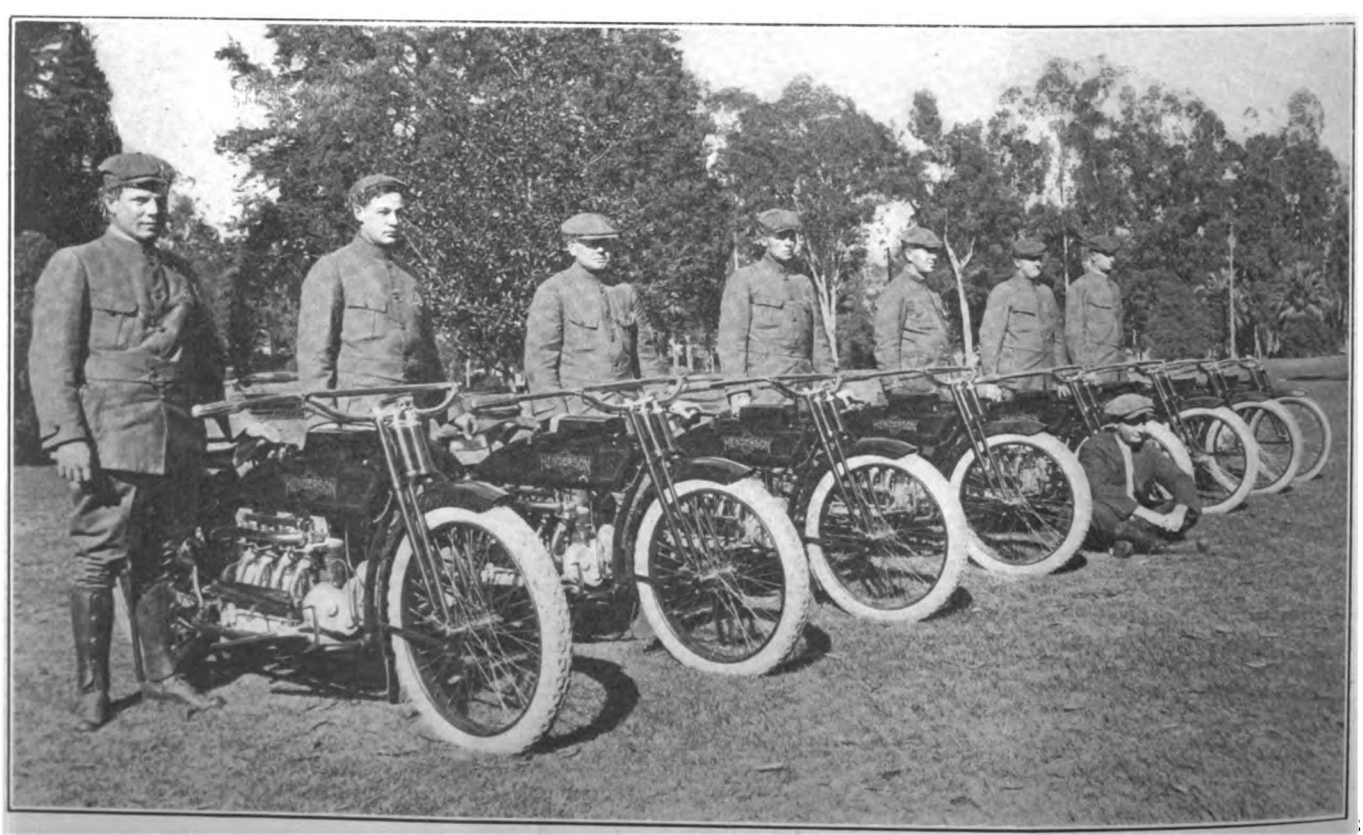
## INCREASED DEMAND IN INDIA FOR HENDERSONS

DETROIT, Mich., Dec. 17.—One feature which has been prominent in the business of the Henderson export department during the past fortnight is the increase in demand from India. A rather unusual number of propositions were closed in a group, whereas very little had been heard from India for several months.

Climatic considerations are to a certain extent responsible for this, as the warm season in India corresponds to the winter in this country, and riders in Hindustan wish their mounts when American motorcyclists are waiting for better weather and road conditions.

The Henderson dealer in Bombay ordered six new models for immediate shipment and from Allahabad came a cablegram on the following day for a stock of new Hendersons. Madras and Calcutta agents also applied for more machines.

## READY TO CONTROL SPEEDING IN THE ANGEL CITY



**Motorcycle Squad of Los Angeles County Police, the Members of Which Pride Themselves on Their Appearance and That of Their Mounts. Salesman George A. Klapp, of Kupfer's Henderson Agency, Is Seated in Front of Machines**

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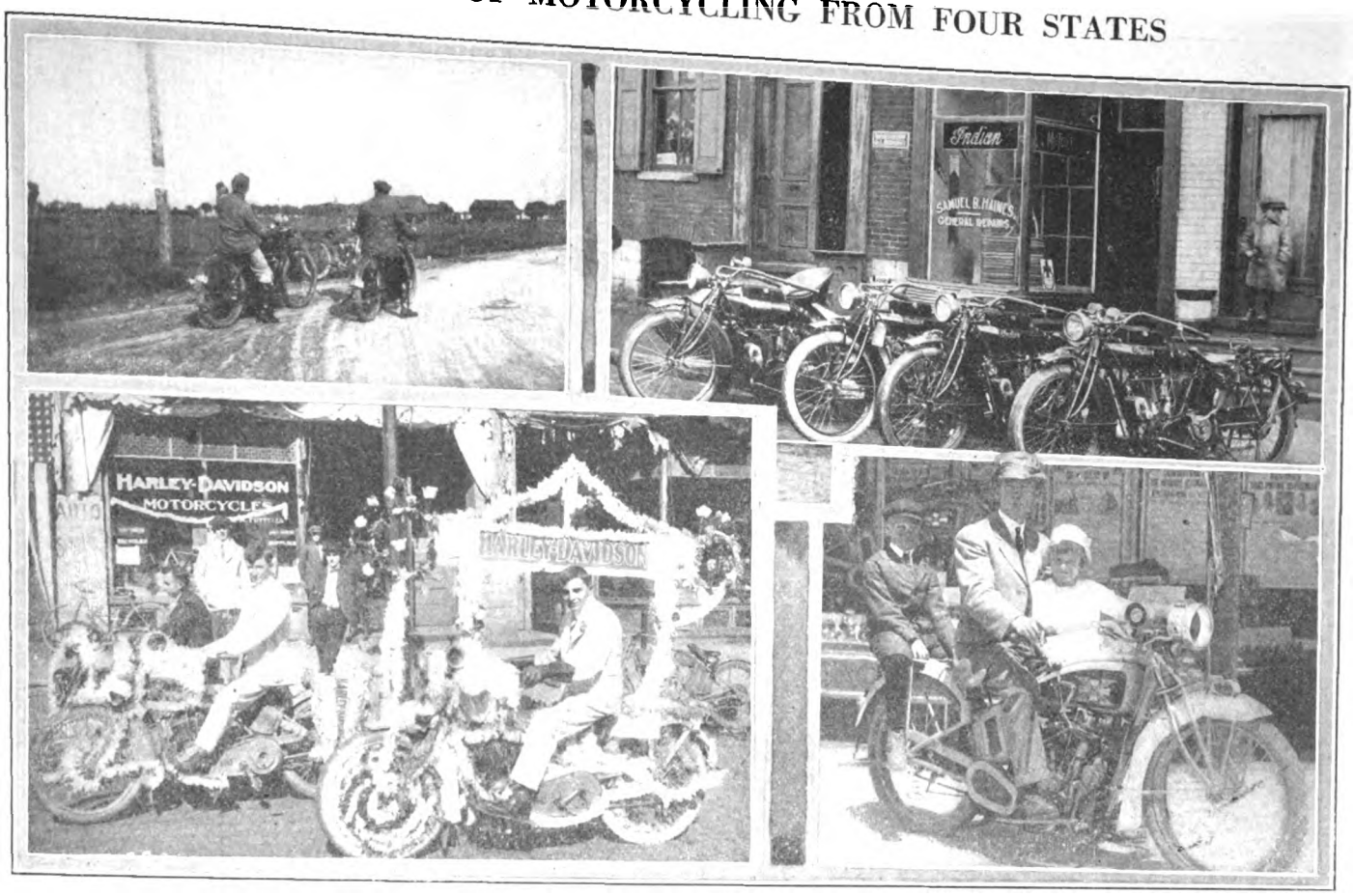
## VARIED VIEWS OF MOTORCYCLING FROM FOUR STATES




**Upper Left, Pointing Out a Detour Near Detroit, Mich.; Upper Right, Where Indians Are Sold in Hagerstown, Md.—Establishment of Samuel B. Haines; Lower Left, Decorated Harley-Davidsons in Recent Industrial Parade at Quincy, Ill., in Front of Agent Carl Futterer's; Lower Right, B. P. McCormick Handling Excelsiors at Colorado Springs, Col., with His Children**

# *TEN EXHIBITORS TO SHOW CYCLE PRODUCTS IN MONTREAL SHOW*

MONTREAL, Que.—The Montreal Motor Show, to be held January 22 to 29, has already attracted ten manufacturers and jobbers who will be exhibiting motorcycle and bicycle tires and accessories. Those who have already signed for space include: Goodyear Tire & Rubber Co., Limited; Dunlop Tire & Rubber Co., Limited; Canadian Consolidated Co.; Higgins & Lee (Firestone tires); Kelly Tire Co. (Standard Welding Co. products); S. F. Bowser, Inc.; Canadian Fairbanks-Morse Co. (Bosch magnetos and accessories); Dominion Chain Co., Limited (Weed chains), and John Millen & Son, accessories. This list will be increased largely in the near future.

According to reports from dealers, there has not been such a demand for motorcycles and bicycles in the Province of Quebec in any year such as being felt now. Not since 1902 has there been such a call for bicycles and the tradesmen expect a banner year in 1916. The good roads movement is held partly responsible for the "revival."

The war does not seem to have had any effect on the wheel business in the Maritime Provinces either, according to the statements of local travelers.

## "JAEGER'S NITROS" MOVE TO LARGER QUARTERS

HOBOKEN, N. J.—The H. J. Jaeger Company, maker of "Jaeger's Nitros," nitrogen-filled electric lamps, in this city, has moved into its new and modern plant, in order to care for the steadily increasing demand for its product. The output of the new factory is about ten times that of the former plant. It is three stories in height, 200 feet long and 60 feet wide. The capacity is 20,000 lamps per day, and deliveries can be made within 24 hours.

A new type of filament has been developed to meet the objection raise against the nitrogen-filled lamp that it was not focusable. This type of filament permits a perfect focus to be obtained. The lamps so fitted will be made in candlepowers from 15 to 50, and with a voltage range of from 6 to 21.

The Jaeger's Nitros consumed ½ a watt per candlepower; or, in other words, a 32 candlepower nitro filled lamps will consume the same current as a 16 candlepower tungsten bulb. The quality of the light is extremely white and penetrating, and its low current consumption, coupled with this, makes it an ideal lamp for motorists. They are adaptable to any motorcycle lighting system on the market.

## CHAMPION SALESMEN TO HAVE ANNUAL SESSION

TOLEDO, Ohio.—The annual convention of salesmen affiliated with the Champion Spark Plug Company will be held in Toledo on December 27, 28, 29 and 30. Every year the Champion company invites its salesmen in from all parts of the country to attend the four-day meeting. This year's gathering promises to be the largest in its history. The main purpose of the meeting is to bring the selling staff together so that they can go over the advertising and selling plans for the coming year. Last year the Champion company made and sold 6,000,000 spark plugs, while the plans for the coming year call for a production of 12,000,000.

## ROGERS' FIRST CARLOAD

CHICAGO, Ill., Dec. 22.—President F. F. Rogers, of the Rogers Mfg. Co., has just written to Irving Beck, the Eastern representative in New York, that the first carload of sidecars would be shipped to the Metropolis on January 1. Young Beck is a hustler from the ground up and is keeping the Chicago factory working at top speed. Every effort is being made by Mr. Rogers to supply early the big demand of the Eastern dealers, whose sidecar orders indicate rosy prospects for 1916. Beck's first carload will contain 58 sidecars and he expects to get three more carloads pretty soon.

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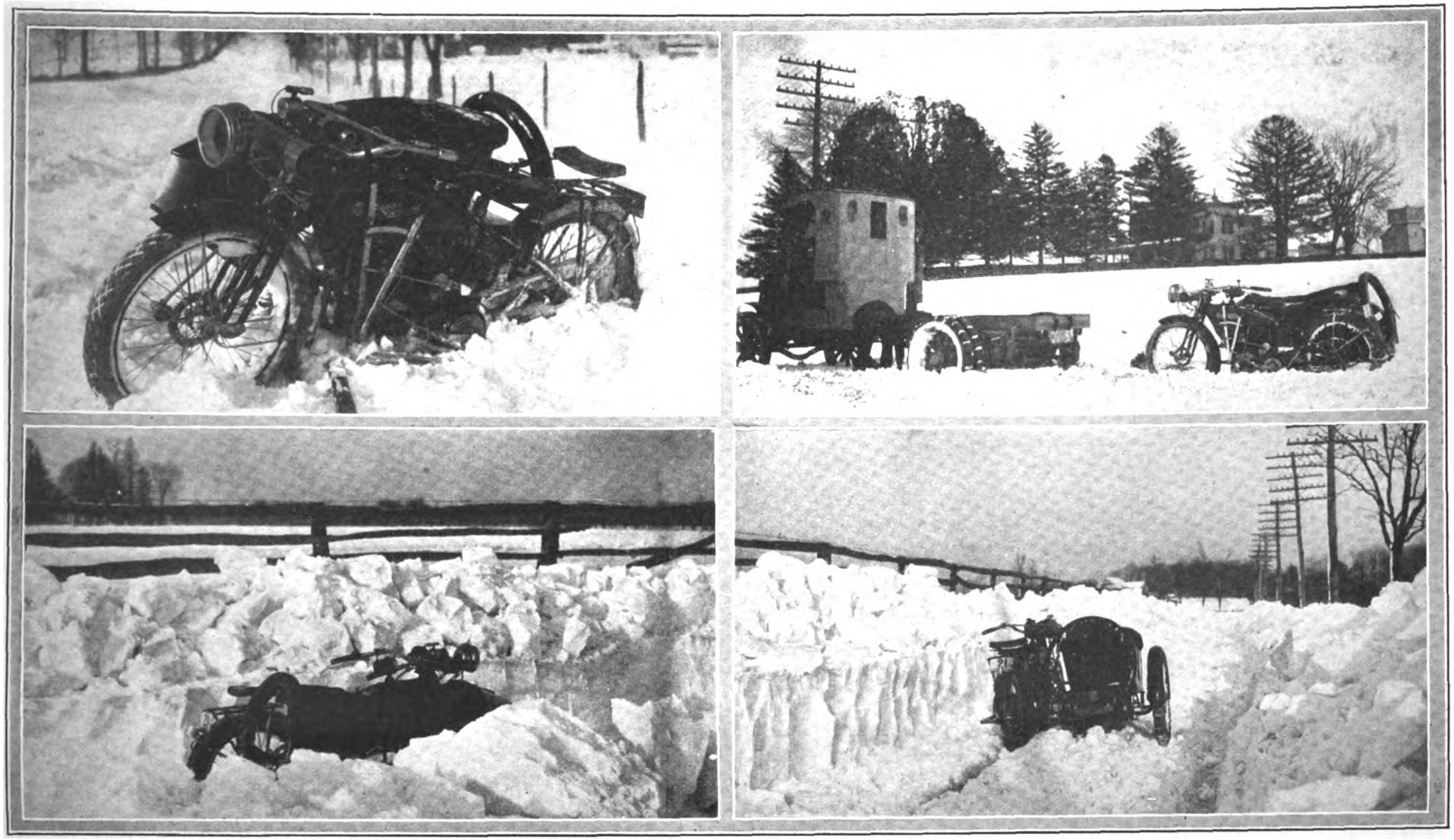
# GUTERMAN AND HIS R-S CONQUER FIRST HEAVY SNOW



TRENTON, N. J.—What Lou Guterman, the Reading Standard traveller, considers the hardest winter ride he has ever been in was during his run from the factory in Reading to Philadelphia and over to this city, December 14, 15 and 16.

In spite of warning of deep drifts through southeastern Pennsylvania, Guterman started from Reading on Tuesday, December 14, toward the Quaker City, a distance of 68 miles. He was not long on the road before he stalled in a deep drift, and this performance was repeated seven times during the journey. It was necessary each time for the R-S traveller to dismount and shovel the snow away from the rear wheel with his hands to get traction.

On Thursday, December 16, Guterman was told that the roads were open to New York, and so started off. More snow drifts impeded his progress, and it took him six hours to get to Trenton, 35 miles out of Philadelphia. It was necessary to take to the fields in many cases.

During the trip on both Tuesday and Thursday, he used intermediate and low speeds for all but a few miles, staying on the high gear being next to impossible. "The Reading Standard motor kept on plugging and was only stalled when the drifts and packed snow actually held the sidecar body. I frequently rode with the snow coming in streams over the front of the footboards. The motor never overheated, no matter whether in low or intermediate gear for mile after mile," said Guterman.

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# HARDEN HAD "SOME" HAIR-RAISING RIDE OUT IN BUTTE

SAN FRANCISCO, Dec. 20.—L. D. Harden, manager of sales of the Westfield Manufacturing Company, Westfield, Mass., arrived in this city on Dec. 12, en route on a swing around the circle in the interests of his company.

Mr. Harden is enthusiastic over business prospects for his company next year. In every city east of the Rockies which he visited he said that general business conditions were good and steadily growing better, and that motorcycle and bicycle dealers were of the firm belief that they were going to have a brisk year in 1916.

The prosperity wave is headed this way, Mr. Harden declared, and already he perceived evidences of its approach in the growing optimism of business men, in and out of the motorcycle and bicycle trade. Business in all lines is booming in Butte, Mont., he said, and notwithstanding the lack of good level highways for motorcycling and bicycling, the people of that thriving mining center are enthusiastic devotees of the two-wheelers

While in Butte one of the dealers insisted on showing Mr. Harden some of the surrounding country, and despite his every effort to side-step the invitation, he was hustled astride a tandem and whisked away over the steep mountain roads for a ride that made his hair stand on end. As bad as the grade-climbing was, the descents were even more harrowing, and the daring of the Pope pilot in making hairpin turns and the terrific clip with which he descended steep mountain grades, almost turned the Eastern "tenderfoot's" hair white. "Never again," says Harden, with both hands elevated, whenever he discusses the experience.

"Some riders, those Butte boys," commented the genial Westfield manager, laughingly. "It looks as though I was jobbed, for the bunch laughed their heads off when they found out how scared I was on the trip. Talk about your bucking bronchos and the capers they cut up, why they are not one, two, three to what that fellow did on his Pope, with me up behind. Say, we rode so fast that I couldn't catch my breath in the thin air of that high altitude, and as I couldn't make even an outcry to beg the daredevil pilot to slow up, and couldn't slam him in the ribs to attract his attention, for fear I'd lose my grip on the tandem, I had to sit there and hang on for my life until we got back to earth. It was some experience, believe me, and also, believe me, it'll never happen again, not for me."

### LIVE CLEVELAND DISTRIBUTO

C. E. Hauk, of Cleveland Motorcycle Sales Co., Indianapolis, Ind.

### NEW FIRM IN ZANESVILLE

ZANESVILLE, Ohio.—The Mercer Garage and Electric Company is a new tire and accessory concern in the business here. The company was incorporated recently with a capital stock of $10,000, by Joseph K. Mercer and others.

### FIRESTONE CONVENTION

DETROIT, Mich.—Firestone tire dealers from Michigan met in this city during the week of December 6. The meeting was a business convention and officials of the Firestone Tire & Rubber Co. were present. At the banquet given the dealers, Secretary S. G. Corkhuss announced that a new and larger branch was to be built here.

### OFFERS IMPORTED SIDECAR HUBS

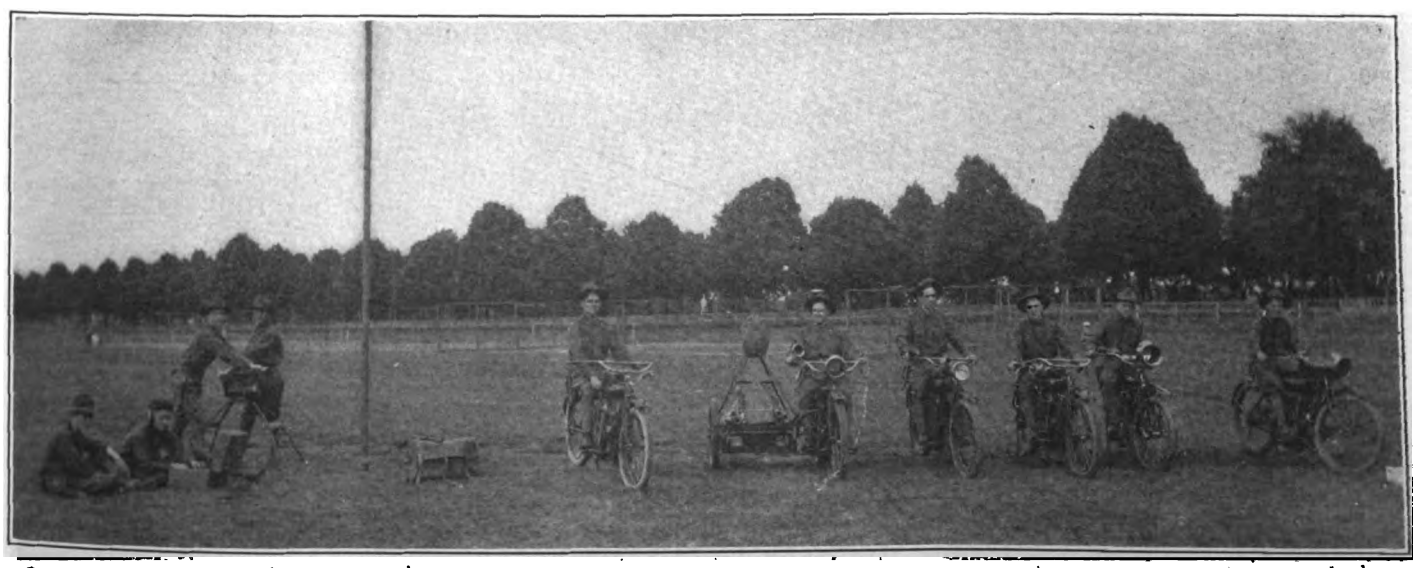
Michaelson & Sternberg, No. 116 Broad street, New York, inform us that they would like to get in touch with any jobbers who might be interested in purchasing a quantity of imported sidecar hubs.

# MOTORCYCLES AND BICYCLES LEAD FOR MOUNTED POLICE USE

INTERESTING facts concerning the use of motorcycles and bicycles by mounted police in the American municipalities of over 30,000 population are shown in a report which was made public recently by the Census Bureau. The report shows that in the cities mentioned there are 708 policemen mounted on motorcycles and 514 on bicycles.

In New York City there are 135 police mounted on bicycles, and Washington, D. C., has 61 bicycle policemen in addition to probably half that number of park police who are mounted on bicycles, and to about 20 police mounted on motorcycles. When it is considered that the number of motorcycle police in the country districts far outnumber those in the city it will be readily seen what a large part the two-wheeler plays in enforcing the country's laws. And each season finds more cities following the good example set.

## VIRGINIA NATIONAL GUARD FINDS INDIANS INVALUABLE



Signal Detachment From First Regiment, V. N. G., with Field Signal Unit Especially Designed by G. H. Tompkins, Local Wigwam Representative, for Military Purposes. This is Shown on Center Machine in Picture and Has Proved Worth in Hard Service

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# 400 BRANCH MANAGERS AND SALESMEN AT U. S. TIRE CONFERENCE

DETROIT, Mich., Dec. 18.—About 400 branch managers and salesmen of the United States Tire Co. participated in a four-day conference at the Morgan & Wright plant in this city during the last week. The meeting was one of the most enthusiastic and productive of the kind ever held. The staff men were greeted by officers and department heads of the company from the home offices in New York, and the program moved with a jump from the start.

While the company has made no formal announcement, it is stated that a good part of the time was devoted to acquainting the branch managers and salesmen with the details of new and broad-gauge tire marketing plans which will be fully divulged about the first of the year. The meetings were held on Tuesday, Wednesday, Thursday and Friday, December 14 to 17, inclusive, and a more spirited crew of sales boosters has never been seen here.

Tuesday was devoted mainly to getting acquainted. James Newton Gunn, recently chosen president of the company, met and greeted his entire organization for the first time.

The opening sessions were held in building "K" of the plant, and Joseph C. Weston, general sales manager, presided. The principal paper was by C. B. Whittlesey, vice-president of the Hartford Rubber Works Co., who spoke on "The History of Rubber." The absence of a number of New Yorkers, who were still bucking snowdrifts, disrupted the afternoon program, and the time after lunch was spent in talks, salesman to salesman.

The Eastern men arrived in time for dinner, which was served in the Hotel Statler. Dr. W. S. Sadler, of Chicago, spoke on "Physical Efficiency." It was deeply interesting to all.

Wednesday, at the business meeting, McMahan, factory manager of Morgan & Wright, told how tires are made, describing and demonstrating factory processes. George B. Van Cleve, of New York, spoke on the advertising of United States tires, and Ralph W. Ashcroft, advertising manager of the Canadian Consolidated Rubber Co., also spoke. There were a number of sales talks, including some on the co-operation of the sales and advertising departments, and sales demonstrations.

At the business dinner, Wednesday evening, in the Pontchartrain, Professor Paul H. Nystrom and Thornton Newsum gave addresses.

Among the speakers Thursday were Dr. Meyer, chief chemist of the general laboratories of the company and George E. Sieberling, factory superintendent of the Morgan & Wright plant.

Bicycle and motorcycle tires and their selling were discussed by Messrs. Stokes, Harding and Culp. The distribution of the products throughout the world was told of by Mr. Huxley, president of the United States Rubber Export Co.

A conference of managers was held Thursday afternoon, O. S. Tweedy in charge, and the salesmen were shown through the factory. The evening dinner was followed by an address by Hugh Chalmers on "Salesmanship."

G. F. Fisher, of the general laboratories of the United States Rubber Co., spoke Friday, and F. I. Reynolds talked on sales. Mr. Drake discussed service, Mr. Waite the manufacture, and Mr. Welch the selling of solid tires.

The convention ended Friday evening with a banquet at the Hotel Pontchartrain.

## MORE DATES ANNOUNCED FOR MOTOR SHOWS

HARTFORD, Conn.—The First Regiment Armory will be the scene of the ninth annual motor show to be held under the auspices of the Hartford Automobile Dealers' Association. The show will run a week, beginning February 12. It is understood that two or three motorcycle dealers will be represented by displays, and a number of the accessory exhibits will embody motorcycle products as usual.

COLUMBUS, Ohio.—This city may have two motor shows in January. The Columbus Auto Show Company announced some time ago that it would hold a show at Memorial Hall for the week of January 29, and later the Columbus Automobile Club and the Columbus Auto Trades Association announced a show to be held at the same place, January 12-16, inclusive. Efforts are being made to bring the various bodies together with the view of consolidating their endeavors in one big show.

MASON CITY, Iowa.—The second annual auto show will be held here March 9 to 11, inclusive. L. W. McAuley and J. B. Snyder are on the committee in charge.

## SPLITDORF STAFF CHANGES

BOSTON, Mass.—H. R. Curtis, who has been manager of the Boston branch of the Splitdorf Electrical Co., for some time past has resigned to assume the managership of the Excelsior Supply Co., of Chicago. R. M. Ellis, manager of the Sumpter magneto department, New York, has been selected to fill the vacancy in Boston, and R. J. Carroll, manager of the Newark branch, has been promoted to the New York managership. Thomas F. Burpee, assistant manager in Philadelphia, has been transferred to Newark, and G. H. Lincoln, of the New York branch, has been made assistant manager at Philadelphia.

## HOW A VISITOR MADE A SERIOUS MIS-"QUEUE"

THAT time-worn query "What's in a name?" has taken on a new significance for C. W. Waughop, of the Cleveland staff, who hangs his hat in the Export Department of the H. F. L. Funke Company, Inc., 116 Broad street, New York; none the less so for O. Ling, who is the head of that particular branch of the Funke business.

Waughop, or "Wop," as the motorcyclists call him, has always been among the first to spring a new pun concerning his own peculiar appellation, but a little Scotchman, McKay by name, dropped into the export office last week and startled the pair with a new one which, while it was given in all seriousness and innocence, caused no little consternation and quite some merriment. The man McKay was bent on business. He wanted the concern to handle a large export order to China. When apprised of the fact that China was one of the very few foreign lands in which the Funke company had no direct agents, he evidenced great surprise, and said that when he saw the "Chinese names" on the door, he had taken it for granted that he was dropping in on a house that could take care of all his needs in this line.

**Waughop's Name Fools 'Em, But He Gets the Business Just the Same**

Forthwith, both members of the Funke export staff, went outside and gave the "O. Ling and C. W. Waughop" lettering the "once-over" and decided on the spot that the man was right—the combination did have a "Chinese flavor."

And after the laughter which resulted had subsided, they went back to sell the said McKay a Cleveland lightweight, and at last reports, the deal was on the point of consummation.

## CORTLAND CLUB ELECTS

CORTLAND, N. Y.—At the regular meeting of the Cortland M. C., of this city, on December 14, Fred Jeffrey was elected president, and L. J. Howard vice-president. The ballots cast showed that C. A. Winchell was elected to fill the offices of secretary and treasurer. Other officials elected during the meeting were E. C. Meda, road captain; Ray Tanner, first lieutenant, and Ward Burr, second lieutenant. Paul Parsons and Arthur Buggs were elected directors at large.

Following the meeting a banquet was partaken of at the Dexter House. Among the guests present were C. H. Gardner, F. A. M. attorney for this section, and Chief of Police Fred Bowker, of Cortland.

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OUT in Detroit where the Harry Svensgaard Sales Corp. is producing Pullman sidecars as fast as a well-organized factory can put the finishing touches on them, it is quite the customary thing to roll out and defy the weather man whenever the opportunity offers—just to show that it can be done. In the striking photographs on this page a party of Detroit sidecarists are caught in the act of proving that Jack Frost is a mere piker.

Curled up in the roomy and well-sprung Pullmans, and with a sturdy two-wheeler purring beside them, the roadsters felt no discomfort. In fact, they enjoyed themselves immensely. By way of showing that they are strong for neutrality they made up the party with an Excelsior, an Indian and a Harley-Davidson, and the husky trio of motors just snickered at hills and frosty weather.

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# On the Pacific Coast

## SIDECAR GOLD MINE FOR CALIFORNIA DEALERS

LOS ANGELES, Cal., Dec. 18.—That the dealers in California had a splendid chance to sell many more sidecars than they do, was the opinion expressed by Arthur Davidson, the sales manager of the Harley-Davidson Motor Company, when interviewed by a **Motor Cycle Illustrated** correspondent. Mr. Davidson had just come in from a trip through the San Joaquin Valley with Vice-President R. W. Sayre, of the Appeals Mfg. & Jobbing Co., and was speaking about coast conditions with E. E. Welborn, and Stewart Slauson, of the Firestone Tire Co., when he greeted the local staff representative.

"There is a rattling good chance for dealers, if they would only come to see it," said Mr. Davidson, "and get sidecars moving about the streets. A good many dealers worry because some of the people to whom they have sold several machines over a period of years have taken to the four-wheeler. Now, they should not become discouraged because of that fact. If we lose our dealer in a town, we don't move out of that town. We get another dealer. And the live dealer who loses a prospect can always find two to take the strayed one's place, provided the agent will get out and start things going.

"The first thing the dealer ought to do," continued the Harley-Davidson sales manager," when he finds that a man is getting a desire for a vehicle with a back seat, is to talk sidecars and show him that the two-wheeler can be made a family vehicle with the sidecar. And he can also show him that the three-wheeled combination will be less expensive, not only as regards the initial outlay but also with reference to maintenance and upkeep."

Mr. Slauson and Mr. Davidson then had an interesting conversation on conditions in England, and both agreed that the neatness of the English riders has been largely responsible for the fact that sidecars are so popular among the ladies in Johnny Bull's country. Neat appearance is a feature that distinguishes the English riders on the road and helps to bring many new recruits into the ranks of motorcyclists. The young fellows in England, said Mr. Davidson, hop on their machines and ride out to country hotels, and are received cordially in the best hostleries and country clubs because they dress well and look like gentlemen.

## SOME DEMONSTRATOR IS THAT BOY RUBSCH

LOS ANGELES, Cal.—Edward Lebell, manager of the Pacific Motor Supply Co. in Los Angeles, has been building up his system for distribution of the Thor in the 1916 season to meet the increased demand in all the southern part of the state. Following the scouting trip of George Rubsch and Ted Plank on the latest models, the Pasadena agency has been placed with H. A. Gould; a new agent has been appointed at Pomona; the Riverside contract was awarded to Hanson & Nelligan; a new agent was appointed at Redlands, where the machine was not represented last year, and a live agent was signed up at Anaheim; he took on the machine as the result of the power it showed in a hill demonstration by Rubsch. At Riverside Rubsch went up 22 steps of the Y. M. C. A. building, and at Uplands up two flights of stairs of a flat building. At San Diego the Thor will be handled by the Anakin Bike Shop.

## VARIETY TO SPARE ON THIS SUNDAY TOUR

SAN BERNARDINO, Cal.—L. E. Reed and a couple of friends went out for a look at the desert beyond San Bernardino last Sunday, leaving at 8:15 a. m., and covering about 300 miles before they got home at 6:20 p. m. Their route was over the boulevards direct to Riverside, then to Crestmore, Colton and San Bernardino, where they laid off for two hours; thence over to Redlands, through Sunset Drive and Smiley Heights into the canyon beyond Redlands, then over to Beaumont and Banning and Banning Heights, and from there into the mountains, where they hit cold winds near the snow. Roads were very muddy and badly washed out, so they turned back via Pigeon Pass and over the Box Springs grade into Riverside again. On this end of the route they struck the new desert road from Beaumont to Coachella Valley, which they say is as smooth as glass. "It was the finest Sunday ride I ever took," said Reed, "on account of the varied scenery; jumping from orange groves into snow, and from the desert into rose gardens."

### BIG MOTOR WHEEL MILEAGE

LOS ANGELES, Cal.—Riding the same Smith Motor Wheel, J. A. Benson is now making his second trip over the enormous territory of Southern California. Since joining the organization of the Appeal Mfg. & Jobbing Co., he made one trip covering Southern California thoroughly, handling outside sales of the Smith Motor Wheel, and appointing agents in practically every town of importance. Now he is out again, going over the territory, handling the Appeal company's general line of sundries, bicycles and the matter of agency co-operation on the Smith Motor Wheel. His territory is from San Luis Obispo to San Diego and he has covered 3,500 miles of all kinds of roads since October 15, and has only worn out one tire.

### FAVORS TIME PAYMENT PLAN

LOS ANGELES, Cal.—E. E. Welborn is one of the local hustlers who believes that a good deal of the success of selling motorcycles these days depends upon "wising up" the boys to the fact that they can buy their machines on reasonably easy payments. He points out that the remarkable success of the sales campaign for Ford automobiles is due largely to the fact that Ford dealers freely advertise their willingness to sell on time. Welborn figures that about nine tenths of the dealers are willing to sell on installments, but that not more than 2 per cent. of the public is aware of the fact.

"Instead of devoting a lot of advertising space to discussing technical featurees of their machines," says Welborn, "the dealers should use liberal newspaper space in talking up the time payment plan. It's a business-getter. The dealer who goes in for installment sales must watch his P's and Q's of course, but that's part of the business. Lots of dealers are doing well with the installment idea and if handled in a business-like manner it can be made a great spur to sales."

### NOTHING COULD BE SIMPLER

LOS ANGELES, Cal.—When the big fellers drop in and extend the glad it "jes' nacherally" makes folks perk up—and business follows suit. At least, that's the way George L. Snider, Harley-Davidson dealer in Bakersfield, feels about it. Sales Manager Arthur Davidson, of the Harley-Davidson Motor Company, visited Snider's place a few days ago, chaperoned by Bob Sayre, of the Appeal Company, and 15 minutes after the genial Arthur and the equally jovial Bob left the store, Snider just reached out kind of careless like and sold a Model 16-F.

### TO TIA JUANA ON DAYTON

SAN FRANCISCO, Dec. 20.—Roy Gustafson, shop clerk for W. E. & W. H. Jackson, Dayton distributors for the Coast, recently completed a flying round trip on his Dayton motorcycle between San Francisco and Tia Juana, Lower California. He went down over the Coast route, which was in very bad condition, making the run in three days. Returning, he followed the valley route, which was in good condition, except for a stretch north of Bakersfield, where the highway was cut up by highway construction. It took him four days to complete the homeward bound trip, being delayed through fighting a brush fire.

### 'FRISCO CLUB NOMINATES

SAN FRANCISCO, Cal., Dec. 22.—Nominations for officers were made at the last meeting of the San Francisco Motorcycle Club, with the following results: President, Charles Meyer and W. Coughlin; vice-president, E. Hawkins and M. Moore; recording secretary, Rae Powell; treasurer, G. W. Payton; financial secretary, A. W. Green; and directors, W. Hunt and C. Tracy.

A committee was appointed to formulate plans for an endurance run which will be held in the near future. The grand masked ball of the club was a distinct success and would probably have won even greater applause but for the fact that the Panama-Pacific International Exposition closed the same evening.

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## HOLIDAY GREETINGS

AMERICA, MOST FORTUNATE AMONG NATIONS, IS DOUBLY BLEST THIS CHRISTMASTIDE. WE ARE AT PEACE, AND WITH PEACE HAS COME EXTRAORDINARY PROSPERITY. UNDER THESE PROMISING CIRCUMSTANCES, MOTOR CYCLE ILLUSTRATED FEELS THAT THE CYCLE TRADES WILL BE FAVORED WITH A GENEROUS SHARE OF THE NATION'S HAPPINESS AND GOOD FORTUNE.

MAY THE JOYS OF THE FORTHCOMING HOLIDAYS BE FOLLOWED BY THE MOST EVENTFUL YEAR IN THE HISTORY OF THE ALLIED INDUSTRIES, AND IN THE LIVES OF ALL CYCLE TRADESMEN. SUCH IS OUR CHRISTMAS WISH AND NEW YEAR'S PROPHECY.

## HUGO TO TRY FOR RECIPROCAL SYSTEM WITH ONTARIO

TORONTO, Ont.—Francis M. Hugo, of Albany, N. Y., Secretary of State for New York, has notified the local authorities that he intends to come to Toronto on January 18, for the purpose of urging the drawing up a reciprocal arrangement between New York and Ontario with regard to motorcycle and automobile licenses. He advises that the New York State officials are heartily in favor of the interchange arrangement, knowing, as they do, all of the benefits that will accrue. New York State has already passed such legislation as will make license reciprocity possible.

There are probably 20,000 motorcyclists within a radius of 100 miles of the Niagara River boundary line who are heartily in favor of any arrangement that will permit free and unrestricted crossing of the line.

Upon the strong representation in the press and otherwise by the motorcyclists and bicyclists of Toronto that the proposed by-law which would compel all riders to dismount and push their mounts across downtown intersections was worse than ridiculous, the Committee on Works decided, on December 17, that the measure, which had been recommended by the Police Commissioners, had a number of objectionable features. The bill will come before the City Council, in the near future, for final rejection or adoption, however.

### NEW JERSEY CLUB ELECTS

NEWARK, N. J., Dec. 17.—The New Jersey M. C., of this city, has elected officers for the 1916 season at the annual meeting for this purpose on December 14. The list is headed by Wilbur M. Walden, president, with Walter D. Ker, vice-president; Elliot B. Holton, recording secretary, and J. Elmer Allen, financial secretary. Henry Seib is treasurer and Messrs. Holton, Walden and Howard Misner are road officers.

The election was followed by a social gathering, with the usual refreshments. A sociability run is to be held on New Year's Day to Greenwood Lake and return, a general invitation to all riders being extended. Local hotels will be open and Walter Goerke, local Indian distributor, will use his bungalow at the Lake for headquarters and commissary. There will be a nice souvenir presented to each rider attending, these being presented by one of the leading accessory men in the trade.

### HOLD "SPEED LIMIT" RUN

WHEELING, W. Va., Dec. 18.—To get the riders of the club into the habit of keeping within the speed limit, which is fifteen miles an hour, the Wheeling Motorcycle Club staged a run recently in which none of the contestants were permitted to go faster than the speed allowed by the law makers. Twenty members participated in the event, traveling from this city over the old National Road to West Alexander and return. There were five checking stations and four secret controls. D. H. Nikels, of Martins Ferry, O., astride an Excelsior motorcycle, scored highest—995¾ points—and won two turkeys which had been hung up as prizes. Emery Herrold, Indian, was second.

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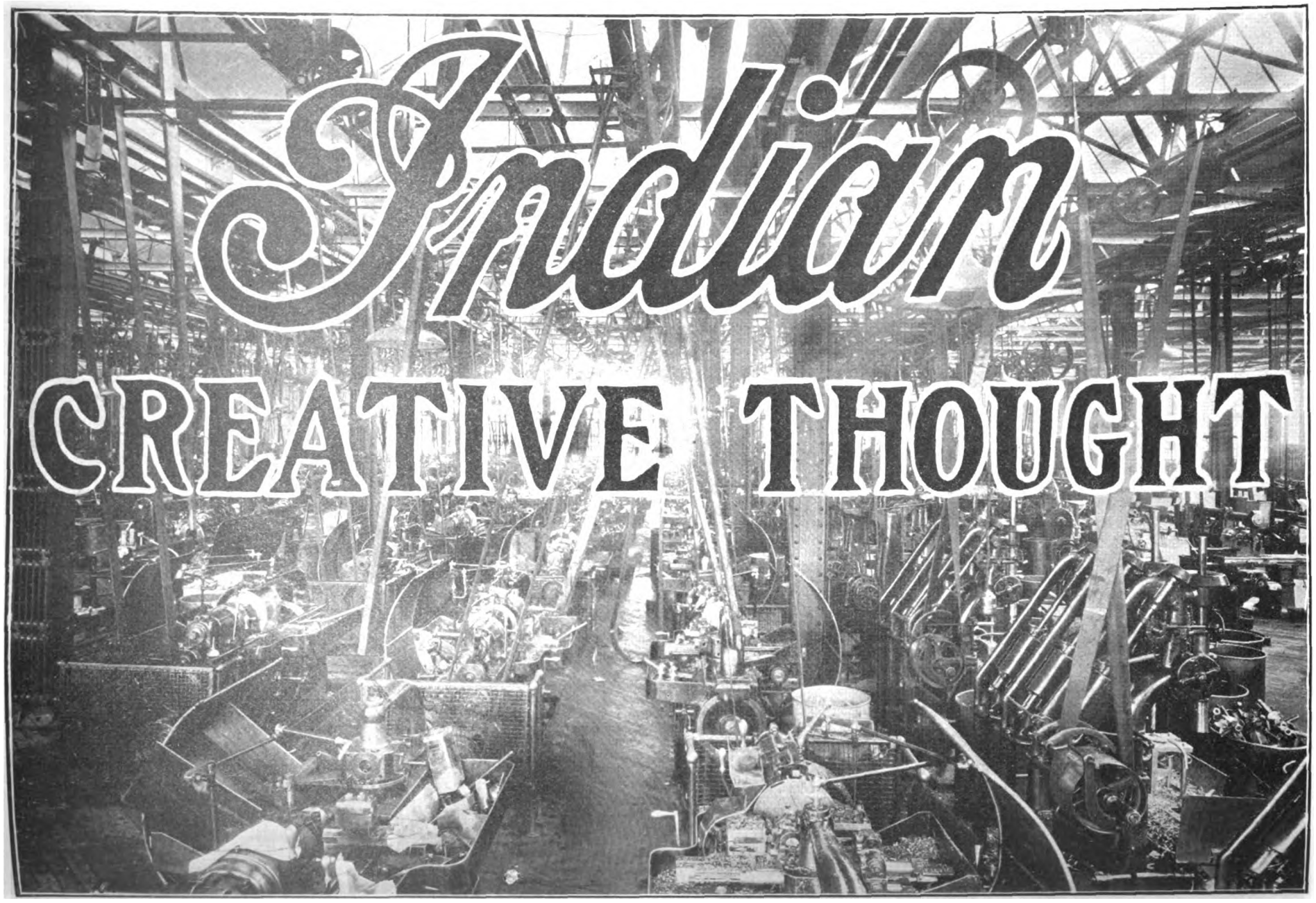


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A product can not be greater than the thought behind it.

It can be good only when *thoughts* make it good. It can be inspired only when inspired thoughts pour into it. It can progress only by reason of thoughts that originate and advance.

Can you imagine the clumsy operation of the motorcycle today if Indian had not created the double grip control? Every motorcycle has benefitted by the "twist-of-the-wrist" idea—although Indian showed how to do it first.

Do you remember 1905 when Indian developed the twin cylinder machine? Do you remember the slogan that swept the country from that time on—"The Twin's the Thing?" It was Indian.

And then the Cradle Spring Frame! No one questions that thousands of men would never have become motorcycle enthusiasts if Cradle Spring comfort had not been made possible.

Chain transmission—Cradle Spring fork—mechanical valves—mechanical oiling—foot-boards—chrome vanadium construction—practically the whole story of *all motorcycle advancement* has its source in Indian.

And still Indian creative thought goes on and on. For 1916 it rests in Powerplus—the new Indian motor—now giving the most conclusive, extraordinary performances all over the country. Powerplus is an acknowledged masterpiece.

What does all the foregoing mean? This—

*Indian lavs before the motorcycle purchaser a machine that is a created whole.*

*It allows him to choose a product that is courageously and soundly originated.*

THE DEALER AND RIDER ALIKE ARE SERVED BY INDIAN CREATIVE THOUGHT. THERE IS NO MOTORCYCLE THINKING IN THE WORLD SO FAR REACHING IN ITS EFFECT AS INDIAN.

HENDEE MANUFACTURING COMPANY

*(Largest Motorcycle Manufacturers in the World)*

SPRINGFIELD, MASS.

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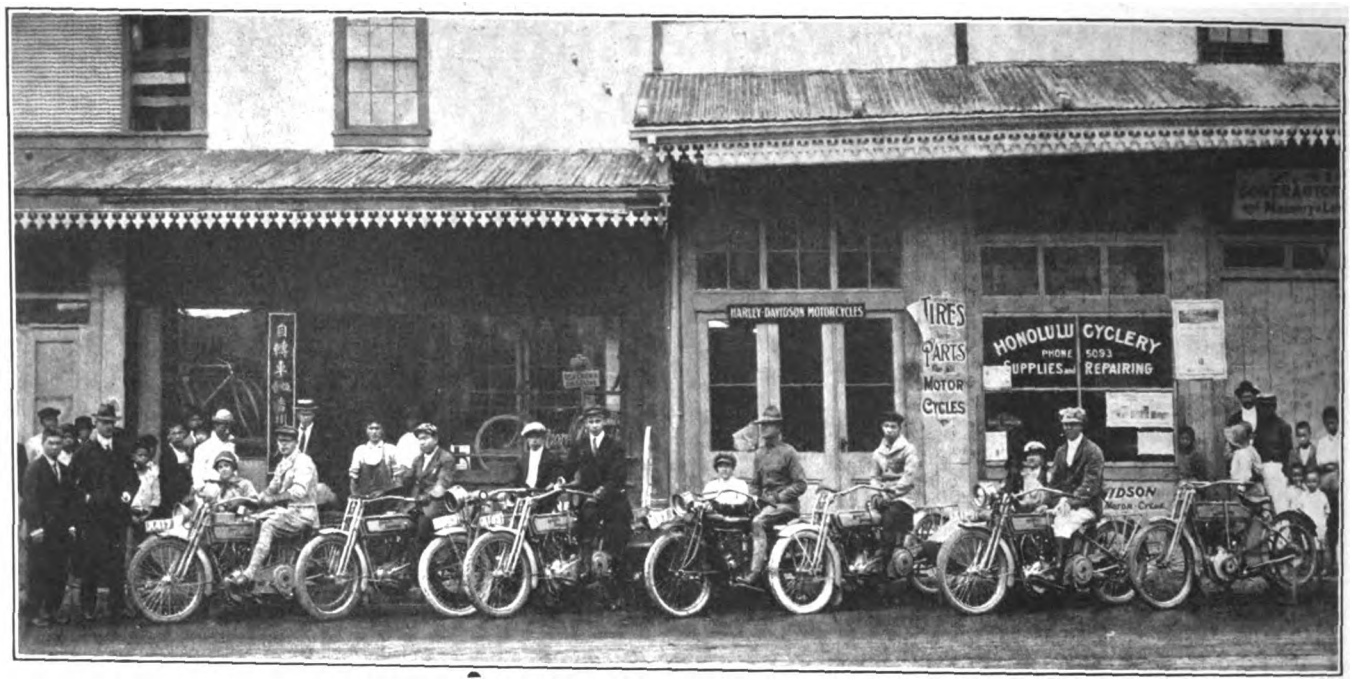
# FRASER FOUND SOME HUSTLERS IN HONOLULU




## San Francisco Trade Explorer Who Dropped in Just to See That the Hawaiian Islands Were Not Going Short on Motorcycles Says the Outlook is Good; He Had the Above Photo Taken in Honolulu to Prove it

ALL Hawaiians do not devote their time to waving palm leaves and lounging about in light opera attitudes, and anyone who persists in believing that they do will have several large and helpful chunks of assorted information slipped to them the first time they meet J. D. Fraser, manager of the San Francisco branch of the Appeal Mfg. & Jobbing Co. J. D. has just been over paying a neighborly call on some of the folks in the Islands, and he is back home again now with a well-defined hunch that the Hawaiian who makes up his mind to get some business can be depended upon to land it.

In the accompanying photograph Mr. Fraser is seen standing at the left, wearing a soft felt hat and a satisfied expression. The store is the headquarters in Honolulu of D. C. Mitchell, who sells Harley-Davidson motorcycles and says it's easy. Mitchell has two other stores in Honolulu and a busy branch in Waialua. What's more, he is about to establish branches in two other islands, Kauai and Maui. If business at these points is as favorable as it is in Honolulu and Waialua he intends to go on down the list of islands until he finishes the alphabet.

In order to give proper service to the Japanese in the Islands Mr. Mitchell has made Y. Yoshikawa, manager of sales for the little folks of the Rising Sun. There are about 6,000 whites in the Islands and something like 75,000 Orientals, so it goes without saying that the Japanese market is worth cultivating.

The riders appearing in the photo were lined up in front of the Mitchell establishment ready for a Sunday morning run. It will be noted that both riders and motorcycles are neat, and Mr. Fraser states in commenting on this condition that he was continually impressed by the desire of the Hawaiian enthusiasts to keep their machines spick and span and their riding togs clean. They are all good boosters, and a club is now in process of formation which promises to increase interest still further in the two-wheeler.

### NOVICE'S LONG JAUNT

CYRIL, Okla.—M. J. Bennett, of this city, has just returned from a 7,500-mile trip through the Rocky Mountain and Pacific Coast states on his 1915 Indian two-speed model. He was a novice rider, having never been on a machine until two weeks before his start, but nevertheless, he completed the trip without mishap.

During his ride to San Francisco, Bennett had a companion in John Lokey, of Walters, Okla. The route was across Texas to Raton, N. M., thence to Cheyenne, Wyo., and across to 'Frisco via Salt Lake City and Reno. Lokey was injured in a spill going north to Portland, and Bennett was obliged to leave him and ride alone. He returned through Oregon, Idaho, Montana and Colorado.

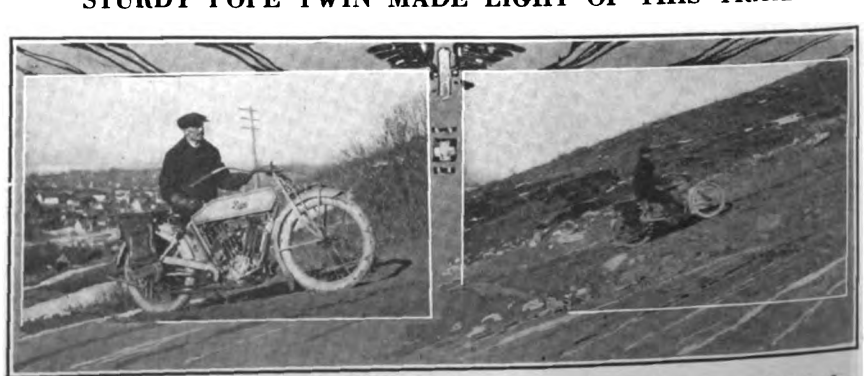
### A VISITOR FROM CUBA

L. J. Michaelson, a partner in the firm of Schumann & Co., which handles the Indian in Santiago, Cuba, was a recent visitor at the Indian factory in Springfield. He reports that business in the island is good and the prospects excellent for increasing the number of riders next year.

### TAKE ON HENDERSON

CONCORD, N. H.—Dame Brothers, of 174 North Main street, this city, have taken the distribution agency for the Henderson for Concord and vicinity. Although having had the agency for a week or two, the firm has orders for seven on the books and the men are kept busy demonstrating to prospects. Both members of the firm look toward an unusually heavy season for 1916.

## STURDY POPE TWIN MADE LIGHT OF THIS TRAIL



**Two Views of A. S. Mattila and His Mount Negotiating 1500-Foot Hill Near [illegible], Montana, Considered Worst Incline in That Part of State**

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# REFINANCING PLAN FOR STANDARD ROLLER BEARING CO. SUBMITTED

PHILADELPHIA, Pa.—Details of a plan for refinancing the business of the Standard Roller Bearing Company, of this city, have been submitted to the stockholders and creditors of the company and a satisfactory adjustment is looked for. The plan calls for raising cash to the amount of $730,713 by assessment, and reducing the present debt and capital account from $5,799,835 to $3,891,758. It is stated that holders of notes and of accounts payable are to be offered the alternative of 60 per cent. of their claims in cash as full payment, or 80 per cent. in the form of 20-year redeemable income certificates.

Holders of first preferred stock are to be assessed $15 a share, and in return will get new 7 per cent. preferred for the amount of the assessment paid, and 50 per cent. of their present holdings in the form of new common stock. Holders of second preferred stock will be assessed $7.50 per share, and will get new preferred for the amount paid, and 25 per cent. of their holdings in new common stock. Common stockholders will be assessed the same amount per share, and will get new preferred for the amount, and in addition 20 per cent. of their holdings in common stock.

## CYCLE PRODUCTS EXHIBITORS AT N. Y. AUTO SHOW

FOLLOWING is a complete list of exhibitors at the New York Automobile Show, who will have motorcycle products, as well as those for the motorcar:

Apple Electric Company, Dayton, O.; Automobile Supply Mfg. Co., Brooklyn, N. Y.; American Ever-Ready Works, New York; B. & L. Auto Lamp Co., New York; Benford Mfg. Co., Mt. Vernon, N. Y.; Bosch Magneto Co., New York, N. Y.; Champion Ignition Co., Flint, Mich.; Joseph Dixon Crucible Co., Jersey City, N. J.; Double Fabric Tire Co., Auburn, Ind.; Eclipse Machine Co, Elmira, N. Y.; Electric Storage Battery Co., Philadelphia, Pa.; A. R. Mosler & Co., Mt. Vernon, N. Y.; Newmastic Co., New York; New York Coil Co., New York; Nonpareil Horn Mfg. Co., New York; Philadelphia Storage Battery Co., Philadelphia, Pa.; G. Piel Co., Inc., Long Island City, N. Y.; Rutherford Rubber Co., Rutherford, N. J.; Rose Mfg. Co., Philadelphia, Pa.; Royal Equipment Co., Bridgeport, Conn.; Remy Electric Co., Anderson, Ind.; The Silvex Co., New York; Spitler Puncture Plug Co., Inc., New York; Standard Woven Fabric Co., Framingham, Mass.; Stevens & Co., New York; A. Schrader's Son, Inc., Brooklyn, N. Y.; C. A. Shaler Co., Waupun, Wis.; Splitdorf Electrical Co., Newark, N. J.; Standard Thermometer Co., Boston, Mass.; C. O. Tingley & Co., Rahway, N. J.; Stewart-Warner Speedometer Corporation, Chicago, Ill.; Victor Auto Parts Co., Cincinnati, O.; Vacuum Oil Co., Rochester, N. Y.; Victor Lamp Co., Cincinnati, O.; Veeder Mfg. Co., Hartford, Conn.; Van Sicklen Co., Elgin, Ill.; Vesta Accumulator Co., Chicago, Ill.; Voorhees Rubber Mfg. Co., Jersey City, N. J.; Wheeler & Schebler, Indianapolis, Ind.; Willard Storage Battery Co., Cleveland, O.; Corbin Screw Corporation, New Britain, Conn.; N. Y. & N. J. Lubricants Co., New York; Platt & Washburn Refining Co., New York; Prest-O-Lite Co., Indianapolis, Ind.; Seiss Mfg. Co., Toledo, O.; Edison Storage Battery Co., Orange, N. J.; General Electric Co., Schenectady, N. Y.; Lowe Motor Supplies Co., New York.

### HOPKINSON NOW VICE-PRESIDENT

NEW YORK, N. Y., Dec. 22.—Ernest Hopkinson has just been made vice-president of the United States Tire Company. He has been in charge of the patent matters of that concern for the past fifteen years and is recognized as a world authority on tire patents. Hopkinson's legal researches in the field of tire manufacture and tire patents has given him a wide knowledge and experience that the United States Tire Company felt could best be utilized by elevating him to the vice-presidency of the big tire concern.

### NEW INCORPORATION

JAMESTOWN, N. Y.—The Salisbury Ball Bearing Corporation has been formed in this city to manufacture ball bearings, bicycles, motorcycles, steel novelties, etc. Capital is $300,000. Incorporators are John W. Eckman, C. W. Salisbury and Thure Linderholm, all of this city.

### SHIPPING EXCELSIOR LIGHTWEIGHTS

CHICAGO, Ill. — Excelsior dealers throughout the country will rejoice over the announcement that the company has started to ship its new light-weight demonstrators. The demand for this new and promising member of the "X" family has kept the dealers busy writing and wiring to the Excelsior factory for weeks past, and the question "When are they coming?" has been fired at the Excelsior organization from all points of the compass. Now the question is being answered as far as the demonstrators are concerned, and shipments in bulk will follow so soon that dealers need not worry about trouble in making deliveries, say the factory folks.

## FEATURES OF OLD HOME WEEK IN WATERBURY, CONN.

Above, "Old Home Defender," Driven by Agent S. Lang and Manned by His Children; Below, Mrs. Lang as Uncle Sam. Both Are Harley-Davidson Outfits

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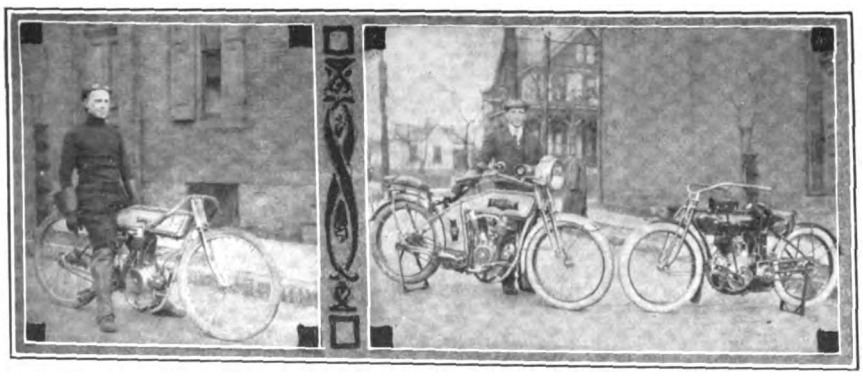
### A PAIR OF ARDENT EMBLEMITES FROM SMOKY CITY



**Left, Ben Quisenberry, One of Pittsburgh's Best Speedsters, and His Pet Single Racers; Right, T. J .Everwine, Local Emblem Agent, with His 1916 Demonstrator**

## THE SIDECARS PUT "PEP" IN DIXIE RUN

ROANOKE, Va., Dec. 18.—The last run of the Dixie M. C. for the old year was made Dec. 5. The riders left Roanoke at 8:30, two minutes apart, their destination being Blacksburg, Va., a distance of fifty miles. Blacksburg is noted for being the home of the Virginia Polytechnic Institute, a well known college of this state.

This was quite an epoch-making run in the annals of the Dixie M. C., for it is the first event of the kind in which sidecars took an important part—in fact, without the sidecars, of which there were six, it would hardly have been called a run.

Heretofore, sidecars were very few and far between, there being only one or two in a radius of forty miles. However, during the last few months, the sidecar business of the Roanoke Cycle Company, Indian agents here, has shown an appreciable increase. Motorcyclists of this city have fought shy of the sidecars on account of the hilly nature of the country and not until the Hendee factory man, Mr. H. Glenn, came through Roanoke on a 1916 Power Plus Indian and sidecar, was there much interest taken in the three-wheeled vehicle.

Glenn thoroughly demonstrated the fact that a sidecar could eat up the steepest hills (or mountains) when the machine was equipped with the three-speed gear-set and, since his visit, quite a few riders have sold their older models and purchased multi-speed machines equipped with sidecars. A very agreeable surprise was experienced when it was found that numbers of popular young ladies took a great fancy to the sidecars, who never before took any interest in motorcycling.

The run was enjoyed by all, and the credit for the success of the event was largely due to the presence of the occupants of the sidecars shown in the illustrations.

### ATTENDED KENTUCKY GOVERNOR'S INAUGURATION

FRANKFORT, Ky.—Motorcycle riders from all over Kentucky and from several adjoining states were in the city last week to attend the inauguration of Gov. A. O. Stanley, the new Democratic governor, from Henderson, Ky. Cleve T. Ray, the Henderson dealer, of Louisville; William Young, Excelsior dealer, of Lexington; W. J. Schreck, of Louisville, and George L. Evans, Excelsior representative, attended.

## SAVANNAH CLUB SCHEDULES CHRISTMAS RACES

SAVANNAH, Ga., Dec. 21.—The Savannah Motorcycle Club has decided to hold races on Christmas afternoon as well as on New Year's Day. Four events, a novelty race, a match race and two contests at five and ten miles will be run, for members of the club only. As already stated in **Motor Cycle Illustrated,** the New Year's program will be featured by a race at 25 miles; this was cut from 50 miles. There will be several other contests, and all will be open to any Georgia rider. Purses amounting to $125 will be awarded.

L. G. Buckner and John DeMontmollin have advised the committee that they will enter the 25-mile championship event on New Year's Day. Ed. Wilcox and Harry Glenn are also expected, and with Cañero, Schroeder and Harn, from Savannah, there ought to be doings aplenty.

### TO HOLD SERIES OF DANCES

WASHINGTON, D. C., Dec. 18.—In pursuance of its policy of "something doing all the time," the National Capital Motorcycle Club will hold a series of fortnightly dances at the Eagles Hall, commencing Friday night, December 17.

There will also be held on Sunday, December 18, weather conditions permitting, another informal race meet such as was held on Thanksgiving Day. No admission fee will be charged. The races will be followed by an oyster roast, for which the participants will be charged only enough to defray the expenses.

### BROWN CO. IN NEW QUARTERS

CHICAGO, Ill.—The Brown Music Co., Inc., Excelsior and Indian agent, has moved into its new building at 3018 East 91st street and will shortly hold a house-warming to celebrate the occasion. In addition to the motorcycle line, the company also handles bicycles. The two-wheelers are handled from the sporting goods department of the firm, of which R. B. Cunliffe has charge.

**Scenes Along the Route of Recent Dixie M. C. Run, Showing Sidecar Combinations Which Took an Important Part. Item Above**

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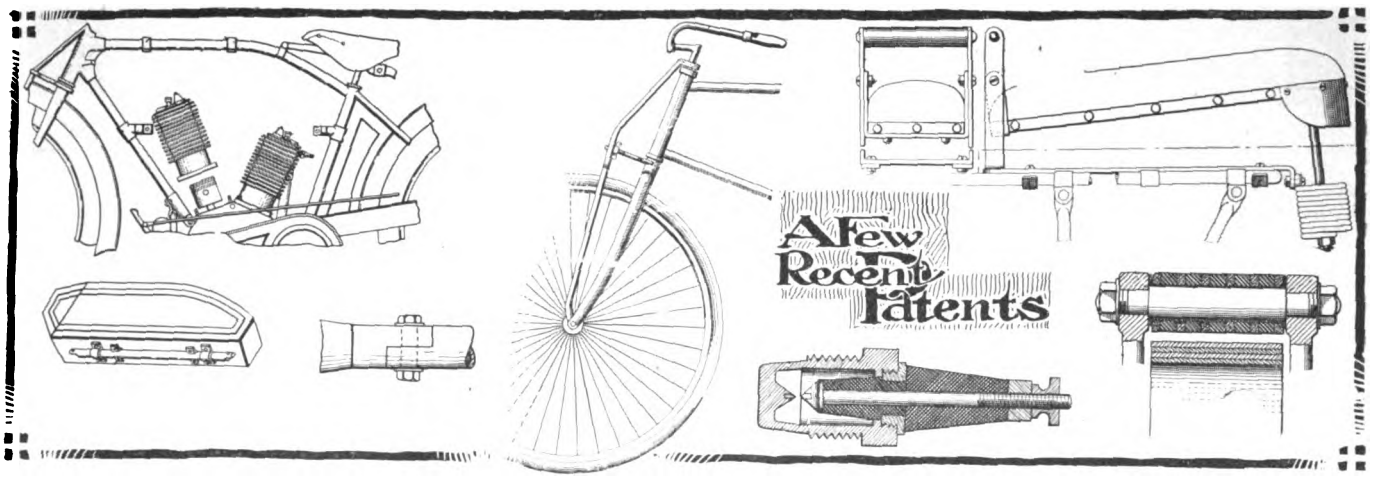


## JOINTED FRAME MEMBER

FRANK A. ETWELL, of Toronto, Ontario, has been granted a patent on a motorcycle frame whereby the cylinders of the motor can be removed without taking the motor out of the frame. To this end, the inventor has the lower horizontal or brace tube arranged with removable joints at the ends. The tank is secured to the removable brace tube by clips. When a cylinder is to be removed, the joints at the ends are disconnected, and the tank and brace tube are removed bodily, giving access to the cylinder, and enabling it to be removed without disturbing the motor. The patent is No. 1,162,993.

## BICYCLE TRUSS FORK

PATENT No. 1,159,596 has been issued to Julian E. McCartha, of Gilbert, S. C., for a truss attachment for bicycles. This attachment is to be constructed separate from the bicycle and applied to any bicycle. It consists of a forked structure having a loop at its top to encircle the movable part of the steering head of the machine, and is bent for the insertion of a separate brace, the latter fitting over the fork above the crown. The forked ends of the truss member attach to the ends of the wheel axle.

## QUICK DETACHABLE TANDEM

A tandem seat which is quickly attached to or detached from the motorcycle is the subject of Patent No. 1,164,207, issued to Ewald F. Pawsat, of Sheboygan, Wis., and assigned by him to the Wald Manufacturing Company, of that city. There is a base frame having a novel means that permits the same to be readily attached to or removed from a supporting frame. The latter is tubular and of general U-form. The seat frame or base frame is of flat stock, being held by flat pieces with upturned ends to the supporting frame. The usual rear springing which characterizes the Wald tandem is employed, as well as the pivot arrangement at the front.

## NOVEL SPARK PLUG

THEODORE LATCH, of Galeton, Colo., has invented a spark plug with novel electrodes designed to prevent the accumulation of oil, soot or other foreign matter. At the end of the center electrode is a copper or platinum point, inserted in a pointed portion with concave faces. Opposite to it and below is a similar point inserted in a yoke piece formed integral with the shell of the plug, the distance between the two points being that required for the spark to pass. The yoke piece is flat to prevent interference with the flow of gas to the electrodes. The patent is No. 1,160,911.

## COMPOUND BUFFER TUBE

A buffer tube to be used in connection with leaf-spring forks having scroll ends has been patented by George E. Myers, of Camden, N. J. This buffer tube is to be fitted to the cross-bar above the spring, and is made up of alternate discs of rubber and leather mounted on a sleeve. The discs are held tightly together to ensure solidity. The tube is rotatable to present different portions of its surface to the impact of the spring, and thus lengthen its life. The patent is No. 1,163,103.

# HOW MOTORCYCLES MAY SAVE WISCONSIN $2,000 A MONTH

MADISON, Wis., Dec. 22.—That the use of motorcycles would effect a saving of $2,000 per month in the work of the wardens of the conservation commission of the state of Wisconsin is the opinion of Secretary Scheibel of the commission.

According to Mr. Scheibel's suggestion the installation of a fleet of 50 motorcycles to be used by his wardens, aside from the saving of $24,000 every year, would greatly increase the efficiency of the department and make a saving in time of fully 25 per cent.

Among the most important items of expense on account of the conservation wardens are livery hire, railroad fare and hotel bills. The monthly approximate average of these is:

| | |
|---|---|
| Livery hire | $800 |
| Railroad fare | 600 |
| Hotel bills | 2,000 |
| Total | $3,400 |

In discussing the matter with various members of the commission **Motor Cycle Illustrated's** correspondent found that with the use of motorcycles the item of livery hire and railroad fare could be almost wholly eliminated and that for hotel bills reduced more than a third, thus accomplishing the saving of $2,000 per month, a sum which in a few months would pay for the entire motor equipment.

Regarding improved efficiency, members of the commission point out that with the motorcycles the state conservation wardens can go wherever and whenever they are needed immediately without having to wait upon the peculiarities of railroad time tables. They could scoot across country any time of the day or night, dodge into the byways away from the main line of travel and every day cover more territory and do more effective conservation work than by the present system of travel by railroad or livery hire.

With the good roads now general throughout the northern part of the state and the comparative lack of railroad service it is believed that the motorcycles are imperative as it is that section of the state which has its greatest need for conservation work.

## ANOTHER MEET FOR PHOENIX

PHOENIX, Ariz.—Another motorcycle race meet is to be held at the Arizona fair grounds track on February 22, 1916, under the auspices of the local Moose lodge. It will have for its object a demonstration of the advantages of this lodge as a location for the proposed tubercular sanitarium of the L. O. M. Dr. Lorenzo Boido will be in charge of the affair. The program includes five; ten and 25-mile free-for-all, a mile time trial and a 15-mile Arizona championship event.

## TURKEY SUPPER FOR READINGITES

READING, Pa., Dec. 22.—On New Year's Day the Reading Motorcycle Club will hold a run to Ronbesonia, where a turkey supper will be served, at the Mansion House. At a meeting attended by 75 members the following officers were elected for a year: President, Frank Neidig; vice-president, Guy Lyle; recording secretary, Harry Hart; financial secretary, Webster Schlott; treasurer, James Dunkle; first lieutenant, Raymond Reinert; second lieutenant, Paul Maurer; trustee, John G. Nuebling. Three new members were elected—Walter Fegley, Wellington Schupp and David Wenrich.

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# With the Manufacturers

## BALL BEARING IMPORTS

NEW YORK, Dec. 21.—Shipments of antifriction balls and bearing to this country were about normal during the month of September, 1915, the figures showing a valuation of $96,263, as compared with $96,008 for August of this year, and $155,132 for September, 1914. The value of shipments to be reshipped to other countries reached but $459 during the month. The first nine months of the year, ending September 30, 1915, showed a valuation of $1,073,875, compared with $1,988,226 for the same period in 1913 and $1,276,446 for the 1914 period.

There remained in the warehouses as of September 30, 1915, balls and bearings valued at $302,047, compared with $503,557 as of September 30, 1914.

## JAPAN'S CYCLE IMPORTS DROP

Imports of bicycles, motorcycles and parts into Japan showed a big drop in 1914 as compared with 1913. The figures were as follows: Bicycles, motorcycles, etc., in 1913, $415,854; 1914, $194,474; cycle parts and accessories in 1913, $647,018; in 1914, $321,002.

Automobile imports showed a proportionate falling off.

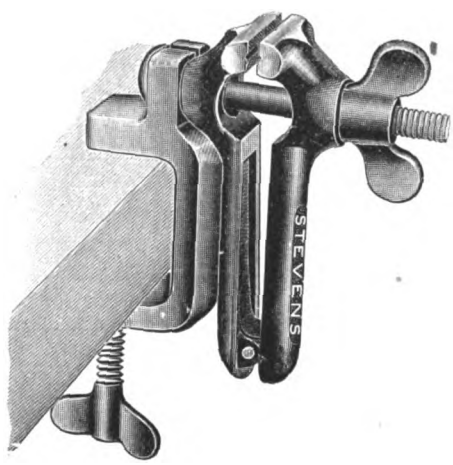
## COMBINING BUSINESS AND PLEASURE

MITCHELL, S. D.—Not only does R. W. Jamison get full value from his Model R-15 Pope by using it in soliciting work and taking his wife out for sidecar jaunts, but being a well driller by trade, he draws with him from job to job, the house marked with a cross on the photograph. When the picture was taken Jamison and his wife were just starting from their home in Mitchell with a three-passenger boat they intended to launch in the James River.

**The Jamisons in Their Pope Twin Sidecar Combination Hauling the Three-Passenger Boat to the James River; They Find Varied Uses for the Rig. Item Above**

## IMPROVED CLAMP FOR THE STEVENS HAND VISE

IN order to render the Stevens hand vise adaptable to bench work, as well as to its regular functions, Stevens & Company, of 375 Broadway, New York, have brought out an improved clamp adapted to fit this useful little article. The clamp is C-shaped, and has a screw with wing-head to affix it to the bench, motorcycle frame member,




**Hand Vise and Clamp**

etc. It is adaptable to any Stevens hand vise now in existence. The retail price is 25 cents.

On the part opposite the screw is formed a lug adapted to take the screw head on the hand vise by a special joint. The vise then lays with one jaw on the body of the clamp, giving a firm support to it. The vise opening is horizontal when the clamp is set on a horizontal piece or frame member. The clamp and all parts are made of first class material, and will stand hard service. With the vise listing at 75 cents, and the clamp at 25 cents, the purchaser has a device which can be used in the hand or at the bench for one dollar. Those who have experienced the desirability of some form of rest or means of attaching the hand vise will welcome this clamp.

## "THE COVENTRY" CHAINS

"THE COVENTRY" chains for motorcycles and bicycles are well illustrated and described in the latest catalogue of the Coventry Chain Co., Ltd., Spon End, Coventry, England. The motorcycle drive chains ranging from the various ½-inch pitches up to and through the ⅝-inch sizes are listed in a prominent place in the book, as well as the N. L. type of noiseless chain, recently adapted for the primary drive on a number of British motorcycles. The extensive list of chains includes magneto drive in both roller and noiseless types, the Elite, O. A. and Three Spires qualities for bicycles, as well as a series of chain parts and tools. A novelty in the Coventry line is a small chain of block type, ⅛ inch pitch, for operating variable-gear hubs.

A list of Coventry chain sizes suitable for various makes of motorcycle is appended in the catalogue. The Coventry chains are handled in this country by the Herbert F. L. Funke Company, Inc., of 116 Broad street, New York.

## BRAZIL FALLING IN LINE

RIO DE JANEIRO.—Dr. Camillo Soares, postmaster general of Brazil, is working out a new system of mail collection in the vicinity of Rio de Janeiro by the use of the Indian motorcycle with sidecar in place of the antiquated horse-drawn vehicle. At a recent test, Postmaster General Soares and his secretary, Dr. Henrique Aderne, sub-director of the traffic department, the provisional head of the Botafogo post office and other post office officials and prominent persons were present. Collections were made in two distant districts which ordinarily require the services of two men, one with a horse and the other using the street cars, for at least one hour and thirty minutes and which was done in the test by one man Raoul Soares de Souza, in less than 40 minutes. Mr. de Souza, who is a mechanic employed by Paul J. Christoph Co., Indian dealers at Rio de Janeiro, had one of the post office collectors ride with him on the machine.

## IRELAND'S MOTORCYCLE IMPORTS

The imports of motorcycles into Ireland have averaged in value approximately $300,000 during the past two or three years. Most of the motorcycles imported into Ireland come from England.

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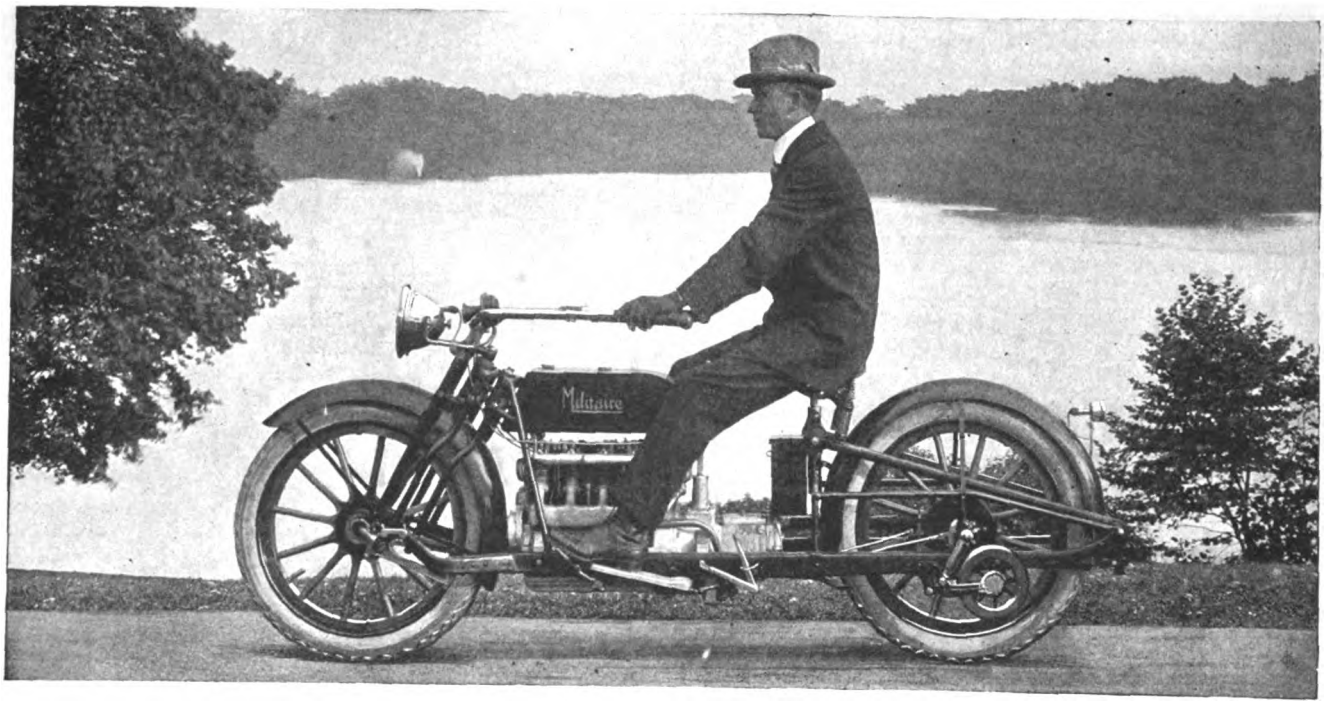
# MILITAIRE WILL BE AT NEW YORK AUTO SHOW

## Ingenious Autocycle Has Pressed Steel Frame, Wood Wheels, Pivoted Axle and Unit Power Plant



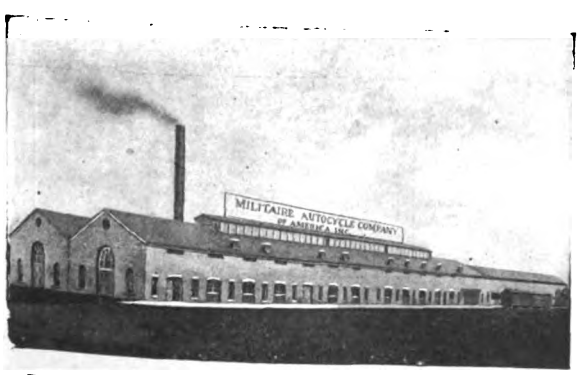

**Left Side of Militaire Autocycle, Showing Novel Fork Construction, Patented Frame and Artillery Type Wheels. Note Idlers and Spring Seat, as Well as Tank Arrangement and Control Devices**

BUFFALO, N. Y.—At the plant, on Kensington avenue, of the Militaire Autocycle Company, a goodly force of men is now actively engaged in turning out considerable quantities of the vastly-improved Militaire Autocycle, which attracted so much attention at the New York and Chicago Shows.

President N. R. Sinclair has interested in the new company, which is capitalized at $250,000, a number of the leading business men of Buffalo and Toronto, as follows:

George C. Miller, vice-president, also vice-president of the Fidelity Trust Co.; E. M. Mills, treasurer of the Militaire firm, as well as a director of the Buffalo Copper & Brass Rolling Mills and the Houk Wire Wheel Co.; W. A. Morgan, director, and president of the Buffalo Copper & Brass Rolling Mills; Gideon Grant, director, also the attorney for the Royal Bank of Canada.

Harry T. Ramsdell, president of the Manufacturers & Traders National Bank of Buffalo; R. W. Pomeroy, director of the Erie Railroad; Carlton W. Smith, vice-president of the People's Bank of Buffalo; W. F. Goforth, president of Ladies Wear, Ltd., of Toronto. W. F. Miller, formerly with the Maxwell Motor Car Co., of Detroit, Mich., is superintendent for the Militaire firm, and C. T. Schaefer, formerly with the St. Louis Car Co., is chief engineer. A. N. McLean, formerly with the Bank of Nova Scotia, in Toronto, is Secretary of the Militaire Autocycle Co.




**Factory of Militaire Autocycle Co., at Buffalo, N. Y.**

### Unit Power Plant

The Militaire Autocycle, which will be the only two-wheeled motor machine at the forthcoming New York Automobile Show, December 31-January 8, 1916, is fitted with a four-cylinder powerplant, whose S. A. E. rating is 11½ horsepower. The bore is 2 11/16 inches and the stroke is 3 inches. The piston displacement is 68 cubic inches. The cylinders are of the L-head type with inlet valve over exhaust. Pistons are of special soft gray iron ground accurately to size and each is fitted with three cast iron rings. The connecting rods are drop-forgings of special selected steel, heat treated to obtain the best effect. The crankshaft is a drop-forging of special steel and has all bearings ground in. There are three main bearings, all bronze backed and lined with nickel-babbitt.

The cam shaft is a one-piece drop-forging, hardened and accurately ground. It runs in bronze bearings. The valves are nickel steel, with a clear diameter of 1¼ inch. Lubrication is by a constant recirculating system, utilizing a gear-driven pump located at the front end of the motor. The oil is carried in the reservoir of the lower section of the crankcase and is thoroughly strained before it is distributed to the various troughs in which the big-ends dip. The carbureter is a Schebler. Ignition is by Bosch high-tension magneto.

### Three Speeds and Reverse

The transmission is of the selective sliding gear type, giving three speeds forward and a reverse. The gears and shafts are carried in an oil-tight casing which forms a rigid unit with the motor. The clutch is of the dry-plate type with four engaging faces of 5⅞ inches diameter. Four springs of the coil type are used in this clutch. Operation is by pedal on the right side. The final drive is by propellor shaft, universally-jointed at both ends. The shaft is of drop-forged alloy steel, heat treated.

A patented starter is contained within the clutch compartment. This starter is positive in operation and automatically releases in case of a back-fire. Wheels are of the wooden artillery type, of second-growth straight-grain hickory. The spokes are interlocked. The wheels run on annular ball-bearings. The brake equipment includes an external contracting and an internal expanding brake. Tires are 28 x 3 inches.

### Novel Frame and Forks

The frame is one of the Militaire's special features. It is of pressed steel 2½ inches deep. It is underslung to get an even distribution of weight and low center of gravity. The springs are of the cantilever type, of alloy spring steel. The front axle is pivoted, and is made from one solid bar, eliminating breakage and insuring an upright position for the rider at all times. The cantilever seat springing is adjustable by removing the pin and adjusting from the rear, moving the springs nearer to or farther away from the center.

The Militaire is fitted with idler wheels,

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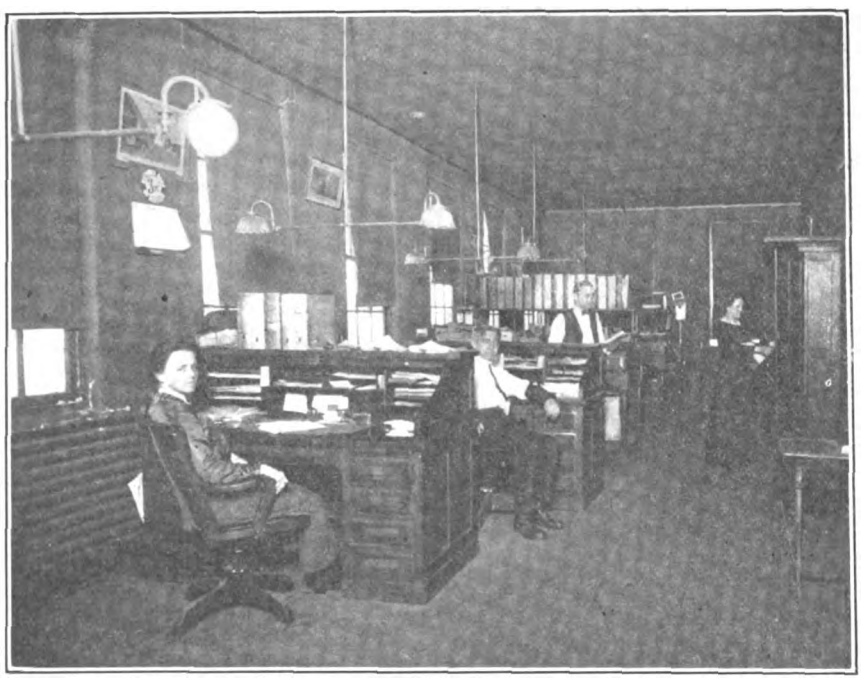
making it possible to start, stop, back up or ride very slowly without leaving the seat or removing the feet from the rests. A lever device is fitted for raising and lowering these idlers, one of which is fitted to each side. The tank capacity is 3 gallons of gasoline and 5 quarts of oil, the latter being contained in the lower section of the crankcase. The wheelbase is 65 inches and the weight is 385 pounds. The electric equipment consists of horn, headlight, tail lamp, storage battery and speedometer. The price is $335, f. o. b. Buffalo.

President N. R. Sinclair states that deliveries on the Militaire will be made by the last of January. There are over 300 applications from high-class dealers on file at present, these including some of the new blood of the trade. Material and parts for over 2,000 machines have been ordered, and President Sinclair states that while there is a standing order from England, less than 500 of the 2,000 machines will leave this country. It is the firm's desire to take care of home trade first, hence its decision to this effect.

## WHERE EMBLEM BUSINESS IS CAPABLY CONDUCTED



**Main Offices of Emblem Manufacturing Company at Angola, N. Y. These Are on the Fourth Floor and Are Particularly Well Lighted and Comfortable**

## ECLIPSE BRINGS OUT AUTOMOBILE STEERING GEAR

ELMIRA, N. Y.—In addition to its extensive line of motorcycle and bicycle specialties, such as the Eclipse clutches, two-speed gears and coaster brakes, the Eclipse Machine Company, of this city, is manufacturing a steering gear of an exceedingly promising type of steering gear for motor cars. This gear is of the right-and-left screw-and-nut type, in which the opposite movements of two nuts attached to the steering arm and moving upon screws on the steering post moves the front wheels of the car by suitable linkage connection.

## SCHRADER MARKETS ANOTHER TROUBLE-SAVER

BROOKLYN, N. Y.—To obviate the necessity of detaching a pump from a tire when it is desired to test the air pressure, A. Schrader's Son, Inc., 783-791 Atlantic avenue, is introducing a novel and inexpensive device which may be attached to any pump and which permits of ascertaining the air pressure without removing the pump connection. The Schrader device screws on the end of the rubber tubing of the pump and connects to the tire valve by means of a swivel nut. A deflecting pin directly over the vertical arm of the appliance permits of taking the gauge pressure in the tire while the pump is still attached to the tire and in operation. The device, which is exceedingly simple and compact, sells for 35 cents.

### FORWARD, THE R-S BRIGADE!

READING, Pa.—Things have been on the hop in Reading Standard circles of late, both at the factory and in the sales organization, and as an indication that the selling end is going to keep up with the speedy pace set by the factory, the following list of new R-S agents is announced:

Miner & Houseknecht, Batavia, N. Y.; Jno. Kimpson, Rochester, N. Y.; Little Falls Motorcycle Co., Little Falls, N. Y.; F. W. Armstrong, Patterson, N. J.; F. W. Anderson, Albany, N. Y.; Alert Repair Co., Guttenberg, N. J.; Baltimore Cycle Co., Baltimore, Md.; Frank Bruno, New Rochelle, N. Y.; Clausen Bros., Chicago, Ill.; Cole & Brown, Johnstown, N. Y.; Chas. E. Denton, Ossining, N. Y.; Frank T. Fries, Kitanning, Pa.; Howard Geary, New Castle, Pa.; Lawrence Eller, Dayton, O.; J. Janoschek, Bronx, N. Y. City; Loudenclos & Angwin, San Francisco, Cal.; Lewis & Fry, Schenectady, N. Y.

### MAKES HIS JOB EASIER

**G. W. Phillips, Veteran Rider and Painter of North Benton, O., and Indian Used for Business and Pleasure**

## V-RAY PLUGS WEAR NEW CHECKERED SUITS

MARSHALLTOWN, Iowa. — V-Ray spark plugs are real perky these days owing to the fact that they are all dolled up in new clothes. The V-Ray Company, manufacturers of the well-known line of plugs, has adopted a new black and white checkered design which will be made representative of everything the company puts out from now on. The checkered design will be applied to containers, cartons, advertising matter and in fact everything that carriers the V-Ray brand.

Plans have been laid to feature, in a widespread sales campaign, the company's new "Petrifint" core and the "Violet-Ray" electrodes which are now found in all V-Ray spark plugs. The Violet-Ray electrodes are of secret composition and are guaranteed not to fuse or burn off. Aside from these two distinctive points the V-Ray line will not be radically changed. "We don't need changes in our line to boom business," remarked an official of the company a few days ago, "because we are working to capacity at present."

### NOTED WASHINGTON SPEEDSTER

**Victor Dessez with Excelsior, Who Won Thanksgiving Day Races of National M. C. at Laurel Track**

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# EXTRA-STRONG CONSTRUCTION IN FIRESTONE TIRES

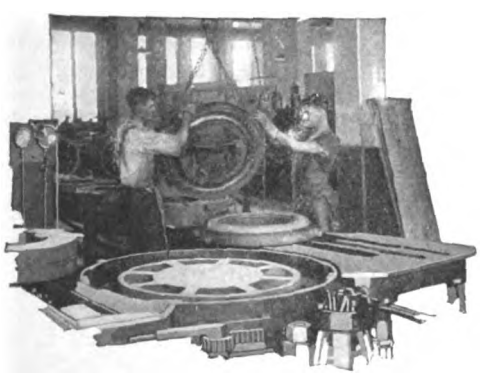
## Selected Materials and Careful Workmanship and Inspection Produce a Superior Motorcycle Tire

FEW people realize the great and rapid growth of the pneumatic rubber tire industry and the enormous field covered by it. To the average person, a motorcycle tire is simply a rubber tire built to hold air and carry the rider safely and comfortably. Only a vague notion is held by the average person as to the extent of the industry.

As a graphic example, crude rubber to the extent of millions of dollars' worth is imported into this country each year, and ninety per cent. of this goes into the manufacture of rubber tires. Before being molded into forms and answering its several purposes in the manufacture of motorcycle tires, this rubber is compounded and prepared as carefully as is a prescription in a first-class drug store. The same amount of thought, planning and painstaking care is used in the specification and manufacture of a rubber tire as in the planning and erection of the most important and valuable building.

### Early Motorcycle Tires

Only a few years ago, the motorcycle manufacturers were producing a light motorcycle of single cylinder type with belt drive. The tire companies were called upon to build a tire for this machine. The motorcycle in construction being nothing more than a bicycle with a gasoline power-plant incorporated, it was considered as such and a tire was built to meet the conditions which might be expected with a bicycle.

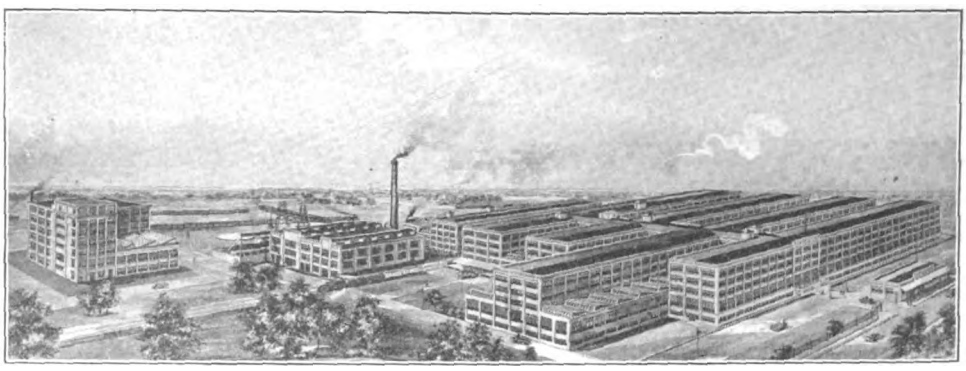


One of the Special Machines

Today, we have a different situation. Motorcycles made with three-speeds, more power, almost twice the weight and chain drive have necessarily made the tire problem a serious one. The rider has to resort to the use of an automobile tire to get proper mileage and satisfaction.

### Of Automobile Construction

The Firestone motorcycle tire is an automobile tire in every sense of the word. It is a tire constructed throughout on automobile lines. The 28 x 3-inch motorcycle tire consists of four plies of fabric, exactly the same number and grade as used in the Firestone 28 x 3 automobile tire. Tests have shown that the average motorcycle rider will clip off from 30 to 50 miles an hour, making it necessary that the tread should not be too heavy, since at such speeds it would be likely to become burned.



The Extensive Plant of the Firestone Tire & Rubber Co., at Akron, O.

In this day of great demand for American made goods it might be imagined that carefulness in manufacture would be forgotten in the haste to supply the increasing demand. This is not true in regard to Firestone motorcycle tires. The fabric, made of the highest grade Sea Island cotton, in large 500-pound rolls, is carefully inspected for defects by being passed through an electric lighted machine. It is next taken to the calender room where the moisture accumulated during manufacture, is dried out. A thin layer of rubber is then placed on each side of the fabric.

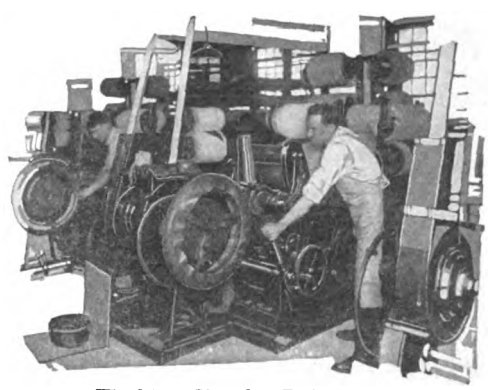
### Firestone Construction

The rubber is subjected to an equally rigid examination, and is given just as skillful treatment as the fabric. The cross-section herewith shows the construction of a Firestone motorcycle tire.

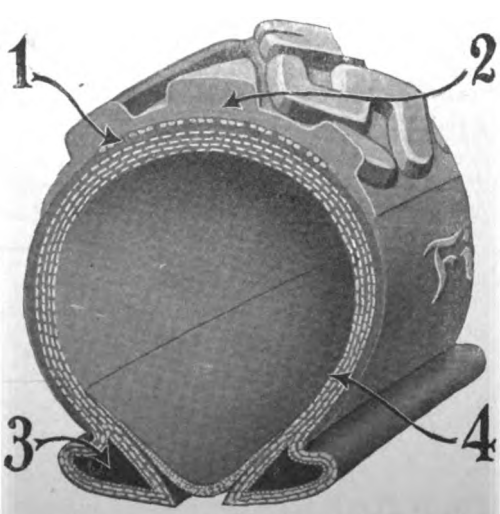
In the tread is a breaker strip, shown at 1, this being made of open-weave fabric filled with fine quality rubber. The tread itself, as at 2 in the figure, is made extra-thick of specially-treated rubber. The bead 3, is of special construction to prevent rim-cutting and clings closely to the rim. The fabric, 4, is of four plies. It is filled with selected rubber and applied by skilled workmen. The fabric is given a double inspection before the tire is treaded.

There is an extra layer of pure gum between the four plies of fabric in this tire. The rubber used to fill the weave in the breaker strip is live rubber on a foundation of fine cushion stock. The side walls are of strong, thick rubber. Firestone motorcycle tires are one of the favorite racing tires. One of the latest victories was that at Tacoma (Wash.) Speedway on August 15, when in the 300-mile race the record was smashed three times. All machines that finished were equipped with Firestone tires on the rear wheel.

Firestone tires are made in two popular styles: Non-Skid tread and Corrugated tread. The first is the same as that used on the Firestone automobile tires. They are sold in Europe in Christiania, Norway; Stockholm, Sweden; The Hague, Holland; Hamburg, Germany, and Barcelona, Spain.



Working Up the Rubber




Section of Non-Skid Motorcycle Tire, Showing Fabric and Breaker Strip

### BECK WITH KEYSER FRY

READING, Pa.—After a continuous service of 25 years with the Supplee Hardware Co.'s interests of Philadelphia, Joseph F. Beck, manager of the sporting goods department, has joined forces with the popular cycle and auto jobbing house of Keyser Fry, 616-622 North Eighth street, Reading. This progressive house has lately purchased the Reading Cycle Manufacturing Co., manufacturers of the Reading Standard bicycles, which will put them in a better position to serve their many friends in the trade.

Mr. Beck will be glad to greet manufacturing friends, as well as old customers, at the above address, and will welcome correspondence with those interested in automobile and bicycle accessories, garage supplies and sporting goods.

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## EXPORTERS MUST STUDY TRADE CUSTOMS OF FOREIGN COUNTRIES

AS a result of interviews with business men of Pernambuco, Brazil, relative to American exports, Consul A. T. Haeberle, who is stationed in that city, is enabled to point out specific instances where American exporters have not given satisfaction, or where misunderstandings of an unfortunate nature have come up. Many exporters, Mr. Haeberle says, do not pay sufficient attention to details, to studying the market, the tariff, style of correspondence, or other matters which often cause dissatisfaction and annoyance. Trivial mistakes in the United States, he points out, often become the source of delays, fines and great inconveniences in Brazil.

"There are many concerns in this city that are trying to establish business relations with American firms, but have had some erroneous opinions about our export trade. A well-known merchant remarked: 'I have seen a great many letters from American firms that wanted to do business with merchants of this city, but I never considered them.' When asked why, he said: 'Because your good firms have enough business to attend to at home. Only those that can't sell their products at home want to find foreign markets.'

"If our exporters learn what is required, it will help to eliminate useless correspondence of firms that do not wish to, or feel they dare not, meet the conditions of the export trade.

"The same principle applies to credit terms. If our exporters are once convinced that the merchants of Pernambuco will not, because they cannot, agree to cash against documents in the United States before the delivery of goods, or even cash against documents in Pernambuco, it will mean the elimination of correspondence that leads to nothing. Would it not be possible for manufacturers who are not willing to give credit, but who demand cash and thus lose the trade, to make arrangements with some experienced commission house, or export house, and inform the foreign customer that such an arrangement has been made for him? That would constitute a basis for further negotiations."

On the credit situation Mr. Haeberle quotes the views of the Pernambuco importers in this way:

"If we have to pay cash we will buy only what we have to, and hope to do business with Europe again after the close of the war. We have a good reason for this. We must do business on credit. Here in Pernambuco most of our business is with the interior and we have to sell to our customers on credit. Another reason is the excessive customs charges that would surprise some of the American manufacturers. Then comes the value of the stock itself, so that to pay cash really means working with three capitals—one for the customers, one for the custom house, and one for the American exporter. One of the principal exporting firms of New York, one that does give long credits, lost the insignificant sum of about £25, which was gladly overlooked in view of the large business done."

Carelessness in the use of the cable, causing expense that should be unnecessary, misunderstandings due to wrong translations of orders, sending three invoices in one envelope, sending as advertising matter duplicates of packages in which the goods are put up, and the shipping of styles of hardware that are not wanted by the people are among the other things credited by the merchants, according to Mr. Haeberle, as interfering with the growth of trade with the United States.

### WAR TAX ON MAIL

The New Zealand Government has imposed a war tax of one-half penny (1 cent) additional on every piece of mail (except newspapers) posted in that country, save in case of mail under the Postal Union rate now paying five cents. Ordinary letters to the United States must pay three cents per ounce under the new rate, as compared with the former rate of two cents an ounce.

### OPENING IN SANTO DOMINGO

According to the American Consul at Santo Domingo, there seems to be an increasing demand for motorcycles. He advises us that he feels "safe in saying that much business will result" from proper effort on the part of American manufacturers.

### CHINA A PROMISING FIELD

According to American Consul Fred Fisher at Tientsin, China, "practically the entire supply of bicycles is imported from Great Britain. Previous to the outbreak of the war, German-made bicycles were imported in large quantities, but since that source of supply has been cut off on account of the war, opportunities for American manufacturers should be favorable. The average cost of a bicycle in the local retail stores is about $55 local currency (about $22 in gold). There are about thirty motorcycles in use in Tientsin and about five in Peking, of which nearly all are American-made machines. Owing to the lack of good roads and the present unfavorable rate of exchange for silver, no rapid increase in the number of motorcycles in this part of the world is to be expected."

### NEW EXPORT REGULATIONS

WASHINGTON, D. C.—The announcement that new United States regulations relative to export procedure will become effective January 1, 1916, has created such intense interest among manufacturers and shippers that the Bureau of Foreign and Domestic Commerce, Department of Commerce, has found it necessary to reprint the new order with explanatory text. That pamphlet is just off the press and is being supplied free of charge to those interested, upon application to the above-mentioned office. All shipments for export to foreign countries or to Alaska, Hawaii and Porto Rico will be affected by the new regulations.

Accuracy of statement and completeness of description in export statistics are the primary objects of the new procedure. Heretofore the data received by the Bureau of Foreign and Domestic Commerce have frequently been lacking in these respects, largely by reason of the fact that interior shippers consign to their agents at the seaboard for export goods unaccompanied by adequate descriptions for use in making export declarations. The new regulations seek to remedy this defect.

### ARGENTINA A GOOD MARKET

According to John H. Allen, manager of the Buenos Aires branch of the National City Bank, conditions in Argentina are unusually prosperous, and American exporters have an exceptional opportunity there. Mr. Allen says that Argentina's net gain in export trade will approximate $450,000,000.

"There is nothing in the Argentina business situation," he maintains, "that makes it necessary for the United States exporter to be any more cautious in extending credits than heretofore. Most U. S. exporters are making a great mistake in refusing to extend credits where credits are warranted. If Uncle Sam's merchants can be induced to come a little way down the road to meet these people, it will be to their own advantage."

### KOREA BICYCLE IMPORTS

During the year 1914 bicycles were imported into Chosen Korea as follows: From Japan, $76,045; from China, $89; from United States, $13,722; from Great Britain, $53,504; from other countries, $2,941.

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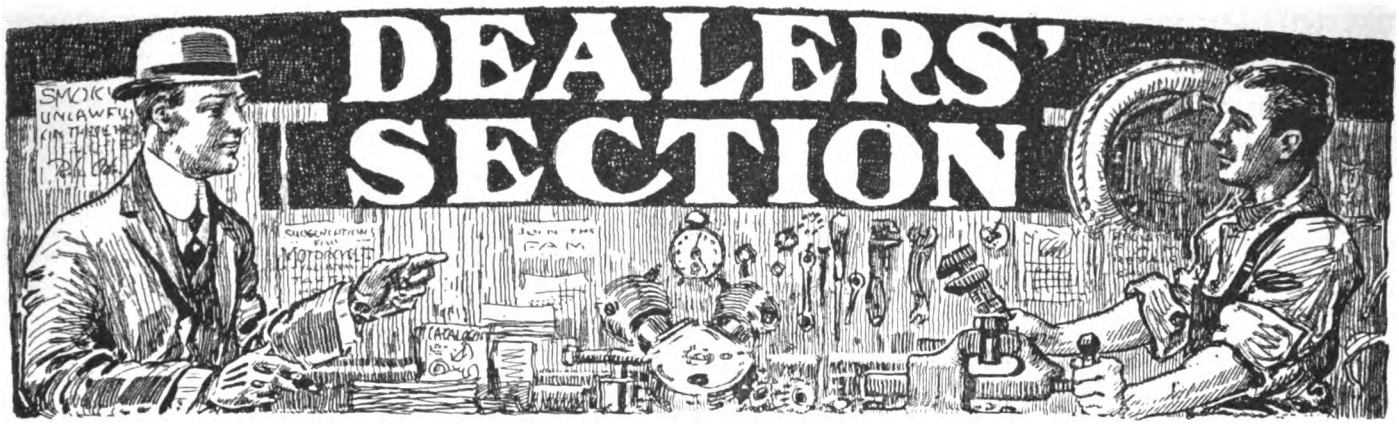


# LOOKING THE CREDIT PROBLEM IN THE EYE

## Some Advice From the Inside for the Dealer Who Wishes to Keep His Rating O. K.

By PATHFINDER

***"A merchant's capital is the sum of his net available resources plus his credit."***

A MOTORCYCLE dealer would not think of taking a $2 bill and sticking it on a spike on the wall, now, would he?"

This was the first question fired at us by W. D. Isham, credit man at the Harley-Davidson factory, when we finally were able to pin him down long enough to get what might be called an interview.

Isham (make it a long I if you would still be friends with this busy gentleman as that's a sore spot), we were told, could give us some opinions, well founded, on why some motorcycle dealers do not succeed in business. But the $2 bill question struck us as being a funny simile and we put on our best pooh-pooh smile. "Who ever heard of such a thing?" we asked.

"Well, may be you never heard of such a thing, but there are hundreds of motorcycle dealers that are doing it over and over again in the way they handle their credits," was Mr. Isham's reply. "If my friend the dealer hangs a credit slip of one of his riders on the hook it's just the same as a $2 bill. The trouble is he doesn't realize it: To him it is nothing more than a slip of paper, and he treats it with the utmost unconcern. He does not appreciate its importance as a factor toward keeping his credit rating A1.

### Fear of Offending Patrons

Failure to keep the proper records has been the ruination of more than one dealer. Of course, I don't refer to all dealers by any means. I could point to hundreds of our dealers who are models in respect to the methods employed in keeping the office records by the latest systems. Invariably the credit of such dealers ranks high. They know their financial condition almost to the dollar day by day.

"This little credit slip that the dealer hangs so carelessly away instead of treasuring it as a most valuable asset is an item that he owes himself. There are a great many dealers who put friendship in the way of good business. A rider will come into the store and get a bill of some $10 worth of material. He will ask that the dealer "carry" him for a while as he is short of money. Rather than offend this rider the dealer makes out another little credit slip.

"Now, he would never think of lending that rider $10. Yet he does the very same thing in a roundabout way. The fear of offending riders has been a kick-back for many a dealer in the way of outstanding credits that finally have forced him to the wall. I am speaking only of poor credits. The fear that the rider will get sore and go somewhere else ought not bother the dealer who is looking for his own interests. The rider may go somewhere else and pay cash for what he buys and do it without a murmur.

"All this leads up to the maintenance of proper credit rating with the firms the

W. D. Isham

dealer buys from. If a dealer has $1,000 and is able to get credit extension for another $1,000 he really is doing business on a $2,000 basis. Say that in three years he has increased his business to where he carries a stock of $5,000 valuation. If he has been careful with his credit rating he probably can get credit for $12,000 or $15,000 then.

### Meeting the Credit Manager Halfway

"A little thing like answering correspondence has gotten more than one dealer in bad with the firms he does business with. Credit men are not hard, grasping misers. They are willing to lend every bit of assistance necessary to help the dealer's business grow. But the dealer must co-operate. I have helped many a fellow out of a tight hole just because he wrote and explained fully the circumstances that had been preventing payment of an overdue account.

"The best criterion of a dealer's ability to do business and be entitled to a fair credit extension is the way he handles his accounts with the people he buys from. Taking unfair discounts, making continuous and unnecessary complaints and refusing to answer letters from the credit manager has caused many a merchant to see his credit suddenly cut off and his name transferred to the C. O. D. list.

"There are other considerations besides the cold figures given by Dun and Bradstreet that influence the credit manager's opinions. Dun and Bradstreet don't know the merchant's ability. They merely are concerned with the figures that picture his value in dollars and cents. That doesn't tell the credit man enough. So he must write to other concerns with which the merchant deals.

"The credit man must *know*. If he makes a guess he usually gets the worst of it. So he has stopped guessing.

"The honest man never objects to the most searching investigation of his financial affairs. When a merchant resents the efforts of the credit man to get a line of his financial conditions and ability to pay he is only creating an unfavorable impression against himself.

### How a Good Rating Pays

"The dealer who not only establishes but continues to maintain a high credit standing ofttimes finds it profitable. Frequently the people with whom he does business have job lots that they are willing to sacrifice to make room for new material. The man in charge of the sale of the job lot goes to the credit man to see who to make the offer to first. The dealer may not be in a position to finance the purchase right then, but his credit is good and there are no questions asked if he requests thirty or sixty days future dating on the bill.

"The dealer that continually lives within his discount terms and answers his correspondence, who never lets his amount receivable overbalance outstanding debts, is laying a foundation on which to build a successful business. He is protecting himself from the proverbial wolf outside the door and the sheriff never will see the inside of his place."

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# DEALERS' SECTION

**Unusual Load for a Harley-Davidson Sidecar. James McQueen, Agent in Schenectady, N. Y., Bagged These Bucks in Adirondacks and Brought Them Home As You See Them**

### SURPRISE PARTY FOR HANSON

KANSAS CITY, Mo., Dec. 20.—Ross Landes, salesman for Charles Hanson, Indian agent at Kansas City, rounded up a merry bunch of Indian riders Wednesday evening, December 15, and they all rode to the home of Mr. Hanson. The party was a surprise affair, the occasion being Hanson's birthday anniversary—just how old he was Hanson wouldn't say. Mrs. Hanson had the house all arranged to accommodate the large number of motorcycle enthusiasts, and more than forty attended the surprise party.

### NEW AGENCY INCORPORATED

BRONX, N. Y., Dec. 22.—Henri St. Ives, the crack Indian rider, has just incorporated the St. Ives Motorcycle Corporation with a capital of $6,000, and will enter the retail motorcycle and bicycle field in the borough of the Bronx. The other persons interested in the new concern are R. E. Leclercq and Paul J. Miller, of Berkenfield, N. J. St. Ives' address is 69 East 176th street, Bronx. It has not yet been announced what agency the St. Yves corporation will have.

### BUSINESS WAS SATISFACTORY

PATERSON, N. J.—The W. Ed. MacDougall Co., Harley-Davidson distributor, closed its first year's business recently, with more prospects than ever. Manager Elmer G. Havenstrite expressed himself as well satisfied the way things are running, but thinks that his headquarters are a trifle small. This he intends to remedy in the near future. To date he has disposed of 21 mounts of 1916 model, ten being fitted with sidecars. This approximately equals the number sold to April 15, 1915.

### KENTUCKY OUTLOOK IS PROMISING

LOUISVILLE, Ky.—Louisville motorcycle dealers report that a good indication of improved business is the fact that second-hand machines are beginning to get scarcer; there are not so many people now out of work and anxious to sell as there were early in the summer. Factories are operating full time in Louisville.

### POST OFFICE ORDERS AN "X"

PROVIDENCE, R. I., Dec. 17.—R. M. Linnell, the treasurer of the Hub Motorcycle Company of Boston, who is in charge of the agency here, has just secured an order for a two-cylinder 3-speed Excelsior for use in the special delivery mail service recently inaugurated here by Postmaster Kilton. The machine will be delivered shortly before Christmas. Mr. Linnell is also considering other deals for equipping this branch of the post office service here.

### ADDS MOTOR BICYCLE

ADRIAN, Mich.—The William F. Schramm Company has added the Dayton Motor Bicycle to its line of Dayton bicycles for 1916.

### TUEBNER SELLS ON TIME BASIS

DAYTON, Ohio.—W. J. Tuebner, local Indian dealer, has come to the front as one of the progressives who believe in affording to the deserving would-be rider a chance to get a machine, even if he can't pay for it in a lump. He featured the time payment idea in a page of advertising run recently by a Dayton paper.

### HARMON GETS QUICK ACTION

LONG BEACH, Cal.—L. O. Harmon, 610 East Fourth street, closed an agency contract for the Excelsior with Girton-Hoffer Co., distributors, and within seven days had sold his first machine, a 1916 three-speed.

### WHY WOLF IS SMILING

ALTOONA, Pa.—Joseph Wolf, local agent for the Harley-Davidson, is demonstrating the 1916 models. Mr. Wolf is wearing broad smiles, over the fact that his orders for early season deliveries were beyond his expectations.

**Indian Float of Griffin & Edwards, Local Wigwam Agents, in Recent Fox Hunters of America Parade at Columbia, Tenn. Edwards Is Driving the Rig**

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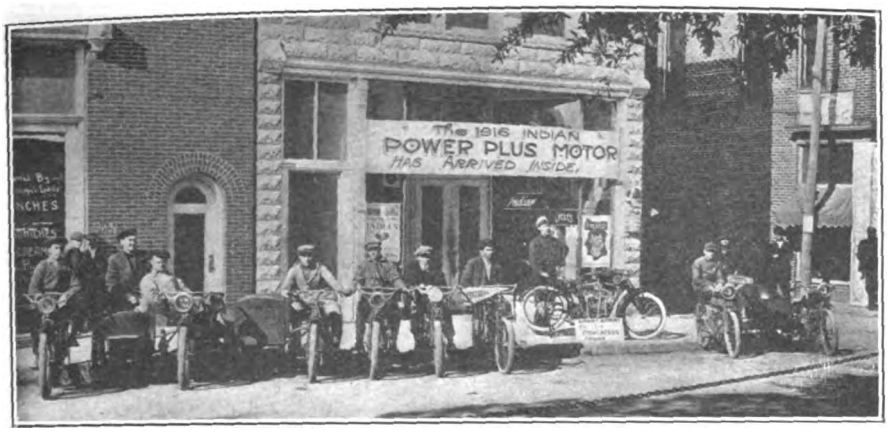
# DEALERS' SECTION




**Ready to Parade with New Powerplus Indians From Tepee of F. G. Schmitz, at Fitzgerald, Ga. New Models are Given a Rousing Welcome in This City**

### EXCELSIOR AGENTS MAKING GOOD

SANTA ANA, Cal.—Buck & Buck, Excelsior and Harley-Davidson agents at Santa Ana, are already reporting sales of the 1916 machines to the Girton-Hoffer Co., southern California Excelsior distributors. Following the demonstration tour of Fred Hoffer up north, Childers & Hampton, the San Luis Obispo agents, found it easy to locate prospects and have reported their first sale, with others expected in the near future. A carload of Excelsiors is expected by the distributors to arrive December 21, and this shipment will include some lightweights. The Los Angeles city retail business of Girton-Hoffer Co. is looking up, as they have sold a machine a day for the last ten days.

### PLUG CONTEST END NEAR

PATERSON, N. J.—Fred L. Joffee, local Excelsior dealer, is getting ready for the grand drawing for the prize in the Rex spark plug contest which he started some time back. The drawing will take place on December 24, in the evening, and the sheriff-elect of Passaic County will pull the winning number.

### SEARS ENTERS COMBINATION

PADUCAH, Ky.—E. J. Sears, who for several seasons has handled the Excelsior in Paducah, has combined his business with that of Pulman & Company, the Ford automobile distributors. Mr. Sears will be in charge of the motorcycle and tire departments of the concern.

### LEHMAN SIGNS AGAIN

DECATUR, Ill.—Dayton motorcycles will be handled by A. C. Lehman for 1916. He signed up again for this line recently.

### THREE GO TO WARDENS

PATERSON, N. J.—John Steele, local Indian agent, has just delivered three electrically-equipped Indian sidecar combinations to game wardens in this part of the state. The wardens, William Klein, Passaic County; J. Ervington, Ocean County; Fred Hall, Monmouth County, are now using the rigs through their territories. Warden Klein recently returned from the upper part of the state with a prisoner as passenger.

### MONTGOMERY WANTS A RECORD

LOS ANGELES, Cal.—Frank Montgomery, the Excelsior speedster, is working in the Girton-Hoffer shop on his machine, getting it in shape to take advantage of the Bakersfield track, which has a reputation as a record-breaker.

### WILL HOLD MOTORCYCLE SHOW

WASHINGTON, Pa., Dec. 18.—The cycle dealers in this city will hold a motorcycle show next week. Nearly all of the local dealers will participate in the affair.

### BUYS OUT CONSOLIDATED STOCK

TOLEDO, Ohio, Dec. 22.—H. D. Capron has purchased the tire, bicycle and motorcycle stock of the Consolidated Manufacturing Company, of Toledo, Ohio, and will install a complete stock of supplies. He will make a number of changes and improvements in the place.

### McALESTER INDIAN AGENT

McALESTER, Okla., Dec. 13.—A new bicycle and motorcycle establishment has been opened in this city under the name of Lamm and Fisher. This firm will handle the Indian cycles. Mr. Lamm has for some time been in the repair business.

### TO HANDLE INDIAN

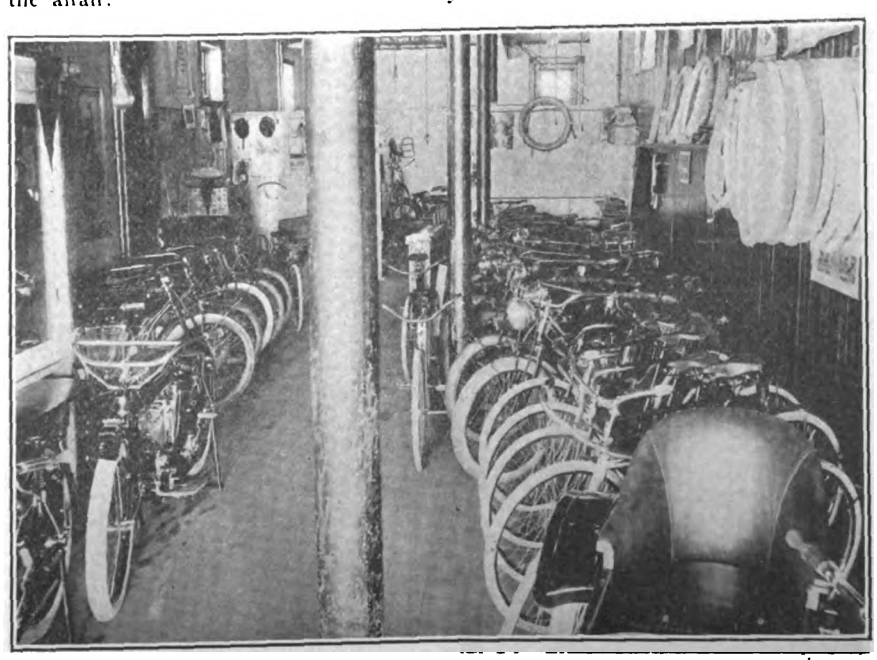
DALLAS, Tex.—M. J. Farmer, of Sweetwater, has opened a handsome motorcycle establishment which is in keeping with the progressive ideals of that prosperous city of the stock section. The Indian will be handled.

### EXCLUSIVE EXCELSIOR SHOP

LEXINGTON, Ky.—The Adams & Young Company, who have been handling the Excelsior motorcycle for the past year or two, have now taken on the Excelsior bicycle also, and are conducting an exclusive Excelsior shop.

### TIRE DEALERS INCORPORATE

STEUBENVILLE, Ohio, Dec. 22.—The Steuben Auto Tire Co. has been incorporated with a capital of $10,000 to deal in automobile and motorcycle tires. The incorporators are John D. Gardner, Jas. K. Biddle, Wm. K. Kincaid, Thos. S. Jones and Victor Biddle.



**Stocked Up for the Rush. Interior of Indian Agency of William H. Loft, at Gloversville, N. Y. Bicycles and Tires are Other Live Lines in This Store**

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# Our Canadian Letter

## CANADIAN RIDERS ENLIST FOR ARMY

TORONTO, Ont., Dec. 22.—The Toronto Motorcycle Club situation, at this writing, is puzzling. At a recent meeting, no less than fifty-five names were offered as nominations for the various offices for 1916, but practically every member has requested that he be permitted to withdraw from the coming elections. The cheapest thing in local motorcycle circles at the present time apparently is a club office for the coming year. The positions are going a-begging. A suggestion has been made, however, that a number of men who were prominent in the motorcycle ring three or four years back be asked to take hold of the club once more. It is possible that some of these men may be returned to office.

A recruiting call in Toronto for men for the Mechanical Transport branch of the Imperial Army Service Corps (British Service) has resulted in the enlistment of a dozen more local motorcycle and bicycle riders of note. Corporal H. F. McCrossen, of the Ninety-second Highlanders, a prominent rider, has been transferred to this branch of the service, while a well-known club rider, Fred Phillips, has also joined. Joe Harris, a bicycle racer, is among those who have come forward.

The receiver of the Toronto Motordrome Company has six motorcycle racing machines and four Indian pacing motorcycles on his hands which he has not yet sold. Outside of the lumber in the track, these form the main assets of the defunct company.

Pte. A. T. Walker, formerly engaged as a despatch rider for the Toronto Recruiting Depot, and who was employed in recruiting work in Toronto, has been transferred to the Ninety-fifth Battalion, C. E. F., with which he will be detailed as a battalion despatch carrier. He rides an Excelsior.

The motorcycle and bicycle dealers of Toronto have paid more attention to the Christmas trade than ever before, with the result that they have shared in the annual business rush to a considerable extent. The B. F. Goodrich Company's branch, the Planet Bicycle Company, and many other large and small concerns, have been doing a bit of special advertising and extra circularizing with excellent results. Many of the cycle dealers' windows were arranged according to Christmas designs, and these have attracted special comment.

The first of the 1916 light-weights was uncovered to Toronto atmosphere on December 18, when Percy A. McBride uncrated one of the new Excelsior light-weight models.

The Canada Cycle & Motor Company, Limited, has made arrangements for the occupation of two additional factory buildings, it is reported. These are located in the central portion of the city. No definite arrangements have been made, however, for the removal of the main plant in accordance with the terms of sale to the Willys-Overland Company, it is understood. It is considered probable that the removal of the works will not be made until late in 1916.

### NOTES FROM MORDEN

MORDEN, Man.—Manager Kendall, of the moving picture theatre at Morden, Man., has employed an Indian twin motorcycle to haul a small trailer around town upon which to display posters of coming pictures.

At the last meeting of the Morden Motorcycle Club, the secretary, H. H. Janzen, was presented with a pair of gold cuff links which had been offered as a prize by President Clubine to the member who secured the greatest number of new memberships during the 1915 season.

### WANTS TO RIDE ON SIDEWALK

SARNIA, Ont., Dec. 22.—R. J. Lewis, of this city, is heading an agitation for permission from the local officials to be allowed to ride a bicycle on the sidewalks. He, along with others, believe that workingmen and tradesmen using wheels for business purposes should enjoy the privilege of using the sidewalks for cycling because of the rough condition of the unpaved streets. He suggests that licenses be issued for this purpose and that those who will use the walks be required to carry a light and bell on their wheels.

### CANADIAN REGULATIONS

SHERBROOKE, Que.—John J. Fitzgerald, secretary of the Sherbrooke board of trade, is sending out a brief circular letter, calling attention to the recent decision of the Customs Department of Canada by which motorists from the States are permitted to travel in the Dominion for 10 days without supplying a bond. All that is necessary to obtain the permit is to sign a certificate in duplicate, giving a description of the motor vehicle and the owner's address in the United States. When the rider leaves the Dominion he surrenders both the permit and the certificate describing the machine.

### EXCELSIOR INSTALLED BY YEAST CO.

VANCOUVER, B. C., Dec. 18.—The local branch of the Fleischmann Yeast Company has just started a motorcycle delivery to care for its business in the Vancouver district. Deliveries are made daily, the product of the firm being such as to necessitate frequent covering of the same ground. It is believed by the local manager, Mr. Thornton, that the new style of delivery will solve the problem of quick and satisfactory service. The machine used is the '16 model Excelsior, with a sidevan specially adapted for the needs of the trade.

Mr. Haynes, a representative of the Excelsior factory, was a recent visitor to the Terminal City.

### TO USE A GAS TURBINE

GLOBE, Ariz., Dec. 22.—Charles W. Shepard and Harry W. Payne, local mining men, have patented a turbine operated by the exhaust of a gasoline engine. The turbine drives a generator which charges storage batteries for automobile and motorcycle lighting. It is a simple, inexpensive instrument, made of aluminum and weighing only eight pounds. The inventors claim that it will take the place of the muffler. For a number of years the company for which Shepard and Payne work have used exhaust steam for the generation of electricity, and Shepard adapted the idea to the gas engine.

### WATCH THAT GAS PUMP!

CLEVELAND, Ohio, Dec. 22.—Cleveland motorcyclists who have complained of short measure from gasoline dealers are as much at fault as the dealers, in the opinion of Fred C. Albrecht, Ohio sealer of weights and measures, who made a personal investigation among dealers of the Sixth City. He said: "Automobilists and motorcyclists undoubtedly have been given short measure by some dealers, but the fault is much theirs. We found some pumps giving more than the measure showed. Consumers should watch the pump. If they have been cheated it is because some unscrupulous dealer has not given the full stroke of the pump. If the consumer will watch the plunger go up he will get full measure."

### NATIONAL CAPITAL DANCE

WASHINGTON, D. C.—The National Capital M. C. of this city held the first if a series of bi-weekly dances at Eagles Hall, on Friday, December 17. Music was furnished by a section of the U. S. Marine Band. The dance was in charge of a committee including the following: J. E. Darroch, chairman; E. M. Dodson, floor committee; W. F. Throop, music and refreshments.

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# Along Technical Lines

## KEEPING THE WINTER RIDER COMFORTABLE

### Inexpensive Means for Barring Out Cold and Wet During the Chilly Season

By GOSLIN

NOW that cold weather has shown itself, the annual dry-docking of mounts for the winter has begun, and it will probably continue for the reason that lots of lads think they can't stand the cold. Well, there are some who can't, but most of the thinkers have too vivid an imagination or don't know what to put on to keep warm when riding.

There are too many riders who let Jack Frost feaze them into quitting till spring comes again. Then there are others who ride, but don't enjoy it because they bundle up so that they can't move comfortably. Some of the lads down my way add one garment for each degree that the temperature drops until they have more clothes on than an onion has skins. They measure the same across as they do up and down.

Warmth without weight is the slogan for winter riding. Did you ever hear that common, ordinary newspaper was one of the best little ideas for keeping the cold out and the warmth in? Well, it's so. Better still, buy a paper vest in some drug-store—all up-to-date ones carry them, and they don't cost more than half a dollar. Put the paper vest next to your shirt, then on with your coat and mackinaw, and there will be no bone-shaking shivers traveling up and down your spine any more.

Oilskins or a rubber coat are other good cold-repellers, with a qualification. If you get the cold under them, you will think you've hit the polar regions for fair. A long rubber coat with no air-space at the neck and the tails formed into riding breeches will prevent the cold getting inside pretty effectually.

Now comes the question of cold feet, still keeping the warmth without weight idea. Get cashmere woolen socks, and for the outside a pair of good Arctics that fit loose enough to work your feet in. The socks cost 35 cents a pair, and the Arctics $2.25, totalling $2.60, not a big hole in your wallet and mighty little in view of the added comfort.

All along I have figured that you have a good woolen cap and fleece-lined one-finger mitts with handlebar gauntlets. If you haven't, now is the time to invest in them, for the sake of your ears and hands.

Next comes mudshields. These are unknown here, but the dispatch riders in France and Belgium use them to good effect. Roads over there are frightful, owing to there having been no repairs for over a year, and having to bear 40-ton guns on traveling carriages, as well as getting punctured by howitzer shells. Mudguards were found to be a nuisance, and were scrapped accordingly, and mudshields came to the front. Now, we don't need to chuck away our mudguards, but we can rig up a piece of canvas or light metal from each footboard to the top of the tank on either side. These strips need not be more than 6 inches wide, enough to protect the legs and knees from the keen winter blasts. The shields will help, too, in keeping the mud and slush down and protecting the legs from these nuisances.

Well, Brother Stay-at-Home, what do you say? Will you go shopping for these articles Saturday night so as to be able to join us on Sunday for a nice run?

## SOME MORE DOPE ON THE SIDECAR QUESTION

By COURIER

NOT so many days after the publication of the "dope" on various lightweights, I received a letter from a prospective rider which interested me muchly. First, the letter reminded me of a rigorous cross-examination for a military chauffeur's diploma and secondly, the writer stated that he weighed 103 pounds.

The main thing in the letter was, Could a lightweight carry a sidecar along? The 103-pound inquirer thought it could and he is right, with qualifications. In the first place, any 2½ horsepower motor can pull a sidecar on the level and perhaps up slight hills, but when it comes to cross-country work, or even State roads in the East, for example, Mr. Lightweight will find the task somewhat a hefty one. He lacks the power to toddle the heavy car along, except on the lowest of low ratios.

### A Lightweight Sidecar

Putting this thing right from the shoulder, the lightweight can nicely carry a *lightweight* side car, something that scales between 44 and 56 pounds, for example. Now get out your sidecars and weigh them, and you will find that they are a bit heavier. So evidently, they will not do, and this is the answer to our inquirer, unless he can get or have built a real light sidecar for the express purpose of passenger carrying via his lightweight.

Over in England with its fine roads (and its rotten ones, too) they are using lightweights with lightweight sidecars: spidery frames and aluminum bodies. The passenger has a chance to gaze at the clouds most of the time in some of them, for the "seat" is cocked so that he practically lays on his shoulders. But there is another type which has the goods as far as carrying the passenger is concerned, although its looks are against it. It consists merely of a frame with a spring seat-post on it and a saddle on the seat-post. The handlebars are fitted to the seat-post (on the rigid portion) and the passenger has a foot-board to rest his feet on. The rig weighs about 46 pounds. I have been working out a few details on this jigamaree and expect to shoot them in to this paper in a short time.

### Only Way Available

There is no other way to carry a passenger on a lightweight but by means of some sort of a sidecar, so if the passenger is to be transported, some such rig as that referred to will have to be constructed. I warn you that it won't look classy, and it will be chilly riding in winter and not near as comfortable as a tandem seat. But it will be the only thing possible. Personally, I can't recommend anyone fitting a sidecar to a lightweight, for the latter is purely a solo machine.

## WHY GEARING-DOWN IS DESIRABLE

**Typical Winter Road Conditions Which Call Particularly for a Reduced Ratio**

## YORKVILLE CLUB HAS BANQUET

NEW YORK, N. Y., Dec. 22.—The Yorkville Motorcycle Club held its first annual banquet last week at the Mozart Hall, many members and their friends being present. Quite a number of the fair sex graced the occasion, and it was voted a huge success by all who attended. The club has its headquarters at 345 East 82nd street, New York, which is the location of the Yorkville Motorcycle Repair Co. There are now 40 members in the organization.

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With the near approach of the holidays let us pause for a space—forget the cold, hard realism of business for a moment—and exchange a warm handclasp of goodwill with our fellow men.

To the cycle trade as a whole we extend our warmest Yuletide greetings and wishes for a bright and exceedingly prosperous New Year.

To those loyal dealers who have stood by the R-S banner through storm and sunshine we have only to say—

Prosperity and happiness are our heartfelt wishes for you—they are your due—and just as surely as the sun rises and sets—Prosperity and Happiness will be your portion for the coming year.

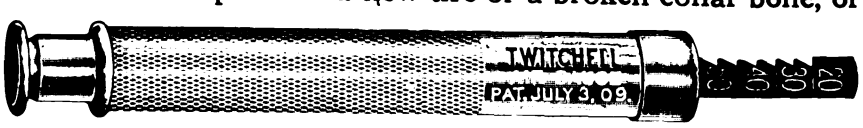
**Reading Standard Co.** **Reading, Pa.**

# TWITCHELL AIR GAUGE

## *Guessing May Cost You Your Life*

## BE SURE

You can't tell how many pounds pressure there is in your tires by pinching them or looking at them, and a difference of a few pounds between what they have and what they should have means the price of a new tire or a broken collar bone, or both.




Inflate your tires to the pressure prescribed by your tire maker and test the pressure in them by means of a Twitchell gauge. There is no other SAFE way of doing it.

Write for table of air pressures recommended by the tire manufacturers.

**PRICE ONE DOLLAR**

***For Sale by Jobbers, Dealers, Garages or***

**THE TWITCHELL GAUGE CO., 1213 Michigan Avenue, Chicago**



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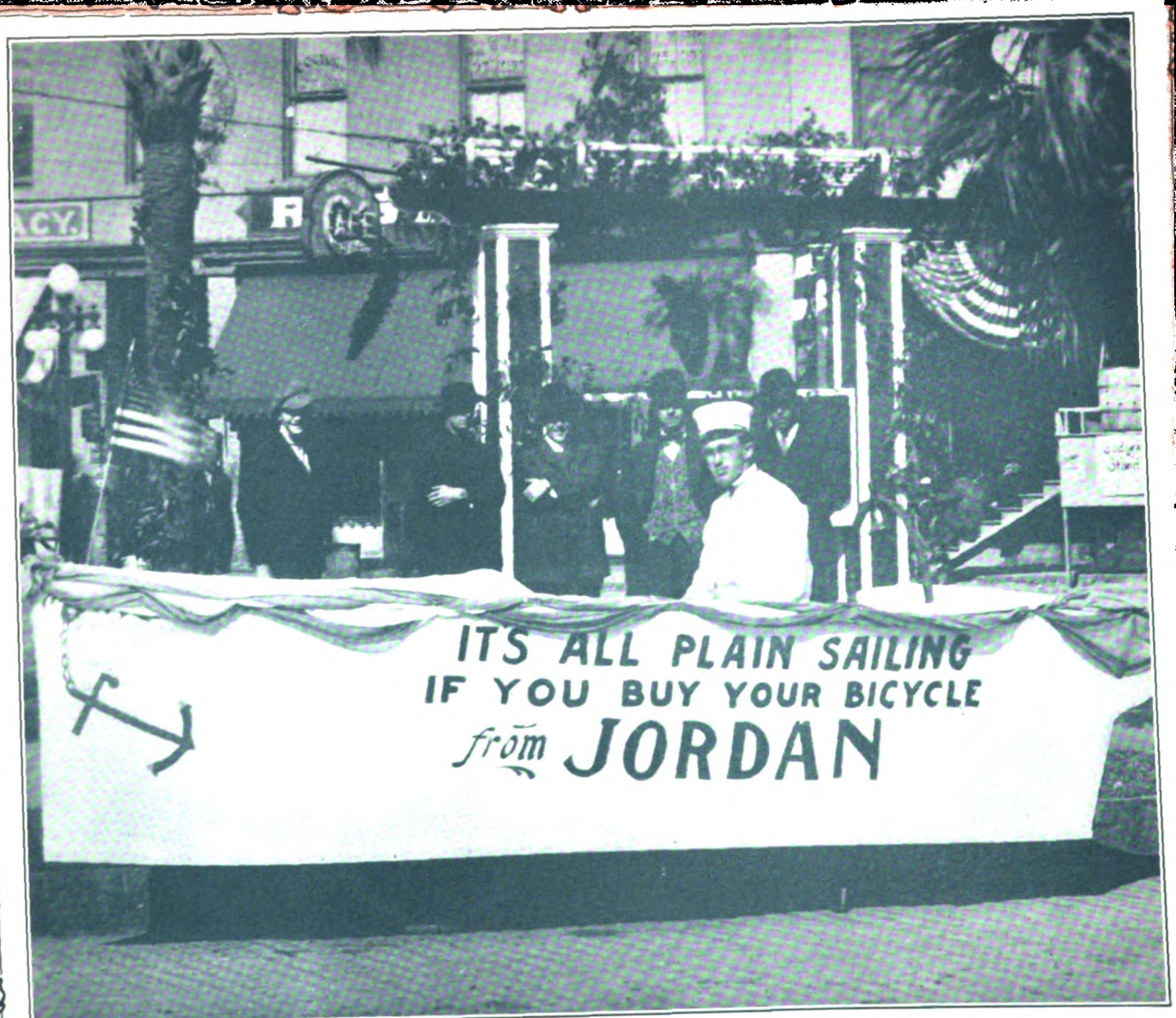
# BICYCLING WORLD

FOUNDED 1877

ALL THE BICYCLE NEWS EVERY WEEK


HOW JORDAN BOOSTED HIS TRADE

SEE STORY ON PAGE 46


*ALL THE LATEST NEWS OF BICYCLE TRADE AND SPORT*

Supplement to
*MOTOR CYCLE ILLUSTRATED*

*THE SHORTER ROAD TO BIGGER PROFITS*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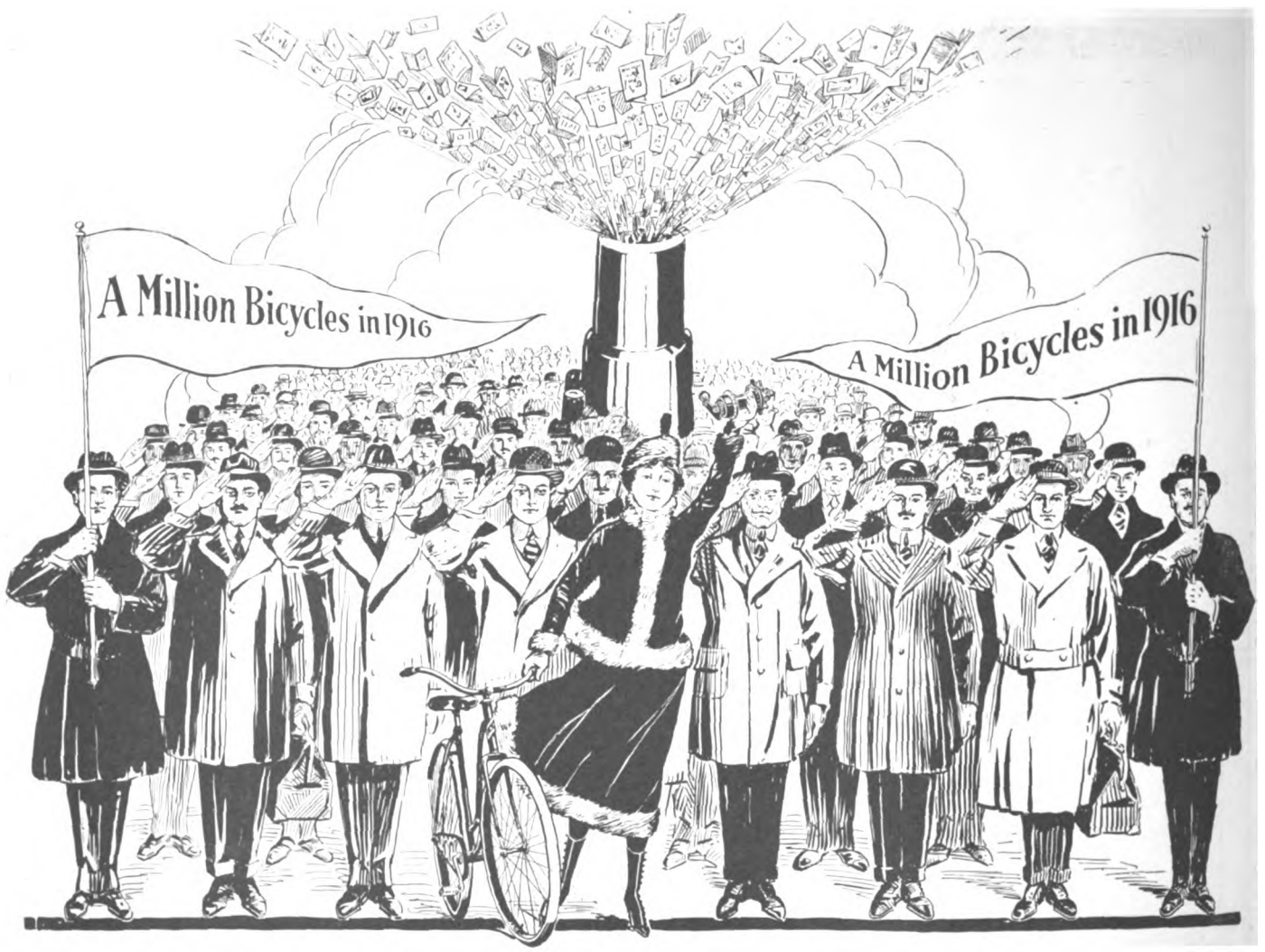
# The New Departure Slogan

# Here's for a Million Bicycles in 1916




OUR *Sales Helps* stand back of every dealer in the land to win this campaign.—Will you let us work with you for *your share* in the MILLION more bicycles that our allied efforts can put upon the roads before the new year ends? *The time to prepare is now. Write for Ammunition today.*

The New Departure Coaster Brake: The Brake that Brought the Bike Back

## THE NEW DEPARTURE MFG. CO.
## Bristol, Conn., U.S.A.

The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.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The Bicycling World
DEPARTMENT OF MOTOR CYCLE ILLUSTRATED
"ALL THE BICYCLE NEWS EVERY WEEK"

# THE SHORTER ROAD TO PROFITS

## Feature the Better Grade Bicycle—Prove Its Greater Economy

By G. D. CRAIN, JR.

**THAT there is a market for the inexpensive bicycle no one will deny. If a customer really demands a low-priced machine, the dealer must be in a position to satisfy him.**

**But many a chance to sell a prospect a high-grade bicycle is overlooked. When some dealers sell low-grade machines, they are simply following the line of least resistance.**

**How to get the bicycle prospect interested in better machines; how to show the real economy of purchasing better bicycles—these are the big points discussed in this article. Read it!**

THE shorter road to profits is the one which involves a minimum number of sales and a minimum amount of effort.

### Same Results—Less Effort

In other words, the man who is selling high-priced instead of low-priced merchandise will get the same results in the form of net profits that are won with much more effort and expenditure of every kind by the dealer who is featuring low-priced stuff.

Applying this cardinal principle of merchandising to the bicycle business, it is clear that the dealer who sells a $15 wheel when he might just as well have sold one for $30 is not making progress. He has not learned that it is much easier to get volume by doubling the price of the item sold to the individual purchaser than by doubling the number of individual sales. The latter in most cases is next to impossible; the former is so easy that it's a wonder it is so often overlooked.

Just remember that if your average bicycle sale is $30 instead of $15, you will have the same volume of business with half the number of sales, or double the volume with the same number of sales. If you are a good merchant, your profit will be just as great on this business as it would have been with the bulk of the sales of the cheaper grade. In fact, inasmuch as there is always room at the top, and the fiercest competition comes in the popular-priced lines of every kind, the dealer who has learned how to guide his trade intelligently in the direction of the better kind of bicycles should make more money, in proportion to sales, than others in the business, who are elbowing the crowd at the lower level.

### How to Sell Better Bicycles

Assuming, then, that it is good business always to sell the better bicycle, the question that arises is how to do it.

"When a man or a boy comes in here and says he wants to buy a wheel and pay $15 for it," a dealer may say, "how in the name of commonsense am I going to double the figures on him—and get away with it?"

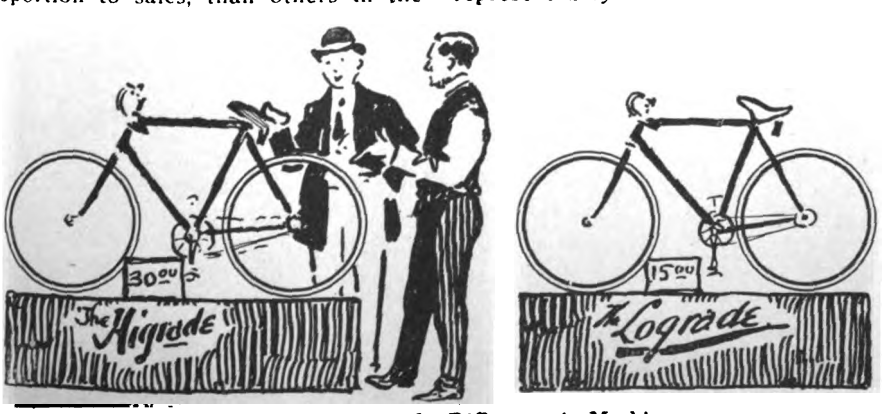
To begin with, you have got to be able to demonstrate quality when you are selling goods that carry a quality price-tag. This is a feature that is partly intangible, but more often can be shown by analysis of the proposition. While a good deal of the difference in price is represented by labor and better materials, both of which may be hidden under the enamel, there are other points which are readily capable of being demonstrated as proofs of quality justifying the higher price.

The accessories on the high-grade mount are all in keeping. The saddle is a high-priced piece of goods, with well-made springs. It cost two or three times as much as a cheap saddle may have been obtained for. The handlebars are probably adjustable—a patented feature that even a novice can appreciate the advantage of. The pedals, instead of being of the rat-trap type, may be of rubber, or made of heavier and more substantial metal than the cheaper variety. The tires, it can be pointed out, cost $10 or so a pair, while poorer tires might have been obtained at half that amount or less.

### Hammer at Accessories

Calling attention to all these items, if it is necessary to analyze the make-up of the wheel in order to prove to the prospective buyer that the value indicated in the price is there, not only interests the customer in these high-grade features, and thus in the wheel as a whole, but it likewise suggests, by association of ideas, that the other elements, the ones that are not subject to demonstration, must be good.

It is human nature to take a good deal for granted; and if the dealer goes as far as it is physically possible to go with his ocular demonstration, by showing that every accessory is of the highest




**Show Your Prospects the Difference in Machines**

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type, the average person will be ready to admit, without totaling up the items to see how much difference they represent, that the bicycle being offered is a quality machine, and therefore should command a better price than the other.

**No Comebacks—This Dealer Sells the Better Machines and Gets the Profits**

"When you pay $30 and up for a bicycle," the wise dealer suggests, "you are getting the painstaking care given by skilled mechanics, and the best of materials, from the tool steel used in the bearings to the enamel of the frame. You know you are getting something that will stand up and give service, and also a bicycle that you will be proud to ride and proud to show. You ought not to be content with anything but the best, because real economy is to be gained by buying it."

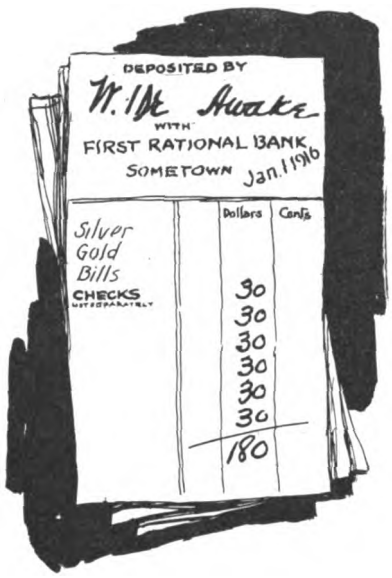
The latter is a feature which is well worth emphasis. The universal experience is that money paid for quality is well spent, in view of the greater comfort, satisfaction and freedom from trouble that are experienced by the owner. This is especially true of mechanical products, and it is nowhere truer than in the bicycle field that "the memory of quality remains long after the price is forgotten."

### Show Better Grades First

A good deal of argument will be saved, however, by showing the better grades first. Of course, if, as in the case suggested, the customer calls for a wheel at a given price, below the level that the dealer thinks is desirable, it may be necessary to show it first, and then make the analytical comparison described for the purpose of creating a demand for the better-made bicycle. But ordinarily this is not the case. The prospect is looking over the field. He wants a bicycle; and he is planning to pick out one that he can afford to own, but likewise one that will look well and will promise long-continued service. Hence the direction of the display of the goods is largely in the hands of the dealer or his salesmen.

### Flatters the Customer

And it is good policy, from any standpoint, to show the best first. There is a subtle flattery about it that the average customer likes. There is no way to offend the prospective purchaser more surely than by showing that he has been rated below his actual standing in offering him a low-grade piece of merchandise. You yourself, if you went into a clothing stare expecting to pay $25 for a suit, and were led confidently to the $15 section, would




**The Bank Account Tells a Story**

feel that you had been put in the wrong class, and would have been rubbed the wrong way. The chances are that that store would find it hard to sell you.

On the other hand, the customer who is not planning to spend a great deal likes to see the best that the dealer has in stock; and, getting back to bicycles, making it a "first principle" of the store or department to show no cheap machines unless the customer insists on looking at

**Comebacks Galore—This Dealer Makes No Attempt to Sell Better Bikes**

something at that price will insure getting the high-priced business with the smallest possible effort. As suggested above, quality usually sticks out all over goods of the first class, and in most cases merely exhibiting the $30, $35 or $40 wheel is all that is needed to get the customer to the buying point. But if a point-by-point comparison has to be made, it will prove a convincing exposition of the reasons in favor of the purchase of the better grade mount.

### The Good Word Spreads

Aside from the point of making money out of the business, though that is the big thing to be considered, a dealer should always bear in mind that there is no better way to create good-will and prestige than by selling good stuff. If you are constantly pushing indifferent quality, whether in the form of bicycles or something else, you are going to have come-backs, and come-backs are always hurtful. They make for irritation and dissatisfaction and lost time and lost patience, and don't do anybody any good, no mattter whether an adjustment is made that suits the customer or not.

Besides, when a low-grade bicycle goes out, and the purchaser is later asked by his friends, "Where did you get it?"

*(Continued on page 50)*

**A CRACKER-JACK WINDOW DISPLAY SHOWING BOTH COMMERCIAL AND PLEASURE BICYCLES**

**The Rogers Bicycle Co., of San Antonio, Tex., Makes It a Point to Keep Its Window Clean and Attractive at All Times**

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# 5,000 BICYCLES SOLD LAST SEASON IN WASHINGTON

## And the Hustling Dealers Are All on the Job to Break Sales Records for 1916

WASHINGTON, D. C., Dec. 21.—A careful survey of the bicycle business of the District of Columbia discloses the fact that there have been sold in this city nearly five thousand bicycles during the 1915 season, of which fully half were high-grade machines selling at $30 to $50 each. Nothing is too good for the Washington bicycling public, and nothing but reliable goods are wanted. This city is probably the poorest field of any city of its size for the price-cutter, the mail order house, or the fly-by-night retailer. Most of the Washington cycle dealers are old-established concerns which have been in the business for a number of years and enjoy the full confidence of the rider.

### Demand for Better Grade

E. P. Hazelton has been handling bicycles at the same location, 429-431 Tenth street N. W., for nearly a generation. He handles National, Racycle, Pierce and other high-grade bicycles. In a recent interview with a **Motor Cycle Illustrated** correspondent he said: "During the year, from October 1, 1914, to October 1, 1915, I sold 1,378 wheels, of which number a little over 700 have been wheels that bring more than $35 retail. The instalment plan predominates, although there has been a fair percentage of cash sales during the last year. Our repair business is on the increase. I keep four men at work the year around."

The Haverford Cycle Co.'s local branch is located at a fine new store, 521-523 Tenth street N. W., which is a model establishment and will not suffer by comparison with any of the metropolitan stores. Under the management of Charles H. Cross, a very successful season has been enjoyed the past year. In addition to the many Excelsior motorcycles which the firm has sold, it has disposed of nearly fifty Smith Motor Wheels and about 300 high-grade Dayton bicycles in addition to several hundred of lower price. Cross reports an exceptionally good Christmas trade in bicycles, the demand being for the better grade of machines.

### Racing Models Popular

Harry F. Seamark, at the corner of Sixth and G streets N. W., in a large double store occupying three buildings, handles Emblem bicycles and motorcycles, Flying Merkel bicycles and motorcycles and Miami Motor Bikes. He reports the sale of over 300 bicycles in addition to about twenty-five Miami Motor Bikes. He states that practically all of his bicycle sales are of bicycles selling for $30 or more, and since the recent local reviving of bicycle racing has sold a number of racing models. Owing to his excellent location he is enjoying a good Christmas business. Seamark has been identified with the bicycle business almost since its beginning, and although still a young man, can discourse entertainingly of the days of the old high wheeler before the pneumatic tire was in use. T. N. Mudd, Jr., manager of his establishment, is also a pioneer bicycle racer and thorough booster.

### Makes Specialty of Police Trade

P. M. Corr, at 818 Ninth street N. W., is another pioneer bicycle dealer of the city. He has been engaged in the bicycle business in Washington over twenty years, practically all of the time in the neighborhood of his present location. He handles a line of Corr special bicycles, manufactured for him by leading makers. These bicycles are all high-grade and sell at about $40 with standard equipment. Corr makes a specialty of supplying the bicycle policemen of the city, of whom there are quite a number, with their bicycles. Needless to say, these bicycles must stand rigid inspection, but have no difficulty in passing any test.

**WHY THE WASHINGTON TRADE IS MAKING MONEY**

1—Demand Is Largely for Higher Grade of Machines
2—Pioneer Dealers Have Stuck to Bicycle Business
3—Races Are Creating Demand for Racing Machines
4—There Are Thirteen Agents in the Capital City
5—Four of the Dealers Have Branch Stores
6—They Sell Both on Cash and Installment Basis

H. W. Higham, Jr., is located at the corner of First and B streets S. E., just outside the grounds of the United States Capitol and immediately across the street from the Library of Congress. Higham has been in this location for over thirty years and has built up a fine trade in the high-grade bicycles which he handles, carrying the full Pope line of bicycles in the high-grade models only. Mr. Higham owns the corner and several adjoining buildings near his store and is rated among Washington's well-to-do merchants. He has built up from a modest beginning as a bicycle dealer, despite the fact that in recent years he has been handicapped by physical infirmity. He reports business prospects very good for the 1916 season, as a long session is expected, which will bring considerable money into his neighborhood.

### Same Location for 40 Years

The Acme Bicycle and Repair Co., of which J. B. Shaw is president, is located at 1927 Pennsylvania avenue N. W., in which location it has been for the past forty years. This firm handles a full line of Iver-Johnson and Cornell bicycles and has built up a very large repair business. Shaw is in the neighborhood of seventy years of age but is still spry as ever and is on the job every day. He is now doing a brisk Christmas business and says the outlook for the 1916 season is very rosy, and he is willing to fight any of the younger fellows for a share of the 1916 business on a basis of quality and service.

### Racing Brings Business

Frank Hazelton, whose establishment is located at the corner of Ninth and I streets N. W., is the son of E. F. Hazelton, the pioneer bicycle dealer. As would be expected, Frank caters mostly to the younger class of riders and specializes in racing bicycles of various makes. His store is the headquarters of the National Cycle Club, which recently promoted a number of amateur bicycle races, and of which he is the president. Hazelton handles the Westminster and National lines of bicycles in his new and finely equipped store in the heart of Washington's bicycle and motorcycle row, and although he has been in business but six months, has succeeded in disposing of about 200 new bicycles in addition to a number of Smith Motor Wheels, for which he has a sub-agency. Young Hazelton reports business prospects very good for the 1916 season and expects considerably increased business from the revival of amateur bicycle racing.

The Vim Cycle Co., of Chicago, has a branch at 1324 G street N. W. This concern started in business here a little more than a year ago with one branch located at 427 Tenth street N. W. and another branch located at the G street address. A few months ago the Tenth street store was closed. This concern deals in bicycles and automobile supplies on a strictly cash basis and does big business in low-priced bicycles.

### Maintains Two Stores

Ray Cogswell has two stores, one located at 824 Ninth street N. W. and the other located at 3019 M street N. W. He has associated with him his two brothers, Frank and George, who with him formerly made up the well-known vaudeville team of "The Three Cycling Cogswells." Cogswell has the agency for the Crescent line of bicycles and also the agency for the Miami Motor Bicycle. He makes a specialty of buying and selling second-hand bicycles and disposes of several hundred in the course of a year. Ray Cogswell claims the District of Columbia championship at any distance from one to ten miles having won the last professional bicycle race held in Washington under L. A. W. sanction in 1904, and is ready to uphold the title against all comers and for any desired side bet.

The Columbia Auto and Cycle Co., located at the corner of Fourteenth and Irving streets N. W., has R. L. Sonn in charge of the bicycle department. The

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## WITH THE BRITISH FORCES IN FRANCE

**Non-Coms. of Cycle Battalion Halting at Cross Roads to Consult Road Map in Order to Locate Position**

bicycle department is a comparatively new line for this firm, which is located in a very fine residential and business section, and Westminster and Reading-Standard wheels of the highest grade are carried.

L. W. Sakers, a pioneer bicycle dealer of Washington, D. C., is now located at 1220 New York avenue N. W., where he carries a full line of Aviator bicycles and sundries. Sakers removed recently to his new location and reports business there increasingly good with every day's stay in his new location.

**Motorcycle Dealer Adds Bicycles**

Howard A. French & Co., located branch under the direction of J. Seabrook, a well-known Washington boy, has recently added the full line of Indian bicycles to their stock. Prior to this time no bicycles were carried, the firm concentrating its attention on Indian motorcycles. With their modern and up-to-date store room located at 424 Ninth street N. W., in the heart of the city's retail district, the success of the bicycle business seems assured. Mr. Seabrook states that business conditions have improved very much for the better during the last few months and that the 1916 season promises to be a record breaker in all lines.

The Sport-Mart, Inc., is another new concern located in the best shopping district at 905 F street N. W. This concern features the Harvard line of bicycles, doing business on a cash basis.

## WRIGHT HEADS CRESCENT LIST

BALTIMORE, Md., Dec. 22.—The report of the century mileage contest of the Crescent Bicycle Club up to the end of November shows that Wm. T. Wright is still in the lead, with Jno. G. Stricker, winner of last year's contest, second, and Fred M. Sanborn, third. Welby Sherman, Langdon M. Sanborn, Lester Nickles, Walter Doersch, J. E. Nitz, Walter Iglehart, and Wm. H. McAvoy, in the order named, complete the list of the first ten men. Comparatively little bad weather has been experienced this month, and as December, being the last month of the year, is always the biggest month when the weather is good, it is expected that it will again prove to be the banner period.

Wm. T. Wright, leader of the Crescent contest, and Fred M. Sanborn, leader of the C. R. C. Ass'n competition, each put in a double century on Sunday last in an effort to clinch their respective positions. Both finished well inside the limit of the twenty-four hours allowed for the two hundred miles, Wright riding his in twenty-one and a half hours, and Sanborn in twenty and a half hours. Wright started at 1 p. m. Saturday and finished at 10:30 a. m. Sunday morning, and Sanborn started at 6:25 p. m. Saturday, completing the distance at 2:50 p. m. Sunday.

Total mileage for the club for the year is 42,672; and the total centuries for the club for the year is 95.

## DESIMONE AND LAROSSA WIN U. S. I. ROLLER RACE

NEW YORK, N. Y., Dec. 22.—"Jinx night" might have been a better name for the first indoor championship meet of the Unione Sportiva Italiana than "Sport Night." Two of the riders had been disabled earlier in the week and were unable to appear, while another duet of pedal-pushers could not fetch their machines along to compete in the events, which were staged on the evening of December 17, because of the severe snowstorm.

But in spite of these obstacles a corking good program was topped with a one-mile match-style home-trainer race, which was run off in 4 heats, 2 semi-finals and a final. Anthony Desimone, the 1915 Inter-Club amateur home-trainer champ, accounted for this affair after some spirited racing with Thomas La Rossa, in the fast time of 1 minute, 13⅘ seconds. Following are the results of the bicycle races:

HEATS AT ONE MILE EACH.

| No. | Winners. | Time. |
|---|---|---|
| 1 | —James Alfonso-Joseph Gavirati | 1:17⅗ |
| 2 | —A. Ferrero-Chas. Rabbino | 1:16⅘ |
| 3 | —Thos. La Rossa-A. Ramezzano | 1:17⅗ |
| 4 | —A. Desimone-C. Zoccola | 1:13⅘ |

SEMI-FINAL HEATS AT ½ MILE.

| | | |
|---|---|---|
| 1 | —A. Desimone-Thos. Alfonso | :36⅕ |
| 2 | —Thos. La Rossa-A. Ferrero | :38⅘ |

FINAL HEAT AT ONE MILE.

| | |
|---|---|
| Anthony Desimone-Thos. La Rossa | 1:13⅘ |

Cycling being but one of the sports which are featured by the Unione Sportiva Italiana, some interesting boxing and wrestling matches furnished exciting entertainment for the many spectators who attended the affair. Similar sport nights will be held from time to time during the indoor season.

## "IT'S ALL PLAIN SAILING"

WAYCROSS, Ga., Dec. 19.—Jordan, the bicycle man, wanted to get more business, and using his noodle he came to the conclusion that sitting in the store and reading the newspaper wouldn't get him anywhere. So Jordan started to think up schemes that would bring more people to his store.

He remembered reading about a parade which was going to be pulled off in town.

"How about making one great big splash for Jordan, the bicycle man, in that parade?" he mused. And thinking some more he got up the float shown in the illustration which appears on the "Bicycling World" cover. It is a very simple piece of work, consisting of a wooden frame built along the general lines of a boat, which was attached to a Harley-Davidson motorcycle and covered with cloth. That float made a hit with the crowd, and Jordan ran it on the streets of Waycross several times after the parade.

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### GT. WESTERN DISTRIBUTORS

LA PORTE, Ind., Dec. 20.—Announcement is made by the Great Western Mfg. Co. that it has completed arrangements with L. J. Mueller, Cleveland, O., to act as distributor for the Crown and Adlake bicycles in Northern Ohio. The America line of bicycles made by the Great Western Mfg. Co. will be distributed in the same territory by the Buckeye Motor & Cycle Company, of Akron, O.

### NORTHWEST BIKE JOTTINGS

TACOMA, Wash., Dec. 22.—C. O. Cook, for many years in the bicycle business in the Northwest, is now in charge of the new Portland headquarters of the Washington Cycle & Supply Company, of Tacoma.

F. M. Bailey, Pierce bicycle dealer of Tacoma, is now boosting for the bicycle road race over the new paved roadway to American Lake, a distance of 24 miles round trip, which will make an ideal course, and fast time should be made.

### GUS HEIM IS A HUSTLER

REDLANDS, Cal.—August Heim, of Redlands, is said by Sales Manager E. E. Welborn, of the Smith Motor Wheel distributing agency for the southern part of California, to be one of their most active and enthusiastic agents. He has already sold five machines and ordered three more since the Appeal company took the distributing agency.

### DEMANDS ARE GREAT

SEATTLE, Wash.—Archie Taft, of Piper & Taft, announces that demands have been great so far for Excelsior and Iver-Johnson bicycles, which his firm stocks. "It was a fine season for both lines last year," said Taft, "and 1916 looks even better."

### KEEPS 'EM STEPPING SOME

KANSAS CITY, Mo., Dec. 20.—The bicycle business that is now being done in the downtown districts is tremendous and this season promises to be one of the best ever in this section for bicycles. The Schmelzer Arms Company, the Rich-Con Hardware Company, R. S. Elliott Arms Company and Charles Hanson, the Indian dealer have certainly been sending the wheels out for the holiday trade. The Sellers Cycle Company and Carl Hahn have been doing well in the residence districts of the city.

## DIRECTS CYCLEMOTOR PUBLICITY

*E. R. Perrin, Cyclemotor Publicity Manager*

**E. R. PERRIN is the new publicity manager of the Cyclemotor Corporation, of Buffalo, N. Y., manufacturers of the Cyclemotor, a bicycle motor attachment which is being introduced this season for the first time in the American market.**

**Mr. Perrin has had an extensive experience along publicity lines, having supervised big advertising campaigns for a number of prominent concerns. He is particularly well fitted for his present position, for he devoted several years to training in technical subjects, including gas engines.**

**It has been announced by the Cyclemotor Corporation that Mr. Perrin has a very comprehensive campaign in preparation, employing the use of trade journals, local papers, dealer's helps, exhibits and other efficient media. Mr. Perrin's plans will be outlined and started into motion at a sales conference that will be called in Buffalo during Christmas week.**

### HIDLEY OPENS IN LOS ANGELES

LOS ANGELES, Cal., Dec. 22.—J. H. Hidley, who has been in the bike business for twenty-two years, has just opened "The Hidley Bike House," in the flatiron strip near the junction of Spring and Main streets, Los Angeles. He has his store laid out for a stock of Great Western machine sundries, tires, and full repair equipment. J. H. Hidley says he is opening this store merely as its promoter, and early in the spring he is going up North and will turn the store over to his brother, William Hidley, who is at present operating at East Seventh street.

### ELDREDGE BI-CLUB ELECTS

N. TONAWANDA, N. Y., Dec. 22.—The Eldredge Bicycle Club of this city held its annual meeting recently, at which time the nomination and election of officers for the ensuing year took place.

The following officers were elected: President, Harry F. Korff; first vice-president, Louis Ernst; second vice-president, Albert Klatt; third vice-president, Albert Reu; treasurer, Frank Rehberg; secretary, George Edwards; director, Harry Wythe. A new club house will be constructed in the near future.

### BICYCLE DEALERS INCORPORATE

ALBANY, N. Y., Dec. 22.—The Bronx Rubber Company has been incorporated in the Bronx, N. Y., for the purpose of dealing in bicycles. The capital stock is $6,000 and the parties interested are W. J. Gannon, I. Teitelbaum and J. K. Halikman, of 1209 Bedford avenue, Brooklyn, N. Y.

### ADVERTISING BICYCLES

FORT WORTH, Tex.—Gaines Brothers, agents for Miami and Pope bicycles, at 406 Main street, this city, are conducting a special advertising campaign in the local papers featuring girls' bicycles. The campaign is decidedly a success.

### A LIGHTWEIGHT MACHINE THE FAIR SEX ENJOY

**The Dayton Motor Bicycle Is Bringing a Splendid Lot of Riders Into the Ranks, and the Ladies Are Well Represented**

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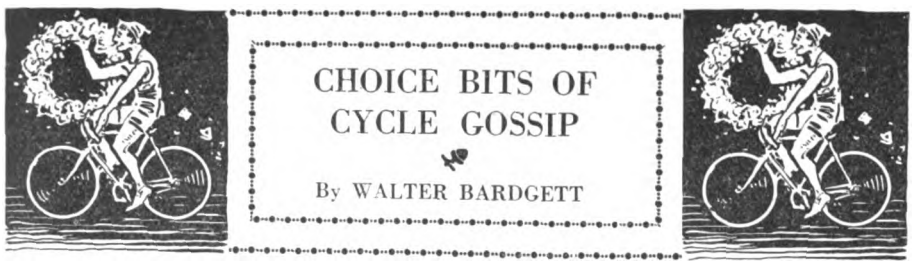


THAT the proposed six-day race which promoters are trying to run in Chicago some time next February will not materialize is indicated by the refusal of the officials of the Cycle Racing Association, which controls the Windy City indoor franchise, to consider the proposition. A representatives of the promoters, Thomas P. Convey, was over at Newark, N. J., last week to discuss the situation with Frank Mihlon and Johnny Chapman, of the C. R. A., but neither of these officials extended any encouragement to the Chicago man.

The board of control of the National Cycling Association, which has the power to grant sanctions for such events, declined to take any definite action in the matter and referred Convey to the Newark cycle moguls. Convey then went to the riders and found them in a receptive mood, after listening to glowing inducements which the Chicagoans held out.

**Oscar Egg**

But upon learning that the N. C. A. had not sanctioned the grind, the riders became "scarce." Just what the outcome of this situation will be none of the cycle wiseacres at Newark could say, but from present indications it would seem that the chances for a six-day feature in Chicago next spring are doubtful.

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John M. Chapman is now in the South trying to get a bicycle track started in Jacksonville. Chapman is scouting around for a location and if he can make arrangements the track will be opened around January 15. The new track which will be erected in Philadelphia next season will be located at Tenth and Erie streets, and the new site is very convenient. Jimmy Moran, who announced his retirement from racing at the conclusion of the last New York race, will be associated with the Cycle Racing Association in the new track.

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Oscar Egg, the Swiss unpaced champion, Marcel Dupuy, the French sprinter, and George Seres, the French paced champion, competitors in the last six-day race, sailed for Bordeaux, France, Saturday last on the French liner Espagne. Whether they will return to this country is problematical. Egg was desirous of signing for the Cycle Racing Association, but Manager Chapman stated that he would let him know later. Dupuy is returning to his native land for examination by the military authorities. Both Seres and Dupuy were declared exempt from war duty, but they are probably hard pressed for men in France, and Dupuy, with his half a foot, and Seres, as bald as a billiard ball, may fit in some place.

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Although Jimmy Moran and Bobby Walthour failed to win the last six-day race in Madison Square Garden, they will always be known as the record holders for the race. Moran and Walthour won the last sprint in the Berlin finish and were ahead when the 142 hours were finished.

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Norman Hansen, the little Danish cyclist, will follow in the footsteps of Alfred Grenda, the tall Australian, and pay a visit to the marriage license clerk in Newark this week. Grenda was married to Miss Isabel Crawford, of Harrison, on Tuesday, December 21, while Hansen will be married the day after Christmas, the-bride-to-be being Miss Preus, a Newark lady. Hansen plans to take a trip to Denmark for a honeymoon voyage.

# HOW BROWN BECAME A SALES MANAGER

## Sticking Qualities Have Brought Success to Pierce Booster

**By GEORGE W. GRUPP**

BUFFALO, N. Y., Dec. 22.—It was back in 1887 that Fred L. Brown, general sales manager of the Pierce Cycle Company, bought and rode his first bicycle, which was a 36-inch high wheel with steel tires. In 1888 he bought a 48-inch Columbia, high weel. When the safety wheels first came into use he was one of the riders who looked down on those who preferred the lower type of wheel. However, in 1902 he became converted to the safety bicycle when he bought a 54-pound light roadster.

### Starts as Store Clerk

All the riding and purchasing of bicycles up this time had been for pleasure. But just at this time it seems Brown's father, who was in the dry goods business in a small Colorado town, needed some additional help and thereupon engaged him as a clerk in his store. Young Brown was not content with that kind of work, so finally he persuaded his father to give him a small space in the rear of the store to start a bicycle department, which was to be his own. It was not long after this that he opened an agency for the Keating bicycle, which then sold for $125. He only sold a few Keatings. After giving up this agency, he took on the Rambler, only to be lost shortly after because he would not buy enough bicycles for stock to satisfy the factory. The losing of this dealership made him all the more determined to succeed in the bicycle business, so in 1905 he took up the agency for the Pierce bicycle.

### Does Well with Pierce

He did so well with this new line that Tom Botterill, then manager of the Denver branch of the George N. Pierce Company, offered him the assistant managership of the branch, which position he held until the fall of 1907, when he was appointed manager of the Pacific Coast branch with headquarters at Oakland, Cal. From this point he covered and distributed Pierce bicycles and motorcycles over the seven adjacent states and the Hawaiian Islands.

When the Pierce factory was closed and the Pacific Coast branch was sold to the John T. Bill & Company, of Los Angeles, he went with the Bean Son Company, of San Francisco, as their sales manager.

### Becomes Sales Manager

Six months after the closing of the Pacific Coast branch, the Pierce Cycle Company was reorganized with Percy P. Pierce as president. Immediately Mr. Pierce got in touch with Brown and persuaded him to come to Buffalo and take charge of the factory sales department. The proposition was so good that Brown took up his new duties in Buffalo April 15, 1913. And on the first day of January, 1914, he was elected to the board of directors of the Pierce Cycle Company.

Since then he has taken charge of the

**Fred L. Brown**

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entire selling end of the company. He does a great deal of traveling, making four or five trips a year to New York, Boston, Philadelphia, Baltimore and Washington, in addition to the scores of trips to St. Louis and Chicago. Each fall he makes a trip West, going via Chicago, Minneapolis, Spokane, Seattle, Portland, San Francisco, and Los Angeles, and returning via Salt Lake City, Denver, Kansas City, Dallas and St. Louis.

## DE LACKSO IN THE BIKE GAME TO STAY

LOS ANGELES, Cal., Dec. 20.—After riding a bicycle 162,000 miles and making the trip four times around the world, Francis De Lackso announced during his stay in Southern California that he was in the bicycle game to stay. The plucky little rider, who in spite of his average height is so solid and muscular that he weighs 182 pounds, was enthusiastic about the behavior of his machine in the long, steep, winding canyons where one rides between a towering cliff and a yawning chasm at places on the trip down from San Francisco to San Diego, and on side trips into the mountain canyons.

De Lackso put on an Atherton coaster brake before making the trip and is mighty glad he did so. He says he tried it out thoroughly in San Francisco coming down the famous Fillmore street hill. "Any bike that will take that hill will take anything in the world," said De Lackso, "and I feel that I am not running any risk." De Lackso is now on his way across the country to New York by way of Phoenix, El Paso, New Orleans, Montgomery, Atlanta, Savannah, Richmond, Washington, Baltimore, Philadelphia. He expects to get to New York in March.

## BAKER, THE BOSTON CYCLIST, ARRIVES IN 'FRISCO

SAN FRANCISCO, Dec. 20.—Harold Baker, of the Boston Y. M. C. A., arrived in this city recently, having pedalled his way across the continent on a Dayton bicycle. He carried a message from the mayor of Boston to the president of the Panama-Pacific International Exposition.

### Leisurely Ride Across Country

Baker made no effort at record-braking, traveling in a leisurely manner. He experienced some trying ordeals, as for instance, he found it impossible to ride his wheel through parts of the Nevada desert, on account of the deep sand, and for two days was compelled to push his bicycle and carry his suit case. He spent two nights on the desert and slept but little owing to the presence of coyotes and wild cats, who made the nights hideous with their howls. He traveled for two days with only a loaf of bread and a quart of water to sustain him. His machine was equipped with Vitalic tires and he had but two punctures during the entire trip.

Baker intends to return to his home in Boston this winter, making the return journey by wheel over the Southern route.

## The First Complete Story of Champion Frank Kramer's Career

**BEGINNING with next week the Bicycling World will run the first installment of FRANK KRAMER'S life story. This will be the first time that any newspaper or trade journal in America has attempted to present a complete narrative of this marvelous athlete's achievements.**

**THIS big story will open with the days when KRAMER, the boy, given up by his family as a hopeless invalid, sought in the bicycle a means of regaining his health. It will portray a vivid picture of his first fruitless struggles on the road and track.**

**GRIPPINGLY it will tell of his climb up the ladder of bicycle fame and how he won his two amateur championships. And then the story will take the reader through the most thrilling episodes of the great bicycle rider's professional career, when victory after victory crowned his unmatched riding both in America and in foreign lands.**

***FRANK KRAMER himself is furnishing all the data and the photographs are from his personal collection.***

## GREEN SPRING VALLEY RUN

BALTIMORE, Md., Dec. 18.—An interesting run was held by the Crescent Bicycle Club on Sunday last to the old St. Thomas Church in the Green Spring Valley. This church is one of the landmarks of the country surrounding Baltimore, having been built early in the eighteenth century and containing in its graveyard many old tombstones dated before the Revolutionary War.

A hill-climbing contest was held on the steep grade leading up to the church, which resulted in a victory for Welby Sherman, Captain Langdon M. Sanborn finishing second, August Leimbach third, Rudolph Leimbach fourth, and Lester Nickles fifth.

Two half-mile sprint races were also held during the progress of the run, the first one being won by Langdon Sanborn, with August Leimbach second, Rudolph Leimbach third, Walter Doersch fourth, and Lester Nickles fifth. The second race also went to Langdon Sanborn, August Leimbach again getting second place, Lester Nickles finishing third, Walter Doersch fourth, and Rudolph Leimbach fifth.

## NEW CENTURY ELECTS

SAN FRANCISCO, Cal., Dec. 17.—The New Century Wheelmen held their annual election of officers last week for the year 1915-1916. The following men were chosen: President, R. A. Greeninger; vice-president, J. Couglan; second vice-president, A. Sangalli; financial secretary, P. Morgan; recording secretary, C. Sayre; treasurer, L. Drury; sergeant-at-arms, H. De Brie; captain, W. Hammit; first lieutenant, G. Drury; second lieutenant, L. Drury.

The Western cycling championship race has been postponed indefinitely on account of the uncertain weather.

## DELIVERIES ON TIME DESPITE HEAVY SNOWFALL

**How Smith Motor Wheels Help to Keep Things Moving in Erie, Pa. Cycle at Left Had 150 Pounds Aboard When Photographed**

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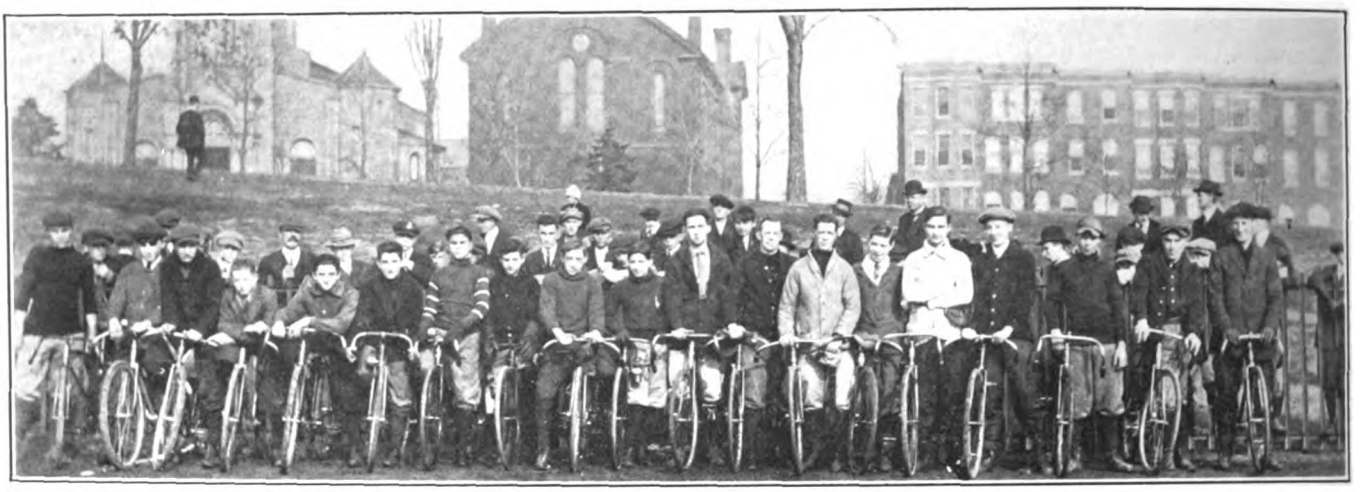
## BALTIMORE'S STRONG LINE-UP OF SPEEDY YOUNG BICYCLE RIDERS



**Members of the Crescent Bicycle Club, of Baltimore, Md., Before a Recent Meet on the Local Track**

### A NOVEL SELLING PLAN

DE KALB, Ill., Dec. 7.—Letting the town demonstrate the Smith motor wheel at a profit to the dealers, and realizing quite a number of sales as a result, this is the latest contribution to live-wire merchandising ideas which was made by Severson Brothers, the local agents. Both brothers were too busy with work about the shop to demonstrate the motor attachments themselves, so for a time the motor wheel remained idle in front of the sales room.

Then one of the Seversons, realizing that he would reap just what he sowed, got out a paint pot and brush and made the following sign which was hung outside of the store:

"Bicycle with motor wheel attached to rent, 25 cents per hour."

Immediately the outfit was in great demand. It was spurting around the streets of De Kalb almost every hour of the day. The Severson Brothers have already cleaned up the cost of their demonstrator and are now making money on the rental system. But an even more important feature of their plan was this: People noticed different persons riding the motor wheel equipped machine and naturally concluded that a bunch of cyclists were purchasing the bicycle booster. "Gosh, Severson," was the remark made to the brothers more than once, "you are certainly selling a lot of those Smith motor wheels."

### WASHINGTON CYCLEMOTOR AGENT

WASHINGTON, D. C., Dec. 21.—J. E. Shaw, proprietor of the Acme Repair and Bicycle Co., which has one of the oldest established bicycle stores in this city, has taken on the local agency for the Cyclemotor, the two-wheeler motor attachment made by the Cyclemotor Corporation of Rochester, N. Y. Shaw is very enthusiastic over his new agency.

In a letter to the Cyclemotor Corporation he writes, after receiving his demonstrator: "I have delayed a few days in writing to see how the boys would like the new motor. It is spoken of in the highest terms. Expect to sell a good many during the coming season. It is a dandy."

An interior view of Shaw's establishment is shown on this page. The photograph reveals only a small portion of the machines usually kept in stock by the Acme company. It is interesting to note that during the 1915 season Shaw sold more ladies' bicycles than in any other year. He believes that the two-wheeler is becoming more popular with the Washington fair sex than ever before and looks forward to a big volume of business in ladies' models in 1916.

**Interior View of Acme Repair & Bicycle Co., Washington Cyclemotor Agency. Mr. Shaw, the Proprietor, Has Been in the Bicycle Business for 40 Years**

### THE SHORTER ROAD TO PROFIT

*(Continued from page 44)*

the reply, including your name, is not going to reflect much credit upon your concern. But if the wheel is a top-notcher, the sort that everybody or man who rides a "bike" would like to own, announcing the name of the store that sold it is the best kind of advertising, and starts the suggestion in the mind of others to do their bicycle buying at that particular store.

"We have found," said one of the shrewdest and most successful dealers in the business, who has made a lot of money selling bicycles, and is really in the "merchant" class, "that we don't need to have the bulk of our business on cheap bicycles unless we want to. And of course we don't want to, because we can make the most money with the least effort by selling good stuff. All we have to do is to consistently show the better-grade bicycles. If we do that, our customers will appreciate the fact that the difference in the price is represented by the difference in the quality.

"The average person who can afford it is willing to pay something for the satisfaction of owning the best, whether it is a suit of clothes, an automobile or a bicycle. After we got hold of the big principle to push the better grades of goods, whether in bicycles or any other kind of merchandise, we found that we had taken the short road to profit."

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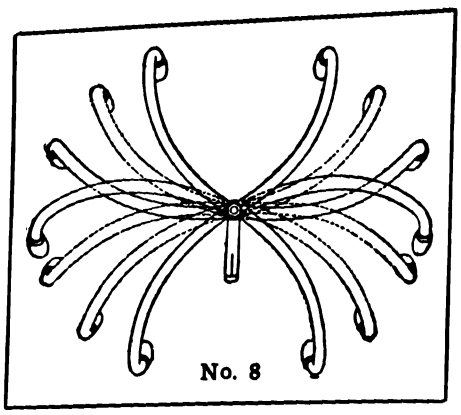
# Kelly Handlebars



No. 8

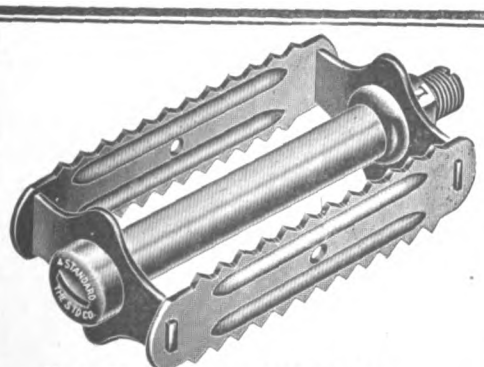
## Jobbers and Manufacturers Who Seek Standardization

should invariably equip with KELLY HANDLEBARS—the standard of the world. No high-grade bicycle is complete without KELLY ADJUSTABLE HANDLEBARS. With these handlebars, 25 different riding positions are possible. No other bar made allows anywhere near this number of different positions. KELLY HANDLEBARS ARE THE STRONGEST SELLING POINT A BICYCLE CAN HAVE.

They are the ideal bars for racing, distance work, boulevard riding, etc. Adjustable to ANY position.

**KELLY HANDLEBAR DEPT.**

**5017 Perkins Ave. Cleveland, Ohio**



No. 4 STANDARD RAT TRAP PEDAL

# THESE STRONG SUBSTANTIAL MOTORCYCLE TYPE PEDALS

have that sturdy look that comes only from correct design and first class construction.

THE NO. 4 STANDARD is a new type of rat trap pedal added to our line this year, making it the most comprehensive line of rat trap pedals offered to the trade.

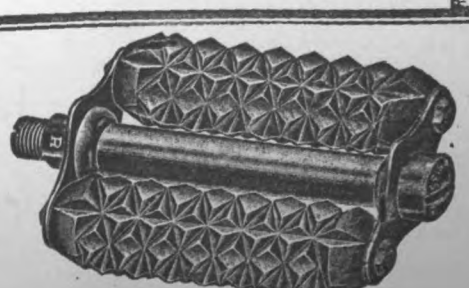
THE NO. 5 PIRATE has such big, soft, easy rubber cushions! It minimizes the jars and bumps. Try a pair and find out for yourself.

Our cycle parts and accessories appeal to the mechanical expert. They have been standard from the beginning, and mark the utmost in the industry.

Our products comprise: Diamond "E" trade mark brand, Spokes and Nipples for Bicycles, Motorcycles. Tricycles, Velocipedes, Invalid Chairs, Sulkies, Carriages, Cyclecars and Automobiles. Pedals for Bicycles, Tricycles, Velocipedes and Motorcycles. Toe Clips for Bicycle Pedals. Emergency Axles for Pedals.

**THE STANDARD COMPANY, Torrington, Conn.**

200 X



No 5 PIRATE PEDAL

A good deed often [illegible] good deal—Please mention MOTOR CYCLE ILLUSTRATED.

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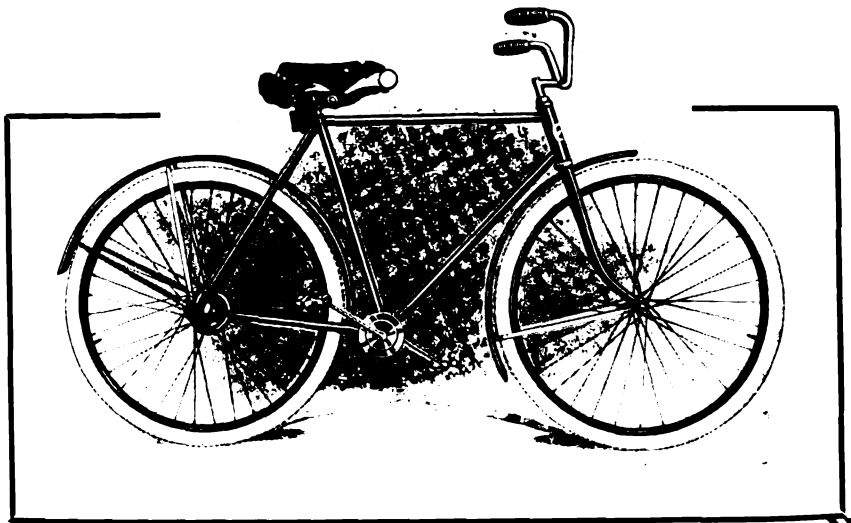

Men's Chainless Model

# Easy to Ride—Easy to Sell

Into your store comes a customer in search of a bicycle. He's familiar with the high qualities of Pope-made bicycles. He's seen them on the road and in the windows of the best dealers. He's read about them in his favorite magazines.

He has his own ideas about bicycles and he's willing to pay for a bicycle that will embody them. He wants a bicycle with graceful lines. He wants a bicycle that can easily be kept clean. Above all, he wants a bicycle that can be driven farthest and fastest with the least effort on his part.

That's why its easy to sell him one of the famous

# Pope Chainless Bicycles

Wideawake dealers will be quick to take advantage of the Return to the Wheel that is sweeping over the country. Coupled with the Return to Prosperity this means that high-grade Chainless bicycles will be more popular than ever this coming year.

Write today for our interesting dealers' proposition. It means profits for you.

## THE WESTFIELD MFG. CO.

(Successors to the Pope Manufacturing Co.)

11 Lozier Ave. Westfield, Mass.

**Largest Manufacturers of High-grade Bicycles in the World**

Pope
Bicycles and Motorcycles



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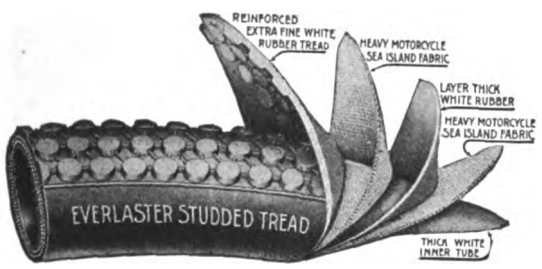
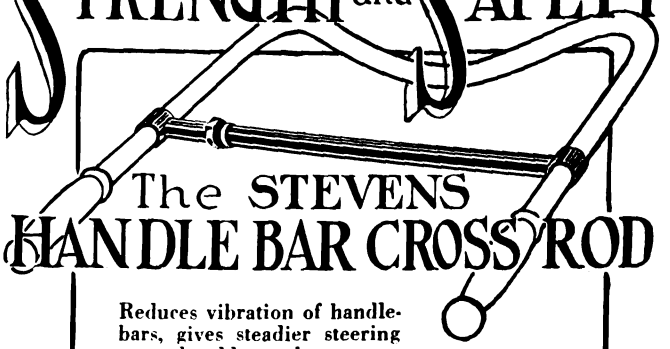
Here's the tire that did not merely satisfy bicycle riders —it **delighted** them, by its remarkable resiliency, its non-skid properties and its stubborn durability.

A real business getter for every dealer.

Write for booklet.




# STRENGTH and SAFETY

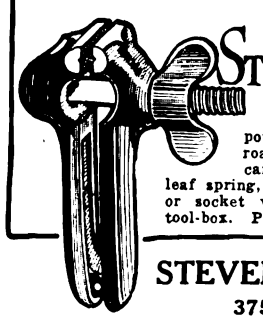


## The STEVENS HANDLE BAR CROSS ROD

Reduces vibration of handlebars, gives steadier steering control, adds to the appearance of machine and forms an ideal support for watch-holder, horn or Presto Tank.

Made of seamless steel tubing with smooth-forged clamp on each end.

Every rider whose motorcycle is not equipped with the Stevens Handlebar Cross Rod is a live prospect.



## STEVENS HANDVISE

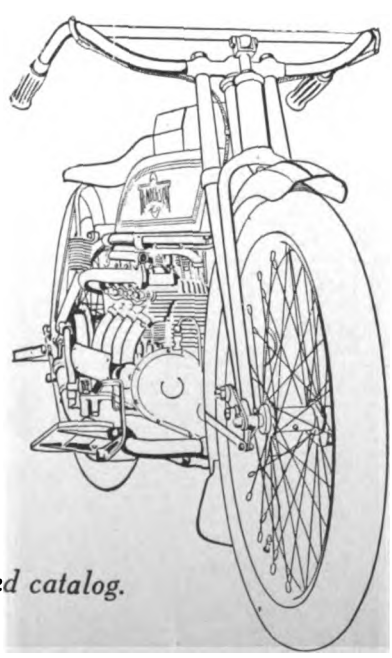
Here's the tool of a thousand uses. Its tremendous gripping power makes it ideal for quick road repairs in emergencies. It can be used to repair a broken leaf spring, as a chain tool, spoke wrench or socket wrench. Should be in every tool-box. Price, at your dealer's.....75c.

**STEVENS & COMPANY**
**375 Broadway, N. Y.**

# The Line of Least Resistance

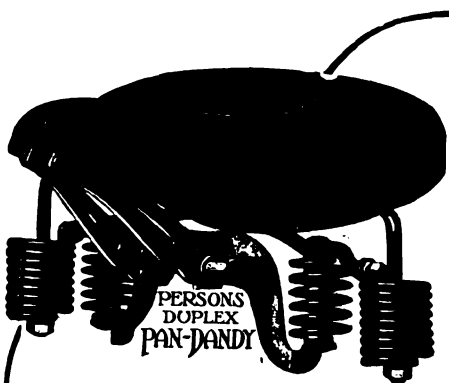
is to sell the buyer what he wants. Sales are quicker and easier, and riders remain satisfied. Hence steadily increasing business and greater profits.

This is one reason why Henderson dealers are so successful. Riders want four-cylinder perfection.



*Write for illustrated catalog.*

**HENDERSON MOTORCYCLE CO.**
**DETROIT**




# THE PAN DANDY FOR YOU

**Because** it is unequalled in comfort and quality and the special Spanish Embossed Grain leather, will retain its finish and color.

**Because** the Patented Compound spring construction is non-vibratory and anti-concussion.

And, because it is no more expensive than other Saddles that cannot compare with it.

***The Pan-Dandy Lasts a Lifetime***

**Send for 1916 Catalogue and get inside facts on this ONE BEST BET**

## THE PERSONS MFG. CO.
**Worcester, Mass., U. S. A.**



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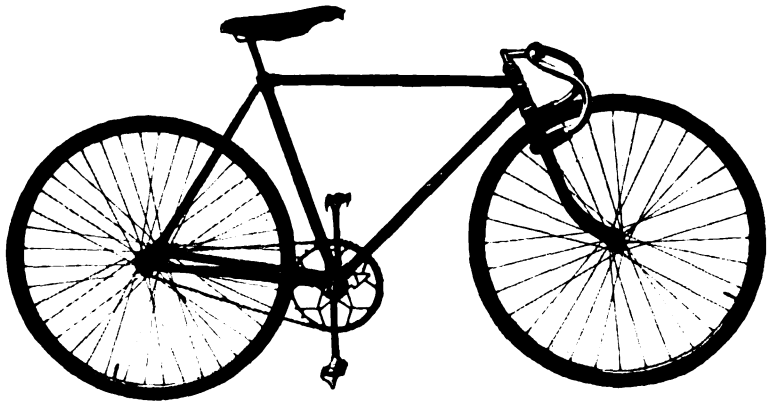


# B S A

## Special Track Racer

The most perfect racing bicycle made.

Highest grade materials and equipment used throughout.

Its many important features are appreciated by practically all racing men, the world over.

Send for catalog.

**J. W. GRADY & CO.**

**High Street Worcester, Mass.**

## FOUR TIMES THE ORDINARY SPARK-POWER

## One Chain Looks Like Another

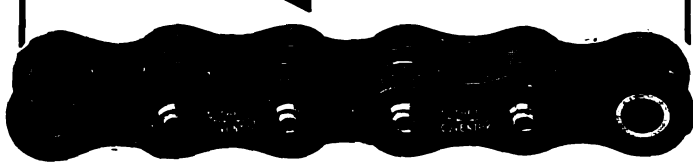
But there the resemblance ends. In the gruelling grind of day-in-and-day-out service, the strength of every portion of the chain is mercilessly tested. And that's where "The Motor's True Mate" shines. With its 5700 feet of breaking strength, with its case-hardened nickel steel rollers, "The Coventry" Chain has a clear title to the name, "The Strongest Motorcycle Chain in the World."

Get a copy of our booklet, "The Motor's True Mate." It's amusing and instructive.

**Herbert F. L. Funke Co., Inc.**

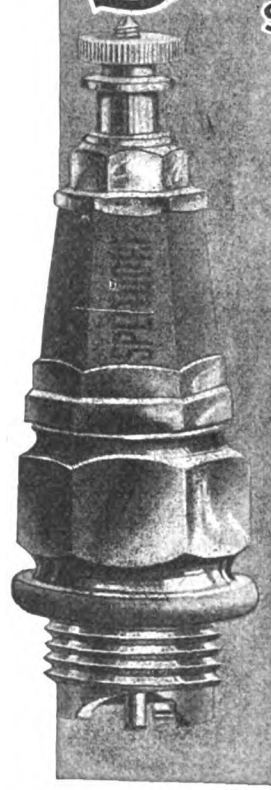
**112 Broad Street NEW YORK**

## "The Coventry"



# SPLITDORF

## COMMON SENSE SPARK PLUGS



Production of millions of SPLITDORF PLUGS gives us the experience to insure correct construction.

Demands for ever increasing millions of SPLITDORF PLUGS gives us the knowledge that production, construction and performance are RIGHT.

**SPLITDORF ELECTRICAL Co.**

NEWARK, N. J.

*(All SPLITDORF features are fully covered by patent or patents pending)*

# THE MOTORCYCLE MANUAL

124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

## 25 Cents a Copy

All About Motorcycles—Trouble Chart—Complete Dictionary—Trade Directory, Etc.

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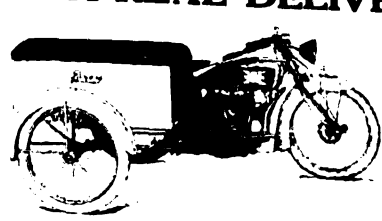
**13 PARK ROW, NEW YORK**

## THE NEW Rogers COMMERCIAL SIDECAR

## A REAL DELIVERY VAN



NOT MERELY A BOX ON A PASSENGER CHASSIS

The first commercial sidecar built throughout to meet the strains of carrying dead loads.

The greatest carrying capacity in proportion to the weight of any delivery van ever made.

Write for complete descriptive circular.

**ROGERS MFG. CO.**

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Irving Beck (Service Station), 1493 Fifth Ave., New York

For assurance of prompt attention to your wants mention MOTOR CYCLE ILLUSTRATED.


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*America's Standard Supreme through Merit*

THE HEART OF THE MOTORCYCLE

WE EQUIP

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**WHEELER & SCHEBLER**

INDIANAPOLIS, INDIANA, U.S.A.

*BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES*

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**From its theoretically and actually correct centrifugal principle to its especially designed, friction-reducing, flexible shafting the**

# CORBIN-BROWN SPEEDOMETER

*"The Speedometer of Absolute Accuracy"*

**expresses the highest development of speedometer construction.**

**Accuracy Durability Service**

**Fully Guaranteed.**

**Investigate today. Catalog on request**

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Successor
NEW BRITAIN, CONN.
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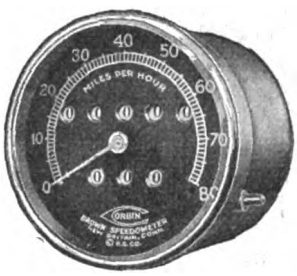


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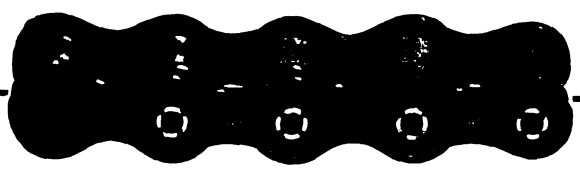

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These two qualities you have a right to demand in a motorcycle chain.

You will get them in the

**DIAMOND NO. 149**

Built for strength — with nickel steel rivets and alloy rollers that DO NOT BREAK, you can travel mile after mile without chain troubles.

Specify DIAMOND No. 149 with recessed rivets.

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Look for This
TRADE ◇ MARK
On Every Link

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**

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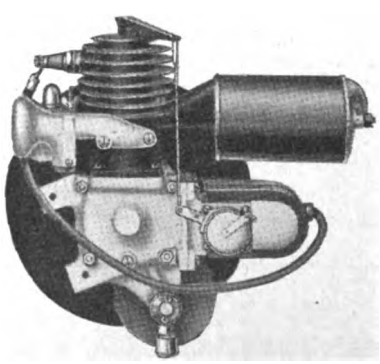
# Cyclemotor



**The popular success of the Cyclemotor is due, in a large measure, to the compact and very accessible arrangement of the engine's essential parts.**

**Resulting in a complete power unit requiring but very little space. All cams, push-rods and valves are eliminated, thus insuring simplicity in construction and operation.**

**That is why the Cyclemotor SELLS ON SIGHT and live dealers will do well to ask for our proposition and Booklet "E 1."**

**Cyclemotor Corporation**
**Arlington Bldg., Rochester, N. Y.**

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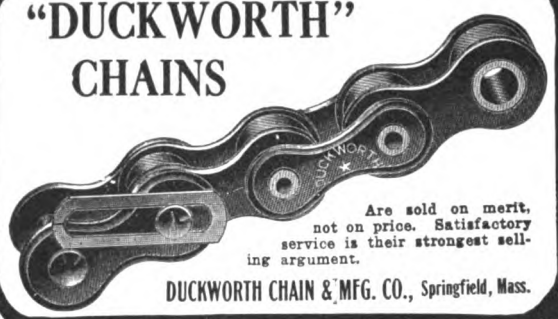
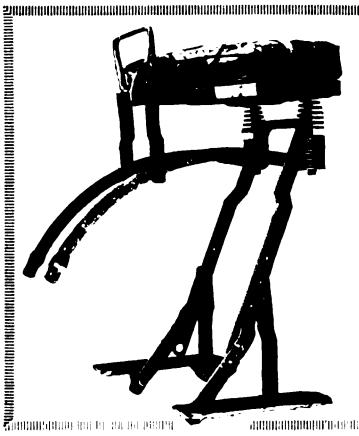
"DUCKWORTH" CHAINS



Are sold on merit, not on price. Satisfactory service is their strongest selling argument.

DUCKWORTH CHAIN & MFG. CO., Springfield, Mass.



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She's safest on an

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Lowest possible saddle position. No sideway. Supreme Comfort.

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TO PREVENT TROUBLE PUT ON A

WRIGHT SPARK PLUG

Guaranteed for Satisfactory Service
Used As Regular Equipment On
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NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

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The National Screw and Tack Co.
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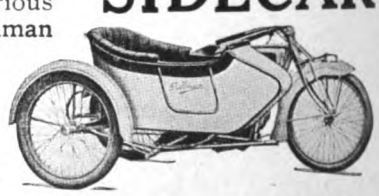
THE HARRY SVENSGAARD SALES CORP. DETROIT.

The One and Only Real Coach Built SIDECAR

Compare the luxurious elegance of the Pullman with any other sidecar built.



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DETROIT, MICH.

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THE MART
3 Cents a Word

Dealers—Write us for rates for advertising in our Dealers' Directory.

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"EXTRA SERVICE"

Federal Rubber Manufacturing Co. - Milwaukee

The choice of the experienced rider is

## PREST-O-LITE

The Only Practical Light for Motorcycles

The best Road light at the lowest cost. Simple, sturdy, absolutely reliable and highly convenient. Send for literature.

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**The World's Largest Makers of Dissolved Acetylene**

***Prest-O-Lite Exchange Agencies Everywhere***

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This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

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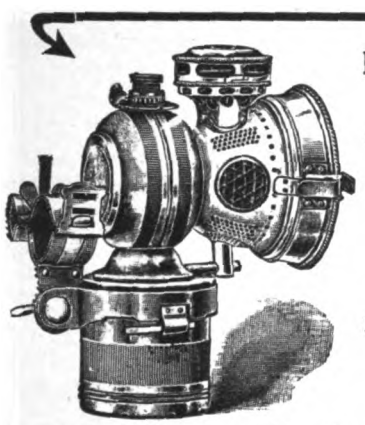

Electric Lighting May Be Pretty, But "For Safety's Sake" Carry a

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Lamp as Extra Equipment.

It NEVER Fails

Write for Details

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### EXPERT OVERHAULING

Cylinder Reboring, Motor and Machine Overhauling, Frame and Fork Straightening, Enameling, Nickel Plating and Rebuilding. Work Guaranteed.

### SPECIAL OFFER

We will pay the freight charges one way on all motors or machines sent us for rebuilding from October 10th to January 20th.

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St. Paul, Minn.

No. 420, Price Complete, $5.50 Including Footrests

No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete $5.50

Dealers and Jobbers, write us for our new Proposition.

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**FREE TO DEALERS**

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# THE MOST BICYCLE FOR THE LEAST MONEY

**Bicycles Exclusively**

IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US

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Parts for DAYTON and DE LUXE
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M. J. GOLDMAN
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Distributing Agents for
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New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 450

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F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
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**GUS. ROTHOLZ**
N. Y. Distributor for Reading Standard Motorcycles. Rogers Sidecars in stock. Agent for Excelsior and Henderson
1491 Fifth Avenue Telephone, Harlem 2337

**T. J. SIXSMITH**
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**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles.
Parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 3¼ Firestone Non-Skid..... 5.85
These tires are fresh stock practically perfect, but slightly discolored in spots
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**EXCELSIOR**
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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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**MOTORCYCLE WORKS**
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
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## BROOKLYN

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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
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All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
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Distributor of
Excelsior-Reading-Standard and Cleveland Motorcycles, Smith Motor Wheel, Crown bicycles and the best accessories.
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Easy payments. All makes taken in trade.
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B. RUDERMAN
1031 Bedford Ave. Phone Bed. 769

WINGES BROTHERS, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

LIGHTWEIGHT
**SCHICKEL**
GEO. A. ASHLEY, Distributor for Brooklyn
1213 Bedford Ave.

## LONG ISLAND

**Plaza Motorcycle Exchange**
**EXCELSIOR DISTRIBUTORS**
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
INDIAN MOTOCYCLES
Phone: 2945 Astoria.
Expert Repairing—Gasoline.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

**HARLEY-DAVIDSON**
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

## PATERSON, N. J.

**W. EDW. MACDOUGALL CO.**
Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
102 Van Houten St., Paterson, N. J.

**INDIAN**
MOTOCYCLES
Rebuilt machines. A written guarantee with each machine. Write for details and price list.
JOHN STEELE, 91 Broadway, Paterson, N. J.

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling. Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.



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**Mt. Vernon Motorcycle and Bicycle Shop**
Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

**DEALERS!**
**GET IN LINE**
Write us for rates for advertising in this special dealers' directory. Motor Cycle Illustrated, 13 Park Row, New York.

# Special Service Department

**Motorcycle Tires**
**Parts and Supplies**
Also
**BICYCLES and SUPPLIES**
WHOLESALERS and JOBBERS
**CITY SUPPLY CO.**
56 Warren Street New York

**CLEAN-UP SALE**
All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
**WESTERN SUPPLIES COMPANY**
1448-52 Larimer Street Denver, Colo.
Largest Cycle and Motor House in West

**Pacific Motor Supply Co., Inc.**
A. FREED, Pres.
*Jobbers, Importers, Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
1438-42 Market St., San Francisco.
924 South Main St., Los Angeles.
*Finest Stores on the Coast*

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
JUNGKIND & VOGLER, 158 Chambers St., N. Y.
Phone, 6217 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 8556 Bedford.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
**HARLEY-DAVIDSON SALES CO.**
533 W. 110th St., Near Broadway, N. Y.

**Are You Looking for Bargains in Second-hand Motorcycles?**
Read all the advertisements listed in the classified section of Motor Cycle Illustrated directly below.

ONE INSERTION THREE CENTS A WORD; MINIMUM 50c.

# Classified Advertisements

MORE THAN ONCE TWO CENTS A WORD PER ISSUE

WANTED—Second-hand Indian or Harley two-speed gearset; also Merkel racing handlebars. Clarence Weise, R. 20, Box 91, Westfield, N. Y.

FOR SALE—1914 Indian twin, single speed, with electric equipment and tools; in fine running order; $165. Tracey T. Shepard, Bradford, Vt.

FOR SALE—First-class motorcycle and bicycle business in second best city in Ontario. Have sold thirty-four new Indians and thirty-five second-hand machines this season. Good trade in bicycles, accessories, repairing. Future prospects extremely bright. Best roads in Canada. Indian agency for city and surrounding territory. Stock about two thousand. Will reduce same. C. N., MOTOR CYCLE ILLUSTRATED.

TRAVELING SALESMAN to call on motorcycle repair shops, dealers and jobbers with line of motorcycle repair parts and accessories. Unlimited territory. Only New York men need apply. Address C. M., care of MOTOR CYCLE ILLUSTRATED.

FOR SALE—1915 Iver Johnson motorcycle, single, 5 h. p., tires new, best of saddle, Bosch magneto. Run about 100 to 500 miles. Chain drive like new. Dona Cyr, Keegan, Maine.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

DYKE'S WORKING MODEL METHOD of teaching the automobile, motorcycle, and general engine repair business by mail; how to become a successful repairman and chauffeur. Send for interesting and instructive booklet—free. A. L. Dyke (Pioneer), Publisher. Box 98 Roe Bldg., St. Louis, Mo.

CYLINDERS REBORED, Motors overhauled, Frame and Fork straightening, enameling. All broken cast, aluminum and steel parts perfectly welded. Try our new leakless piston rings and light weight pistons fitted like factory work. All work absolutely guaranteed. Prices right. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

EXCHANGE for twin motorcycle, light Franklin truck, in good condition; capacity 800 lbs. H. N. Stackpole, Bates College, Lewiston, Me.

FOR SALE OR EXCHANGE—Nickel Pianino to sell, or will exchange for motorcycle. C. B. Jack, Ionia, Mich.

FOR SALE, CHEAP—Good Paying Sporting Goods, Indian Motorcycle, Bicycle, Business; any one or all, to suit buyer. Guy W. Campbell & Co., Waterloo, Iowa.

WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

FOR SALE—Wizard Cycle Car, twin cylinder motor with fan attached, equipped with Atwater Kent Unisparker and coil; never been use. Make an offer to C. W. Waughop, Room 54, No. 116 Broad street, New York City.

FOR SALE—Second-hand bicycle frames and hangers. C. Peterson Co., 3804 N. Whipple street, Chicago, Ill.

**PATENT YOUR IDEAS**
Inventions bring fortunes when protected by good patents. New ideas in great demand. I will get a valuable patent for you and will help you make money from it. Ask about my free advice, or send sketches for free search of patent records.
**LESTER L. SARGENT, Patent Lawyer, N.W. Cor. 9th and G Sts., Washington, D. C.**



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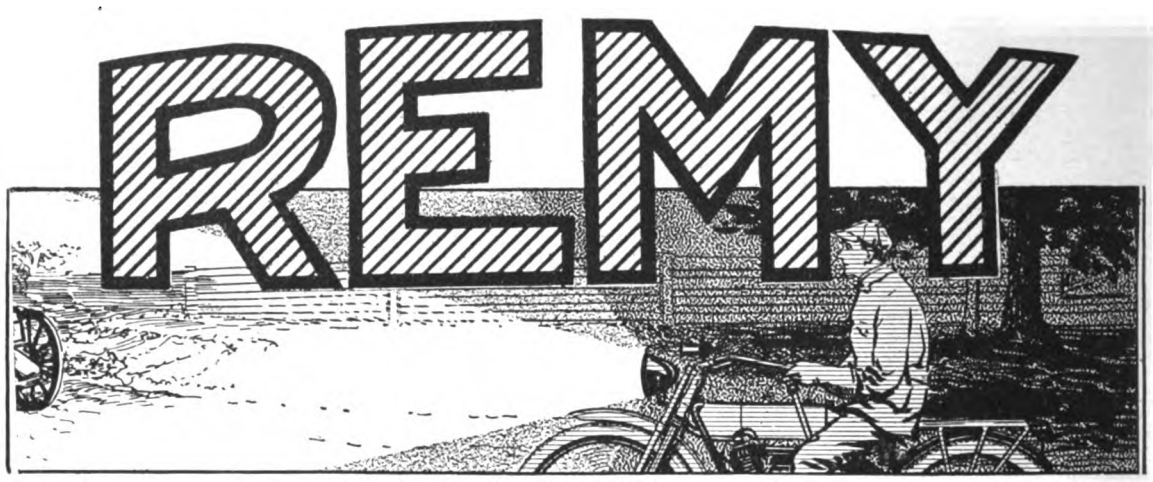
# Safety in Night Riding

Don't cut short your pleasure by turning home at early dusk. Night riding is just as pleasant as spinning along in the bright sunlight with the




## Motorcycle Lighting-Ignition System

It hurls a brilliant path into the unknown blackness ahead. Every turn, every wagon, every rut, even little stones—loom up in the road, just as in daytime.

**And Efficient**—The Remy Electric Company (makers of electrical equipment for years on a number of the country's leading motor cars) **guarantees** the system.

Proof against road vibrations—a constant, brilliant light.

Operates head-and-tail lights and horn and insures strong, dependable, synchronized ignition.

## Featured by Harley-Davidson for the second season

CONSTANT REMY SERVICE

# Remy Electric Co.

**Factories:**
**Anderson, Indiana**

**Sales and Engineering Offices:**
**Detroit, Mich.**

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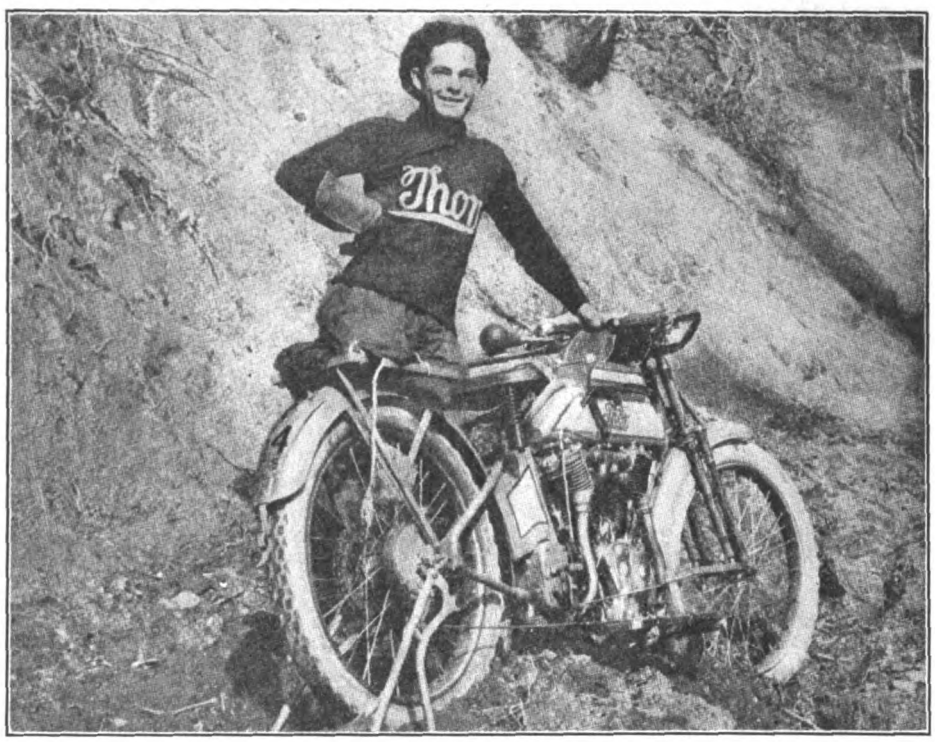
# ACTUAL PERFORMANCE COUNTS!

## 1916 Thor Accomplishes What Others Have Tried and Failed to Do!

***Before witnesses, Thor (with rider and passenger) climbs Mt. Wilson—5,886 feet high. Trail 7 1-10 miles long; 1 to 4 feet wide. Rock wall on one side—sheer space on other!***




*George Rubsch and Thor that did "the impossible."*
*(Note road conditions)*

**All other makes of motorcycles have failed in trying to climb Mt. Wilson. The 6 h. p. THOR not only went straight up to the top, but carried a tandem-passenger in addition to Rider Rubsch!**

**To do something astounding in the way of motorcycle feats use the reliable THOR. It's the care taken in the making of the THOR that puts the sturdiness and dependability in it.**

**Dealers: Build up your business by selling Thors. Write at once. 1916 shipments are being made as fast as possible.**

***Model U—12 H. P. Twin $265. Model V—6 H. P. Twin $225***

## Aurora Automatic Machinery Company

**General Offices, Thor Bldg., 1307 Michigan Ave., Chicago** **Sales Offices and Works, 361 W. Superior St., Chicago**

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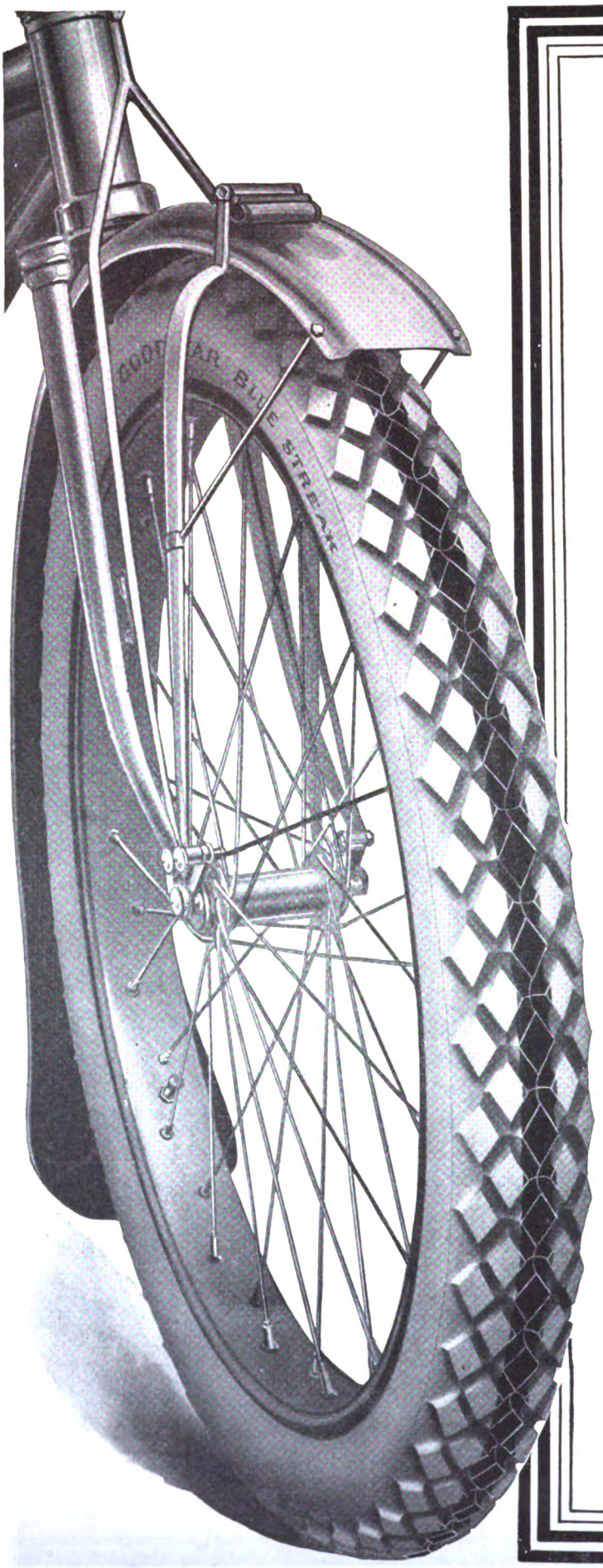


# What Does It Mean to a

It means above all else to have public opinion on your side.

It means a disposition to buy before you have even broached the subject of a sale.

It means a nation-wide state of mind that is friendly and favorable to Goodyear.

It means a national faith and confidence in the integrity of Goodyear manufacturing methods.

It means pulling with the stream, instead of pulling against it.

It means, in short, that swifter and easier selling which is the shortest and surest road to permanent profit.

It means a faithful and not a fickle following—a business which will be yours as long as you continue to make known the goodness that is inherent in Goodyear Blue Streak Tires.

You may read Goodyear's future by the present and the past.

There is not even a doubt as to national motorcycle tire leadership.

GOODYEAR
AKRON

**Blue Streak Tires**



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# Be a Goodyear Dealer?

lue Streak Tires are first in sales to the motorcycle manufacturers.

lue Streak Tires are first in sales to the consumer.

ue Streak Tires are first in every class of motorcycle ownership — on the race tracks, endurance runs and pleasure rides.

o you think the motorcycle manufacturer does not *know* which tire gives the best service and which way the wind of popular approval is blowing?

very leading motorcycle manufacturer has adopted Blue Streaks as standard tire equipment for 1916.

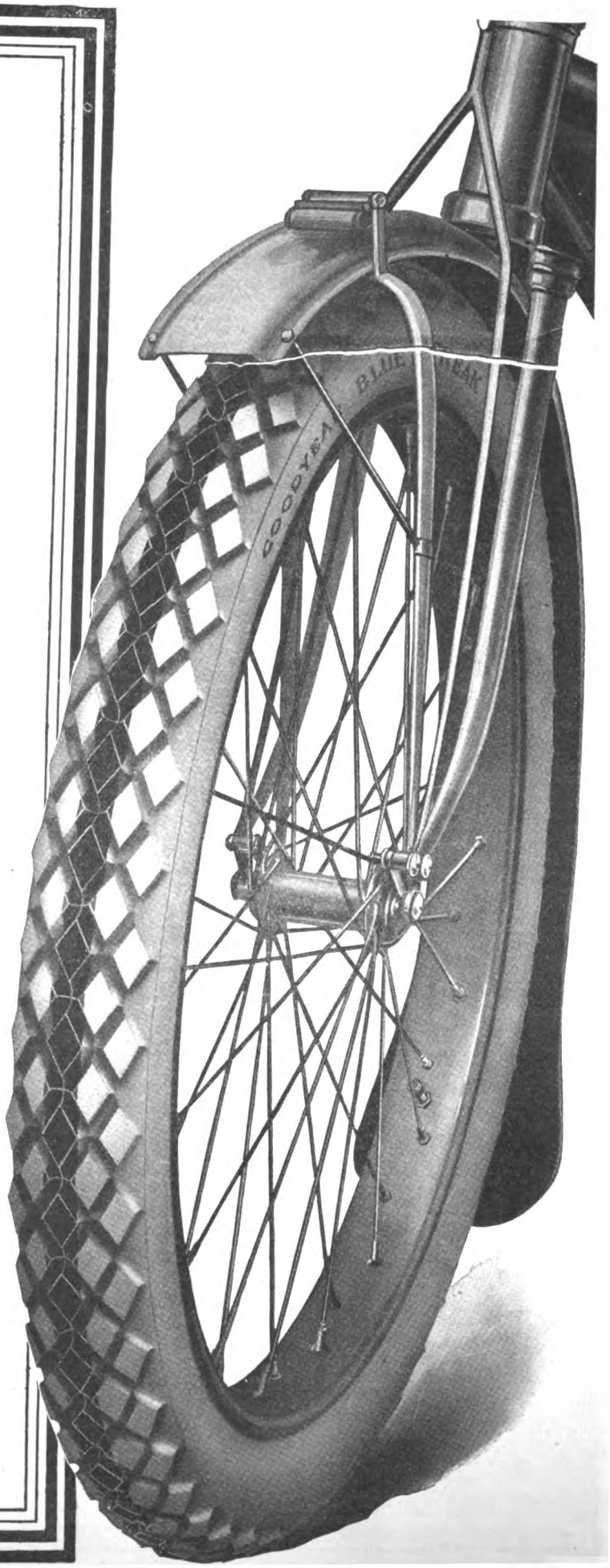
an't you see the magnificent market opening up to Goodyear Blue Streak Dealers for this year?

an't you see what an overwhelming advantage he enjoys in this combination of volume and reputation?

st send us a post card, so that we may tell you more about this year of years for Goodyear Dealers.

**he Goodyear Tire & Rubber Co.**
Akron, Ohio

GOODYEAR
AKRON
**Blue Streak Tires**



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# May the Coming Year Run as Smoothly for You as the

"Morrow"

## Coaster Brake

# Eclipse Machine Company

Elmira New York

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.


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# Confidence

**THE constantly increasing Harley-Davidson business would not be possible without the confidence of Harley-Davidson owners and dealers, for no one will continue to do business with any manufacturer unless he has confidence in the firm or in the goods it produces, or both.**

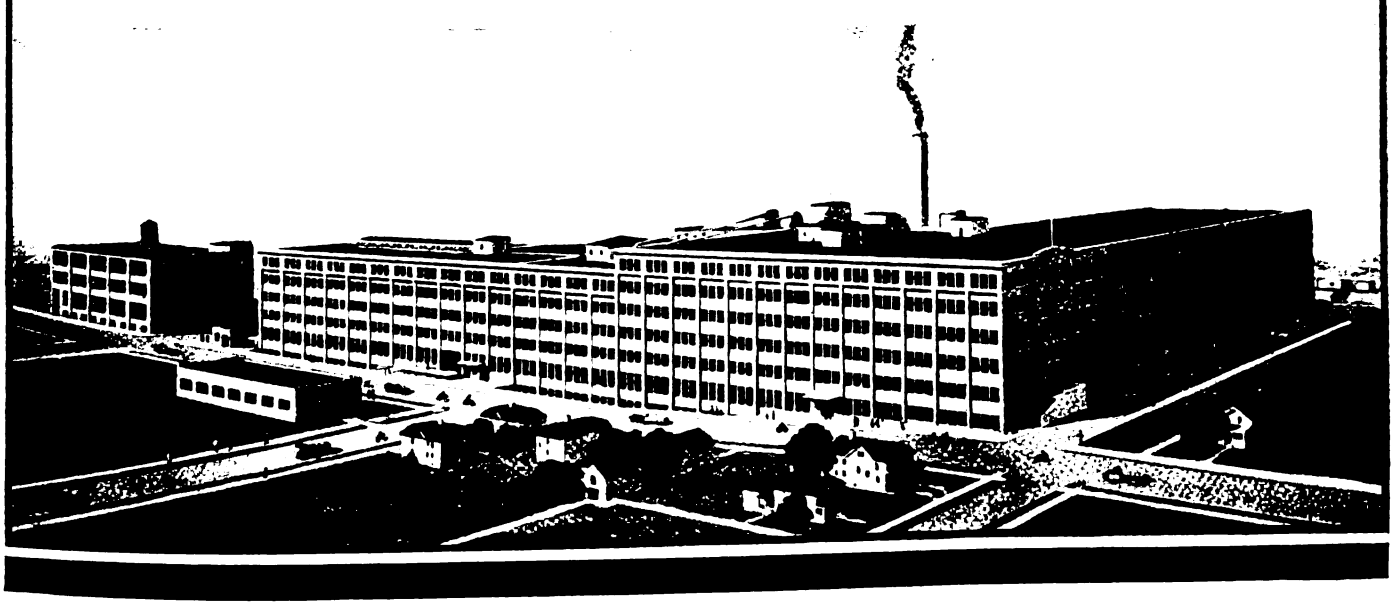
The Harley-Davidson business has shown a steady expansion. The products have made good year after year, and have been backed up by a strong progressive organization.

Dealers are glad to continue to sell Harley-Davidson products year after year because they know that the organization at all times has the interests of its dealers and owners at heart, and that the confidence they have placed in this organization and its products has been respected.

Harley-Davidson owners purchase Harley-Davidson products year after year for the same reasons.

The Harley-Davidson Motor Company enjoys the confidence of countless thousands because it has taken pride in doing what it has said it would do, and because it has maintained for fourteen years the high Harley-Davidson standard in its products and throughout the organization.

**Harley-Davidson Motor Co.**
**Milwaukee, Wis., U. S. A.**



A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.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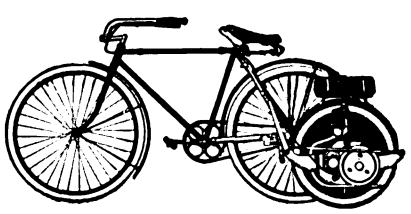
# *To Our Dealers*

## *1916*

OUR production of Smith Motor Wheels will be trebled this year over 1915—and our 1500 dealers should at least treble their Motor Wheel business, and the bicycle and accessory business created by Motor Wheel sales. Therefore, we do not propose to merely wish you a prosperous New Year; we know that each and every one of you will have one. May you have full health and happiness with it.



**MOTOR WHEEL DIVISION**

**A. O. SMITH COMPANY**

**MILWAUKEE :: WISCONSIN**

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**Rami Miami, Racycle,**
**Hudson Flying Merkel**

# BICYCLES

The above name plates represent the best built and best known Bicycle lines in the world. This is going to be a great Bicycle Year. Some desirable territory still open.

# THE MIAMI CYCLE & MFG. CO.

## Middletown, Ohio



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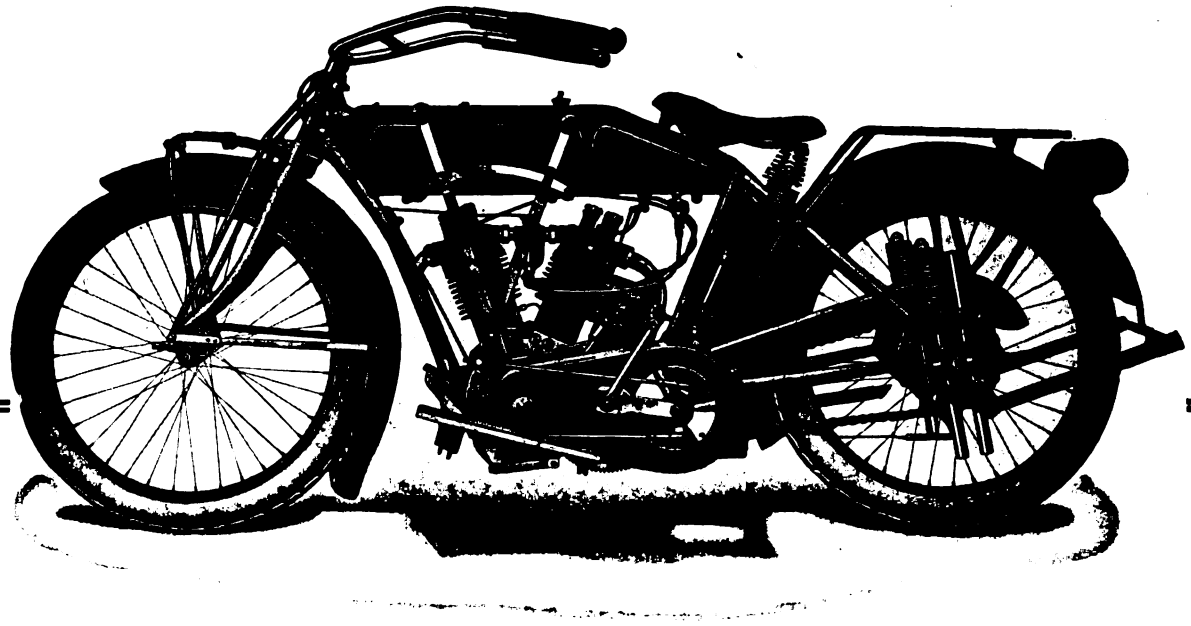

*Three Speed Model T 16* *Price $275*

# Pope Preparedness

Preparedness isn't solely a question of armies and navies. Every motorcycle manufacturer is up against the toughest sort of preparedness problem of his own.

Here's the situation. Owing to general prosperity in all lines of manufacture and agriculture, the demand for quality motorcycles in 1916 will be greater than ever. All authorities agree on this.

But just as this demand grows larger, up goes the demand from all quarters for materials that go into the manufacturing of motorcycles. Bearings, aluminum, magnetos, and, most especially, tubing will be scarcer and dearer than ever to those manufacturers who had not the foresight to place their orders before the big demand was created.

Do you realize what this means to you, Mr. Dealer? It means that you will not be able to turn the 1916 demand for motorcycles into profit for yourself unless you handle a line of motorcycles made by an organization ready to make delivery when you need it.

Such an organization manufactures the famous

## Pope Motorcycles

We have the trained workers. We have the factory facilities. We have the financial resources. In short, we are prepared to take care of our dealers' requirements.

And you will be prepared, if you handle the full line of Pope Motorcycles—prepared for one of the biggest selling years of history. There are six 1916 models which will fit every purse and purpose.

Write today for our interesting dealers' proposition. Some desirable territory still open.

## The Westfield Mfg. Co.

(Successors to the Pope Mfg. Co.)

11 Lozier Ave. Westfield, Mass.

Largest Manufacturers of High-grade Bicycles in the World.
Makers of
COLUMBIA, CRESCENT, RAMBLER, CLEVELAND, TRIBUNE AND POPE BICYCLES.



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THAT'S just another way of wishing you three hundred sixty-five perfect days—days full of action—snap—high-tension days.

For the word DIXIE means to a great majority more than the mere name of a magneto. It has become a synonym for perfection—satisfaction—even happiness.

So we feel that we are wishing you the best of everything when we say

"A DIXIE NEW YEAR TO YOU."

## SPLITDORF ELECTRICAL COMPANY

ATLANTA....10-12 E. Harris St.
BOSTON.....1112 Boylston St.
CHICAGO.....64-72 E. 14th St.
CINCINNATI.....811 Race St.
DALLAS.....402 S. Ervay St.
DAYTON.....427 E. 3rd St.
DETROIT....972 Woodward Ave.
KANSAS CITY..1827 Grand Ave.
LONDON
LOS ANGELES...1215 S. Hope St.
MINNEAPOLIS.....34 S. 8th St.
NEWARK.....290 Halsey St.
NEW YORK..18-20 W. 63rd St.
PHILADELPHIA.210-12 N. 13th St.
SAN FRANCISCO..1028 Geary St.
SEATTLE.....1628 Broadway
TORONTO.....469 Yonge St.
BUENOS AIRES



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# Here's for a Millio

## Right in line with the New Departu going to use to the greatest po

# Tuesday, February

## for the creation of ne

By advertising bicycles in the newspapers of your city.
By placing New Departure bicycle boosting folders in t
By making an elaborate window display of bicycles an
By making your store the one most attractive spot
By joining the dealers all over the country on this day y cycling everywhere.

**The New Departure Coaster Brake— The Brake That Brought the Bike Back**

We have a plan that will help y create enthusiasm for the bicyc your store, it will sell bicycles f for the asking. Write us today.

# The New Departure Manufacti




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# Bicycles in 1916

olicy to boost the bicycle, we are
e advantage the extra day in 1916,

# 9th, as Bicycle Day

nterest in the bicycle

*Here's how you can do it!*

ands of possible customers.
ycle sundries.
ur city on Bicycle Day.
ill get the tremendous advantage of aroused interest in

ake the most of the day. It will
your city, it will bring people to
u. Details of this plan are yours

# g Co., Bristol, Conn., U. S. A.



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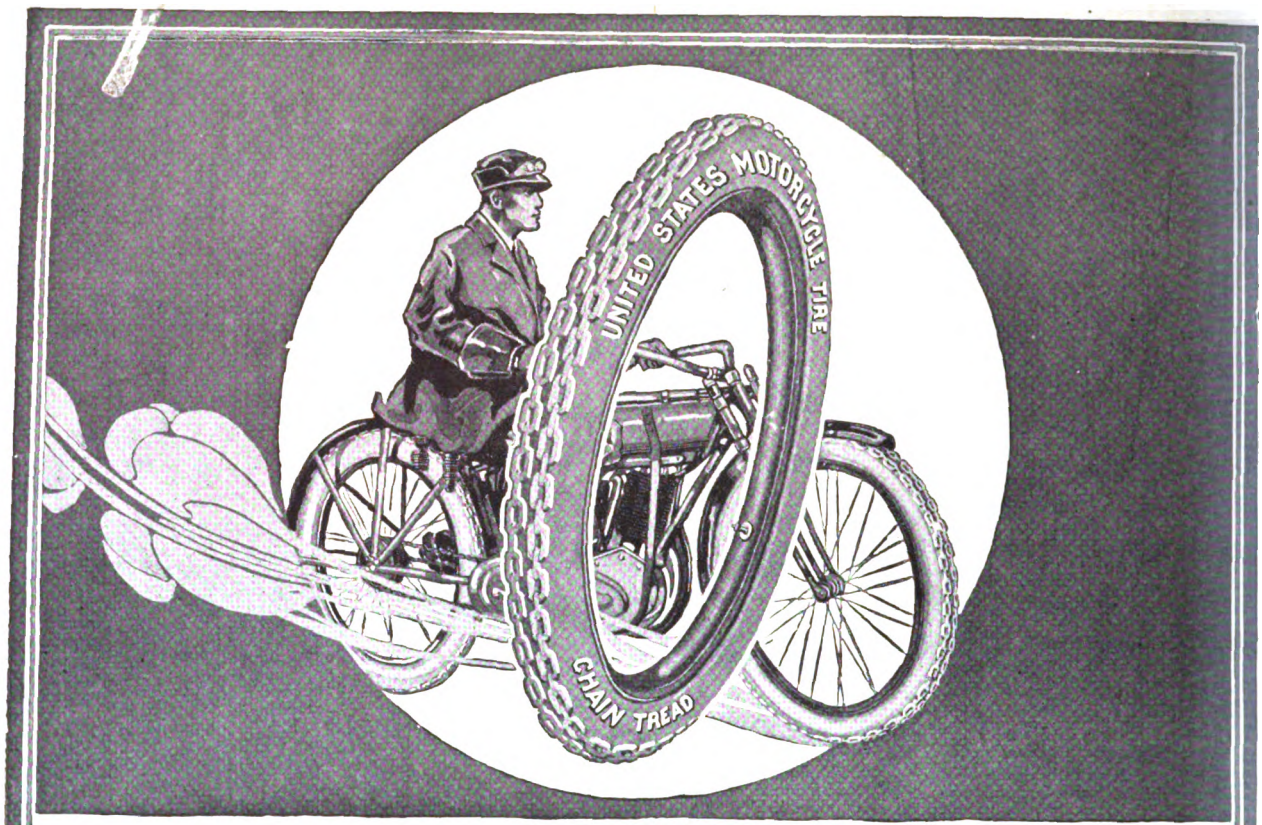


# United States "CHAIN TREAD" Motorcycle Tire

AUTOMOBILE owners find that the "Chain Tread" is a really marvelous anti-skid device.

So do motorcycle riders.

Automobile owners find that the "Chain Tread" Tire gives remarkably long mileage.

So do motorcycle riders.

Automobile owners find that the "Chain Tread" Tire very rarely punctures.

So do motorcycle riders.

Compared with the automobile the motorcycle is a lightweight vehicle. For that reason, the "Chain Tread" motorcycle tire—built with all the strength of the automobile model—gives phenomenal mileage and nearly complete immunity for punctures.

## UNITED STATES TIRES

Made by the Largest Rubber Company in the World



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# MOTOR CYCLE ILLUSTRATED

WITH WHICH IS NOW INCORPORATED
The Bicycling World
THE MOTORCYCLE PUBLISHING COMPANY
13 PARK ROW
NEW YORK

Vol. 10 Thursday, December 30, 1915 No. 52


## INDIAN SALES SINCE SEPTEMBER 1 SHOW 80 PER CENT. INCREASE

SPRINGFIELD, Mass., Dec. 28.—Sales Manager F. J. Weschler, of the Hendee Mfg. Co., is back in his office at the factory after his successful trip to the Pacific Coast and is complaining of the fact that a few more hours cannot be crowded into a working day. These are busy times at Hendeeville, and Mr. Weschler is setting a new record for activity in clearing up the matters demanding his attention that accumulated during his absence.

The fiscal year of the Hendee company closed on September 1 and the records show that Indian business for the first four months of the current fiscal year is 80 per cent. higher than the volume of sales for the corresponding period in the preceding year, and the outlook is exceedingly bright.

### WELLS MAKES ANNUAL VISIT TO HENDEEVILLE

SPRINGFIELD, Mass., Dec. 28.—W. H. Wells, manager of the Hendee Manufacturing Company's branch in London, is paying his annual visit at the factory, having arrived in this country a few days ago. As has been his custom for years past, Mr. Wells will remain in Springfield for a week or ten days conferring with Hendee officials concerning 1916 sales and shipments, renewing acquaintance with department heads and making his usual tour through the big plant.

### CYGNET REAR CAR OFFICIAL NOT SERIOUSLY INJURED

BUFFALO, N. Y., Dec. 27.—Among those who were injured in the collision between the two sections of a train on the Lackawanna R. R. near State Ford, Pa., on December 24, was L. Ogden, of the Cygnet Rear Car Company, of this city. The collision occurred during the night, just at the cut-off, and resulted in two passengers being killed and five injured. The sleeping car in which the injured were was the rear one on the second section. The car was torn from its trucks and thrown across the tracks by the impact of the locomotive belonging to the third section.

In reply to a telegraphic inquiry made by **Motor Cycle Illustrated,** the Cygnet Rear Car Company stated that Mr. Ogden was not seriously injured in the wreck. It was stated in the account of the wreck that Mr. Ogden was bruised about the body.

### SPECIAL FITTINGS FOR INDIAN ON ROGERS CAR

CHICAGO, Ill.—Widespread interest is being taken in the announcement that the Rogers Manufacturing Company, of this city, is bringing out a sidecar with special frame fittings to attach to the Indian cradle spring frame models of 1916 and previous seasons. The new fittings make it possible to attach and detach the sidecar without trouble in a remarkably short period of time.

This applies in particular to the electrically-equipped models, in which the battery casing interfered with the attachment of previous Rogers cars.

## LAST CALL FOR THE CYCLE PARTS MID-WINTER LUNCHEON

NEW YORK, Dec. 28.—The last call is now being sounded for trade boosters who wish to be "among those present" at the mid-winter luncheon of the Cycle Parts and Accessories Association in the Hotel Astor, New York City, January 6. Messrs Surre and Morehouse, in whose capable hands the arrangements for the affair were placed some time ago, report that the plans have received the finishing touches and that it only remains for the trade representatives to speak up. Practically all of them have made reservations, but the committeemen fear that a few late arrivals will file their applications after the list has been made up and thus complicate matters for the committee in charge.

The program of the trade men for January 6 is an ideal combination of business and social features. In the morning of that day the Cycle Parts and Accessories Association will hold its mid-winter meeting and the Cycle Jobbers will also have a business session. Immediately following these meetings will come the luncheon, which is scheduled for 1 P. M. The meetings as well as the luncheon will be held at the Hotel Astor.

Those who have not yet formally announced their desire to participate in the luncheon program are requested to take the matter up with either C. E. Morehouse, of the Standard Company, Torrington, Conn., or W. J. Surre, of the Continental Rubber Works, Erie, Pa., instanter.

**Big Cycle Affair**

"From a trade angle this luncheon is one of the biggest affairs of the year," says Mr. Surre, "and we are straining every effort to guard against disappointing anyone through failing to provide accommodations at the eleventh hour. In order to insure all-around satisfaction we must now have quick action from those who have not yet made reservations. We ought to know at the earliest possible moment just how many representatives will be on hand from each company. When we have that information we'll be prepared to do the rest, and do it in a way characteristic of the association."

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# NEW YORK SPORTING GOODS CO. DISTRIBUTES CYGNET REAR CARS

BUFFALO, N. Y., Dec. 27.—Announcement is made by the Cygnet Rear Car Company, of Buffalo, through Mr. Ogden, that the Buffalo concern has just closed a contract with the New York Sporting Goods Company, New York, for distribution of the Cygnet Rear Car in Greater New York and vicinity. The New York Sporting Goods Company is putting four men out on the road to wage an aggressive campaign on both the pleasure and commercial types. Mr. Ogden states that the Sporting Goods staff is enthusiastic in its endorsement of the new vehicle, having already closed more than twenty-five sales, one of them with a local business house for five commercial cars. As proof of their confidence in the "Cygnet," the New York Sporting Goods Company will use some of them in their own Delivery Department.

In this connection, an organization is now being perfected for maintaining, in three centers in New York City, Rear Car garages and service stations. It is anticipated that the car will be adopted by some of the big department stores, the Purchasing Departments of Gimbel's, Macy's and Wanamaker's being very much impressed with the outfit.

### GOODRICH BRANCH IN KANSAS CITY

KANSAS CITY, Mo.—The B. F. Goodrich Rubber Company has leased a five-story and basement building at Broadway and 24th street, this city, and has commenced alterations upon the same. The building will be used as a warehouse and headquarters for the entire Western Central business of the firm, and will be one of the three new auxiliaries to the main plant in Akron, O. The sales headquarters will be in charge of F. A. Oberhue.

### FISK AGENT IN ROCKFORD

ROCKFORD, Ill.—The Double Tread Tire Company, of 319 Cedar street, has taken the agency for Fisk tires for this city and vicinity.

### POPE ORDER FROM DUTCH FIRM

WESTFIELD, Mass., Dec. 28.—A. Va. Velzen, manager of the motorcycle department of R. S. Stokvis & Zonen, of Rotterdam, Holland, one of the largest motorcycle and accessories houses in Europe, has recently paid a visit to the plant of the Westfield Mfg. Co. While there he placed a large order for Pope motorcycles, which will be delivered immediately. Practically all of the machines ordered are of the popular model T-10 3-speed type. Van Velzen has given several orders for Pope motorcycles during the past six months. He spent two days in inspecting the entire Westfield plant, and will remain in America for a number of months. The house of Stokvis & Zonen has branches in Paris, in the Dutch East Indies and several other important European cities.

# RECORD-BREAKING VARIETY IN THIS YEAR'S NEW YORK MOTOR SHOW

NEW YORK, Dec. 28.—Motorcyclists will find in the accessory section of the sixteenth annual automobile show, which opens in the Grand Central Palace on Friday afternoon of this week, quite a few products intended for use on the powered two-wheeler. These offerings will be shown by leading manufacturers in connection with the main displays of automobile goods and will, in at least half a dozen cases, embody innovations over the lines introduced at the recent independent motorcycle and bicycle show.

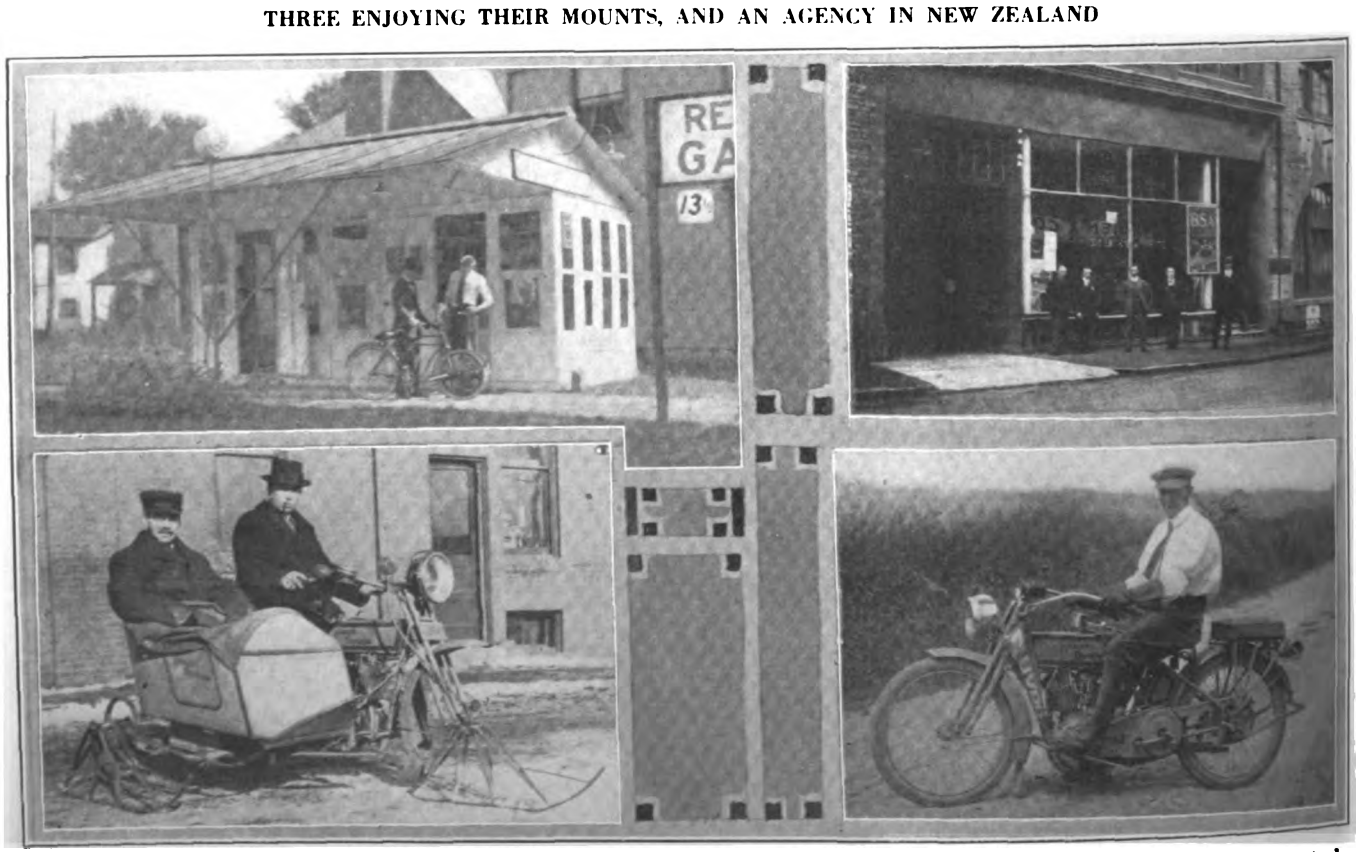
The only two-wheeler that will be displayed at the show is the Militaire Autocycle, manufactured by the Militaire Autocycle Company, of Buffalo, N. Y.

Opening on Friday afternoon, December 31, the show will run until Saturday night, January 8, excepting Sunday, January 2. A record-breaking attendance is looked for on New Year's Day. The doors will be thrown open at 10 a. m. daily and closed at 10:30 p. m.

Three hundred models of motor cars will be shown, 87 manufacturers of automobiles being listed. In addition, there will be no less than 307 accessory exhibits.

The Show Committee is headed by Col. George Pope, and S. A. Miles is manager of the show itself.

### THREE ENJOYING THEIR MOUNTS, AND AN AGENCY IN NEW ZEALAND



Upper Left, Dayton Motor Bicycle Filling Up at Typical Ohio Fuel Station; Just One Measure Does It; Right, Indian Agency at Auckland, New Zealand, Run by Skeates & White; Lower Left, N. H. Kibbe, Harley-Davidson Agent at Keene, N. H., Driving Friend in His Winter Outfit; Right, H. B. Coonert, of Nioto, Ill., on Boulevard Between Nauroo and Keokuk

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# RAOUL'S RUN TO INDIAN FACTORY WAS MOSTLY TRAIL-BREAKING

**Raoul and His Passenger Ready to Hit the Snowy Trail**

SPRINGFIELD, Mass., Dec. 24.—Another path breaking feat for the 1916 Powerplus Indian was made by H. Raoul, Indian dealer at 4192 Broadway, New York, when he and a friend, John Lever, drove with a sidecar combination to this city. The road was covered with snow from the worst storm that has visited New England since 1888 and in some places it was so deeply drifted that the driver could not keep his feet on the footboards. The pair took several tumbles and in one place, Meriden, had to traverse 20 inches of snow for several miles.

The run from New York to New Haven was made in three hours, the roads having been pretty well traveled in this section. However, it took Raoul and Lever 2¼ hours to get to Hartford and another 2¼ hours from Hartford to Springfield. It was mostly breaking trail from New Haven on. Raoul said that they did not touch a tool during the trip. The pair leave tomorrow for New York.

### YONKERS M. T. C. ELECTS

YONKERS, N. Y., Dec. 28.—The annual meeting of the Yonkers M. T. C. of this city was held last night at the Hollywood Inn. The following officers were elected for the 1916 season:

Carl Currie, president; John Barmore, vice-president; Eugene Brusie, treasurer; Herman Romaine, secretary; William Holt, road captain; William Ewald, Ralph Cabot and Joseph Wasko, lieutenants; Harry S. Bracken, press agent, and William Holt, sergeant-at-arms.

Following the election, a vote of thanks was tendered to Past-President George A. Ellis for his good work during the 1915 season and a committee was appointed to arrange for a dinner in his honor, following the next meeting on January 11.

Following its program of previous seasons, the Yonkers M. T. C. is planning to hold a series of runs during the 1916 season. An endurance run will probably be a feature.

### OUR FRONT COVER

This week's cover illustration shows an old knight of the boulevard, in the person of a traffic officer, greeting his up-to-the-minute successor—the motorcyclist. While the horse-mounted minion of the law is still a sufficiently common sight to be reckoned with, there is no denying that he is fast giving way to the speedier and therefore more efficient motorcycle officer, and the illustration is significant.

The rider on the Cleveland lightweight is George Squier, of the Cleveland Motorcycle Company's staff, and at his right are Messrs. Ball and Hauk, who are also on the Cleveland list of boosters. The photo was taken recently in Cleveland while Squier was putting one of the new lightweights through its paces.

### DR. BOIDO BOOSTING MEET

PHOENIX, Ariz.—If the plans of Dr. Boido, of Phoenix, father of Lorenzo Boido, the well-known desert race winner, and the best friend of motorcycling sport in Arizona, come out on schedule there will be a classy meet at Phoenix on February 22. Dr. Boido met Fred Hoffer, the Excelsior booster, when the latter was here last week, and got Fred to promise to boost for the meet.

### BRANCH LICENSE OFFICE OPENED

LOUISVILLE, Ky., Dec. 27.—In order to supply the Louisville motorcyclists and automobilists with their 1916 license tags, a branch office has been located temporarily at 515 South Third street by H. L. Ramsay, assistant state commissioner of motor vehicles. Over 700 plates were issued during the first week.

### REPLACES DOGS ON SLEDGES

JUNEAU, Alaska.—The latest use to which the Motor Wheel is put is drawing sledges, the bicycle booster replacing the "huskie" teams. George E. Nelson, local Motor Wheel dealer, states that the device is perfectly practical for this purpose, while Thomas Keel, representative in Fairbanks, says that he is going after the Esquimaux on this proposition.

# NEW THOR BRANCH WILL CARE FOR ENTIRE PACIFIC COAST TRADE

CHICAGO, Ill.—The Aurora Automatic Machinery Company, makers of Thor motorcycles, announces that it will establish a branch in San Francisco after January 25, 1916. From this branch direct distribution to dealers in California, Oregon, Washington, British Columbia, Arizona and the Hawaiian Islands will be made. The headquarters of the new branch will be at 61 Fremont street, and will be in charge of Z. Barton, who has been associated with the Pacific Motor Supply Company for the last seven years.

The company has notified the Pacific Motor Supply Company, of which A. Freed is president, that its contract will terminate on January 25, according to the 30-day notice in the agreement. The Pacific company has had the wholesale and retail Thor distribution in Coast territory for some years.

Manager Barton is now at the Thor factory completing preparations for the establishment of the new branch. Prompt and up-to-date service to Thor dealers and riders on the West Coast will be the aim throughout. On his return to San Francisco, Manager Barton will commence to cover his field and organize a crackerjack Thor service through his entire territory. Old dealers as well as new ones will be included in this service program.

### NEW CYCLE AND MOTOR WHEEL TIRES FROM FIRESTONE

AKRON, O.—Made from 14¼ ounces of pure cotton fabric, identical with that employed in the Firestone motorcycle tire, is the new black tread, red wall bicycle tire made by the Firestone Tire & Rubber Company, of this city. It has a non-skid tread and contains the same compound as the firm's motorcycle racing tire.

This new tire, which is constructed especially for bicycles adapted to use with Smith Motor Wheels, is of better quality than the red tread recently announced. It is also much heavier. The red tread tire has been discontinued, but the blue tread bicycle tire is still continued. The Firestone factory has also produced a 20 x 2-inch tire for the Smith Motor Wheel, containing the same compound as that used in the Firestone corrugated motorcycle casing.

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# BOTH COASTS ARE WELL REPRESENTED HERE

**Indians Figuring in Photoplay Rehearsal at Inceville, Cal. Paul J. Derkum, Well-Known Rider, is Assisting Director Howe in the Work**

**Members of Savannah, Ga., M. C. on Run to German Club for Oyster Roast, December 20. These Riders Pride Themselves on Their Neat Appearance**

**Miss Sara Longyear, Fair Henderson Devotee of Kingston, Enjoying Scenery in Catskill Section of New York State During a Recent Week-End Journey**

## BIG SHORTAGE PREDICTED IN 1916 GAS SUPPLY

NEW YORK, N. Y., Dec. 24.—Through Kris Kringle is supposed to leave nothing but happiness in his wake, it seems as if the gasoline man were trying to butt in on New Year's joys by announcing that the price of gas is going up, up, up! Just how high the price would eventually soar no one can vouchsafe, but officials connected with the big oil corporations predict a shortage of millions of barrels.

It is estimated by the oil men that the demand for gasoline next year will exceed 30,000,000 barrels. In 1914 only 18,000,000 barrels were produced. And the production for 1916 will not be nearly as large as the demand. Hence the advance in the price of gasoline. Speaking of this, one of the largest gasoline producers said:

"Unless relief can be had, either through the discovery of new oil fields or still other processes, to increase the gasoline yield of petroleum, or through some other development that cannot be foreseen now, the indications are that the price of gasoline will go much higher during the coming year."

## GAVE ITS CARS FREE

LOUISVILLE, Ky.—The Quick Tire Service Co., local agent for United States tires, placed its entire fleet of delivery cars at the disposal of those who wished to aid the needy on and before Christmas. The firm issued a long list of commodities which its vehicles were capable of handling, and among these were cook stoves, a ton of coal, and a trained nurse.

## RUSH FOR 1916 TAGS

NEWARK, N. J., Dec. 27.—Motorcyclists and automobilists in this city have been laying siege to the agency controlling the 1916 license tags for New Jersey. The rush has kept all motor vehicle inspectors busy and a large force of extra helpers has been taken on.

The reason for this rush is that the usual 30 days of grace for new tags has been abolished and all 1915 tags must be replaced by 1916 tags on January 1. The new tags will be larger than the 1915 models and will have white embossed letters and numerals on a brown background.

## THE ELECTRIC HORN QUESTION

NEW YORK, December 20.—An agitation aimed at having the Board of Aldermen of New York City take up the question of barring electric horns on motor vehicles is understood to have petered out for lack of reasonable evidence on which to base the objections. Where the movement started is not known, but it appears to have been shown that electric warning signals could hardly be dispensed with, and the matter is not likely to be heard from again.

## MOTOR WHEEL EXPORTS GROWING

MILWAUKEE, Wis.—The Smith Motor Wheel export business continues to grow. The most recent shipment has been to South Africa, ten being the quantity sent, while an order for 25 has been dispatched to the Schuman Carriage Co., at Honolulu, T. H.

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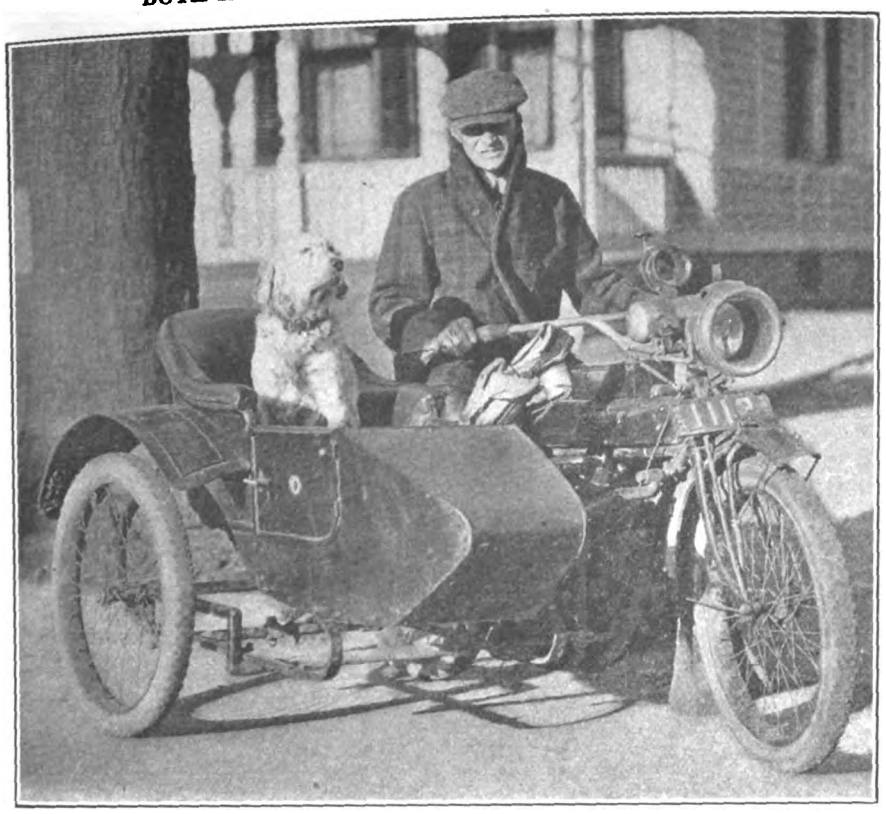
BOTH HUNTERS ENJOY THE INDIAN COMBINATION



George M. Johnson, of New Haven, Conn., with Favorite Dog, "Duke," Who Accompanies Him in Sidecar When Out After Game of All Kinds

## MONOGRAM OIL MAKERS WIN SUIT FOR DAMAGES

SYRACUSE, N. Y.—The New York Lubricating Oil Co., makers of Monogram oils, at 116 Broad street, New York, has had pronounced in its favor a verdict for money damages against the C. E. Mills Oil Co., of this city, and Henry E. Mills, the president of the latter firm. The Mills Company and its president were charged with conspiracy to defraud the New York concern, and damages to the amount of $10,000 were asked.

It was brought out in evidence that Monogram oil, the product on which the New York company has a registered trademark, was bought by the Mills Company from brokers ostensibly for South American trade. The addresses on the containers were painted over and sent to this city for distribution. The oil was declared to have been sold at a lower price than that made by Jacob A. Seitz, local agent for Monogram products. The result of the action against the Mills firm will pave the way for Seitz to sue for damages from loss of business in his territory which includes Central and Northern New York and the Province of Ontario, Canada.

## ELISCO PROCESS USED AT NEW ELYRIA PLANT

CLEVELAND, O.—The new "Elisco" process of manufacturing welded steel tubing is being used at the local plant of The Elyria Iron & Steel Co., recently put into operation. This process is strictly automatic, for from the time that the coil of cold rolled steel enters one end of the machine until it emerges as a finished tube at the opposite end, it is untouched by human hands.

In a single machine, the tubing is formed, welded, burred, rounded, straightened, smoothed and cut to length. The entire tube manufacturing department of the company has been removed from Elyria, O., to the new plant in which there are 20 machines. The total capacity of these is 20,000,000 feet of tubing per year of standard and special gauges.

## SVENSGAARD BUYS STOCK OF WIMMER SUPPLY CO.

DETROIT, Mich., Dec. 24.—Records filed recently in this city show that the Harry Svensgaard Sales Corporation, of 471 Woodward avenue, has purchased the entire stock of the J. H. Wimmer Supply Company, at the receiver's sale. The Wimmer merchandise, which is valued at $23,000, consists of high-grade bicycle and motorcycle sundries. On inquiry at the offices of the Svensgaard Corporation, it was learned that no decision had yet been reached as regards the continuance of the Wimmer business.

### FITZSIMMONS WILL BUILD

MILWAUKEE, Wis., Dec. 28.—The Fitzsimmons Steel Products Company, a branch of the Fitzsimmons Steel & Iron Company, Chicago, contemplates the erection of a steel finishing mill and power plant at Fifth and Park avenues, this city, where a tract of land, 200 by 275 feet and extending to the river for dock facilities, has been purchased. The plant will employ about fifty men at the start and the number will gradually be increased as the business warrants. The building will be of brick construction, one story, 100 by 200 feet, and will cost about $60,000.

### TO HANDLE LONG HORN SALES

NEW YORK, N. Y.—Sales of Long horns will be turned over on January 1 to the Edward A. Cassidy Company, of this city, by the G. Piel Co., makers, at Long Island City, N. Y. The horns will be sold only to jobbers and manufacturers.

### McLEAN TIRE INCORPORATES

CLEVELAND, O.—The McLean Tire & Rubber Co., has been incorporated in this city to manufacture motorcycle tires. Capital is $300,000. Incorporators are Sterling Newell, G. W. Greene, H. F. Reid, L. S. Buchan and M. J. O'Connor.

GOOD COLLAR-WORK FOR THE LITTLE LIGHTWEIGHT

Ascending Steep Dirt Grade on the Two-Stroke Cleveland in Order to Test Its Climbing Abilities. This and Similar Hills Are Easily Negotiated

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STURDY EMBLEM TWIN MADE LIGHT OF THIS LOAD

**Emblem with Double-Seated Sidecar, with Five Up, Driven by Agent James Tesiero, of Amsterdam, N. Y., Easily Completed a Long Trip Through Mud and Sand**

## CONSOLIDATED CLUB HAS MANY MEMBERS

INDIANAPOLIS, Ind.—The Consolidated M. C. has increased in membership so rapidly in the past few weeks that it has been forced to seek larger quarters. A committee has been appointed to look for a building to house the club.

The club is one of the largest among motorcycle organizations. It is no unusual thing to have between 60 and 70 members at the meetings, while good showings are made every night in the week at headquarters. As soon as the election of new officers for the ensuing six months has been made the officers will commence another campaign for members, and will have an added inducement in the shape of a new club house, for it is expected that the new home will be obtained by January 6.

A tandem donated by the G. H. Westing Company, is being raffled off to pay the money still owing on the pool table. A turkey raffle held before Christmas netted the organization $28.40. Further money will be obtained by disposing of a racing motorcycle in a similar manner, the machine having been donated by F. A. M. Commissioner Jack Carr.

### DETROIT CLUB ACTIVE

DETROIT, Mich., Dec. 27.—The Harley-Davidson Motorcycle Club continues to hold regular meetings at the club rooms of the W. E. Wandersee store, 129 Gratiot avenue, and already there have been several good runs this fall. Weather permitting there will be runs throughout the winter. But nevertheless meetings will be held regularly in order to keep up the interest and be prepared for a good season in the spring.

### POLYTECHNIC STUDENTS INSPECT INDIAN FACTORIES

SPRINGFIELD, Mass.—Eighteen members of the Junior class of Worcester Polytechnic Institute, Worcester, Mass., visited the Hendeeville and main plants of the Hendee Mfg. Co., on December 21. The students, who are all taking mechanical engineering in the Institute, were in charge of John Jernberg, instructor in heat-treating and forging of steel. They were conducted round the shops by the various Hendee foremen, and expressed themselves well pleased over the manner in which work was carried on for turning out Indians.

### MORE SPEED COPS NEEDED

MILWAUKEE, Wis., Dec. 28.—On the strength of the record made by his motorcycle deputy squad, Sheriff Melms, of Milwaukee county, will ask for five additional machines next spring. During the past summer the speed cops arrested 528 automobile and motorcycle owners who differed with the county's idea of the proper mileage per hour to pursue in travel roundabouts. In nearly every instance a fine of $25 for automobiles and $15 for motorcycles was imposed, an aggregate of fines that will more than pay for the five new motorcycles needed for better efficiency in the sheriff's speed regulation department.

### BAY STATE CLUB DANCE

BOSTON, Mass. Dec. 20.—The Bay State Motorcycle Club gave its third annual dance at Paine Memorial Hall on December 10, more than 150 attending. George J. Downs was chief marshal; George F. Cassell, floor director, and E. R. Johnson, chief aid. The officers are: George J. Downs, president; Joseph V. Fandry, vice-president; John H. Wing, treasurer, and Calvin W. Stanley, clerk.

### HELD ENTHUSIASTIC MEETING

WHEELING, W. Va.—The final meeting in 1915 of the Wheeling M. C. was an enthusiastic one. Nine members were initiated and five new ones voted favorably upon. The house committee has purchased a pool table, and tournaments will be featured during the winter months.

EMBRYO ENGINEERS WHO VISITED EFFICIENT INDIAN PLANTS

**Members of Junior Class of Worcester Polytechnic Institute, Worcester, Mass., with Instructor, Who Made Tour of Hendeeville and Springfield Plants. Item Above**

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MOTOR CYCLE ILLUSTRATED
With Which Is Now Incorporated The Bicycling World

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## A COMMENDABLE WAY TO START

GOOD resolutions are in the air. Everybody is resolving to do a few constructive things in 1916, and to throw overboard a few habits of the other kind. For motorcyclists a considerable list of items for improvement might be suggested by the professional grumbler, but **Motor Cycle Illustrated** is convinced that attention to only a few outstanding features of deportment will work wonders. The average rider of motorcycles desires to play fair, to create a good impression—and he is steadily progressing towards those desirable attributes.

But he sometimes uses his muffler cut-out where it causes annoyance; from time to time he grows negligent of speed regulations—and he is not always careful of his personal appearance on the road. If he will remember to incorporate those three failings in his resolutions for improvement in 1916 he will make the year an epochal one for motorcycle advancement. Approached in the proper spirit, the task will not be an onerous one, and the end certainly justifies the effort. Let's jot those three items down now.

## FIFTH AVENUE IS BEST TRAVEL ARTERY IN NEW YORK

EDITOR, **Motor Cycle Illustrated.**—As a resident of New York City, I am naturally much interested in the recommendation of Police Commissioner Woods regarding the keeping off of motorcycles from Fifth avenue. I agree with you that there is need of strong and immediate protest, not only from our own riders, but from all who regularly visit New York as, outside of Broadway, there is no other really decent north and south artery of travel from the upper part of the city to the business district. In fact, between Sixtieth street and Fourth street, there is only one other good highway running the length of Manhattan Island—Eighth avenue.

Now, Eighth avenue usually has heavy traffic, particularly from Twenty-third to Fifty-seventh streets, and is only slightly behind Fifth avenue in this direction in the crowded section (Thirtieth to Fiftieth streets). However, to cross from Eighth avenue to the east side of the island means traversing Fifty-seventh street, Thirty-fourth street or perhaps two or three others out of some fifty-four, these being the only decently-ridable cross-streets in the lot. With Fifth avenue in use, the cyclist can cross at Fifty-ninth street or go through Central Park to reach the west side, all on good roads.

I think that if business traffic, especially that drawn by horses, was ruled off Fifth avenue during the rush hours, the problem of congestion would be solved without prohibiting the avenue to cyclists. The following table shows the condition of thoroughfares parallel to Fifth avenue in and above the sections mentioned.

Madison avenue—Asphalt with rough cobbles near 42d street; good rest of way.
Fourth avenue—Rough cobbles to end; hard riding.
Park avenue—Starts at 45th street, fine asphalt as far as it goes.
Lexington avenue—Some asphalt to 34th street, rough cobbles and planking to end.
Third avenue—Cobbles, car tracks and elevated pillars, very rough.
Second avenue—Asphalt to 59th street; cobbles to end.
First avenue—Rough cobbles; hard riding.
Sixth avenue—Asphalt and cobbles, elevated pilars and car tracks.
Seventh avenue—Much planking over new subway; some asphalt; 4th to 59th street.
Eighth avenue—Good asphalt, but has much heavy traffic.
Ninth avenue—Rough cobbles, elevated pillars and car tracks.
Tenth avenue—Rough cobbles and damaged macadam; hard riding.
Eleventh avenue—Rough cobbles, steam railroad; dangerous.

It will be seen that there is not much choice in either direction from Fifth avenue. Broadway, with planking, cobble patches and asphalt in poor condition, has heavy traffic, and this is not recommended. In many sections, riding it is a matter of extreme discomfort even on the best-sprung machines.

As a matter of fact, very few bicyclists use Fifth avenue as a means of travel north and south, owing to the risks run in the heavy traffic. With motorcyclists it is otherwise, as the mobility of the motorcycle on the sidecar combination is equal to or even superior to that of the automobile. Hence any regulation which points at these vehicles as delayers or obstructers of traffic is an unjust one and implies unfair discrimination.

NEW YORK, N. Y. "MANHATTAN."

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# On the Pacific Coast

## VETERAN SIDECAR TOURISTS

LOS ANGELES, Cal.—A. F. Van Order, salesman with Passmore & Sayre, Los Angeles Harley-Davidson retail dealers, is the owner of a sidecar which is now attached to its third machine. This is its third year, and it is practically as spick and span and as serviceable as when new. This sidecar has run over 5,000 miles, carrying Mrs. Van Order and the two children. The photograph shows the tourists in front of the College of the Immaculate Heart, Hollywood, California, near the entrance of Griffith Park.

After being photographed here by the correspondent of **Motor Cycle Illustrated** the party made the climb over Mount Hollywood on the Griffith Park automobile road which carries by a series of switchbacks up to an elevation of 1,400 feet, and then descends to the Los Angeles River on the San Fernando Valley side. The view of the city and the local scenery, Van Order says, makes this one of the finest drives.

## CARL GOUDY LIKES FLYING

CORONADO, Cal.—It seems funny to think of anyone having the nerve to give a dare to Carl Goudy. However, that is what happened here the other day when somebody tried to stump Carl to go up in an aeroplane with one of the San Diego aviators. Carl didn't take it as a dare at all, but as long as he had the chance, thought he would like to go up anyway, and was taken up for a flight some 1,500 feet in the air and a few dips and slides. Goudy says it is good sport and he likes it, almost as well as hitting into a sharp turn ahead of the bunch in the motorcycle speed game.

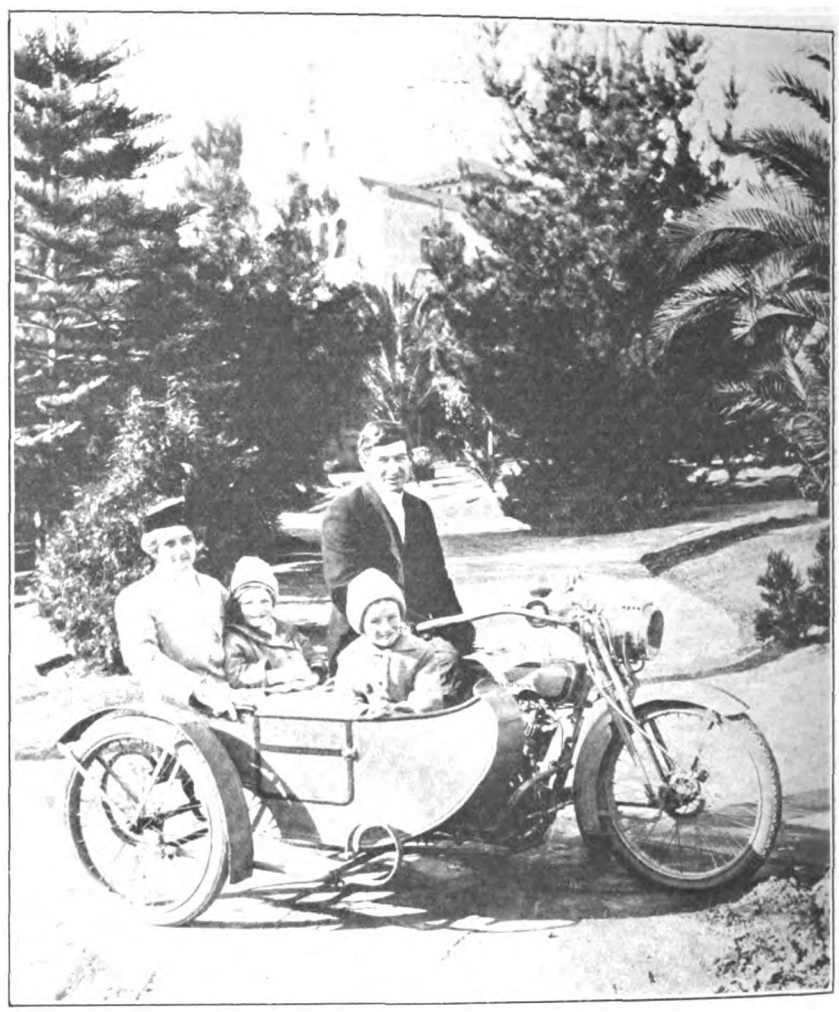
## THOR DEALER PROMOTES RACE

LOS ANGELES, Cal.—Riders under eighteen years of age will be eligible on a free-for-all basis and those over eighteen years of age on a handicap basis (professionals barred), to the race from Los Angeles to Venice and return, which is being promoted by E. Lebell, manager of the Pacific Motor Supply Co., Los Angeles. The race will take place soon after the first of the year, and will be open to all Southern California amateurs. A good list of bicycle and accessory prizes will be offered.

## ACTIVITY IN 'FRISCO

SAN FRANCISCO, Dec. 20.—The new 1916 Harley-Davidson line is meeting with an excellent demand in this city. Maggini & Perkins, local dealers, report the delivery of fifteen of the 1916 models thus far this winter. Included in these sales were a 3-speed and van outfit to the San Francisco postal authorities; 3-speed special police models, to officers James Logan and George Lowans, of the San Mateo county traffic squad.

In addition to the above, Maggini & Perkins have delivered six Harley-Davidson side vans out of their first shipment of the 1916 models. They report an excellent demand for the 3-speed Harley, declaring that it is destined to meet the competition of the light weights made by other companies.



**A. F. Van Order, With His Wife and Youngsters, and the Sidecar Which Has Covered Five Thousand Miles; Note Item at the Left**

## JOHN T. BILL "CLEANS OUT"

LOS ANGELES, Cal.—Following out some of the suggestions in **Motor Cycle Illustrated,** and featured by leading manufacturers, John T. Bill has been so successful in his holiday business that on December 22 he reported to the correspondent of **Motor Cycle Illustrated** that he was practically cleaned out of juvenile bicycles. He used newspaper space in moderation, part of the time using copy from the New Departure advertising matter, and found it was very effective. He expected that the carload he received from the Emblem factory, which was heavy in juvenile models, would fill the requirements of his trade, but he cleaned up on it and could have sold more. He considers that he got fine returns on the money spent for advertising. A feature which backed up his newspaper advertising was a particularly effective window with a home trainer at work.

## REED A PIONEER MOTORIST

LOS ANGELES, Cal.—F. B. Reed, of Ray, Arizona, has just placed his first order and agency contract for the Harley-Davidson machine with the Appeal Manufacturing & Jobbing Co., southwestern distributors. Reed writes to Sales Manager Welborn that he is in the midst of a mountainous mining country which has not been worked for motorcycles, but as he weighs 180 pounds he expects to give convincing demonstrations on the 1916 three speed.

## HOFFER SEES BOOM IN ARIZONA

LOS ANGELES, Cal.—With more people employed in Bisbee, Douglas, Globe, and other smelting and mining centers of Arizona, than at any time in several years past, and greater interest in good roads than ever before, Fred Hoffer on his return from a trip in the eastern part of the distributing territory of the Girtoh-Hoffer Co., is looking for a big increase in trade. Conditions are becoming a lot more encouraging for dealers. Hoffer went as far east as El Paso, Texas, and Albuquerque, New Mexico.

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In the border towns people believed that as soon as Mexican conditions become a little more settled business developments in mining and cattle raising will supply a good field for motorcycles.

Hoffer appointed Tebbetts & Co., of Phoenix, Arizona, State distributors for the Excelsior. Road conditions were this year better than last, and there is a Good Roads boom under way. The State has made a good-sized appropriation and has men already at work; this will be backed by some of the more prosperous counties.

### BENSON HAS A STEADY HAND

LOS ANGELES, Cal.—J. A. Benson, field man for the Appeal Mfg. & Jobbing Co., Southern California Smith Motor Wheel distributors, has been riding his machine through good going and bad, in all his recent travels over the southern half of the state. Going from San Luis Obispo to Santa Maria a few days ago, he found the Santa Ynez River flooded, with the bridge washed out. He cajoled a watchman of a factory to lend him a plank a foot wide, and with this rigged an improvised trestle over the gap in the highway bridge and had the nerve to cross it on his machine. He surprised the dealer at Santa Maria by making the trip between 3:30 p. m. and dark, when all communication for travelers was supposed to be interrupted.

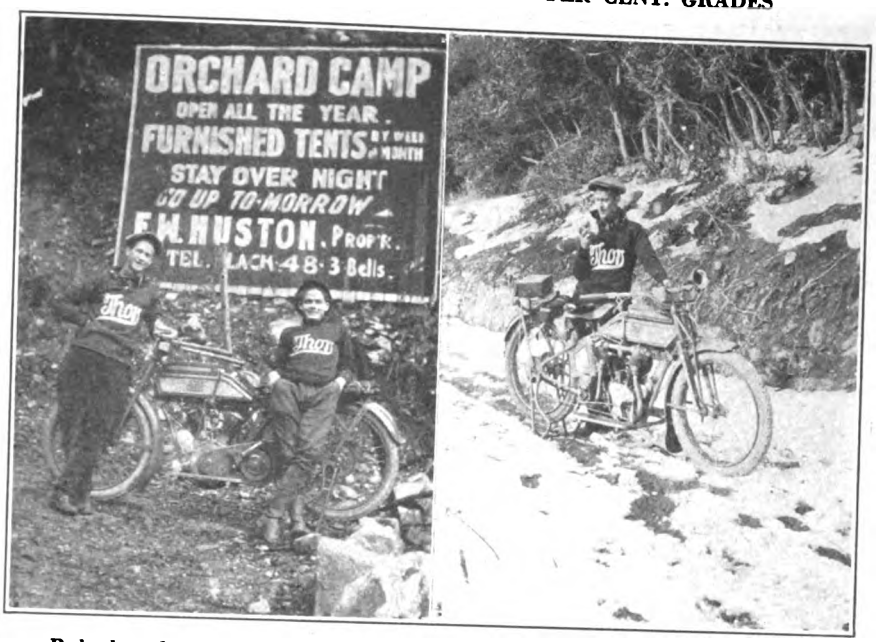
### NEW LOS ANGELES OFFICERS

LOS ANGELES, Cal., Dec. 24.—Abe Longley was elected president of the Los Angeles Motorcycle Club, at the election for the coming year, with the following officers: J. H. Block, vice-president; George W. Martin, recording secretary; O. B. Bray, financial secretary; W. J. Archer, treasurer; Charles Wride, captain; Jimmy Leonette, sergeant-at-arms.

### IMPROVE ASCOT TRACK

LOS ANGELES, Cal., Dec. 24.—Winter motorcycle racing in Los Angeles and the early spring meets will get the benefit of the improvements which are to be made right away on the old Ascot Park track. There was some talk a few months ago about a big speedway to rival those of Chicago and Indianapolis, but the fellows in the automobile and motorcycle trades found that too much money was needed, and the promoters went away disappointed. However, there is plenty of speed spirit in the community, and the outcome has been the improvements to old Ascot, in the shape of new macadam and oil surface and banked turns, which will make the track not only much faster but safer. Paul J. C. Derkum is in charge of the construction.

### HAD NO TROUBLE IN CLIMBING 30 PER CENT. GRADES




George Rubsch and George Malone at Half-Way Camp on Their Climb Up the Mt. Wilson Burro Trail with 1916 Thor; Rubsch at the Snow-Line

### CLUB TO DEDICATE NEW ROUTE

LOS ANGELES, Cal.—On their way to Bakersfield for the New Year's Day races, the Los Angeles Motorcycle Club members will carry a big banner to be used in ceremonies dedicating the new scenic highway known as the Ridge Route, between Los Angeles and Bakersfield. This is considered a remarkably fine piece of construction by the State Highway Commission.

An innovation in club activities has been the amount of publicity gained for club doings recently. The club realizing that this benefits the sport, has arranged to give a membership free to a member who does publicity work as his regular business, on condition of his writing up club doings and supplying them to the different papers.

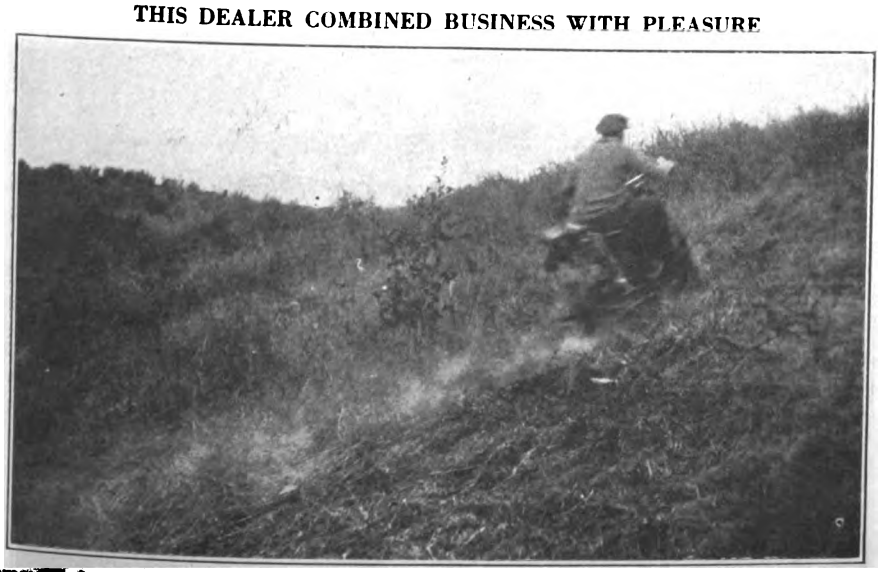
### HIGH-PRESSURE DEMONSTRATING

LOS ANGELES, Cal.—The interest the public is showing in lightweights in Los Angeles has caused the big distributors to get back to first principles and boost machines by personal demonstration.

C. Will Risden may be seen riding a lightweight on the street near his store every day. The first Excelsior machine arrived the week before Christmas and the way it drew crowds around the Girton-Hoffer establishment surprised even the enthusiastic distributors.

Now these distributors and T. E. Berry, who has the Miami Power Bicycle, are figuring on an all-around demonstration in which all three dealers will themselves ride machines and the advertising the event is getting will pull a crowd of prospects that is likely to swamp the highways leading to the demonstrating hill.

### THIS DEALER COMBINED BUSINESS WITH PLEASURE



James Shybaugh, Harley-Davidson Agent at Santa Barbara, Cal., Giving a Climbing Demonstration at His Recent Picnic to Riders

### BIG BIKE RACE IN FEBRUARY

LOS ANGELES, Cal.—Planning for a meet which will be the biggest bicycle road program ever held in Southern California, with the largest entry list, John T. Bill is arranging to get from the county authorities the necessary permit for a bicycle race February 22, from Los Angeles to Venice, the beach resort, 16 miles out from the city. Details are in charge of Max A. Flueckiger, with John T. Bill & Co., who states that he expects not less than 125 entries. Prizes will be a Pierce racer and bicycles from other dealers, and there will be at least 30 awards. Several of the leading dealers are expected to cooperate in promoting the race.

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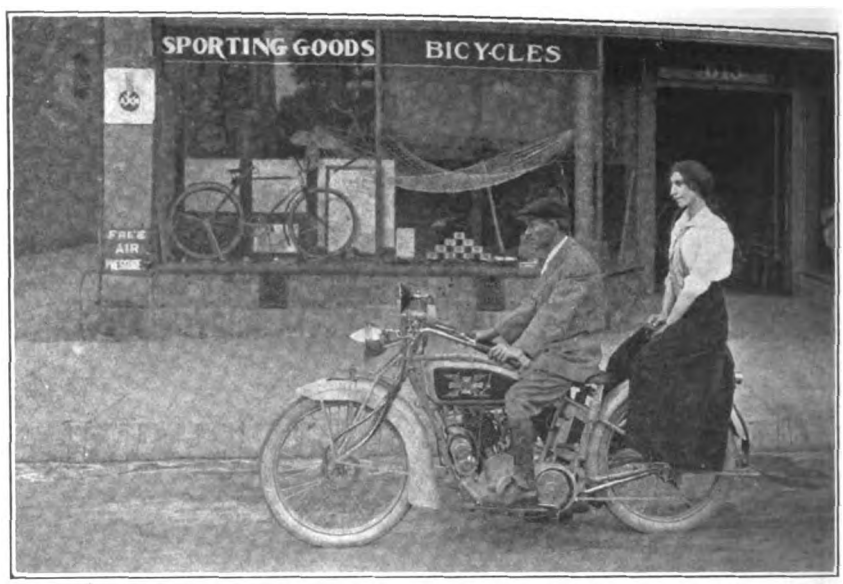
# NEW EXCELSIOR PENNANT AND THE MACHINE THAT STANDS BEHIND IT




**The Pennant, Which Is Decidedly Striking in Makeup, Calls Attention to Some of the Outstanding Achievements of the Excelsior in 1915 and Is Now Ready for Distribution; On the Machine Appears J. H. Terry, of Monravia, Cal., Who Handles the "Ex" and Features Neatness in His Demonstrating Work**

## ROGERS SIDECARS FOR R-S MODELS IN DEMAND

NEW YORK, N. Y., Dec. 29.—Irving Beck, Eastern manager for the Rogers Manufacturing Company, of Chicago, Ill., reports a nice demand for Rogers sidecars to fit the Reading Standard 1916 models. Several of these cars will be in the first carload, which is on the way East at the present writing.

Special care has been taken with the R-S Rogers cars, the color and excellent finish which characterizes the R-S product being duplicated on the sidecar body. A neat Reading Standard transfer will be put on each door. "The demand for the Rogers to attach to Reading Standard machines is by no means local," says Beck. "It comes from all over my territory."

### BUTLER GETS ORDER FOR 22

LOS ANGELES, Cal.—"Tommie" Butler, of C. Will Risden's sales force, reports an order of 22 Indians for immediate delivery on December 16 as a total of two days' business. The fourth carload of Indians arrived a few days ago, and those machines not already reserved beforehand are being sold off as rapidly as they can be uncrated.

### TO RIDE TO DENVER

SAN FRANCISCO, Cal.—W. H. Jackson, of the Dayton agency, will start for a tour to Denver, on January 1, riding a Dayton twin. He will stop at Los Angeles, Salt Lake City and Denver en route.

### INDIAN MOTORCYCLE SAVES TIME

TORONTO, Ont.—The claims of dogs to consideration when injured in the streets in any manner have been recognized by the Toronto Humane Society which has provided an Indian motorcycle and sidevan to rush them to the relief station. The society has a number of distinguished persons in its membership, including as chief patrons their Royal Highnesses the Duke and Duchess of Connaught.

### TWO NEW GOODYEAR BRANCHES

AKRON, O.—The Goodyear Tire & Rubber Company, of this city, will shortly establish branches at Cedar Rapids, Iowa, and at Salina, Kas. C. A. Kramer, of the Goodyear forces at Des Moines, will be in charge at Cedar Rapids, while R. S. Herman, who has represented the firm at Salina will manage that branch.

### SLOSSON ON ROAD

LOS ANGELES, Cal.—Stewart Slosson, of the local branch of the Firestone Tire & Rubber Company, is on his way to San Francisco, on the first leg of a 3,000-mile business trip. Slosson will ride all the way on his Harley-Davidson sidecar rig and will return to Los Angeles after covering 'Frisco.

### BOOSTING ROAD RACE

TACOMA, Wash.—Bailey, who handles the Pierce bicycle in this city, is rooting for a bicycle road race from Tacoma to American Lake and return over the new paved roads. The distance is 24 miles

## VAN OUTFIT USED BY HUMANE SOCIETY IN TORONTO

**The Officials of the Society Report that Much Time Is Saved and Confusion Avoided Through the Employment of This Economical Combination**

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# SAVING MONEY FOR THE R. F. D. CARRIERS

ACTING in the belief that the R. F. D. field is one of the most important and promising in which the motorcycle has demonstrated its value, the Harley-Davidson Motor Co. is launching an energetic campaign with the aim of convincing rural mail carriers that no other vehicle can do their work so economically. The latest piece of literature along this line to come from the big Milwaukee plant is a booklet entitled "How Bill Won Out." It is to be followed by other booklets of a similar trend, all instructive and attractively illustrated.

The story of "How Bill Won Out" deals with an R. F. D. carrier who had faith in the motorcycle, and who demonstrated to the ultimate satisfaction of his postmaster that not even an automobile could give the high-class service afforded by the two-wheeler and side-van. While the story is not intended as a statement of actual occurrences, it sets forth conditions that might easily develop in any R. F. D. district, and the moral is an obvious one.

Interesting sketches brighten the narrative and all in all the booklet is one that every dealer who receives it is likely to read from cover to cover.

The photograph reproduced herewith has no direct connection with the story of "How Bill Won Out," but is being used by the Harley-Davidson Motor Co. as a cover illustration on another piece of R. F. D. literature which is now about ready for distribution. This booklet is aimed straight at the R. F. D. carriers themselves, and is loaded with facts pertinent to the opportunities open to a carrier who uses a motorcycle combination. As will be inferred from the illustration, the booklet shows how the time and energy saved through the use of the motorcycle can be turned into a bank account.

**How the Savings Account Idea Is Attractively Presented to R. F. D. Carriers by the Cover of a New Harley-Davidson Booklet**

### INCREASED ORDERS ARE EVIDENT

SAN FRANCISCO, Cal.—Heavy ordering by jobbers has been the rule since the Continental-Erie Rubber Works, of Erie, Pa., has opened its branch in this city. The quicker service the jobbers receive is responsible for much of the increase.

W. B. Tullis, the Continental-Erie traveler, will soon leave on a Northern tour, covering Washington, Montana and southern Utah as far as Salt Lake City.

### FIRST LOT FOR BENTE

SAN FRANCISCO, Cal.—Fred H. Bente has his first squadron of Excelsiors of 1916 model and has delivered a number already. The speed machine from the Chicago works has been tried out and is a great favorite with the road burners. Bente has a big group of live prospects and is busy getting them in line.

### ORWIG OPENS UP

SAN FRANCISCO, Cal.—Lee H. Orwig has opened a service station at Van Ness & Hayes avenues, and will specialize on Indian repair work. He was formerly with the local Indian branch. Orwig is a first class repairman and his trade is giving ample proof of the same already.

## FRIEND DEALER: BRING THESE POINTS HOME TO THE R. F. D. CARRIERS IN YOUR DISTRICT

BEGINNING January 1, the order of the Postmaster General permitting the use of motorcycle side-vans for R. F. D. deliveries becomes effective, and many carriers who have been restrained by the previous declaration of the postal head will now be in line for motorcycle outfits.

It costs $250 to $300 less to run a motorcycle and side-van combination a year than to operate a light automobile for the same period. These figures are based on careful experiments.

And a saving of approximately $300 a year means nearly another dollar a day for the R. F. D. carrier's pocket. That's plain enough. If he uses a motor car instead of a motorcycle outfit, he short-changes himself a dollar a day—maybe more.

Many a road that will send a motor car to the repair shop in jig-time can be covered indefinitely by a motorcycle combination. They're doing it.

When the R. F. D. route has been covered, the van can be detached and the motorcycle used for a quick run to town or elsewhere at an expense of a few cents. A motor car has to tote its four wheels and its bulk around day in and day out—and the expense goes with it.

Horses are too slow, too uncertain and in the end too expensive. The demands of R. F. D. service have grown beyond horseflesh.

The R. F. D. carrier who depends upon a horse won't have time left for any other income-bringing work. He's handicapped to a fare-you-well before he starts.

A motorcycle and side-van will save him time, money, worry and energy. Show him that it will. Give him a demonstration and if he has an eye in his head or a drop of red blood in his veins he won't let you get away without taking his money for an early delivery.

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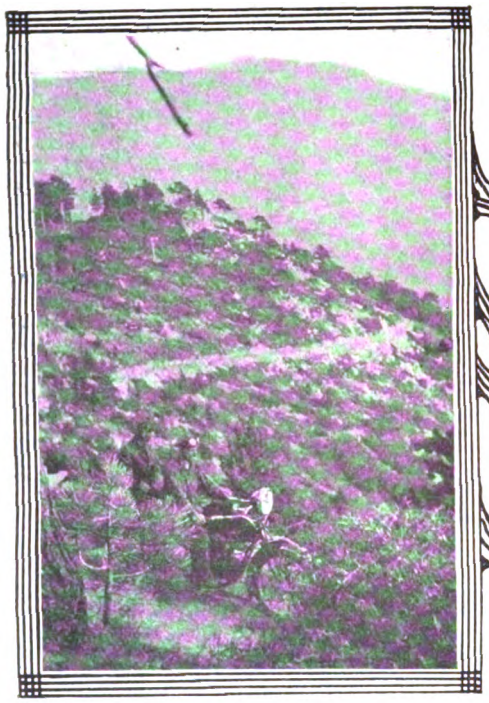
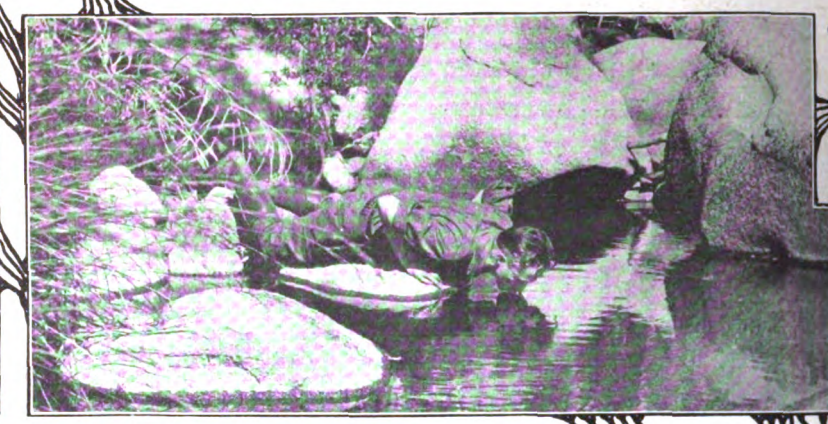


# 100 Miles on the

## A Motorcycle Tour that

## Unsurpassed Scenery

By Joh



IT was ten o'clock when the full moon broke through a high fog and we slid out from Los Angeles for the Rim of the World.

We rattled up Hill street, through the tunnel, over the hill, out North Broadway, and were then on the Mission Road to Pasadena.

We toured right along, making the ten miles from Los Angeles to Pasadena in just twenty minutes, but slowed our schedule down a bit when on going through Pasadena we encountered several miles of glistening black asphalt on which the street department with a dozen big rain wagons was working. It seems that wet asphalt has a peculiar affinity for a motorcyclist's hip-pockets, and we did several beautiful corkscrew glides before we traversed the length of Colorado avenue out of Pasadena and onto the Foothill boulevard.

Once on this road, with our spotlight illuminating the course, fully a thousand feet ahead, we settled down to a "gentle" touring gait of 50 miles per hour and, in the dim light of the moon, diffused through a clouded sky an ever-changing panorama of ranches with the tall Sierra Madre Mountains in the background, marched by Monrovia, Duarte, Azusa, Glendora, San Dimas, Upland, Cucamonga, Rialto and other towns flitted by much as if we had been reading slowly up the column of a railroad timetable, and just as the big clock in the tower of the San Bernardino County Courthouse tolled the hour of midnight we rolled up in front of the Sunset Hotel and were soon located for the remainder of the night.

### Some Spectacular Climbing

Six o'clock in the morning we were astir again, lost little time stocking up on ham and eggs, gasoline and oil, inquired the road to Arrowhead Mountain and were off.

Knowing that we would have some terrible grades once we reached the mountains, we had swung the exhaust pipes out of the muffler to conserve every atom of power and keep the motor as cool as possible.

At Left—A Down-Grade of 42 Miles in Santa Ana Canyon. Above—A Drink at an Ice-Cold Mountain Pool. At Right—Along the Perilous Precipices Where a Slip Would Mean Death.

We were no sooner out of the city of San Bernardino than we found ourselves on a road leading up a long, steady pull toward the mountains, and in a few more miles we started into the mountains in dead earnest. We rounded the base of Arrowhead Mountain, a great peak with an enormous rock, hundreds of feet across and shaped exactly like an Indian arrowhead, reared against the mountainside, and followed a canyon for miles up hair-raising grades and around curves that were so sharp that on a number of them we had to nearly turn around in the length of the machine. It was a case of intermediate gear work most of the way and low-gear on the turns, while to look off at the side of the road would positively make one's toes ache.

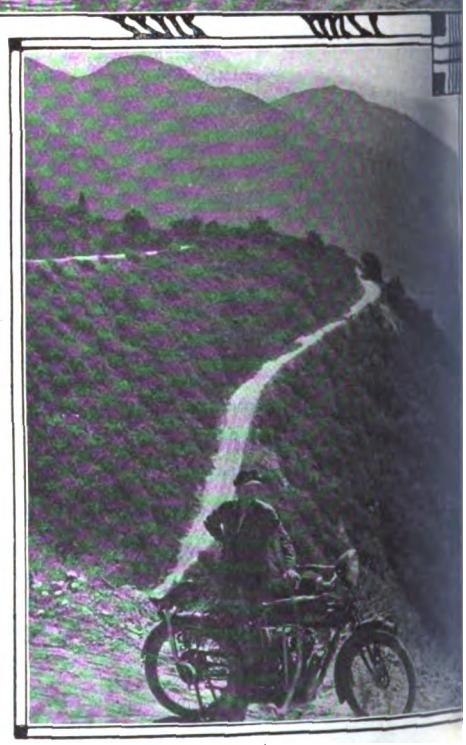
### Looking Down on the Clouds

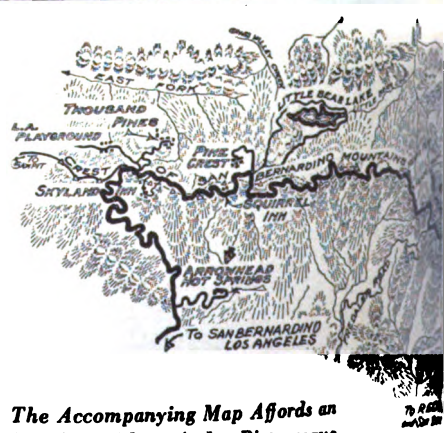
We passed several automobiles growling up-grade with motors smoking and radiators boiling.

We had reached a point where we were able to look down on the big fleecy clouds that drifted over the valley when we got onto grades that were so steep and curves that were so sharp that we decided to let our stand drop for the sake of safety.

It was well that we took this precaution, for we didn't go half a mile after dropping the stand before our drive chain let go—right in the middle of a hairpin curve with a drop off to the side that would have meant fully a thousand feet to the first stop. Of course, with the stand dragging, it stuck in the ground the instant we began to back up. We only backed a few inches and came to a stop.

Repairing the chain was but a matter of a few minutes, and another half hour's






*The Accompanying Map Affords an Excellent Idea of the Picturesque and Rugged Country Traversed by the Rim of the World Route*

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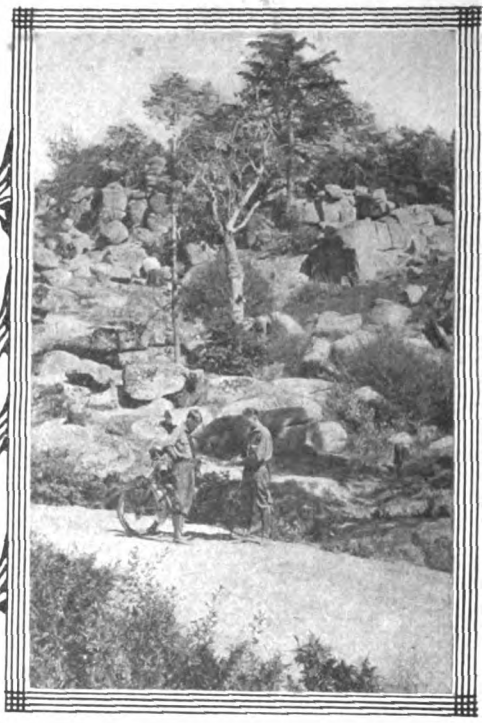
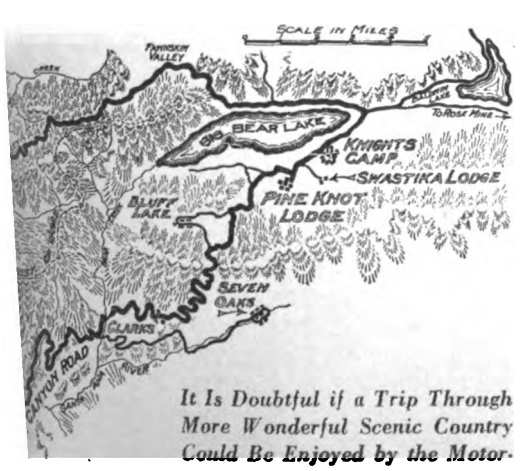
# Rim of the World

## Combined Hard Riding — and a Thrill a Minute.

By Hogg



At Left—A Skid in the Sand on Heap's Peak. Above—In a Section That Had Been Recently Burned. At Right—The Rocks on Which the Hermit Appeared and Played His Tin Pipe




*It Is Doubtful if a Trip Through More Wonderful Scenic Country Could Be Enjoyed by the Motorcyclist Anywhere in the Country*

grind brought us to the Thousand Pines Inn at the crest of the mountain range. The view from Thousand Pines is beautiful beyond description. It is appropriately named, for by reason of the climatic difference due to the altitude, the familiar vegetation of the valley has given way to vast forests of gigantic pines.

On one side of the mountain range one looks off for scores of miles over the fertile San Bernardino valley, while on the other side as far as the eye can reach is the Mojave desert—simply a vast waste of barren rocks and sand.

As one turns on his heel surveying the desert and the valley at a glance he readily realizes the full purport of the road's name—"The Rim of the World." The Rim of the World it is!

We lingered at Thousand Pines only long enough to admire the scenery a bit. We were just starting off again when up flew a robin—a real, honest-to-goodness robin red-breast—the first one that either of us had ever seen in California. The robin perched in a nearby pine tree and tuned up with his cheery carol, while we stood below for a full five minutes listening, and Albea, in his soft Southern dialect, declared that the "buh-d took him right back to Geo-gia."

### Plenty of Ups and Downs

This mountaineering by motorcycle, and carrying tandem, makes one's motor thirsty. We looked into the gasoline tank just before leaving Thousand Pines and found it advisable to take on fuel.

From Thousand Pines to Squirrel Inn we clocked the distance as 22 miles, but as the crow flies it is only about five miles. Our road wound about through dense forests of pines, up grades that made us lean forward over the machine as we growled up in the low, and down other grades that made us lean backwards as we coasted down in low-gear, using the motor as a drag to check our speed, and which turned over at such a frightful speed that it actually sang, while we wondered how the flywheels could stand the strain.

It was noon when we reached Squirrel Inn, where we stopped alongside of a huge spring that bubbled out of the solid rock. The water was as fine as any imaginable.

We hunted up the landlord of the inn, and soon had our feet under a table, with everything from soup to nuts. It was a splendid meal, and we were equipped with appetites that would have done justice to a couple of bears just out of a winter's hibernation.

### Some Coasting!

Leaving the inn we were informed that it was over 45 miles of rugged mountain road to the next civilization, and the next few miles brought home to us the real truth of what the innkeeper had told us. The road led up one peak and down another, across canyons, and up watercourses with an apparently utter disregard for the topography of the mountain range. At one point we traveled for more than a mile along the edge of a perpendicular wall, where the road was only wide enough for an automobile to hug the wall and have a scant 6 inches left on the edge of a sheer drop of, half a mile.

Coming to the end of this stretch our road angled off down the wall of a Canyon by a grade that must have been fully 35 per cent. Albea was driving, and as we came to the declivity he stopped, with an exclamation of: "Oh, man alive, look at this! Our brakes will never do it." At this, I climbed off the tandem, dropped the stand, stood on it with both feet and, holding to the tandem, said: "All right, Al, let her slide." And slide we did, down the grade at nearly 25 miles an hour, with me and the rear wheel dragging, followed by an avalanche of dirt, gravel, rocks and a cloud of dust.

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We were within 20 feet of the bottom when we went over a big boulder and I took the balance of the distance on the seat of my trousers. Albea and the machine shot ahead and finished in a clump of tamaracks at the bottom.

Our road now angled back along the bottom of the Canyon and after following it a couple of hundred yards we came to a fine spring, where we stopped for a refreshing drink.

**Discovering a Hermit**

"Great balls of fire!" exclaimed Albea, as he gazed back at the road. "Did we come down that?" We sure had done it, but to look back at the road anyone would have sworn that nothing on wheels could ever come down it without being let down with a block and tackle. We were still gazing back at the canyon wall when suddenly our attention was attracted back into the forest by strains of music that floated up from a point most startlingly near. It was a clear musical whistle, quite like a flute or flagolette. Instantly we looked about to see where it came from.

Perched high up on a rock beneath an enormous pine sat an old man—shriveled and dried up like a winter apple, clothes hanging in rags and gray hair down to his shoulders. He had Rip Van Winkle backed off the boards. At first glance we thought he was drinking out of a funnel, but almost simultaneously became aware that it was from the funnel-like thing that the music was issuing.

Without sound or motion we listened until the old man had finished the verse of some jaunty Scotch music that he was playing, and as the last note died out Albea shouted "Fine work, grand-dad; let's have the next verse!"

Instantly the old man sprang off the rock, whined like a frightened dog and was off hot foot into the forest. "Now wouldn't that crystallize your vanadium?" exclaimed Albea, as he pulled his pistol out of his belt and twirled it on his forefinger. "I sure must have hurt the old bird's feelings!"

We had only two theories regarding the old man—either he was an insane wanderer of the mountains or a hermit.

**Little Bear Lake a Beauty Spot**

For the next twenty miles our road wound about through the mountains sometimes at such altitudes that it made our hearts flutter, but more often on the edges of precipices that made our toes ache as we looked off at the side. We took turns at the handlebars, and in this way managed to relieve each other considerably from the nerve-racking strain of driving for hours at a time where the least mismove spelled instant destruction.

At last we rattled down a mountainside to find ourselves face to face with Little Bear Lake, a beautiful body of clear fresh water nearly two miles in length, half a mile wide and surrounded with a forest of Virgin pine.

Little Bear Lake is 6,500 feet above sea level, and the blue of the summer sky and the green of the surrounding forest is reflected into its clear waters, giving it a vivid emerald hue.

We were just starting up into the mountains again from the Little Bear valley when two deer, a fine five-point buck and a doe, sprang out of the underbrush right alongside of us and went tearing off into the forest, thirty feet at a jump.

The deer were scarcely out of sight when two golden eagles went screaming and wheeling scarcely a hundred feet overhead, and set the hills echoing with their shrill "Ah-kee-ee-ee-ee—"

The Little Bear country offers some of the finest hunting and fishing to be obtained on the Pacific Coast.

It was but a few miles beyond the Little Bear valley that we encountered burned over forest country where the entire area had been denuded by comparatively recent forest fires. For miles we toured along amongst country which had once been covered by millions of dollars worth of fine lumber, but which is now reduced to a waste of barren rocks and charred stumps.

**(To be concluded)**

## AMERICAN MAKES PREDOMINATE IN CANADA'S METROPOLIS

**A Rendezvous of Toronto Motorcyclists in High Park on Any Sunday Afternoon Shows, as in the Above Picture, That British Machines Are Far Outnumbered by Prominent Yankee Models. Indians and Excelsiors Figure Largely in These Gatherings**

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# EXPORT NEWS GATHERED FROM MANY SOURCES AND BOILED DOWN TO FACTS FOR THE BENEFIT OF BUSY MANUFACTURERS

**Those Who Are Interested in Any Announcement Made Under This Heading Are Invited to Communicate with Motor Cycle Illustrated; Additional Details For the Guidance of the Exporter Sometimes Come to Hand After the Original Item Has Appeared in Print**

## "SANITY AND BUSINESSLIKE METHODS" ARE ESSENTIAL IN EXPORT SALES POLICY

"LET me urge first and at all times that we be businesslike in our methods of getting foreign trade. Let me urge that we use the same sane, commonsense business methods which have been so successful in domestic trade." This was the keynote of the address on "The Making of an Export Policy," by Dr. Edward Ewing Pratt, Chief of the Bureau of Foreign and Domestic Commerce, delivered recently before the International Trade Conference held in New York under the auspices of the National Association of Manufacturers. He repeatedly urged sanity and businesslike methods in developing export trade.

If it is decided to embark in the export business, a decision must be made as to the executive direction of the export department of the business and as to the selection of possible markets. The speaker urged that no less an officer than the vice-president should be put in charge of the export department, or if the business was too small for a separate department, the executive head of the firm should give his personal attention to the foreign business. The selection of markets is also of primary importance. "If you can make that decision without personal investigation, well and good; if you cannot, then go and see for yourself."

The subject of selling policies was dealt with at length by Dr. Pratt, who took up one after another the many technical questions with which the exporters and manufacturers are confronted when they come to decide just what methods they want to adopt in selling to foreign markets. The advantages and disadvantages of selling direct, selling through a manufacturer's agent, and dealing through an export commission house were taken up in turn.

A word of warning was extended to manufacturers who may be planning to dump goods in foreign markets at prices lower than charged in the domestic market. "If you have decided to dump a surplus product in foreign markets at prices lower than those which you charge in domestic markets, have you fully taken into consideration the fact that you have made the definite decision that you are not going into foreign trade?" asked the speaker.

Dr. Pratt maintained that if the manufacturer intended to do business direct he must be prepared to finance his shipments at 90 days' sight or longer. "If you want your money in advance or in cash, you must do business through a middleman," he explained. If the manufacturer intends to deal direct and extend the usual credits, he must also collect some of this information at first hand. And he must be prepared to run the usual credit risks.

### STEAMSHIP SERVICE

We are just in receipt, from the Department of Commerce, of a table showing the steamship companies in service between the United States and South America, Denmark, Netherlands, Norway, Sweden and Vladivostok. This table give the various lines, ports of sailing, ports of destination, average sailing time, approximate tonnage and the number of sailings. We shall be pleased to furnish a copy of this table to any manufacturer desiring the same.

### COSTA RICA CUSTOM DUTY

American Consul Samuel T. Lee, stationed at San Jose, Costa Rica, Central America, calls attention to an important point in packing goods for importation into that country. He explains that in Costa Rica all custom duties are very high and are charged by gross weight, the cases paying the same duties as the goods enclosed, so that the packing must be made as light as possible in order to avoid overcharges in duties and freights. If these instructions are followed, the cost of the goods at place of destination will be reduced in considerable proportion. He cites an instance of a leading American manufacturer who shipped an electrical compensator and switch to a prominent dealer in San Jose. The contents weighed one hundred and thirty pounds, but the gross weight of the case was two hundred and fifty pounds and the volume of the package was three times greater than was necessary. He cites another instance where the extra payment, on account of unnecessary weight of a case, was $18 (gold) on a shipment worth $85.

### WINNER OF HAVANA RACE

**Ralph de Zaldo, Son of Havana Indian Dealer, Who Came First in Recent Cuban 68-Mile Classic**

### HOW TO QUOTE PRICES

A most important feature of export business which American firms often neglect is the quotation of prices c. i. f. European ports. This form of quotation is made by all foreign firms and it should not be difficult for American firms to adopt the same system. Foreign manufacturers ask for c. i. f. quotations in order not only to make comparisons with the prices established by competitors, but also to form an estimate as to the possibilities of handling the goods locally with profit. Quotations f. o. b. cars from some inland city of the United States are useless, as small importers cannot determine American railroad freights, cartage, dock expenses, insurance, and so forth, and thus arrive at the landed cost of the merchandise; nor are they inclined to go to this trouble when they easily can obtain the c. i. f. quotations they desire from any European manufacturer.

### MOTORCYCLES POPULAR IN DURBAN

According to Consul William M. Masterson, of Durban, Natal, Union of South Africa, the motorcycle is the most popular vehicle in that city.

Consul Masterson is certain that an excellent opportunity is offered for American manufacturers of motorcycles to establish agencies in Natal. One American firm has succeeded in establishing a remarkably successful trade, one hundred machines having been delivered and one hundred and twenty more being expected by the agent, and this success is attributed largely to newspaper advertising.

### SHIPBUILDING INCREASE

Cycle manufacturers will be interested to know that a table made public recently by the Secretary of Commerce shows that there has been a large increase in American shipbuilding. On July 1, 1915, there were building or under contract forty-six vessels of three thousand tons or more, with a gross tonnage of 282,718. Contracted for between July 1 and December 1 were fifty-two vessels of this class, with a total tonnage of 323,602, making a total of ninety-eight vessels with a total tonnage of 606,320 tons.

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# *Perfect Scores in 720-Mile*

**At times there is a legitimate use of the word "wonderful" in making advertising claims.**

**We have repeatedly used "wonderful" in connection with the new Indian Powerplus Motor. It *is* wonderful!**

**This is being substantiated over and over again every twenty-four hours.**

**In the three day endurance run just finished from Bakersfield to Frisco and return,**

## *Two Powerplus Machines Entered —Both Made Perfect Scores*



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# r POWERPLUS

# durance Run

**No other make---and all prominent ones were entered---made anywhere near the showing of Powerplus in this 720-mile test, two-thirds of which was made over a mountain route.**

***We claim that the new Indian Powerplus Motor is the fastest and most powerful stock motor ever put into a motorcycle frame.***

**You cannot realize how true this is until you *actually* handle the machine itself---and until you *actually* see a machine taken right off a dealer's floor, and put through performances that are no less than extraordinary.**

## THE BAKERSFIELD 720-MILE VICTORY IS A CASE IN POINT! GET A POWERPLUS DEMONSTRATION!

**Hendee Manufacturing Company**
**(Largest Motorcycle Manufacturers in the World)**
**Springfield, Mass.**

A *good* deed often means a *good* deal—Please mention MOTOR CYCLE ILLUSTRATED.

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# Of a Personal Flavor

C. E. Brelsford is now the Detroit branch manager for the Thermoid Rubber Co., of Trenton, N. J., makers of brake linings. He was formerly Splitdorf manager at Detroit.

E. F. Daly is now with the Bearings Company of Pennsylvania, a concern in Philadelphia composed of ball-bearing experts, and manufacturing such bearings. Daly for many years was identified with Barthel & Daly, importers of Schafer ball-bearings, but disposed of his interests in that firm some time ago.

G. A. Spohr will manage the Des Moines, Ia., branch of the Firestone Tire & Rubber Co., of Akron, O., for the 1916 season, taking charge on January 1. He succeeds E. B. De Saw, who has been called to the home office to act as district manager.

H. P. D. Cowee is manager of the Atlanta, Ga., branch of the Fisk Rubber Co., of Chicopee Falls, Mass. He was connected with this branch for several seasons.

Melvin J. Adams has joined the forces of Frank Seaman, Inc., advertising agent, and will make his headquarters in the Kresge Building in Detroit, Mich. He was formerly with the Carl M. Green Co. of that city.

Charles Johnson has been made factory equipment manager for the Lovell-McConnell Manufacturing Company, of Newark, N. J. He was formerly special representative for the firm in Detroit, Mich. All factory equipment business will be transacted through the Detroit branch of the firm.

L. K. Rittenhouse has resigned his position as manager for the St. Louis, Mo., branch of the B. F. Goodrich Co., Akron, O., his resignation to take effect on December 31. He was formerly manager of various branches of the Goodrich and Diamond companies.

Frank G. Schenuit, of Baltimore, Md., one of the best-known motorcycle riders and racers in the state and junior member of the firm of Schenuit Bros., 1200 Mt. Royal avenue, local distributors of the Pennsylvania Vacuum Cup tires, has just attained his majority and is receiving congratulations from his business and social friends. Schenuit has a large number of silver cups and other trophies captured at various motorcycle meets.

## MOTORCYCLE THIEF IS CAUGHT

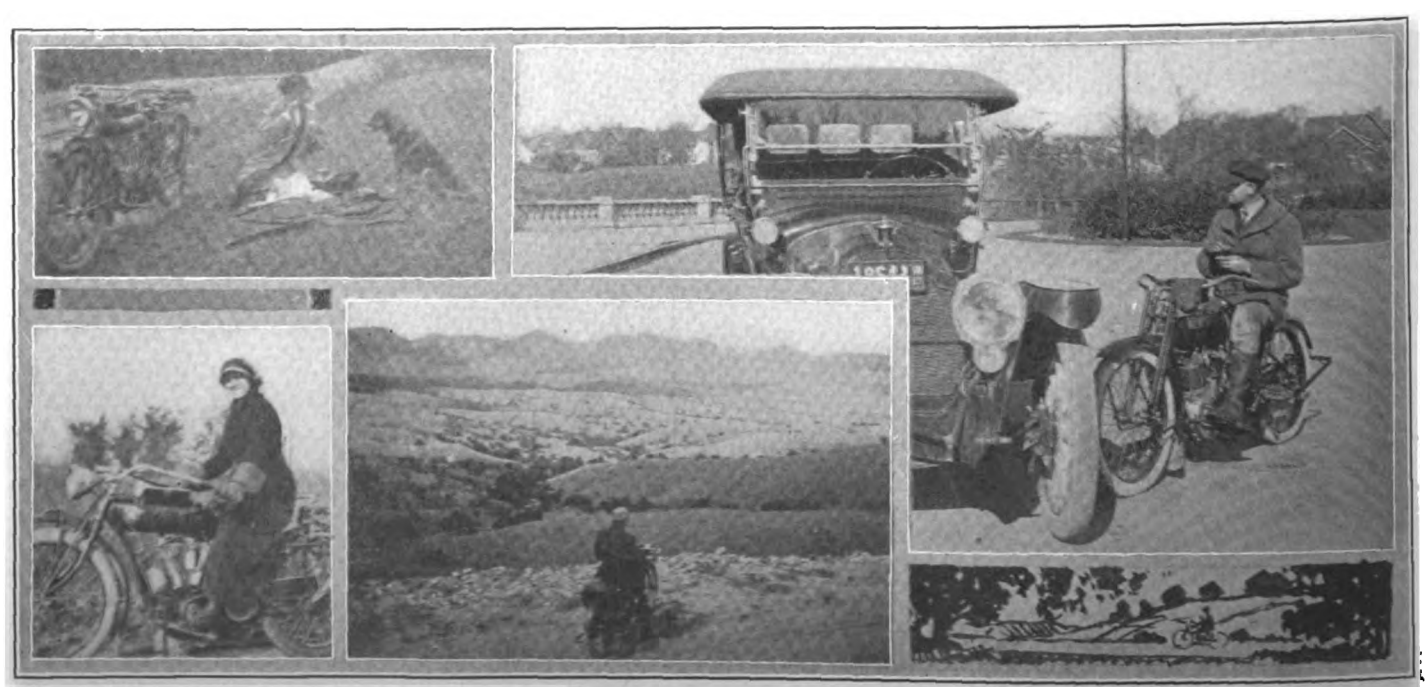
NEW YORK, N. Y., Dec. 26.—The sprinting ability of Policeman Patrick Walsh, plus a great deal of slush on Columbus avenue, this city, resulted in the capture of George De Boise, a motorcycle thief, in spite of his efforts to get away. The machine was standing on the corner, unattended, when De Boise jumped on it and started to pedal away. Some schoolgirls coming from class saw the act and gave the alarm. Their cries attracted the notice of Walsh, half a block away, and in short order he was on the thief, being helped somewhat by the fact that the sloppy snow prevented the machine from gathering headway. He was joined by the owner of the machine, David McCoss, and both motorcycle and thief were secured. De Boise was remanded for sentence in the district court in the afternoon.

## UNUSUAL FEATURES IN LATEST "HONEST INJUN"

NO matter what the taste of the reader of "Honest Injun," there will be much of interest for him in the November-December issue of this excellent house organ of the Hendee Manufacturing Company, of Springfield, Mass. The first article in the issue is one by Factory Superintendent T. L. Loose, and treats of the manufacture of Indian motorcycles. The variety of operations which the component part of the Indian must undergo before entering into the composition of the finished machine are briefly described and will astonish many who are not familiar with production of a high class. The article demonstrates as well the thoroughness throughout the factory.

Novel uses of Indians throughout the world occupy many pages of the issue and each is accompanied by a timely illustration. The center pages are taken up with a clever cartoon and there is a prose ballad on the cradle spring-frame in addition. An interesting feature is the record of the first Powerplus motor from August 26 to November 9, the total mileage on the latter date being 15,747, and the motor is still running.

## RIDERS OF BOTH SEXES ENJOY THE PASTIME IN EAST AND WEST



**Upper Left, Mrs. W. B. Neale, of Coctutuate, Mass., and Dog Which She Encountered While Having Dinner Near Franklin; Right, Dayton-Mounted Traffic Officer On the Job; Lower Left, Fair Indian Rider of Detroit, Mich., Often Seen Near Flat Rock; Henderson Rider in Huachucas Mountains, Arizona, Enjoying Wonderful View**

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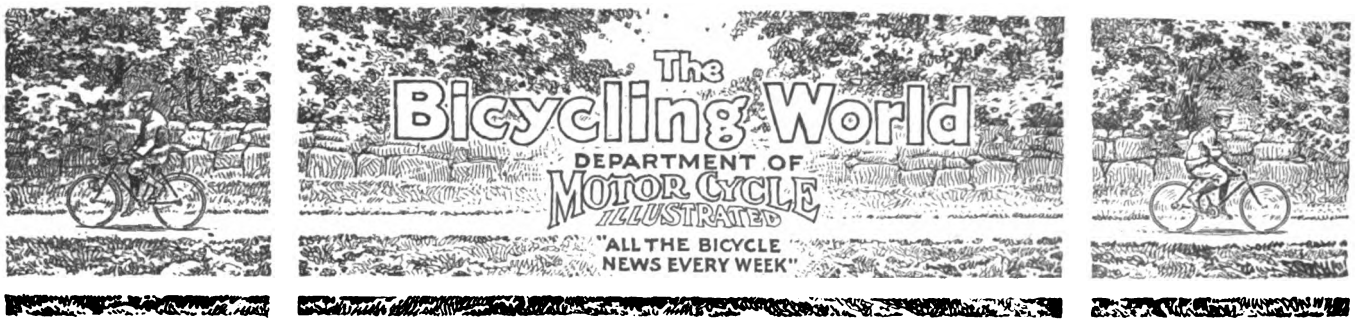



# "BICYCLE DAY" TO MAKE SALES RECORD

## Dealers, Jobbers and Manufacturers Will be Asked to Cooperate in Boosting Bicycles Sales for "Bicycle Day," Set for Feb. 29; New Departure Mfg. Co. Proposes Plan

NEW YORK, N. Y., Dec. 29.—Bicycle sales history will be made on Tuesday, February 29, which has been set aside as "BICYCLE DAY." On that day bicycle dealers, jobbers and manufacturers will be asked to co-operate in rolling up a sales mark that will smash all other figures to smithereens.

### Full Details Later

This is the plan just announced by the New Departure Mfg. Co., of Bristol, Conn., makers of the New Departure Coaster Brake. Full details, outlining various methods whereby dealers can boost their trade, will be given out later.

All sorts of live wire selling methods and advertising copy with real punch in it is now in the course of preparation, and all dealers and jobbers will be invited to make use of this boosting material. The New Departure Mfg. Co. firmly believes that it can secure the assistance of all other manufacturers in furthering the interests of "Bicycle Day" and has already secured assurances from some of the most prominent concerns in the cycle trade that they will do all in their power to make "BICYCLE DAY" a huge success for all concerned.

### All to Pull Together

Much will of course depend on the dealers and the jobbers, who will be asked to lend every effort in co-operating with the manufacturers. The jobbers can urge their dealers to get into line heart and soul and work hard and consistently toward bringing up the sales mark to "one million bicycles in 1916." The dealers by making use of the material which the manufacturers are now whipping into shape for "BICYCLE DAY"—advertising their machines, getting up striking window displays, keeping after their prospects with sales compelling letters, posters and booklets, making their stores look neat and attractive—will be the biggest factors in crowning "BICYCLE DAY" as the greatest sales day that the cycle trade has ever witnessed.

As an instance of what live, progressive salesmanship will do for every bicycle dealer a recent experience of Mr. J. W. Grady, of the J. W. Grady & Co., bicycle manufacturers of Worcester, Mass., reveals some very interesting results. Mr. Grady went into the store of a retailer to get his order, and the proprietor wanted to give him the usual order of fifteen machines. The store is splendidly located, and Mr. Grady realized that the dealer was making no effort to get an increased bicycle trade, but was simply getting the business which happened to come his way.

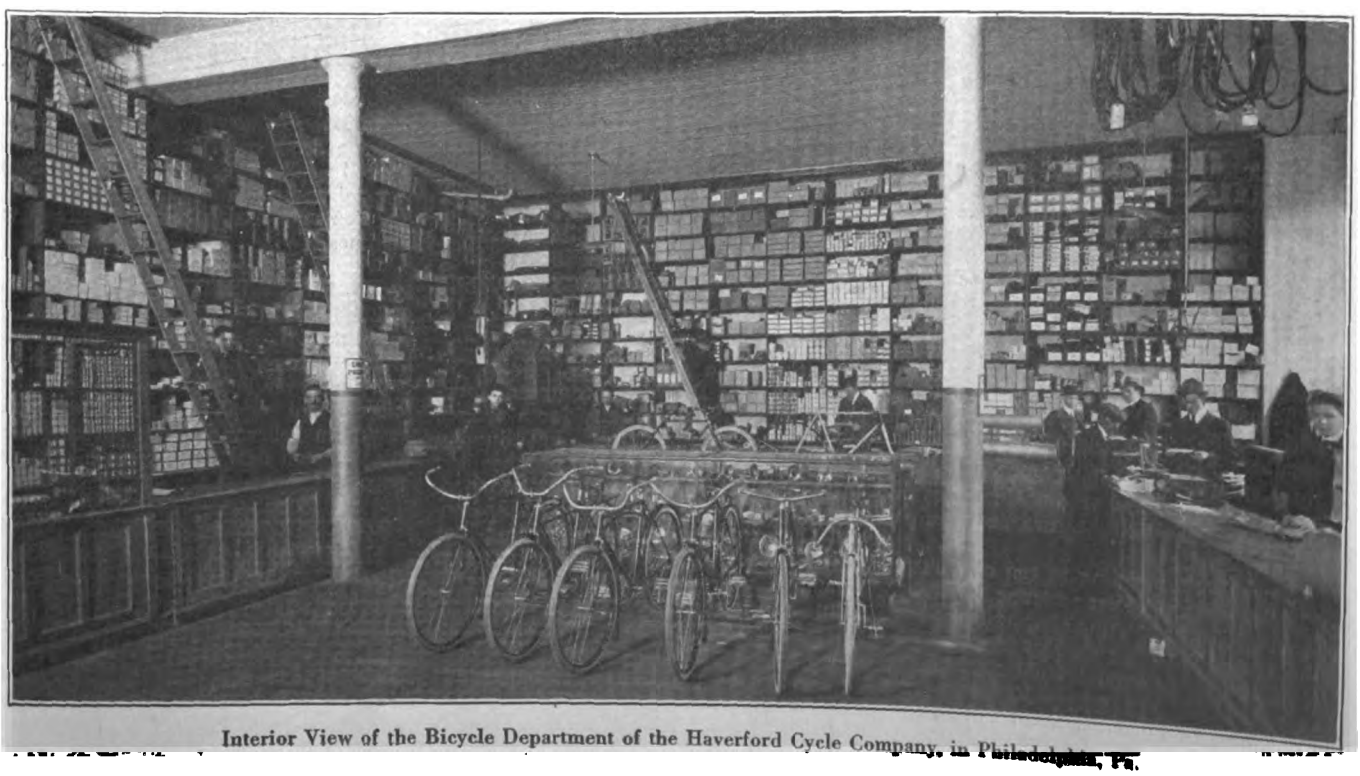
Mr. Grady wanted to show the dealer how he could greatly increase his sales. He, therefore, asked the dealer to let him take charge of bicycle advertising. Mr. Grady said that he would send down a hundred machines from his factory and promised to sell everyone of them right from the dealer's store. The only condition he imposed was that the dealer would not interfere with his plans.

### Gets Bicycle Publicity

The dealer agreed and the bicycles were shipped down a few days later. The first thing Mr. Grady asked for was the use of the whole of the dealer's large show window. This appeared to be a preposterous

*(Continued on page 34)*

## THE NEAT AND SYSTEMATIC ARRANGEMENT OF A BUSY JOBBER'S HEADQUARTERS



Interior View of the Bicycle Department of the Haverford Cycle Company, in Philadelphia, Pa.

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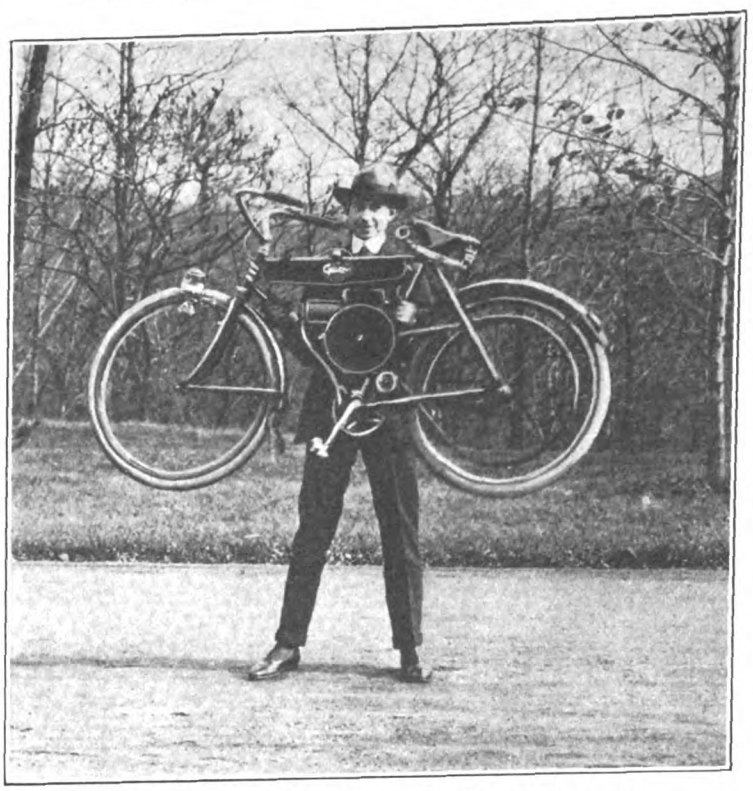
DEMONSTRATING THE CYCLEMOTOR'S LIGHTNESS



Pub. Mgr. Perrin, of the Cyclemotor Corp., of Rochester, N. Y., Holding Up a Cyclemotor-Equipped Machine with Little Effort

## CYCLISTS HOLD XMAS PARTY AND PLAN RACE

NEW YORK, N. Y., Dec. 28.—A Christmas Tree Party was held for the benefit of members of the New York Division of the Century Road Club Association at its clubhouse at 307 West 54th street on Friday evening. About fifty members gathered for the festivities. There was a Christmas tree in the center of the room which reached to the ceiling, lit with tiny candles and decorated with candied apples, canes and sweetmeats as well as some small Santa Clauses.

**Prizes for First Century**

To the first member of the Century Road Club Association reporting the first hundred miles, otherwise known as a Century, starting the New Year, will be awarded a trophy donated by the National Treasurer John M. Mitchell, of Greenwich, Conn. To the second and third members of the New York Division of the Century Road Club Association reporting the first and second Centuries of the New Year will be awarded a club sweater.

New Year's morning at ten o'clock at 162nd street and Jerome avenue, in Bronx Borough, is the starting time and place of the annual New Year's Day race of the C. R. C. A. for the possession of the two-year trophy. The course lies over the Concourse to Fordham Road and to the Junction of Pelham Road and Eastern Boulevard at Pelham Bay Park and return, an approximate distance of 18 miles. So far, Arthur Morgan and Anthony Desimone have won the trophy once each, and if either of the above two are successful this time, the trophy will permanently become his.

The final weekly point race of the New York Division of the Century Road Club Association, which resulted in a win for George Harvey, placed Harvey on an equal footing with Raymond Caldwell, both thus having 13 points. A match race to break the tie resulted in Caldwell coming in first, giving him 15 points.

## NO BIKE TRACK FOR JACKSONVILLE

NEWARK, N. J., Dec. 28.—There is small chance of there being any racing at Jacksonville this winter. John M. Chapman, the Newark promoter, journeyed to the Southern city for a chance to locate a Sunday track, but Sunday laws do not allow of sports on that day so the project will probably be dropped. The mayor of the city and the Commercial Club were with Chapman, but that others were against Sunday racing. Chapman will now rest on his Georgia farm for the winter, and the bicycle riders, unless the proposed Chicago six-day race is staged, can engage in hard and honest toil until the Velodrome opens at Vailsburg.

## HAMMITT WINS FIRST N. C. W. ROLLER RACE

SAN FRANCISCO, Cal., Dec. 25.—Walter Hammitt proved to be the fastest man in a series of races held last Saturday evening on home trainers at the headquarters of the New Century Wheelmen. Hammitt's time for the two miles was 2.33. There were fourteen entries and an unusually large crowd attended.

The summaries of the heats are as follows:

| | | Time. |
|---|---|---|
| 1. | Walter Hammitt | 2:33 flat |
| 2. | A. Sangalli | 2:45⅗ |
| 3. | C. Laye | 2:46 |
| 4. | L. Drury | 2:46⅖ |
| 5. | M. Castillo | 2:46⅘ |
| 6. | P. Morgan | 2:48⅗ |
| 7. | J. Coughlan | 2:50⅘ |
| 8. | H. Spence | 2:51⅗ |
| 9. | R. Welch | 2:52⅕ |
| 10. | W. Rhodes | 2:52⅘ |
| 11. | G. Graner | 2:53 |
| 12. | V. Spence | 3:02⅗ |
| 13. | W. Penaluna | 3:03⅗ |
| 14. | H. De Brie | 3:05⅕ |

This being the initial home trainer race of the indoor season, the California boys consider the time quite fast. There were gold and silver bars up for the first eight riders.

## WANTS CYCLE CHAMPIONSHIPS

KINGSTON, Ont.—A campaign has already been started by local bicycle enthusiasts for bringing to Kingston the 1916 National championships of the Canadian Wheelmen's Association. An application has been sent to the C. W. A. officials at Toronto.

Norman Knight, formerly a crack Toronto bicycle racer, has donned the uniform as a member of the 34th Battery, C. F. A., now in training here for overseas service. He is the twenty-seventh Canadian racing cyclist to join the colors for foreign duty.

Charlie Hewlett, of the 59th Battalion, C. E. F., left for the front three weeks ago. He was formerly a prominent member of the Toronto Bicycle Club.

## SPECIAL PRICES FOR XMAS

CLARKSVILLE, Tenn.,—The A. C. O. Drug Company, of this city, made a special reduction on its Crescent bicycle during the holidays. The $35 wheel bearing the firm's nameplate, was also sold for $30. In spite of the fact that it is unusual for a drug firm to handle bicycles, the A. C. O. Company has made a big success with its lines.

## FINE CHRISTMAS OUTPUT

LOUISVILLE, Ky.—Christmas business with the Al. Ray Company, of 110 West Market street, has been better this season than ever before in the history of the bicycle and supply house. The company is a firm believer in local advertising and uses a good deal of space in all the daily papers.

## ANOTHER BUTLER COUNTY DANCE

HAMILTON, Ohio.—The Butler County Cycle Club is planning to give another dance in the near future. The latest event of this sort proved popular. The activity of the club on the social side during the winter season has resulted lately in the addition of a number of new members.

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# FRANK KRAMER'S LIFE STORY

## Initial Installment of the First Authorized Story on the Great American Champion's Career

### Kramer's Early Days As An Amateur Cyclist—How "Big Steve" Got Into the Limelight

By HARRY MENDELL

SEVENTEEN years a champion, that is the record of Frank Louis Kramer, the greatest cyclist in the world and one of the most wonderful athletes the world of sport has ever seen. It was back in 1880 that Kramer first saw the light of day, being born in Evansville, a little town in Indiana, on the twenty-first day of November. Kramer is now just a wee bit over thirty-five years old. He is truly a marvel of the athletic kingdom, having been in the public's eye and played a conspicuous part in the cycling of the world for the last nineteen years.

**In Class By Himself**

There have been other athletes who competed in sport for as long a time as this wizard of the wheel, but none have ever approached his record of seventeen consecutive championships. Kramer has been the amateur champion of America for two years; he has won the professional championship for fifteen years in succession and in 1912 he won the cycling championship of the world.

"Big Steve," as he was nick-named by the late Floyd McFarland, is a clean liver and a model for the younger element of the country in all branches of sport. In his home town he is known and looked up to by every one of the 40,000 inhabitants. Kramer has the following to say to the youngsters who have hopes of some day becoming great bicycle riders:

"Early to bed is the secret of success. Get into the hay by 9:30 o'clock every night and have eight or nine hours' sleep. Do not touch tobacco, and above all, let intoxicating liquors alone. Always be ready to take advice and a great deal can be learned by watching the other fellow ride. As soon as I finished a heat or a race in my early days I would immediately take up a point of vantage somewhere on the side of the track and see what I could gather by watching the stars circle the track."

Kramer's rise in the bicycle world was very rapid. It was in 1897 that Frank won his novice. The following year, in 1898, he was crowned the amateur champion of the United States. In 1899 he easily repeated the trick. Kramer was just eighteen years old when he annexed the amateur championship, which at the present time is held by Hans Ohrt.

At twenty Kramer entered the professional ranks and was runner up to the sensational colored rider, Major Taylor, for the national championship. He put up a hard battle with the colored demon, but was beaten. The next year, which was in 1901, Kramer, after another stiff fight, won the professional championship of the country which he has held for fifteen years, right up to the present time. Though he is conceded to be the best rider in the world, "Big Steve" has only captured the world's cycling championship once. This was in 1912 when it was contested in this country. In 1905 Kramer visited Europe and succeeded in defeating practically all of the stars on the other side of the Atlantic. Once again in 1912 the American marvel visited foreign shores and made another clean up, winning the majority of his races and trimming all of the foreign cracks.

**This Is the First Photo of Kramer, Taken at the Age of 17, After He Had Been Riding for Two Years**

During the past year the American champion rode as strong and as fast as ever. He was in rare form and after a hard season won the national honors from Alfred Goullet, the popular cyclist from Australia. Kramer also won a set of races staged as the world's championships. They were run as such, because of the war now raging in Europe, which prevented bicycle races. The world's series of races this year were contended among the best riders in America and Europe. Kramer easily proved to be the superior cyclist of the big field of premier riders.

**Came East Because of Health**

When the Kramers were living out in Evansville, Ind., Frank's health was in a very precarious condition. He was a delicate child and no one thought that he would ever become the strong and robust man that he is today. It was primarily on the advice of a physician that the Kramer family moved east in 1893, and soon after they took up residence in Newark, N. J., Frank learned to ride a bicycle for the sake of exercising out in the open air.

Kramer points proudly to the first day that he rode a bicycle. It was back in 1895 when his uncle, August Eickhoff, then a bicycle manufacturer in New York, presented the future champion with a brand new wheel.

"I was never taught how to ride," he once told his friends, speaking of his early days in cycling, "nor did I have any one to help me mount my first machine. I just got on the two-wheeler, and managing the 'steed' seemed to come to me naturally. I liked riding so much the first day, that though members of my family were scouting about Newark to get me home for supper the lure of the wheel was too great. I kept right on riding until pretty late that night, and when I finally got back to the house, the folks were certainly astonished to find that a delicate child should become so fond of wheeling. Every clear day thereafter found me on the road."

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Kramer was content with spinning around the city streets until in 1896 when he essayed a century run. It was held by the Kings County Wheelmen and started from in front of their club house, in Brooklyn. The run was out to Patchogue, Long Island, and back. There was no competition to the run but a good stiff clip was hit up all the way. There was a big field out and the riders were divided into a fast group and then a slower one. Kramer rode along with the faster members of the club. Each contestant who finished received a medal and Kramer is proud to show this today as the first medal he ever was awarded.

**Showing Off His Medals**

While riding in road races from 1895 to 1897 Kramer attended the South Eighth street school in Newark. Some of Newark's most wealthy and influential business men remember attending classes with Frank and looking with envy on the medals he carted to school to show the boys who gathered around him.

Kramer did not start on his racing career like a great many other knights of the wheel who enter in a blaze of glory. He rode in two novice races before he won his novice. This big day came in 1897 at a meet of the Union Cycle Club held at the old Clifton track, at Clifton, N. J. Frank rode to Clifton to enter this race and pedalled back home again with his medal for winning the novice race tucked safely away in his pocket.

Frank came into national prominence in 1898 as a result of a big meet that was held at White Plains, N. Y. It was one of those gatherings at which fat juicy prizes are hung up. Considerable prominence was given to the meet because of the fact that it was on the Fourth of July.

Kramer celebrated the Fourth in good old American style and made a great clean up in the amateur ranks. M. T. Dove, the colored rider, who hailed from Bloomfield, N. J., and who is remembered well as being one of the top notch amateurs at that time, was Kramer's strongest rival. The East Orange rider has today two cups and six medals which he won at that meet in the different events.

**Was Crack Amateur**

Frank showed his merits and speed as an amateur in Newark at the meets conducted by the old Atlanta Wheelmen, and he has medals and other prizes still in his possession which he won in these races. It was in 1898 that Kramer made his bid for the amateur championship. He had gone through two seasons of preparation and he found that he could show his rear wheel to the boys riding against him. From the time Kramer mounted a bike until he took down the amateur championship there were not any youngsters who stood any chance at all with him in a sprint race. With the determination that has characterized his riding in late years he went out after the title hung up by the League of American Wheelmen. Kramer captured the championship in a walk and repeated again in 1899. In 1898 Kramer was riding an Eclipse wheel when he won the title. Earl Peabody finished in second place and Charley Ertz was third.

**Wins Amateur Championship**

A two-day meet was run on September 9 and 10 at Berkely Oval, in New York, in 1899 for the amateur championship. Kramer won the quarter-mile, one-mile and five-mile race while he finished second in the half-mile event and was not a starter in the two-mile race. George H. Collett was the runner up to Kramer in 1899.

When Kramer won his second title he rode the Pierce bicycle and continued to ride this wheel until 1910 when he switched off to the foreign bikes. At the start of the 1915 season Kramer once more took to a special model of the Pierce made to his design.

*(To be continued)*

## "BICYCLE DAY" WILL MAKE SALES RECORD

*(Continued from page 31)*

request. But the Worcester manufacturer finally won out and got up a crackerjack window display. Then he advertised in the local papers and used other well known means of obtaining publicity for the bicycle and boosting sales.

The result was that the dealer sold more machines during the one week of this sales campaign than he had sold during the entire previous year. And the net results of this campaign showed that the dealer had sold in all four times as many machines as he did the year before.

**Increase of Worcester Sales**

Sales boosting work of this sort, according to Mr. Grady, has been done by a number of bicycle dealers in Worcester; and the sales of bicycle in that city for 1915 increased from 200 to 800.

What has been done in Worcester can, the New Departure Manufacturing Company believes, be accomplished in nearly every other city of the United States. And "BICYCLE DAY" will be the first move in boosting sales the country over.


# BICYCLE DAY, FEBRUARY 29th, 1916

**MOTOR CYCLE ILLUSTRATED, incorporating the Bicycling World & Motorcycle Review, is heartily in sympathy with the plan announced elsewhere in this issue by one of the brake manufacturers to take advantage of the odd day in the leap year by making it a national bicycle day. The idea is as ingenious as it is practical, and the publishers of this journal propose to do all in their power to help make it a success.**

**In order to insure the desired consummation, the most energetic co-operation of cycle dealers in all parts of the country is absolutely necessary. We shall do all we can to enlist the moral support and the practical assistance of the thousands of cycle dealers in the United States. Beginning early in January, a special campaign will be inaugurated, concluding on Thursday, February 24th, with a big, vital and important**

## BICYCLE NUMBER OF MOTOR CYCLE ILLUSTRATED

**Bicycle Day is a big idea, replete with splendid possibilities, and we feel safe in prophesying that the proposition will have the unanimous support of the entire cycle trades. We hasten to assure the cycle manufacturers that MOTOR CYCLE ILLUSTRATED may be counted upon to do its share toward making Bicycle Day an epochal event in the history of the industry. It is a constructive plan, and only the right sort of co-operation all along the line is needed to make it a record-breaker.**

**NATIONAL BICYCLE DAY,**
**Tuesday, Feb. 29th**

**BICYCLE NUMBER**
**MOTOR CYCLE ILLUSTRATED,**
**February 24th**


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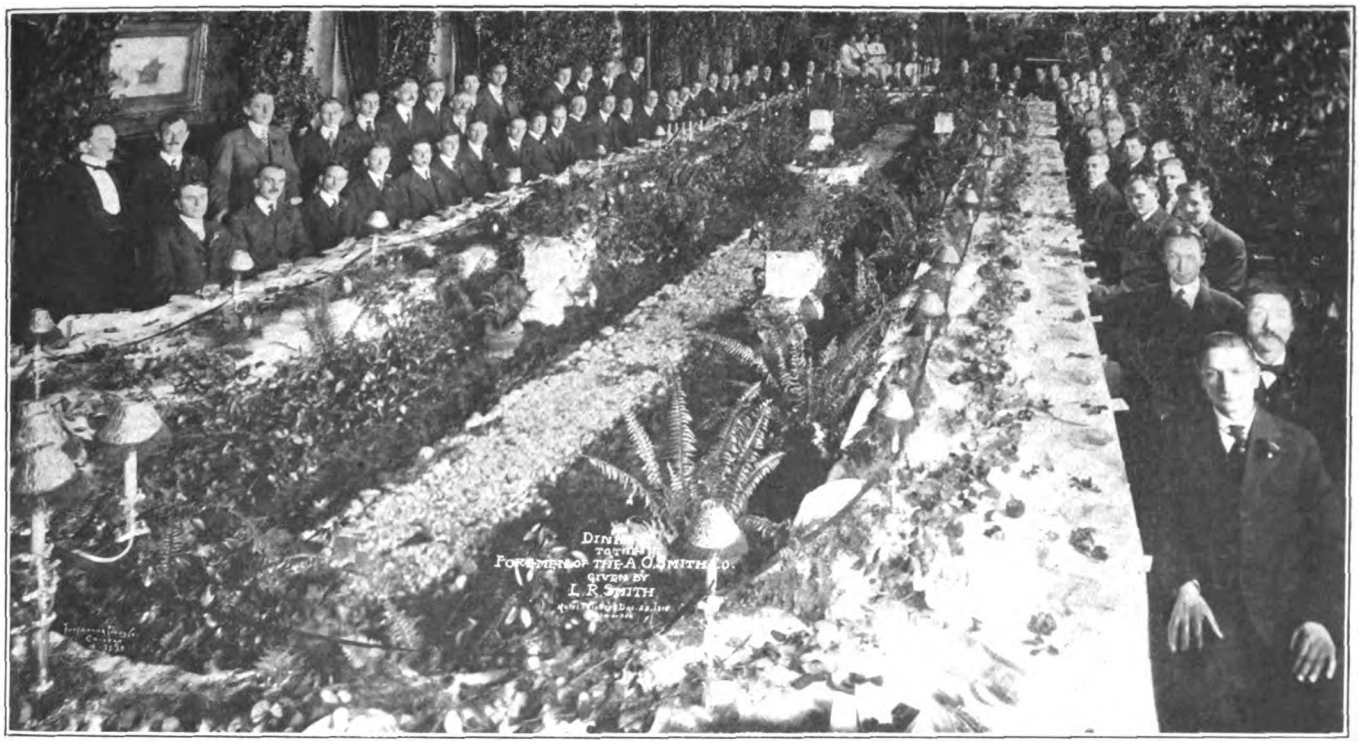
# PRESIDENT SMITH TENDERS BANQUET TO FOREMEN



**Just Before the Elaborate Banquet Given to the A. O. Smith Co. Foremen, at Hotel Pfister, Milwaukee, on December 22**

MILWAUKEE, Wis., Dec. 27.—L. R. Smith, president of the A. O. Smith Company, manufacturer of the Smith Motor Wheel, tendered his foremen a banquet in the Red Room of the Hotel Pfister, Wednesday night, December 22. Seventy-five guests sat down to one of the most elaborate dinners ever served in this hotel, Milwaukee's foremost and most exclusive hostelry. In addition to the twelve course dinner served there was a large program of instrumental music, vocal solos and duets, recitations and monologues rendered during the dinner.

### Room Beautifully Decorated

The banquet room was a veritable garden beneath a bower. The ceiling and walls of the room were thickly covered with smilax and blossoms. Protruding through were pretty yellow electric lights. Down the middle of the table, which was oval shaped, was a gravel path with beds of flowers on both sides, and in the center of this gravel path was a pond with a fountain merrily at play.

Following the dinner, speeches were made by superintendents of the factory and company officials.

The banquet was a testimonial of President L. R. Smith's gratitude towards his factory men for the loyal co-operation that is being extended to him while the plant is going at high speed, the A. O. Smith Company now employing close to 1800 men running day and night shifts and producing three times as much today as a year ago.

"This has been a year which has gone beyond any since the company was organized twelve years ago," said President L. R. Smith in an interview before the banquet. "We are employing 1800 men today, about 600 more than normal conditions require.

"Our business reflects the prosperity of the country—it is a good barometer of business conditions. Where we in normal times use 18,000 tons of steel, we used 40,000 tons this year, an average of approximately 4,000 tons a month; and we shall average close on to 5,000 tons before the new year is far gone.

### Keeping Abreast of Demand

"Much of this is for our Motor Wheel, which department of course shares largely in our general business increase and although the steel mills have sufficient orders to tie them up beyond June of next year, our contract with them guarantees us a continuous supply of steel. Therefore, the manufacture of the Smith Motor Wheel is keeping abreast with the increasing demand and our large production facilities, together with our proposition with the steel mills, insures our dealers plenty of machines and prompt deliveries.

"1916 is going to be an immense surprise. The most optimistic dealer cannot imagine the great prosperity that will shower down upon us in 1916."

An elaborate place card was given to each of the diners. On this appeared the menu, pictures of the A. O. Smith plant, and the entire factory force, a number of happy "Smith" songs written for popular tunes, and a list of all the guests who were present in full number at the monster banquet.

## MAKES MOTOR WHEEL LEADER

LOS ANGELES,, Cal., Dec. 27.—J. A. Benson, who handles the Smith Motor Wheel in Southern California for the Appeal Manufacturing & Jobbing Co., is back from a trip in the territory between Los Angeles and the Mexican line, enthusiastic over the activity of agents and the success they are winning. George Post, of Santa Ana, has been particularly successful as a result of his advertising, window display, and demonstrating. He pushed an automobile with two wheels hooked up behind the machine from Santa Ana to Orange and back, and the public is so interested and sales are coming in so fast that he figures 1916 will bring him at least 50 to 75 orders. Post, when approached by Benson last summer, would not even come out to look at the Smith Motor Wheel, nor listen to Benson when he tried to talk about it. Now actual results have caused him to feature it as a leader.

## BOOSTED CYCLES AS GIFTS

LOUISVILLE, Ky.—Coleman B. Long, Louisville agent for the Flying Merkel, took part in a full page co-operative advertisement in one of the local papers shortly before Christmas. Under the head of "Christmas Suggestions," Long's advertisement boosted Flying Merkels and Cleveland bicycles as gifts for Christmas.

## DADDY ISN'T ALWAYS RIGHT

WAVERLY, Mass., Dec. 27.—"For a strong, fast, easy-riding, reliable wheel, I advise the Columbia," says Arthur Jorgenson, of Waverly, Mass. This, after his father, an expert mechanic, told him that the Columbia racer he had was too light to be practical. He has now ridden it on the road for more than two years, under all sorts of conditions.

Jorgenson tells that on July 4 and 5 last, he rode from Boston to Albany, pedalling for 9¾ hours on the first day, and 10½ hours on the second. He rode up every hill, got lost twice, was caught in a rainstorm in the Berkshires, but still averaged ten miles an hour for the trip.

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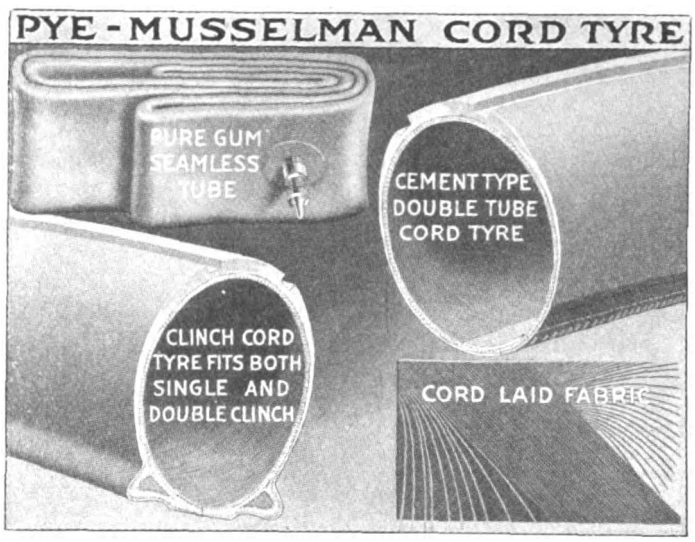
# TIRES THAT HAVE SMASHED RECORDS

CHICAGO, Ill., Dec. 27.—A tire that has broken seventeen world's records, which almost every champion of America and Europe uses, which has won all three of the six-day races this year and helped to break the previous records for long grinds—these are the achievements of the "Pye Musselman Cord Tyres." When riders the country over first heard that these tires had performed so well, they kept on sending inquiries to the factory only to learn that the output was all being used up by racers and a small number of lucky amateurs. But owing to the constant demand of the cycling public for the Pye-Musselman tire, the factory of the Cycle Mfg. & Supply Co., Chicago, has increased its facilities and is now in a position to supply riders, dealers and manufacturers with their tires in any quantities.

Perhaps one of the most interesting facts that the visitor to the plant of the Cycle Mfg. & Supply Co. would learn is that the Pye Musselman tires are all subjected to an air pressure of 150 pounds. As a result of being able to withstand this high pressure, these tires have performed so remarkably both on track and road.




**Showing the Construction of the Pye-Musselman Tires**

### Cords Not Woven

Sea Island cotton cords are used for the body of the tires, and are closely twisted before being used to insure their having greater strength and resiliency. The fabric which furnishes the foundation for these tires is not woven, but is made by laying the cords side by side on the outer circumference of a drum. After the cords are laid diagonally on the drum, they are covered with rubber gum which hold them together. Having dried sufficiently, this is taken off the drum, and the sheet then is folded doubly, giving a fabric in which the cords are criss-cross.

Using this sheet as the foundation, the outer covering of rubber is put on. In the clincher type of tire the beads are made part of the outer covering, while in the cement type the edges are laced together. Para rubber is employed for manufacturing the inner tubes, which are strong enough to endure the big pressure referred to above, and yet so thin that they can be stretched so that one may see objects through them.

### New Road Tires

After increasing its factory facilities, the Cycle Mfg. & Supply Co. decided to cater to road riders as well as to racing men. Following out its new policy, this Chicago company has now put on the market two types of road tires. "The Clincher Road Tyre" and the "Cement Road Tyre." But the construction of these road tires does not differ from the racing types fundamentally, but only in the fact that they have the usual road tread.

The road tires are, of course, much heavier than the racing types. Among the latter is the "Silk Sprint Tyre," the fabric of which is made of silk cords instead of cotton. This style of tire has been used very successfully in a number of important events. Champion Frank Kramer uses "Silk Sprint Tyres" in all of the larger races in which he enters. Though the weight of these tires per pair is but 6¼ ounces, Kramer puts a 150-pound pressure in them.

The other Pye-Musselman racing tires are the "Regular Track Tyres," the "Six-Day Tyres" and the "Track Sprint Tyres." The sprint tires weigh 12 ounces per pair, the track tires 1 pound, and the six-day tires 1 pound and 3 ounces.

## TRENTON'S BABY CYCLISTS

TRENTON, N. J., Dec. 24.—Though they are only five years old, the two baby cyclists shown in the accompanying illustration, handle their mounts almost as skillfully as an older rider. More than one country trip at ten to fifteen miles have these youngsters taken. Both Peter Rebeca and Octavio Agabite (these are the real and not stage names of the babies) ride at the racemeets attired in the conventional costume and are always showered with hearty applause by the spectators.

**Two New Jersey "Comers," Who Appear on Road and Track**

## OUTLOOK FOR ROLLFASTS IS FINE, SAYS HARRIS

NEW YORK, N. Y., Dec. 24.—Just back from his annual trip to the Pacific Coast, President D. P. Harris, of the D. P. Harris Hardware Co., of this city, reports a fine outlook and an unusually attractive lineup of business in "Rollfast" tires. "Never saw the trade in general in a more optimistic mood," said the traveler smilingly as he checked out on time at the home offices. "Big business is looking up everywhere and the various trade branches are following suit. I am convinced that the 1916 season will be the best Rollfast tires have had in years—and that's going some."

During his trip Mr. Harris appointed the following jobbers to sell the Rollfast line, in addition to a strong lineup of dealers:

Hub Cycle Co., Boston, Mass.; J. W. Grady & Co., Worcester, Mass.; New York Sporting Goods Co., New York City; City Supply Co., New York City; Keyser Fry, Reading, Pa.; Geo. W. Robb, Philadelphia, Pa.; Miller Company, Philadelphia, Pa.; Henry Keidel & Co., Baltimore, Md.; Walthour & Hood, Atlanta, Ga.; McGraw Bros., Jacksonville, Fla.; Johnson & Mayer Co., Memphis, Tenn.; Geo. H. Westing Co., Indianapolis, Ind.; Towley Metal Hdw. Co., St. Louis, Mo.; Lee, Coit, Andreesen Hdw. Co., Omaha, Neb.; M. L. Foss, Denver, Colo.; Appeal Mfg. & Jobbing Co., Los Angeles and San Francisco; Washington Cycle Supply Co., Tacoma, Wash.; Hall Williams Co., Minneapolis, Minn.; Detroit Cycle Supply Co., Detroit, Mich.; Sportsmen Supply Co., Pittsburgh, Pa.; W. H. & L. C. Wolfe, Altoona, Pa.; Stambaugh, Thompson Co., Youngstown, Pa.

Stanley Wilson, who has just returned from a Southern trip in the interest of Rollfast tires, states that Mr. Harris' comment on trade conditions goes double.

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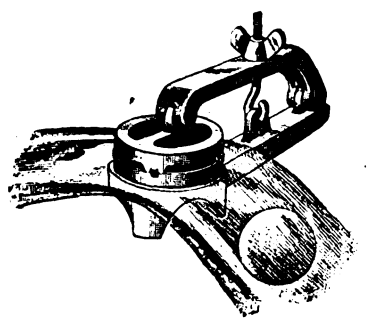
# With the Manufacturers

## NEW MARVEL VULCANIZER IS LIGHT AND EFFECTIVE

CLEVELAND, O.—The Marvel Accessories Mfg. Co., of West Sixth street and Lakeside avenue, this city, is producing the Marvel Junior vulcanizer, which is particularly adapted for motorcycle use. It is small enough to fit the pocket and at the same time amply large to quickly and permanently vulcanize any puncture, either on the road or in the garage. Its weight is but 12 ounces and its price is $1.

The Marvel Junior vulcanizer consists of a pair of cylindrical pieces, the lower one of which forms a clamp or rest and has



**Marvel Junior Vulcanizer**

feet to keep it in a level position. This piece has an arm to which is hinged a second arm carrying the upper piece, which acts as the heating member of the apparatus. The correct tension on the tube being treated is maintained by a screw and wing-nut device.

With this vulcanizer there is no flame to burn the tube and no gasoline or alcohol used. The vulcanizer is very economical, there being enough material with each outfit to more than pay for itself. The vulcanizer will not blow out in the wind. Experience is unnecessary with the outfit, and the maker states that anyone than can light a match can operate the Marvel Junior vulcanizer.

## RETIREMENT AND INSURANCE PLANS FOR GOODYEAR

AKRON, O.—In a Christmas statement to employees, the Goodyear Tire & Rubber Company announces the establishment of a plan of retirement awards, and also a group insurance plan for Goodyear workers of both sexes. The firm has in operation already, a plan whereby members of the office, sales and factory divisions who show conspicuous ability are made "young partners" by acquiring common stock in the company. A home-building plan has also been worked out with success.

The retirement awards make provision for stated monthly payments for life to men who have reached the age of 70 and to women who have reached 65 years. There is also a condition by which old Goodyear employees may retire, with awards, under the age limits given. Under the insurance plan, all employees of the company are eligible.

In brief, Goodyear will give any employee upon the payroll an insurance policy for $1,000, free of cost, provided the employee is or becomes a member of the Goodyear Relief Association. This association provides sick and disability insurance. It is of long standing in the Goodyear organization.

"The officers and directors," says the statement, "appreciating the spirit of foresight manifested by certain men associated with the organization, and believing that life insurance is one of the best means of providing for the future, herewith presents a life insurance plan."

"The directors also feel that persons who have spent continuously all or many of the most useful years of their lives in giving their energy and efforts to the common good of the organization are worthy of consideration from the company after their useful years are past and their ability to earn sufficient money is gone."

## WINS COVENTRY CHAIN PRIZE

NEW YORK, N. Y.—The national sales competition in the Coventry chains for the $100 prize offered by the H. F. L. Funke Co., of 116 Broad street, this city, has resulted in the awarding of the money to H. W. Smith, of Los Angeles, Cal. Mr. Smith sold 2,000 feet of this product during the contest, which was open to all salesmen connected with jobbing houses from October, 1914, to October, 1915.

The outcome is decidedly to Mr. Smith's credit, as he was pitted against the entire country, much of which has considerably more populous territory than his section of California.

## INSTRUCTIVE FIRESTONE BOOKLET

AKRON, Ohio.—One of the finest advertising booklets ever issued by a concern in the rubber trade is being prepared by a Hamilton printing house for the Firestone Tire & Rubber Company. The booklet will describe fully the process of manufacturing tires in every stage, and a large edition will be prepared for distribution to the trade and to tire users in general.

## DIXIE HIGHWAY TIRE CO. FORMED

ATHENS, Tenn., Dec. 24.—Wallace Duff, a former citizen of this city, who for several years has been in the West, has returned, and organized a new tire manufacturing concern to be known as the Dixie Highway Tire Co. The organization has a capital stock of $25,000 and will erect a plant in Athens to manufacture automobile as well as motorcycle tires.

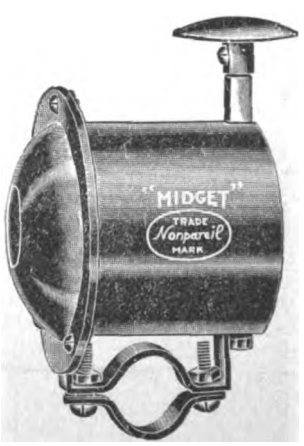
## THE WHEELER & SCHEBLER EXPORT POLICY

FROM Wheeler & Schebler, of Indianapolis, Indiana, manufacturers of the well-known line of Wheeler & Schebler carbureters, comes the statement that the firm has no special export proposition to make, and that the business in each country is handled in keeping with whatever the local trade conditions happen to be. Supplementing this policy, however, are the company's export branches in London and in South America. The company explains that it is glad to co-operate with any foreign representatives who are seeking American goods, and to deal with them directly in order to build up a sound and permanent export trade. George T. Briggs is sales manager of the company.

## NEW MIDGET HAND HORN FOR BICYCLES AT $1.50

NEW YORK, N. Y.—The Nonpareil Horn Manufacturing Company, of 73 Wooster street, this city, is bringing out a hand-operated mechanical horn for bicycles, known as the "Midget" hand horn. This horn is a lilliputian reproduction of an automobile horn of the mechanical type and weighs but 14½ ounces. It is priced at $1.50.

The horn has a cylindrical body with forward enlarged section to carry the diaphragm and novel sound-intensifying means. It measures 3 inches over all. The diameter of the enlarged section or face is 3¼ inches. The plunger is fitted with a large button or handle, giving a good, firm grip to the hand. The plunger works downward to give the volume of sound which characterizes this horn. The bracket




**Midget Hand Horn**

is attached at two points on the body of the horn and is of the full clamp type, ensuring a firm grip on whatever member of the bicycle frame it is attached. The horn is finished in black enamel. A substantial guarantee goes with each horn.

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# FIRESTONE IS GIVEN INJUNCTION AGAINST RAINCOAT COMPANY ON USE OF NAME

CLEVELAND, O.—The Firestone Tire & Rubber Company, of Akron, O., has been granted a perpetual injunction restraining a raincoat company from using the name "Firestone." This raincoat company was operating stores in Cleveland, Indianapolis and Detroit under the title of the "Firestone Raincoat Company." Decision was made by Justice Vickery in the Court of Common Pleas of Cuyahoga County, sitting at Cleveland.

The injunction reads as follows:

"It is ordered that the plaintiff have permanent injunction, as prayed in its petition, and the defendants and each of them, their agents, servants and employees, are permanently restrained and enjoyed from in any form or manner using or employing the name "Firestone" in connection with the business now or hereafter conducted by them, and from in any form or manner advertising, offering for sale, selling, manufacturing or dealing in, under the name "Firestone" any rubber goods, raincoats, or any other article purporting to be made wholly or in part of rubber. And it is considered that the plaintiff recover of said defendants its costs therein. Judgment is rendered against the defendants for plaintiff's costs herein."

### DIRECT CLEVELAND SHIPMENTS

NEW YORK, Dec. 27.—Herbert F. L. Funke, Eastern distributor for the Cleveland lightweight, advises that all orders for his territory are being filled direct from his stockrooms at 112 Broad street, New York City. This arrangement immensely facilitates deliveries in the states for which the Funke company is distributor.

### FISK BRANCH FOR RAPID CITY

RAPID CITY, S. D.—The Fisk Rubber Company, of Chicopee Falls, Mass., has leased offices in the Elks Building in this city as headquarters for a branch, beginning on January 1. From these offices a force of travellers will work this State and those adjoining. Delivery of small lots of tubes, tires and accessories within the office's district will be made by parcel post.

### NO TROUBLE WITH FIRESTONES

PHILADELPHIA, Pa.—The Excelsior motorcycles which finished in first, second, third and fifth places in the 75-mile race staged at the Belmont track, Philadelphia, recently were Firestone-shod. Despite the severe grind the tires gave no trouble.

### GREATER THAN EXPECTED

NEW YORK, N. Y.—The Reeps Manufacturing Company, of 50 Church street, this city, reports that the sale of its new bicycle horn has greatly exceeded anticipations. It was feared that delays in delivery would be inevitable, by reason of the scarcity of metal at present, but arrangements have now been made which will provide a good supply of raw material.

### CANADA'S GASOLINE IMPORTS

TORONTO, Ont.—In parts of Canada, Ontario, for instance, price of gasoline per gallon since August has increased 47 per cent. This is attributed to numerous causes. Canada imports all of her gasoline from the United States. So keen is the competition of Kingston that gasoline is retailed as low as anywhere in the Province of Ontario. In various parts of the Province there is an appreciable disparity in prices, up to 40 per cent. or more. In the Canadian Northwest, the prices are exceedingly high. In Winnipeg, for example, gasoline retails at thirty cents per gallon. Owing to the Dominion Government regulations, the quality of gasoline in Canada is better than in other countries.

The importations of gasoline into Canada from the United States have been: In 1910, 2,185,341 gallons; 1911, 2,600,099 gallons; 1912, 2,310,400 gallons; 1913, 4,091,000 gallons; 1914, 5,139,000 gallons.

# TO DOUBLE CHAMPION SPARK PLUG OUTPUT IN COMING YEAR

**Upper Left, Assembling Spark Plugs in Champion Factory; Right, Bank of Automatics Turning Out Shells and Bushings; Below, Factory Building**

AT the present time the Champion Spark Plug Co., of Toledo, Ohio, is averaging close to 36,000 complete Champion plugs per day, and the company's record production for one day was in excess of 56,000 plugs. During the last year the total number of spark plugs manufactured by the company was about 6,500,000, and plans have been perfected for increasing the output to 12,000,000 to 15,000,000 Champion spark plugs for the coming year. In addition to its extensive business in the United States, the company ships abroad 50,000 to 60,000 spark plugs monthly.

During the process of manufacture of a Champion spark plug the product has to undergo fourteen inspections before it is finally shipped out to be used. All of the blank porcelains are tested before assembling, and all the bushings and shells are tested by a micrometer gauge before they are used in the complete Champion spark plug.

The final and most vigorous test of all takes place after the spark plugs are finished and ready for shipment. A batch of plugs are taken at random from each order and put through an electrical dynamometer test which is far more severe than any subsequent test to which they may be subjected in the ordinary running of a motor.

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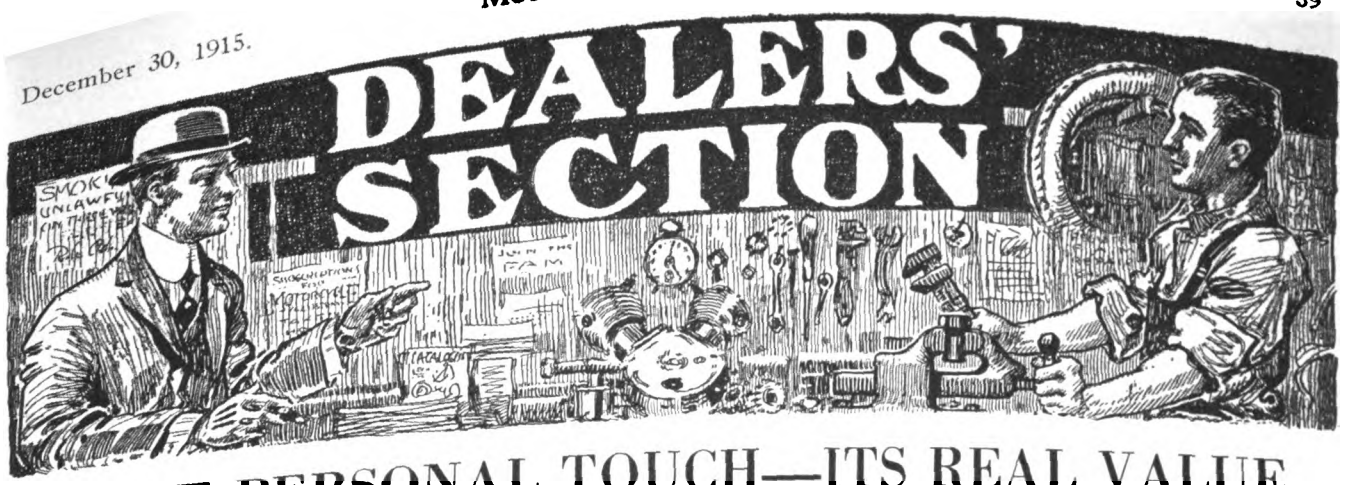
December 30, 1915.




# THAT PERSONAL TOUCH—ITS REAL VALUE

## What it Means to the Dealer to Have Every Rider a Friend and a Booster.

By JOHN R. HUSTON

**TO what extent does friendship help the dealer to get business? Is it worth while to cultivate "the personal touch" in his relations with riders?**

**Just how is the rider affected?**

**In the story on this page a motorcycle rider tells what part "the personal touch" played in his dealings with motorcycle agents. It'll be well worth your time to read what this rider has to say on the subject.**

OF all possible forms of motorcycle publicity and advertising, the cheapest, and undoubtedly the most valuable to the dealer in the long run, is the cultivation of the personal touch between himself and his riders, or for that matter between himself and all riders. This includes more than merely giving everybody scrupulously fair treatment; more than service, though of course all these things go together more or less. It means that he seeks to be an actual friend to as many riders as possible, and the word friend takes in a pretty big contract.

In many kinds of business the man with the longest list of friends is the man who is most successful. And to a very large extent this is equally true of selling motorcycles. The dealer should make himself so well liked that his friends will work for him and boost his business through thick and thin, so that one of his friends would sooner go without a motorcycle than buy one of a rival dealer, even though for some reason he might prefer to ride the rival make. Then it follows, as plain as a spike in a tire, that the dealer with the biggest list of genuine friends will sell the most motorcycles.

### No Short Road to Friendship

IT is an old saying that the man who would have friends must show himself friendly, but there is no short route to gaining the true friendship of others. It is a slow process, yet the results will more than justify the time expended, from the double standpoint of pleasure in life and financial profit.

This is far from hinting that the dealer would do well to welcome every Tom, Dick and Harry with open arms. A man is known by the company he keeps, and if the dealer's personal friends are the loud-mouthed, profane, boozing variety, that will be the class of people to whom he must look, in the main, for his trade. And since that variety is fortunately far less common than the decent, self-respecting fellows, he will be missing a big opportunity for business. The common pest, who delights to hang around the shop, exuding cheap cigarette smoke and vile conversation, should be encouraged to make himself scarce. He will do this as soon as he definitely sees that he is just about as welcome as a dose of ptomaine poisoning. At the same time the other sort of chaps should be made to feel that they are always welcome at the shop, even though the dealer may be too busy to do more than greet them.

It pays the dealer to make every person who buys a machine a booster for him. If a fellow has bad luck, treat him so well that he cannot help thinking you are the finest fellow on earth, though he may have a doubt about your machine. Then when he is ready to buy a second motorcycle—and this is what the majority of the riders do—he will be ashamed to purchase of another dealer after the splendid treatment he has received at your hands.

### Cites His Own Experience

AS an illustration of this let me cite my own case. I started in as a motorcyclist a number of years ago, and when I bought my first "boat" I knew absolutely nothing about the machines, except that I wanted one. If I remember correctly, I made the plunge the first year magnetos came out, and to save my life I couldn't have told the difference between a mag and a spark plug. I looked around at the various machines and finally selected one that looked, to my uneducated gaze, the best. Unfortunately it was not the best when it came down to the cold delivery of the goods: though I didn't know it at the time, I was most horribly stuck with that first machine of mine. I quickly developed a tremendous amount of leg muscle, pushing it up the steep hills and helping it, by working hard at the pedals, up all the moderate grades.

The dealer, however, treated me in such a way that the failings of his machine seemed less serious; furthermore, I didn't know anything about the game, and took my troubles as a matter of course, thinking that all motorcyclists experienced them, whatever their make of machine. That accounts in part for my buying a second machine from the same dealer. Even then it was against my better judgment, for by that time I was beginning to realize that the mount I rode was pretty generally regarded by all experienced men as a first-class lemon. But I stuck to

*(Continued on page 46)*

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# DEALERS' SECTION

## NEW R-S STORE IN WASHINGTON, D. C.

WASHINGTON, D. C.—The Columbia Auto & Supply Co., of Washington, has opened a new store at the corner of Thirteenth and H. streets, N. W., for the purpose of extending its sales of Reading-Standard motorcycles in Washington and vicinity. The new store is located in a fine building in the heart of the city's business section, close to the Treasury Department and White House. Coincident with the opening of the new store, the company is running page ads. in the leading newspapers of the city.

Orders have been booked for practically their entire contract with the factory. The headquarters of the company is in a large double store building located at 3035-3037 Fourteenth street, N. W., where a full line of R-S motorcycles, Westminster bicycles and automobile supplies are carried. R. L. Sonne, the manager of the company, states that prospects for the coming year are very bright. He expects the largest business ever done in the history of the company.

## QUICK MOVE BY WESTING

INDIANAPOLIS, Ind.—Probably one of the quickest moves on record in the motorcycle business was made during the week ending Christmas Day, when the G. H. Westing Company, local Indian dealers, transferred the stock from 325 North Delaware street, to its new quarters on the corner of Pennsylvania and Vermont streets. The move was made was made between the hours of 6 p. m. and midnight.

All the 27 employees of the Westing firm lent a hand and together with the carts hired for the moving, they were able to get the retail stock to the new store and put it in the same positions which it occupied before the change. The next morning everything was ready to conduct business as usual. The entire stock of the wholesale department and the office were not moved until several days later. The Westing show-windows have been provided with a host of bicycles for the holiday display, in addition to the motorcycle and accessory settings.

## TWO NICE COMBINATIONS

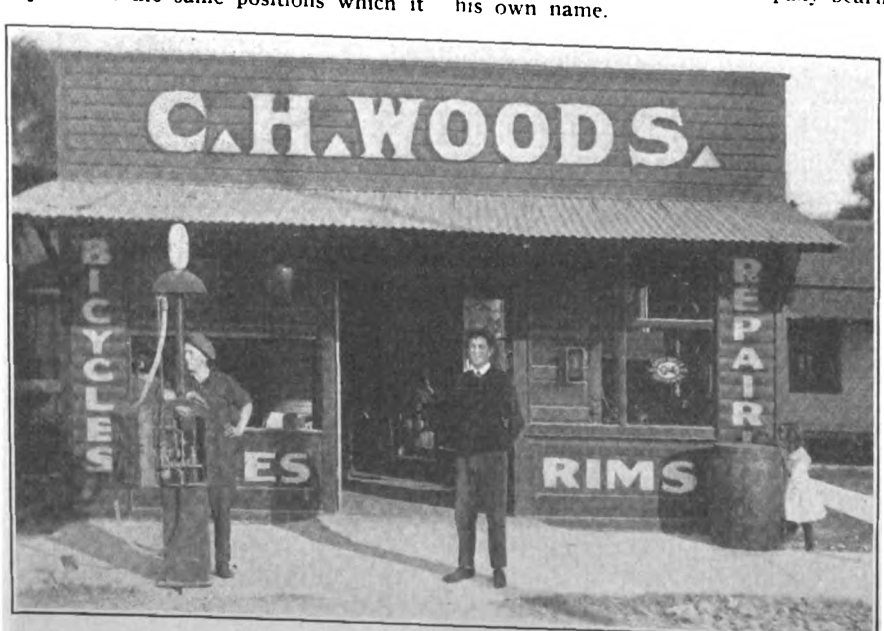
NEWARK, N. J., Dec. 24.—Walter Goerke Wigwam distributor, has sold an Indian with Pullman sidecar attached to one of the local policemen. The owner is anxious to become a member of the local club as a result. Goerke has another combination with Rogers sidecar ready for a purchaser, and this rig is attracting much favorable comment on all sides.

## EVANS RETURNS FROM HUNTING TRIP

LOUISVILLE, Ky., Dec. 26.—George L. Evans, of Kokomo, Ind., who represents the Excelsior factory in Kentucky, Indiana, Ohio and West Virginia, was in Louisville last week calling on the dealers. Evans stated that he recently returned from a hunting trip into Crawford County, Ind., where many of the inhabitants had never before seen a motorcycle. This part of the county has very poor roads, and the riders are prone to avoid it. However, a full sidecar of game was obtained.

## BUYS OUT PARTNERS

BRONX, N. Y.—Dec. 27.—Gene Coughlin, of 922 Washington avenue, this city, has bought out the interests of G. E. Wood and W. A. Ford in the establishment known as the Harley-Davidson Sales Co., Bronx Branch, at that address. He will hereafter conduct the business as a company bearing his own name.




**Where Weather and Prospects Are Always Good; in Miami, Fla., in Front of the Repair Shop of C. H. Woods. The Proprietor Is in Front of Entrance**

## KITCHERER WILL PUSH HENDERSON

DETROIT, Mich., Dec. 27.—E. E. Kitcherer, of the Haverford Cycle Company, feels highly elated over having secured the local agency for Henderson motorcycles which are made in Detroit. He expects to push them very strong next year and to make them very popular "at home." The Detroit police department recently placed an order for 20 more Henderson machines, while the special delivery boys at the postoffice have also placed orders for Hendersons during the last few weeks. Mr. Kitcherer will have 1916 models of the Dayton motorcycle by January 10.

As for Smith Motor Wheels on which he has the Michigan agency, he reports that he will have 100 per cent more dealers in 1916 than 1915, and that already he has taken orders for nearly double the number placed a year ago.

## LOW SADDLE DID IT

NEWARK, N. J., Dec. 24.—Watson Kluczek, Reading Standard agent, is busy demonstrating the 1916 product from Reading, Pa., and has closed six deals for these mounts already. He says that these have on the 1916 models.

## NEW SHOP OPENED IN BUFFALO

BUFFALO, N. Y., Dec. 27.—A new motorcycle and bicycle repair shop has been incorporated in this city under the name of John C. Boyle, Inc. The capital of the company is $500. The incorporators are John C. Boyle and Gertrude C. Boyle, both of 24 E. Ferry street, and Frank S. Anderson, 543 Ellicott Square.

## EXTEND "X" DEALER'S TERRITORY

LOUISVILLE, Ky., Dec. 27.—Norbert Sandmann, the local Excelsior dealer, has closed a contract with the Excelsior factory whereby he secures a larger territory than formerly. In 1916 Sandmann will handle New Albany and Jeffersonville, Ind., Louisville, and a number of counties south of Louisville.

## WAITING RESULT OF SUIT

LOUISVILLE, Ky.—C. U. Barle, repairman for the Century Cycle Co., Indian dealer, is awaiting the outcome of a suit against the Auto Parcel Delivery Company, for injuries sustained on August 29. The delivery company's machine cut off Barle at Greene and Fourth streets after the latter had been signalled to cross by the traffic policeman.

## PAYNE OPENS SHOP

KNOXVILLE, Tenn.—E. F. Payne, formerly of the Knoxville Auto & Garage Co., has opened his own shop at 408 North Central avenue. He will specialize in repairs for motorcycles and automobiles.

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# DEALERS' SECTION

## METZGER CLOSED FINE YEAR

DETROIT, Mich., Dec. 27.—"We closed the best year in our history," said Joe Adcock of the W. E. Metzger Co., 501 Woodward avenue, Indian dealers. "Not only was our motorcycle business ahead of any other year, but our bicycle business was also much better. In our talking machine department we enjoyed a fine business, while the work in our repair department was more than we could handle. Because of our splendid facilities our repair department is showing immense gains in business and we are increasing our repair staff right along. All we ask is that 1916 be as good as 1915—we won't complain. The new Indian can't help but make a big hit. Already it has caused more talk than any previous model or any other machine we ever handled."

## BUSH IS ALL SMILES

NEWARK, N. J., Dec. 24.—Carl W. Bush, the Harley-Davidson agent, is handing out cigars with both hands and wears the smile that stays put, these days. The cause is a new arrival in the Bush family, a sidecar passenger, not a motorcyclist, unless the girls will be riding in 1935.

## PHOENIX DEALER INJURED

PHOENIX, Ariz., Dec. 27.—Letis R. Templin, proprietor of the Capitol City Cycle Co., 25 East Adams street, was painfully injured when his motorcycle was run down by an automobile driven by John Terry, who was intoxicated. Templin's left shoulder was bruised, one ankle was sprained and the other lacerated. The auto driver was convicted in the city police court of driving an automobile while in a drunken condition and fined $100.

## BUNKIN BACK ON JOB

NEWARK, N. J., Dec. 24.—M. Bunkin, the Newark manager for the Haverford Cycle Co., Excelsior agent, has just returned from a trip to the Big X factory in Chicago. He is up to his neck in Christmas trade work since his return.

## BOLYEA ENTERS DETROIT FIELD

DETROIT, Mich., Dec. 27.—The business of the Auto-Cycle Supply Co., 68 Grand River avenue, has been purchased by Arthur W. Bolyea. He will continue the business of retailing auto and cycle supplies and doing repair work.

## NEW EXCELSIOR AGENCY

PHOENIX, Ariz.—The Phoenix and Maricopa County agency for the Excelsior has been transferred from the Pioneer Cycle Co. to the Capitol Auto Supply Co., 517 North Central avenue. It is understood that the Pioneer shop will handle some other standard motorcycle. At present only Excelsior, Harley-Davidson and Indian machines are represented here.

**Ready to Demonstrate 1916 Model to Prospects; Harley-Davidson Dealer J. R. Seifert, in Front of His Agency at Cumberland, Md., a Favorite Resort of Local Riders**

## TIED UP IN FREIGHT HOUSE

NEWARK, N. J., Dec. 24.—Bert Coryell, manager for the F. C. Cornish Estate, Henderson agent, has six of the four-cylinder mounts on the road and tied up in the freight-house congestion. He hopes to be able to get them loose in short time, and then will await the next shipment, for these six are all asked for.

## SLAYBAUGH MAKES A GOOD START

SANTA BARBARA, Cal.—Claiming that Santa Barbara's motorcycle education had never been properly attended to, James A. Slaybaugh started out with a rapid-fire sales campaign not long ago and now has a start of five Harleys for the season. He has delivered two machines. Slaybaugh counts on selling twenty machines for the season, and places emphasis on the wisdom of letting the prospects know that motorcycles are now purchaseable on a time payment basis.

## HENDERSON IN TACOMA

TACOMA, Wash., Dec. 24.—H. C. Fuller, well-known Tacoma motorcycle dealer, has recently made a change in the firm name, and hereafter his motorcycle headquarters will be known as the Fuller Cycle Supply Company.

For 1916 he has signed to distribute the Henderson motorcycles in Tacoma and Pierce County and the Dayton motorcycles and bicycles in Tacoma. Anticipating a good season on bicycles, he has put in a large order for the lightweights.

## BORROWMAN IMPROVES STORE

VINCENNES, Ind., Dec. 26.—Frank Borrowman, the Excelsior and Indian agent, has made a number of improvements in his store, including a new store front and large plate glass windows. Borrowman is also handling the Iver Johnston bicycle.

## HENDERSON AGENTS HUSTLING

LOS ANGELES, Cal.—C. A. Sheppard, of San Diego, in a letter to Coast Manager Hugh A. Fargo, asking him to send the fourth machine the week after he took the Henderson agency, said he had given 60 demonstrations and found conditions favorable for very satisfactory business.

A. H. Small, of Santa Ana, also took his second machine about a week after accepting the agency. Fargo is very well satisfied with the Southern California Henderson business through the holiday season.

## ENJOYED HIS COAST TRIP

SAN FRANCISCO, Cal.—Roy Gustafson, of W. E. and W. H. Jackson, Dayton distributors, is back from a trip down the Pacific Coast, on his Dayton twin model. He touched Los Angeles, San Diego and Tia Juana, Mex., on the outward trip, returning by the Valley Route. The road conditions were first class, he says, except in a few places, and Gustafson enjoyed himself thoroughly.

## ASK FOR R-S WITH SIDECARS

NEW YORK, N. Y.—Gus Rotholz, Reading Standard distributor for this city and surrounding territory, reports a demand for 1916 R-S models accompanied by sidecars, as well as for solo riding. "One of the things that the boys appreciate about these brown twins is the low saddle position, which makes it possible for anyone to plant his feet when in the saddle. The side-by-side valve motor is a big selling point, too."

Rotholz has sold a number of second-hand R-S and Excelsior models as a sort of marking-time until his next lot comes over from Reading, Pa. His store is headquarters for the Harlem M. C., the pioneer riders' organization in the metropolis.

DEALERS' SECTION

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# Our Canadian Letter

## PRESENT AMERICAN BICYCLE TYPES ARE SATISFACTORY TO CANADA

TORONTO, Ont.—With regard to the discussion in **Motor Cycle Illustrated** in reference to the best type of American bicycle for the export market, a number of Canadian distributors and jobbers have pointed out to your resident representative that the American bicycle in its usual make-up and design is perfectly applicable to Canadian tastes and requirements. Canada is a part of the foreign field, and a large portion, to the American producers of wheels, but there is practically no difference between the American bicycles and those made in Canada so far as "styles" are concerned.

Canadian dealers have been securing "export models" of British bicycles which are very similar to either Canadian or American designs, but the English supply has been tapering off, as the procedure of the war has been increasing its pressure on English factories. One result has been that more American bicycles were imported into Canada during 1915 than for many years past. Some of the British export models were very cheap in price, but their presence in Canada had little, if any, effect upon the price of Canadian-made wheels. If a cyclist wanted a cheap wheel, he had several British and other models from which to choose. If he wanted to pay a good price for a wheel, as many frequently do, there was also the range of values.

One feature of the Canadian bicycle trade is that a fair number of the veteran professional racing men in the United States regularly send to local manufacturers and distributors for bicycle parts of both British and Canadian manufacture. Several of the Australian stars, in particular, and a number of the riders who have raced in Canada during the past two or three years secure crank-hangers, rims, chains, saddles and frame parts from local tradesmen at intervals. Undoubtedly there is a point to this feature which American bicycle producers would do well to study.

### Competition Is Keen

The competition between the various makes of bicycles has become more keen than it was two years ago. Partly because of this fact, there is a wider variety of prices than formerly. More American lines are being sold in Canada with the result that the rivalry between American and Canadian makes is increasing, it is apparent.

A number of crossed-truss frame and other unusual designs of British bicycles are seen on Canadian streets, but, for the most part, these models have been brought out to the Dominion by "settlers" from the Old Country. The next wheels which these people buy are invariably those which are of common construction.

As previously noted in **Motor Cycle Illustrated,** Canadian manufacturers and dealers are making preparations for much greater business in bicycles during 1916 and the American producers are sharing in the activity. At first sight it looks as if the makers intended to force more bicycles upon the people, but a real study of the situation results in a decision that a peak-load consumption is due.

## REVIVE C. M. A. TO FIGHT THREATENED MOTOR LEGISLATION IN ONTARIO

TORONTO, Ont.—Just at the time when the light of existence in the Canada Motorcyclists' Association was apparently flickering and the riders were beginning to talk of the passing of the organization, the "swan song" was hushed through the rude interference of legislative proposals. The latest is that the motorcyclists of Ontario may be called upon by the Provincial Government to pay higher in 1916 for the privilege of using the motor two-wheelers than they have previously been assessed. A number of radical changes are to be proposed, it is understood, and the riders will probably find it necessary to protect their interests through organized efforts.

One of the changes at least is widely welcomed, however. This particular move is the decision to transfer the Provincial Motor License Branch from the Provincial Secretary's Department to the Highways Section of the Public Works Department. As a result of this transfer, the large revenue from the motor road-users will probably be devoted to highway constructional work and an official statement to this effect is awaited. All of the motorcyclists are heartily in favor of this move because they will realize that their money will be put to a purpose which will bring direct benefit.

A rumor that the license fee for motorcycles is to be raised is somewhat disconcerting, on the other hand. The Highways Commission for Ontario has already turned in a recommendation that the motorcycle fee be $4 per year instead of $3. The lowest license fee for automobiles is to be $10 per year, however, and it is not thought improbable that the legislators will attempt to make the difference in fees for the two classes of vehicles even less than $6.

There is also some talk that riders of motorcycles will be required to pass examinations before permits will be issued because there is a severe test for drivers of automobiles.

On the other hand, prominent bicycle officials want a small license fee authorized for cyclists to discourage bicycle thieving and to help regulate traffic.

## ALL IN READINESS FOR NEW YEAR'S EVE RUN OF TORONTO M. C.

TORONTO, Ont.—Final preparations have been made for the annual New Year's Eve run from Toronto to Hamilton, a distance of 45 miles, on the night of December 31 under the auspices of the Toronto Motorcycle Club. Prizes have been donated by a dozen local dealers, and it is expected that the entries will exceed twenty. The schedule for the sidecarists calls for a speed of 18 miles per hour, while the solo riders will travel 20 miles per hour. The first man will leave the headquarters of the club at 8 p. m. and the others will depart at one-minute intervals. The tourists will return to Toronto on New Year's Day and will have lunches and hot coffee served to them at the local club. As usual a dinner will be held in Hamilton about midnight, or after the contestants arrive on the scene.

The Toronto club "rollickers" had their first spin on the ice of Grenadier Pond on Sunday, December 26, in anticipation of ice races which will be staged this winter. A number of motor bob-sleighs are being built by motorcyclists for a series of sled races on Toronto bay.

### MUCH CREDIT FOR WALLACEBURG

WALLACEBURG, Ont., Dec. 27.—Ten local motorcyclists have enlisted for foreign service and expect to be used as despatch riders or military motorists: Randall Purser, Cecil Reynolds, Allan Brander, John Gordon, Dudley Gordon, Jack Bachus, Owen Zavitz, Frank Nightingale, Lawrence Martin and James Wade.

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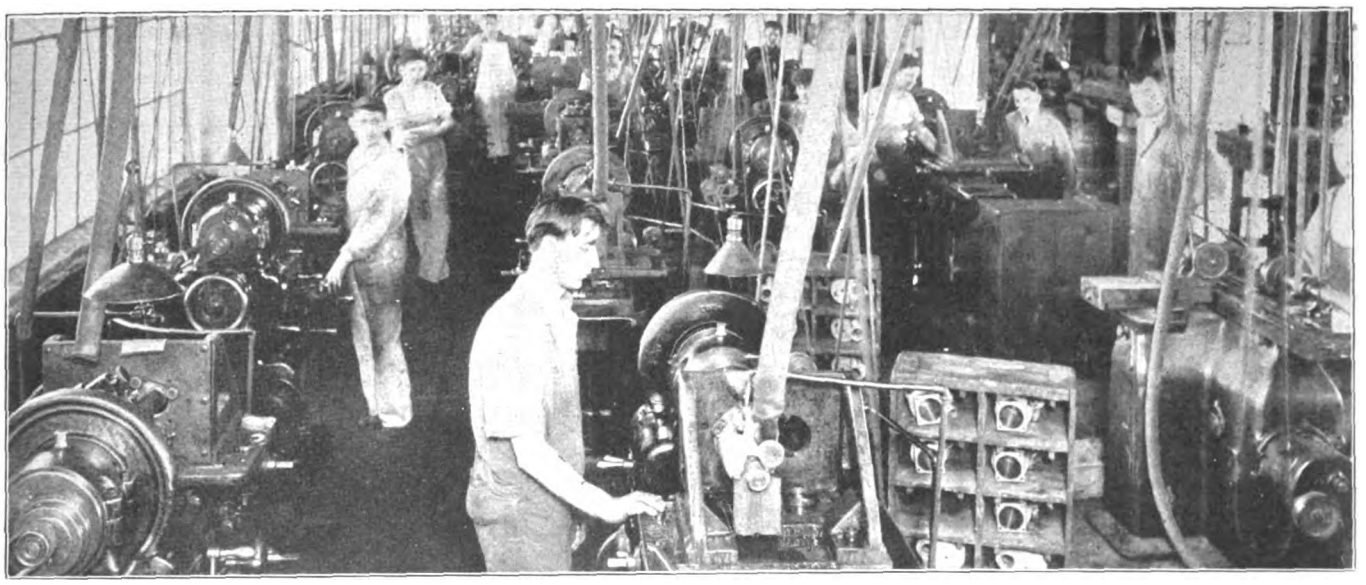
# EXCELSIOR ASSEMBLY AND INSPECTION

## Only Experienced Men Thoroughly Familiar with Every Detail of the Excelsior Machines Employed in These Departments. The Final Inspector's O. K. Signifies a Perfect Machine



Final testing section of assembling department

NO matter how scientifically designed, how perfectly made, or the quality of the material, the element of perfection in a motorcycle is largely dependent on the exactness of its assembly and the final inspection and test before it leaves the factory.

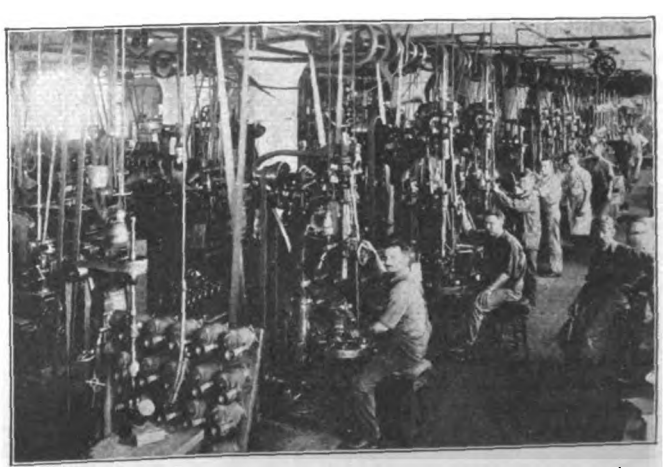
In the Excelsior plant each element such as motors, transmission gears, brakes, frame, wheels, tanks, etc., are carefully tested and approved by the heads of the several departments before they reach the assembling room.

While in the manufacture of the various details of the machine, the workmen are often familiar only with their own particular element, the men of the assembling department are largely men who have passed through other departments or at least in some way have become thoroughly familiar with every detail of the several models. The relation of their work to the finished product closely resembles that of the man who finally times and regulates an accurate timepiece or the man of perfect ear who gives the final tone to a magnificent piano. They know the proper relation of every part and how its operation must harmonize with that of other elements to produce perfect results.

Even skillful men cannot produce satisfactory results without proper equipment. To insure such efficiency, the assembling room of the Excelsior factory has been developed to its present efficiency, not by one man, but through the joint ideas of the workmen who know what they are required to accomplish and are often better able than anyone else to specify what tools and equipment they need. Taking advantage of the almost entirely glass sides of the building, the assembling department runs along the east front for a distance of over 200 feet, each operator being provided with a specially designed bench and a complete set of special tools, wrenches, spanners, etc. Borrowing from neighboring workmen is absolutely prohibited and each assembler is required to keep all his appurtenances in perfect condition. Wrenches must perfectly fit the parts for which they are designed, bruising and damage to the nuts and bolts being thereby avoided. Pliers for holding control rods, tubes and similar nickel parts are leather faced to protect the finish, and when the machine is fully assembled and ready for the final inspection, it must be perfect both in operation, adjustment and finish.

By employing a large force of workmen, and perfect equipment, the assembling of individual machines need not be rushed and every care can be given to even the smallest details, yet on account of the number employed and the capacity of the department, 300 machines per day can be passed to the shipping room for crating and delivery.

It is by such thorough methods and equipment throughout the plant that the mechanical perfection of the Excelsior Autocycle has been attained and when the dealer or ultimate user uncrates an Excelsior Autocycle, he knows it is right and ready for immediate use. —Adv.



Setting motors and transmission gears



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# NEWS AND VIEWS OF F. A. M. DOINGS

By GOSLIN

I DON'T know whether you fellows remember it or not, but last July at Sacramento, Cal., Mr. Ignaz Schwinn, who makes those fast Excelsiors in Chicago, Ill., offered the F. A. M. $500 if it would get a membership of 20,000 riders. Now, 20,000 looks big, doesn't it? Well, it isn't!

We are up to 8,500 now, and something past that number, and if you and me and the other fellow will all go after one unaffiliated motorcyclist and *land* him, he will be 17,000 strong—within striking distance of Mr. Schwinn's five hundred good, round iron men. F. A. M. riders, get strong and each get his man for sure, and then another one.

### Helping the Touring Bureau

The Federation conducts a touring bureau that is free to all members. Some people act as if they didn't know that. If you want information in touring, write A. B. Coffman, 414 Ohio Building, Toledo, O., when you are going to make a trip and get the "dope" on mileage and routes. Maybe some of that information is a little antique—new roads and routes may be better—and that's what we are getting at. Have you ever, Mr. Rider, sent in a tour or corrected the route the F. A. M. has or in any way helped the Federation?

This is one way every rider could be of assistance to the F. A. M. He can keep it up to date in road information for other riders who pass that way.

### Passing the Word Along

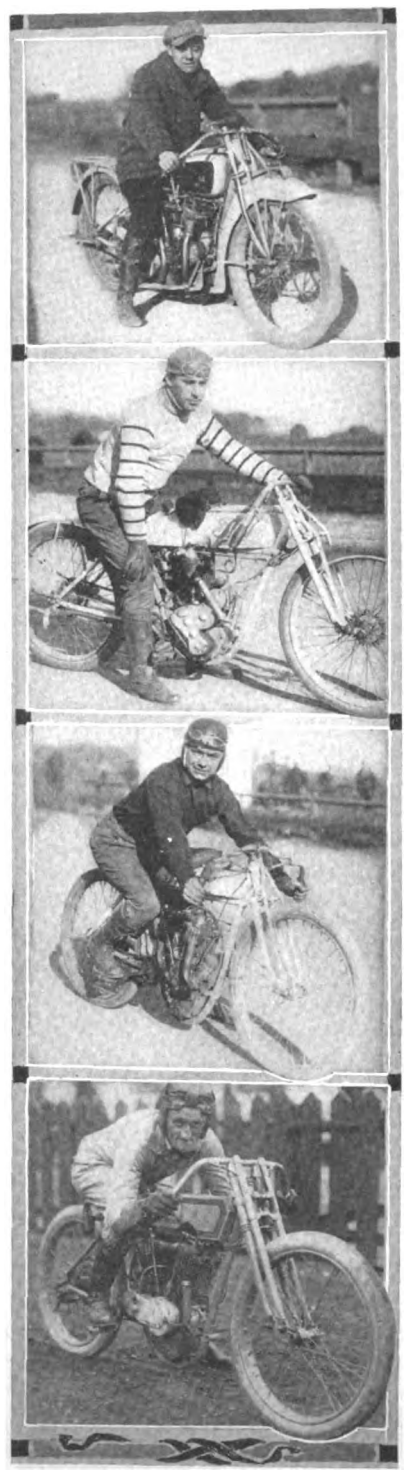
When you go into a hotel, restaurant or garage and the service is courteous and charges reasonable, whether you are a motorcyclist or not you feel well toward the proprietors and want to pass the word along. It goes double, though, when you are imposed upon and overcharged and your resentment flames high. Some way of letting other riders who would come along know just how they will be treated and charged should be devised and be handy for F. A. M. members. These remarks come from one who has traveled and struck good and bad places and who seeks to go where he is welcome. There are many motorcyclists in a like frame of mind. Some day, when the F. A. M. is all that it could be, we may be able to have such information on tap—but this, like all other ideas, depends largely upon the individual rider—the one who has frequently lain down on his end for the greater part.

### The Chronic Kicker

There is a certain breed of man who is always against everything. You will have him in politics, in sport and, of course, in motorcycling. He is the rider who does not belong to the Federation, yet criticises it from top to bottom. If you belong to the F. A. M. you have some grounds to kick when things don't go just to suit you, but where does this chronic kicker, who is an unaffiliated rider, get off? It is none of his business what goes on in the Federation.

Again, if you do belong and have a license to kick against this or that thing, why not quit kicking for a while and try to think up some plan for upbuilding for a change? It would put you in a much better frame of mind, for one thing. Besides, you may have some good ideas in your noodle, if you could get the vinegar out of your system and give them a square chance. The United States is no more than what you and I and the rest of us make it, and this also applies to the F. A. M. Hock your hammer and purchase a sugar-cured ham!

### TRENTON, N. J., SPEEDSTERS



**Top, Earl Banks, Excelsior; Second, E. G. Applegate, Secretary of Trenton M. C., and His Thor; Third Man, Fred Banks, Indian; Bottom, Ray Forst, Harley-Davidson**

### Line Up the Riders

Just about now, Mr. Dealer, is when you should get busy lining your riders up for organization and affiliation with the F. A. M. All over the U. S. A. legislators are doping out how they can get in solid with their people and be re-elected next Election Day. They undoubtedly will pick on those "golderned motorsickels" as good easy marks, and bing! Before you or I know it, we will awaken to learn that on and after such a date the license fees will be doubled or sidecars taxed with motortrucks. Then what will you do if you lack organization?

You know that old one—"United we stand; divided we fall"; well, that will sink into your cranium deep, then. Why not avoid it by lining up with the F. A. M. and having all the riders in your vicinity do the same. All politicians are selfish and if they feel adverse criticism centering about them, they will soon desert the cause and hop aboard the right band wagon. You must have seen some result of F. A. M. work in a Southern State within the past few months. You may be next, Mr. Dealer, so get into the F. A. M. fold.

If the worst should come and Congress should consider the President's suggestion of 50 cents per horsepower tax and one cent per gallon tax on gasoline, who will bear the brunt of the fight for the motorcyclists? It will be the F. A. M. of course —8,000 riders doing the battling for over 180,000 motorcyclists. This would be a matter of much concern, Mr. Rider, to your purse and to your bread and butter, Mr. Dealer, so line up with the Federation. We need you and you need us.

## ANOTHER OYSTER ROAST

SAVANNAH, Ga., Dec. 20.—Fifty neatly attired riders of the Savannah M. C. met at the club rooms yesterday afternoon with their machines and journeyed out to the German Club, a distance of about 10 miles, where an oyster roast awaited them. After the roast came a six-inning game of indoor baseball, which the single-cylinders captured from the twins. Fine day; fine roast; fine exercise; everybody happy.

## FULTON CLUB FORMED

WHEELING, W. Va.—Riders in Fulton, a suburb of this city, have organized a club to be known as the Fulton M. C. The first meeting was given over to the election of officers, and the following were appointed for 1916. Albert Vierheller, president; William Forshey, vice-president; Bud Berisford, secretary and treasurer.

While the club is for Fulton riders only, it may combine with the Wheeling M. C. at a later date.

## MANITOBA HAS 890 MOTORS

WINNIPEG, Man.—According to statistics just issued, the number of motorcycles in use in the Province of Manitoba during 1915 was 890.

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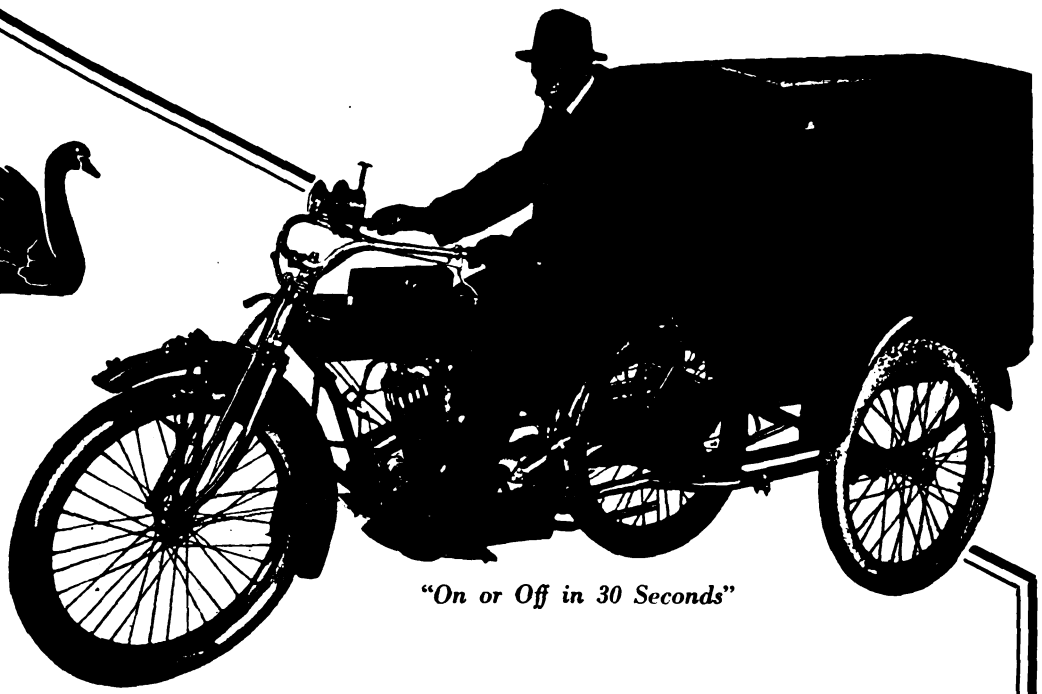
CYGNET REAR CAR



"On or Off in 30 Seconds"

$100

F. O. B. Buffalo
Open or
Closed
Body
Types

# A Real-Live Delivery Car

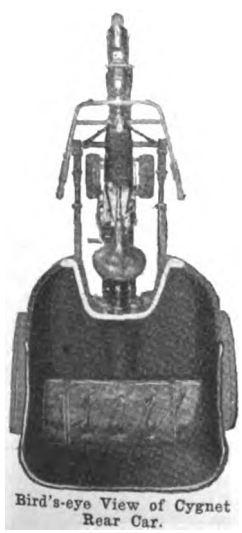
## Attaches To Any Standard Motorcycle

**Open Box Body Type** approximately 44″ long, 41″ wide, 24″ high, with or without removable cover or canopy.

**Closed Panel Body Type** (illustrated) 44″ long, 41″ wide, 34″ high. Two doors in rear opening from the center—finished to match motorcycle.

## A Practical, Economical, Regular or Special Delivery Outfit for Every Kind of Work—Town or Country

An attractive proposition from the standpoint of appearance, speed, low first-cost and low upkeep.



Bird's-eye View of Cygnet Rear Car.

### Helps You Sell Motorcycles

We have an attractive offer for motorcycle dealers in connection with or separate from our

**PLEASURE CAR TYPE**

Write for Particulars

**See our Exhibit at the New York Automobile Show Dec. 31st to January 8th**

## Cygnet Rear Car Company

**Dept. 4, Buffalo, N. Y.**

"On or Off in 30 Seconds."

**CYGNET REAR CAR** (Pats. App. For) **For Any Standard MOTORCYCLE**

Make your motorcycle have automobile capacity and **SAFETY.** Make original attachment in 15 minutes,—no machine work. On or off in 30 seconds. **Simple—Neat—Comfortable—SAFE.** Semi-elliptic springs. Fully upholstered.

**Send name and model of motorcycle at once and** make your plans early. Name of dealer appreciated.

**CYGNET REAR CAR CO.** **Buffalo, N.Y.**

*Dealers and Agents write for attractive proposition.*

**Small Ad. in Dec. 11th Saturday Evening Post. See Saturday Evening Post, January 15th, for Big Advertisement.**

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### SERVES AS PATROL WAGON

WHEELING, W. Va.—A motorcycle sidecar is helping to relieve the rush on the police patrol wagon here. The motorcycle officer now drives a combination and often hurries additional policemen to a scene of trouble which formerly necessitated calling out the patrol wagon.

### SPEEDWAY IS PROGRESSING

LOUISVILLE, Ky.—George L. Martin, of this city, who is behind the movement for erecting a two-mile wooden speedway south of the city limits, states that things are shaping up nicely and that the Louisville Speedway Company will soon file its articles of incorporation. The track will be commenced in the spring.

### MOTOR-BOBS ARE READY

LOUISVILLE, Ky., Dec. 20.—Louisville riders who were caught napping last year during the snow flurries, and who were unable to get their motor bobs completed in time to have much sport, were prepared this year, and last week a number of motor sleds appeared on the streets. Norbert Sandmann, with his Excelsior "Wildcat" attracted a good deal of attention. The snow only lasted about two days, although there was a three-inch downfall.

### MORE SHOPS REGISTER

Among recent additions to the huge list of repair shops registered with the F. A. M. are the folowing: Excelsior Cycle Company, 625 Ohio avenue, Wichita Falls, Tex.; Berges Motor Supply Company, 1826 Twenty-sixth street, Bakersfield, Cal., and the Peerless Motor Works, 1895 Washington avenue, Bronx, N. Y.

### A VETERAN WINS SUCCESS

PETERBORO, Ont.—One of the oldest bicycle dealers in Canada is C. R. Banks, a progressive Peterboro tradesman, who has been selling wheels since 1896 and is still going strong. He has a bright store with a 47-foot frontage and his entire repair department is located in the basement so that the whole of the ground floor can be kept in business-like order. He is a firm believer in clean windows, frequent change of window trims, up-to-date signs, good light and the latest equipment for the repair department.

# THE PERSONAL TOUCH—ITS VALUE

*(Continued from page 39.)*

FINALLY, however, I had to leave him, though it was with sincere regret. I went to him and apologized for going elsewhere to buy a motorcycle, almost hating myself for the act of desertion. But the desertion was certainly excusable, for the machine was utterly impossible; in fact, it is no longer on the market, having passed into the great beyond.

**Influence of First Deal**

Now I have bought several machines from the second dealer, whom I did not know at all before our first business deal. During the years since then we have become firm friends. Perhaps his treatment of me has been more generous than in the case of all his customers; that I cannot say. But I, for one, certainly have no cause for complaint. This dealer and myself often take fairly long trips together, getting along famously, since our interests, our likes, and our dislikes are quite similar.

Occasionally I feel a tiny hankering to try out a certain make of machine. I am very well satisfied with the machine my friend sells, but still would like a crack at this other one, largely from a matter of curiosity; I want to satisfy myself whether certain things that have been said regarding the respective merits of the two makes are correct. But I never can do it, at least not while I live in this town. The dealer has made me a friend of his, he has treated me magnificently, his machine is a winner—certainly there are none better, though others may be as good—and I can't buy from anyone else, because he has anchored me to him by cords that I do not care to cut, the cords of friendship.

By all means, Mr. Dealer, cultivate the personal touch.

### TELLS OF SERVICE AT FRONT

QUEBEC, Que., Dec. 24.—Among the Canadian soldiers who have returned from the front is Cyclist A. E. Bramwell, formerly of the Divisional Cyclists and a resident of Dunnville, Ont. He was returned because of the loss of two fingers on his left hand from a rifle bullet. His hand is almost useless now, but he expects that he will soon be able to use it again.

"Despatch riders have a dangerous task," declared Cyclist Bramwell as he was being registered by government officials here after coming from the boat. He told of one incident which he would never forget. "A motorcyclist was speeding along one of the roads in Flanders when suddenly a big shell exploded directly in front of him. It was awful. We rushed to the scene as soon as we could, but not a particle of the rider could be found. He had disappeared as if by magic."

### DWYER TOURING DOMINION

OTTAWA, Ont.—Lieut. Dwyer, an officer of the Canadian Expeditionary Forces, who has been supervising the exhibition of a number of moving pictures of the Canadian army under Government auspices, was formerly the Yale representative at Victoria, B. C. He is now touring from coast to coast with the views.

### ICE OFFERS NO HINDRANCE TO THE SIDECARIST

**Frozen Lakes and Rivers Are Readily Traversed by the Three-Wheeler, and the Harley-Davidson Combination Is Demonstrating This to Good Effect Near Milwaukee, Wis.**

### MAKES TRIAL TRIP ON MOTOR-SLED

ALTOONA, Pa., Dec. 28.—Earnest Albright, of this city, has the honor of being the first to make his appearance on the city streets with a motor-bob this winter. His sled is unique in every particular, having been constructed according to his own plan. At a recent test the sled developed a speed of thirty-five miles an hour.

### LIKE AN OLD FRIEND

In a letter from a former employee, now at the front in France, the Goodyear Tire & Rubber Co., of Akron, O., has received an interesting bit of news. The man writes: "I had an unusual experience in the trenches. I was out one night trying to locate a sniper who was thought to be operating in rear of our lines. Coming to a path behind a ledge about 600 yards in rear of the front line of trenches, I passed my hand lightly over it in search of fresh tracks—and found the well-defined imprint of a Goodyear All-Weather tread tire. We have seen many Goodyear tires here, but lying out in the mud on an inky-black night, fingering the trail of a Goodyear seemed to us like meeting an old friend."

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# Schrader
## Universal Tire Pressure Gauge

Let us send you our motorcycle booklet giving the views of tire manufacturers on the importance of keeping motorcycle tires inflated to a prescribed air pressure.

If you have been riding on haphazard pressure you have been spending a great deal more money for tires than you need have spent.

The use of a

**SCHRADER UNIVERSAL**
**TIRE PRESSURE GAUGE**

will save you this needless expense and may save you your life in the bargain.

**PRICE ONE DOLLAR**
*For sale by Tire Manufacturers, Jobbers, Dealers, Garages, or*

**A. SCHRADER'S SON, Inc.**
783-791 Atlantic Ave. Brooklyn, N. Y.

# Positive Grip

due to the generous design and construction—we think it is the best and strongest rat-trap pedal you ever put your foot on.

## The No. 4 Standard

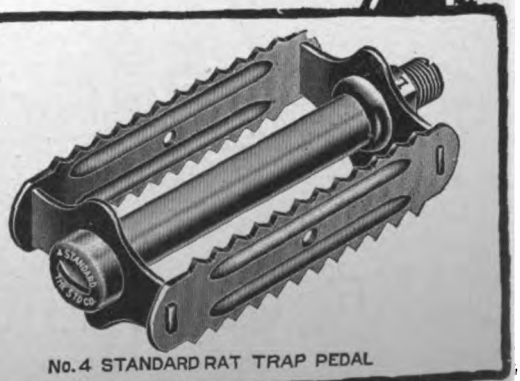
is a big, substantial, motorcycle-type pedal. It stands for the utmost mechanical value.

With a pair of these pedals on your wheel you are equipped with correct, up-to-date foot-holds, fairly representative of our business in the cycle industry.

Our products comprise:

Diamond E Spokes and Nipples for bicycles, motorcycles, tricycles, velocipedes, invalid chairs, sulkies, carriages, cyclecars and automobiles. Pedals for bicycles, tricycles, velocipedes and motorcycles. Toe clips for bicycle pedals. Emergency axles for pedals.

**THE STANDARD COMPANY**
TORRINGTON, CONN.



No. 4 STANDARD RAT TRAP PEDAL

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# Our New Year's Greeting to the Trade

As 1915 passes into history, and the joyous bells ring in the young New Year----1916, it is our desire to reflect the gladness of the occasion. We wish to the trade a Happy and Prosperous New Year and extend to it our most sincere thanks and grateful appreciation for their patronage during many years in the past.

**20th Century Manufacturing Co.**
41 Warren Street, New York
Makers of high quality Bicycle and Motorcycle Lamps

Cycle Manufacturers

See Page 34 of this issue for an

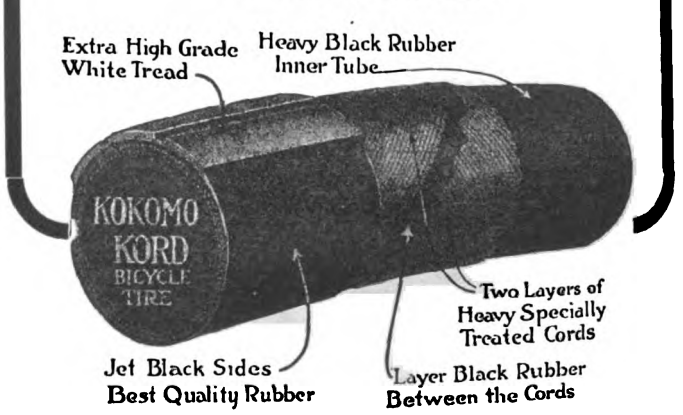
Important Announcement

# KOKOMO KORD

The new bicycle tire that has jumped into favor overnight. Built for service, for comfort and for appearance.

We challenge anyone to prove that the KOKOMO KORD tire is not the most resilient and smoothest riding tire made. Let us send you a section of the KOKOMO KORD.

**KOKOMO RUBBER COMPANY**
**Kokomo, Indiana**







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# Cyclemotor

*"Wheeling without work"*

OUR best wishes to everyone for a most successful and prosperous New Year.

CYCLEMOTOR CORPORATION
Arlington Bldg. Rochester, N. Y.



***Increases Comfort***

***Decreases Exertion***

CORBIN

## DUPLEX COASTER BRAKE

No rider has experienced to the fullest the pleasures and possibilities of bicycling until he has equipped his wheel with a Corbin Duplex Coaster Brake.

No rider has enjoyed the comfort and satisfaction that come with the knowledge that on the steepest grades, the most crowded street, in any emergency his wheel is under instant control until he has ridden with the Corbin Duplex equipped to his hub.

Investigate this remarkable brake now. More bicyclists are using it every day. Its features are strength of grip, ease of action and durability—*the most dependable brake on the market.*

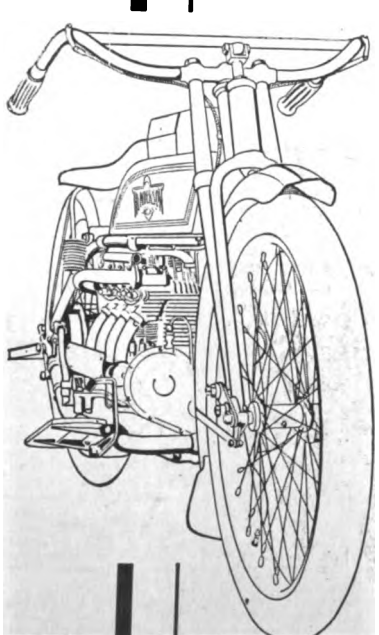
Equip your bicycle with the Corbin Duplex.
Sold and equipped by dealers everywhere.

Catalog on request.

**The Corbin Screw Corporation**
The American Hardware Corporation, Successor
NEW BRITAIN, CONN.
Branches:
New York Chicago Philadelphia
Makers of Corbin-Brown Speedometers and Automatic Screw Machine Parts

## No Dull Season for Henderson Dealers

RIDERS don't "wait until spring" to buy when the live dealer offers them this machine—they want it right away. They know that if they wait until the spring rush of business they may not be able to get prompt delivery. So they're buying now—in record numbers.



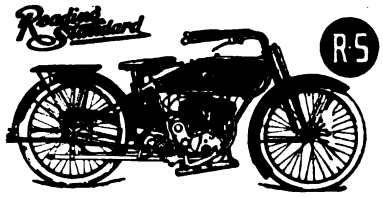
Getting YOUR share of this big winter business?

**Henderson Motorcycle Co.**
Detroit



# INVESTIGATE THIS

Reading Standard R-S



$230 $265

The silent 12 h. p. three-speed 1916 R-S embodies the same strong enduring construction that has given it supremacy for eight successive years — plus MORE POWER due to larger valves and other refinements. Investigate and find out for yourself.

Write us today about your territory.

**Reading Standard Company**
501 Water Street Reading, Pa.

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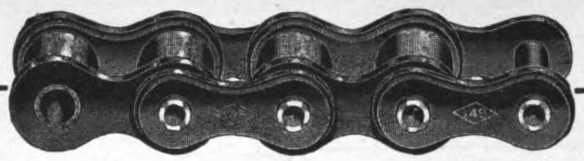

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These two qualities you have a right to demand in a motorcycle chain.

You will get them in the

**DIAMOND NO. 149**

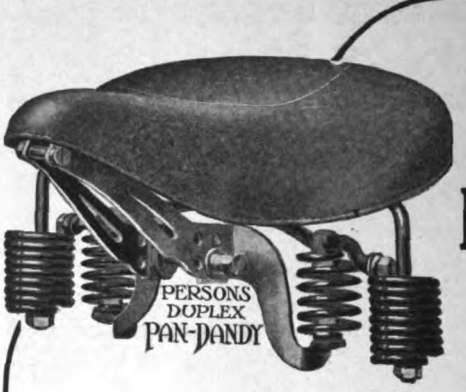
Built for strength — with nickel steel rivets and alloy rollers that DO NOT BREAK, you can travel mile after mile without chain troubles.

Specify DIAMOND No. 149 with recessed rivets.

*Free Short Sample on Request*

Look for This
TRADE ◇ MARK
On Every Link

**Diamond Chain & Mfg. Co.**
**Indianapolis, Indiana**




# THE PAN DANDY FOR YOU

**Because** it is unequalled in comfort and quality and the special Spanish Embossed Grain leather, will retain its finish and color.

**Because** the Patented Compound spring construction is non-vibratory and anti-concussion.

And, because it is no more expensive than other Saddles that cannot compare with it.

***The Pan-Dandy Lasts a Lifetime***

**Send for 1916 Catalogue and get inside facts on this ONE BEST BET**

**THE PERSONS MFG. CO.**
**Worcester, Mass., U. S. A.**

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*America's Standard Supreme through Merit*

THE HEART OF THE MOTORCYCLE

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HARLEY-DAVIDSON
READING STANDARD

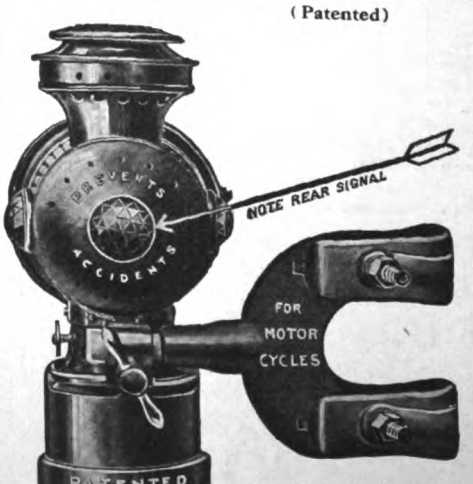
**WHEELER & SCHEBLER**
INDIANAPOLIS, INDIANA, U.S.A.
*BRANCHES AND SERVICE STATIONS IN ALL PRINCIPAL CITIES*

# The Neverout

REG. U.S. PAT. OFF

**MOTORCYCLE OIL LAMP**

(Patented)




**Burns 10 hours on one filling with kerosene**

**Guaranteed to stay lit or money back**

**Made of best quality brass—cannot rust**

**Riveted and clinched**

**No matter what Motorcycle Lamp you have used, you will ultimately get a Neverout.**

FOR SALE BY LEADING DEALERS

*Write to us for complete description*

**ROSE MANUFACTURING COMPANY**
933 ARCH STREET PHILADELPHIA, U. S. A.

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Same Quality and Materials as Used in the Firestone Automobile Tire.

**Firestone Tire & Rubber Co.**

*"America's Largest Exclusive Tire and Rim Makers"*

Akron, Ohio—Branches and Dealers Everywhere

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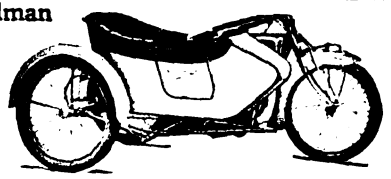
THE HARRY SVENSGAARD SALES CORP. DETROIT

**The One and Only Real Coach Built SIDECAR**

Compare the luxurious elegance of the Pullman with any other sidecar built.



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# ASSORTMENTS

**100 Motorcycle Gaskets.** An assortment of all standard sizes, conveniently arranged in substantial wood box. **Price $2.50**

**100 Motorcycle Cotter Pins,** size ½ by 1/32 to 1 in. by 1-16 in., in substantial screw top box. **Price 10c.**

**36 Motorcycle Lock Washers,** size 3-16 to ½ in., as used on all motorcycles. **Price 10c.**

**36 Nickeled Motorcycle Nuts,** size 3-16 to ½ in. This new assortment is a most economical investment, as it contains practically every size motorcycle nut in use. **Price 25c.**

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All assortments are made up of high-grade material.

**Stevens products are always recognized as Standards of Quality.**

**Stevens & Co.** 375 BROADWAY NEW YORK

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## A CHAIN BOOK THAT SAVES YOU TIME and MONEY

We have compiled a set of chain instructions that will vastly benefit every rider, whether he is fortunate enough to use

# "The Coventry" Chain

**"THE MOTOR'S TRUE MATE"**

or not. This will be sent *free* to anyone asking for it. This is but another method of "The Coventry" service. Write today, without fail.

**HERBERT F. L. FUNKE CO., Inc.**
112 BROAD STREET, NEW YORK

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**USE**
# THE MART
## 3 Cents a Word

**Dealers—Write us for rates for advertising in our Dealers' Directory.**

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# Reading Standard White Flyer Bicycle $40.00

**Quality and Price Harmonize**

**READING CYCLE MANUFACTURING CO.**
**Reading, Pa.**

**Our proposition interesting to Jobber and Dealer**




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# THE MOST BICYCLE FOR THE LEAST MONEY

**Bicycles Exclusively** | IF YOU WISH TO MAKE MONEY and SATISFIED CUSTOMERS WRITE US | **Capacity 500 Bicycles Daily**

**GREAT WESTERN MANUFACTURING COMPANY, La Porte, Indiana**

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**EXPERT OVERHAULING**

Cylinder Reboring, Motor and Machine Overhauling, Frame and Fork Straightening, Enameling, Nickel Plating and Rebuilding. Work Guaranteed.

**SPECIAL OFFER**

We will pay the freight charges one way on all motors or machines sent us for rebuilding from October 10th to January 20th.

**Motorcycle Accessories Co.**
St. Paul, Minn.

## Berling Magneto

This "S" type will carry the motorcycle maker to Success because it will carry the rider to his destination.

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## Champion

"TOLEDO MADE FOR THE WHOLE WORLD'S TRADE"

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**75c** Can't Break

Special Oil Resisting Construction

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Catalogs now Ready

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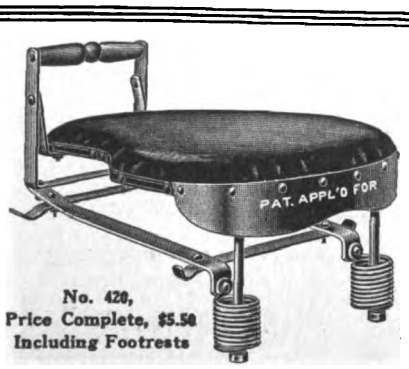
"PIERCE" Bicycles

**New York Sporting Goods Co.**
15 and 17 Warren St., near Broadway, New York

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Price Complete, $5.50
Including Footrests

No. 150 tandem to be used on rigid carriers, the price includes one pair foot rests.

Retail Price Complete **$5.50**

Dealers and Jobbers, write us for our new Proposition.

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124 Illustrated Pages Containing Just the Information a Dealer or Rider Wants.

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Inventions bring fortunes when protected by good patents. New ideas in great demand. I will get a valuable patent for you and will help you make money from it. Ask about my free advice, or send sketches for free search of patent records.

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The advertiser wants to know—Therefore mention MOTOR CYCLE ILLUSTRATED.


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COMMERCIAL
SIDECAR

A REAL DELIVERY VAN
NOT MERELY A BOX ON A PASSENGER CHASSIS
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The greatest carrying capacity in proportion to the weight of any delivery van ever made.
Write for complete descriptive circular
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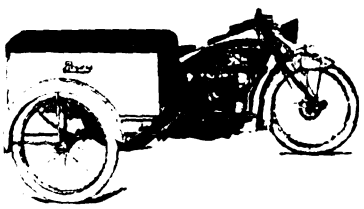
Irving Beck (Service Station), 1493 Fifth Ave., New York



PIERCE

A FEW OF THE PROMINENT DISTRIBUTORS OF PIERCE BICYCLES:
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Hub Cycle Company, Boston, Mass.
Elmira Arms Company, Elmira, New York
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Cortines Supply Co., Dallas, Texas
Pettee Cycle Company, Denver, Colo.
Bicycle Supply Co., Salt Lake City, Utah
Spokane Cycle & Supply Co., Spokane, Wash.
John T. Bill & Company, Los Angeles, Calif.
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THE PIERCE CYCLE COMPANY
BUFFALO NEW YORK

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The Oldest Supply House in America
You can't be up-to-date without it.
Write today to
MECO
Hammondsport, New York
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LOS ANGELES, CAL.

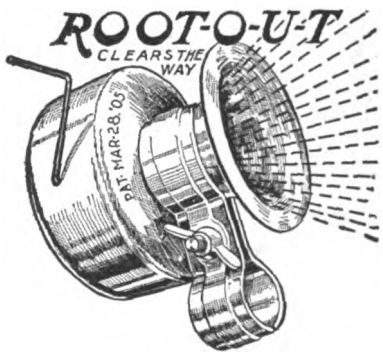
NATIONAL Motorcycle and Bicycle Spokes

We are selling several of the representative motorcycle and bicycle manufacturers, as well as some of the largest jobbers in the country.

For Motorcycles—.135 x .110 and .120 x .100. Made of high grade wire, either hand buffed or regular bright nickel finish. For Bicycles—.092 x .072; .080 x .060; .072 x .056. Furnished in National hand buffed or regular finish. Finest grade of wire. Rust-proof!

The National Screw and Tack Co.
Cleveland, Ohio

ROOT-O-U-T
CLEARS THE WAY

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No Batteries or Wiring required
RETAILS AT
25 CENTS
ASK YOUR JOBBER OR DEALER
THE SEISS MFG. CO., 432 Dorr St., Toledo, O.

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Are sold on merit, not on price. Satisfactory service is their strongest selling argument.
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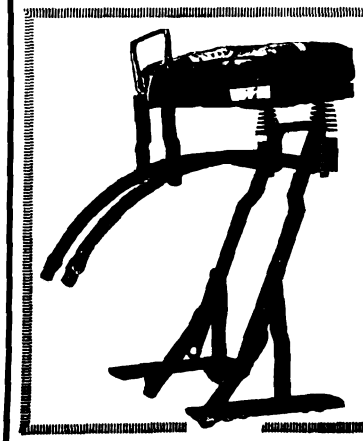

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She's safest on an
F-N
Lowest possible saddle position. No sideway. Supreme Comfort.
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FEDERAL MOTORCYCLE TIRES
"EXTRA SERVICE"
Federal Rubber Manufacturing Co. - Milwaukee



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# National Dealers' Directory

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Motorcycles a specialty. All work guaranteed. Large accommodations for storing motorcycles and sidecars at low rates.
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**DAYTON MOTORCYCLES**
Parts for DAYTON and DE LUXE
Repairs and Supplies
DRISCOLL & JEANROY
209 W. 126th St. New York.
'Phone, 3352 Morningside.

OILS SUPPLIES
**J. C. FOLEY**
Agent for INDIAN MOTORCYCLES
Repairing Storing
2050 JEROME AVE., Corner Burnside Ave.

**HARLEY-DAVIDSON**
M. J. GOLDMAN
All Makes of Bicycles—Expert Repairing.
115 Greenwich Ave. Phone 3956 Chelsea.

**INDIAN AND YALE**
**Parts and Accessories**
Cash—Installment—Exchange
LOUIS GOLDSMITH, 92 St. Nicholas Ave.

**Harley-Davidson Sales Co.**
Distributing Agents for
HARLEY-DAVIDSON MOTORCYCLES
533 West 110th Street, Near Broadway, New York
15 So. Lexington Ave., White Plains, New York

**HENDERSON MOTORCYCLE COMPANY**
New York Branch: 227 W. 106th St., New York
Cash or installment sales handled. Best facilities in New York for storage. Bargains in used machines. Full stock of parts and factory service. Always open.

**"FLYING MERKEL MOTOR CYCLE"**
**"MIAMI POWER BICYCLES"**
Parts for all makes of machines, coaster brakes, and clutches. Repairing; storing.
MIAMI SALES CO., 1777 Bway., Room 450

**OLIVER'S BRONX INDIAN AGENCY**
F. A. M. Repair Shop. Full line of accessories.
The Only All Night Service in the Bronx.
993 Washington Ave. Near 164th St.
AL. CORWIN, Mgr.

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1491 Fifth Avenue Telephone, Harlem 2337

**T. J. SIXSMITH**
283 W. 106th Street.
Expert Repairing. New York Agent for the EXCELSIOR.
Telephone, 8861 Riverside.

AMOS SHIRLEY, 935 Eighth Ave.
**INDIAN and EXCELSIOR**
Columbia, Hartford and Fay Juvenile bicycles.
Parts for the Indian, Excelsior and Pope.
Repairs and Accessories.

**Exceptional Offer of Choice Seconds**
28 x 3 Firestone Non-Skid.....$6.25
29 x 2¾ Firestone Non-Skid..... 5.05
These tires are fresh stock practically perfect, but slightly discolored in spots
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Large Stock of Parts and Supplies. Used Machines Bought, Sold and Exchanged on 5% Basis.
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**MOTORCYCLE WORKS**
Expert repairing on all makes. Used machines for sale. Agents for Smith Motor Wheel. Service Station. Storing.
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Brooklyn and Long Island, 1157 Bedford Ave.; 594-596 Jamaica Ave. Exhaustive line of supplies, repairs, parts; in short, we stock everything for the motorcycle and the rider.
BOB BRAZENOR, Proprietor.

**FRANK P. BAKER**
BROOKLYN DISTRIBUTOR
***Indian* Motocycles**
1638 Bedford Avenue
Phone Bedford 5297 Brooklyn, N. Y.

**1916 EXCELSIOR IS HERE**
All models on display.
Full line of Parts—A1 F. A. M. Repair Shop.
HOWARD C. HENDRICK
155 Howard Ave. Phone: Bush 3639

**A. H. PATTERSON**
Distributor of
Excelsior-Reading-Standard and Cleveland Motorcycles, Smith Motor Wheel, Crown bicycles and the best accessories.
Two Stores—1868-82 Bedford Avenue, 713 Flatbush Avenue, near Parkside, Brooklyn, N. Y.

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Easy payments. All makes taken in trade.
Full stock of parts. Expert repairs.
B. RUDERMAN
1081 Bedford Ave. Phone Bed. 709

**WINGES BROTHERS**, 1315 Bushwick Avenue, Brooklyn, N. Y., Brooklyn and Long Island distributors for the Dayton; also Indian agency. Expert repairing on all makes of motorcycles. Complete line of supplies. Prompt and satisfactory service a feature of this establishment.

LIGHTWEIGHT
**SCHICKEL**
GEO. A. ASHLEY, Distributor for Brooklyn
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**EXCELSIOR DISTRIBUTORS**
Parts and Supplies—Repairing by factory mechanics.
Bridge Plaza, Long Island City.
Phone Astoria 1889

**D. & D. MOTOR SUPPLY CO.**
**INDIAN MOTOCYCLES**
Phone: 2045 Astoria.
Expert Repairing—Gasoline.
Full Line of Accessories—Used Machines.
Bridge Plaza South, Long Island City, N. Y.

**HARLEY-DAVIDSON**
Territory—Long Island City to Port Washington on North Shore. Demonstration gladly given.
Full Stock of Supplies—Used Machines.
HORN & McCRACKEN
F. A. M. Shop College Point.

## PATERSON, N. J.

**W. EDW. MACDOUGALL CO.**
Dist. of Harley-Davidson Motorcycles. Drop us a line if interested in second-hand machines.
102 Van Houten St., Paterson, N. J.

**INDIAN**
**MOTOCYCLES**
Rebuilt machines. A written guarantee with each machine. Write for details and price list.
JOHN STEELE, 91 Broadway, Paterson, N. J.

## RHODE ISLAND

Motorcycle Repairing and Winter Overhauling.
Complete repairs on any make.
INDIAN A SPECIALTY. PRICES RIGHT
Work guaranteed. 1916 Indians always in stock; any make taken in trade. All makes of second-hands on sale.
B. A. Swenson, 522 Broad St., Providence, R. I.

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Agents for **HARLEY-DAVIDSON** Reg. F.A.M.
Opposite Proctor's Theatre, Mt. Vernon, N. Y.
**We Fix Everything**

**THE TRIPLER-GEORGE CO.**
EXCELSIOR, HENDERSON, and
MERKEL Distributors in Capitol District
270 HUDSON AVENUE Albany

**DEALERS!**
**GET IN LINE**
Write us for rates for advertising in this special dealers' directory. Motor Cycle Illustrated, 13 Park Row, New York.

# Special Service Department

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**Parts and Supplies**
Also
**BICYCLES and SUPPLIES**
WHOLESALERS and JOBBERS
**CITY SUPPLY CO.**
56 Warren Street New York

**CLEAN-UP SALE**
All slightly used and rebuilt machines, about 125 on hand, all makes, at unheard of price reductions. A new sheet, full of bargains ready for you. Don't wait longer, don't look any farther—we have what you want at the right price. Write today.
**WESTERN SUPPLIES COMPANY**
1442-52 Larimer Street Denver, Colo.
Largest Cycle and Motor House in West

**Pacific Motor Supply Co., Inc.**
A. FREED, Pres.
*Jobbers, Importers,*
*Exporters, Distributors*
Cycle supplies of every description. We have it—We'll get it—or it isn't made. Visitors to the fairs are invited to make our stores their headquarters.
**1438-42 Market St., San Francisco.**
**924 South Main St., Los Angeles.**
*Finest Stores on the Coast*

**TIRES Repaired and Vulcanized**
by experienced tire specialists. All work guaranteed. Finest of modern equipment and facilities.
JUNGKIND & VOGLER, 158 Chambers St., N. Y.
Phone, 6217 Barclay.
Brooklyn Store, 1100 Bedford Avenue.
Phone, 8556 Bedford.

**Motorcycle Accessories and Supplies**
Manufacturers, Agents and Jobbers, Wholesale and Retail. Get Our Catalogue Before Buying Your Supplies.
Dealers, Attention! Send For Our Catalogue and Dealers' Price List.
**HARLEY-DAVIDSON SALES CO.**
533 W. 110th St., Near Broadway, N. Y.

**Are You Looking for Bargains in Second-hand Motorcycles?**
Read all the advertisements listed in the classified section of Motor Cycle Illustrated directly below.

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SPLENDID OPENING in large motor supply house for man of experience in buying and selling motorcycle and bicycle supplies, and catalogue compiling. Address M. C. E., care MOTOR CYCLE ILLUSTRATED.

IT IS NICE to know where to procure parts for your machine immediately. Parts are our specialty. "Flying Merkel," "Thor," "Indian," "Pierce," "Curtis," F. N., M. M., R. S., N. S. U. Always 25 or more used machines on hand, $25 up. The M. M. Sales Co., 1777 Broadway, New York, Room 450.

WANTED—Second-hand Indian or Harley two-speed gearset; also Merkel racing handlebars. Clarence Weise, R. 20, Box 91, Westfield, N. Y.

FOR SALE—1914 Indian twin, single speed, with electric equipment and tools; in fine running order; $165. Tracey T. Shepard, Bradford, Vt.

FOR SALE—1915 Iver Johnson motorcycle, single, 5 h. p., tires new, best of saddle, Bosch magneto. Run about 100 to 500 miles. Chain drive like new. Dona Cyr, Keegan, Maine.

FOR SALE OR EXCHANGE—Nickel Pianino to sell, or will exchange for motorcycle. C. B. Jack, Ionia, Mich.

ANY MOTORCYCLE CYLINDER reground, fitted with new piston and rings, $5. All work guaranteed. Send old piston and pin with cylinder. Muncie Piston Co., Muncie, Ind.

DYKE'S MOTOR MANUAL ON MOTORCYCLES, marine and stationary engines. The most complete simplified book published, $2.00. Send for interesting descriptive circular to A. L. Dyke (Pioneer) Publisher, Box 98-M Roe Bldg., St. Louis, Mo.

CYLINDERS REBORED, Motors overhauled, Frame and Fork straightening, enameling. All broken cast, aluminum and steel parts perfectly welded. Try our new leakless piston rings and light weight pistons fitted like factory work. All work absolutely guaranteed. Prices right. A. E. Bakeman Motor & Supply Co., St. Cloud, Minn.

EXCHANGE for twin motorcycle, light Franklin truck, in good condition; capacity 800 lbs. H. N. Stackpole, Bates College, Lewiston, Me.

FOR SALE—First-class motorcycle and bicycle business in second best city in Ontario. Have sold thirty-four new Indians and thirty-five second-hand machines this season. Good trade in bicycles, accessories, repairing. Future prospects extremely bright. Best roads in Canada. Indian agency for city and surrounding territory. Stock about two thousand. Will reduce same. C. N., MOTOR CYCLE ILLUSTRATED.

FOR SALE, CHEAP—Good Paying Sporting Goods, Indian Motorcycle, Bicycle, Business; any one or all, to suit buyer. Guy W. Campbell & Co., Waterloo, Iowa.

WANTED AT ONCE—Fifty or one hundred second-hand motorcycles (any make) in trade for new INDIANS. Getting these machines in trade now will furnish work for my repairmen during winter months (all machines taken in trade are overhauled before being put on sale), and I can make better allowance now than later. Bring in your old machine now. Will deliver your new Indian at once or later; I don't care when. But I want your order. B. A. Swenson, Swenson Building, 522 Broad street, Providence, R. I.

FOR SALE—Wizard Cycle Car, twin cylinder motor with fan attached, equipped with Atwater Kent Unisparker and coil; never been use. Make an offer to C. W. Waughop, Room 54, No. 116 Broad street, New York City.

FOR SALE—Second-hand bicycle frames and hangers. C. Peterson Co., 3804 N. Whipple street, Chicago, Ill.

TRAVELING SALESMAN to call on motorcycle repair shops, dealers and jobbers with line of motorcycle repair parts and accessories. Unlimited territory. Only New York men need apply. Address C. M., care of MOTOR CYCLE ILLUSTRATED.

Mention of MOTOR CYCLE ILLUSTRATED is always appreciated by advertisers.

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# What "REMY" Means to the Motorcyclist

See the man in the picture.

It is growing dark. "Never mind," he is saying. "Don't worry about the darkness. We have perpetual daylight right here—see?" And he points to the

## REMY

**Motorcycle Lighting-Ignition System**

"We can stay out till it gets pitch dark and ride in perfect safety and comfort. The light never fails." Satisfaction? Surest thing you know. That's what the REMY system was made for—to throw daylight into hidden shadows. Wonderful ignition, too. Strong, reliable, synchronized ignition. Protection and service! That describes the REMY system. Popular? Thousands in use.

See the REMY system demonstrated on a Harley-Davidson. Service stations nearly everywhere.

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**Makers of World Famous REMY Equipment for Automobiles**

**Factories:**
**Anderson, Indiana**

**Sales & Engineering Office:**
**Detroit, Michigan**

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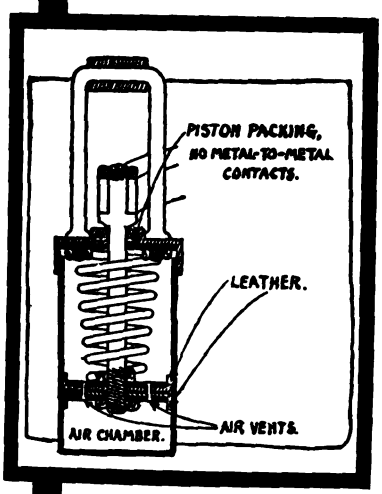
# The Only Fully Guaranteed Saddle On the Market

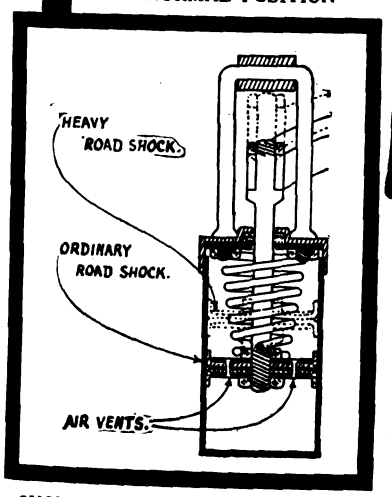
We show our supreme faith in the MESINGER SADDLE in no uncertain way. We GUARANTEE that the MESINGER gives the lowest saddle position. WE GUARANTEE that you get the greatest riding ease you ever experienced, in the

# MESINGER

## Air Cushion---Centre Compression




NORMAL POSITION




SHOWING ACTION WHEN IN USE

Real automobile shock-absorber springs, working on a cushion of air, smooth out the roughest roads. The centre compression feature means an end to all shifting and side-sway in the MESINGER.

Note the detailed diagrams. They tell the story of Mesinger efficiency.

Daily we receive letters from satisfied users testifying to the superior brand of comfort possible with the MESINGER SADDLE.

YOU should specify the MESINGER. It means a better riding season.

**H. & F. Mesinger Mfg. Co.**
AUSTIN PLACE AND EAST 144th STREET NEW YORK



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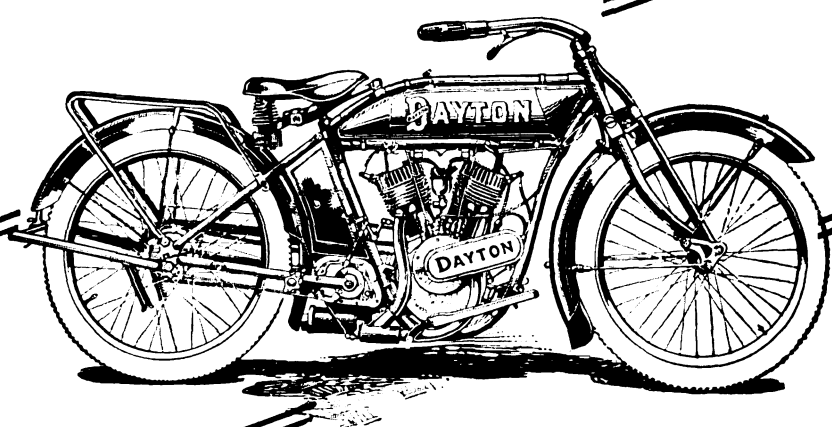
# DAYTON OWNERS

are assured of the best motorcycle in its field. The big red husky machine is made as carefully and scientifically in every detail as is possible. It develops speed up to its rating, which is not true of all motorcycles—it rides comfortably and easily, due to the Dayton Rocker Spring Fork and the Dayton Spring seat post—and it operates dependably, with just the right economy, just the right mechanical balance, just the right *everything*—




# DAYTON DEALERS

represent the best motorcycle in its field, therefore they sell a machine that always makes good, one that does not have costly kicks and come-backs from dissatisfied purchasers—one, in fact, that makes more sales and an increasing business simply because of its "make good" performance in the hands of every owner.

Territory for the Dayton is limited. Much of it has been, and is being, apportioned every day. If there is some territory in which you are interested, you will do well to wire or write for it at once. Our motorcycle is the best—our factory the largest—our policy the broadest. Investigate!

## DAVIS SEWING MACHINE COMPANY

**Department B.** **Dayton, Ohio**



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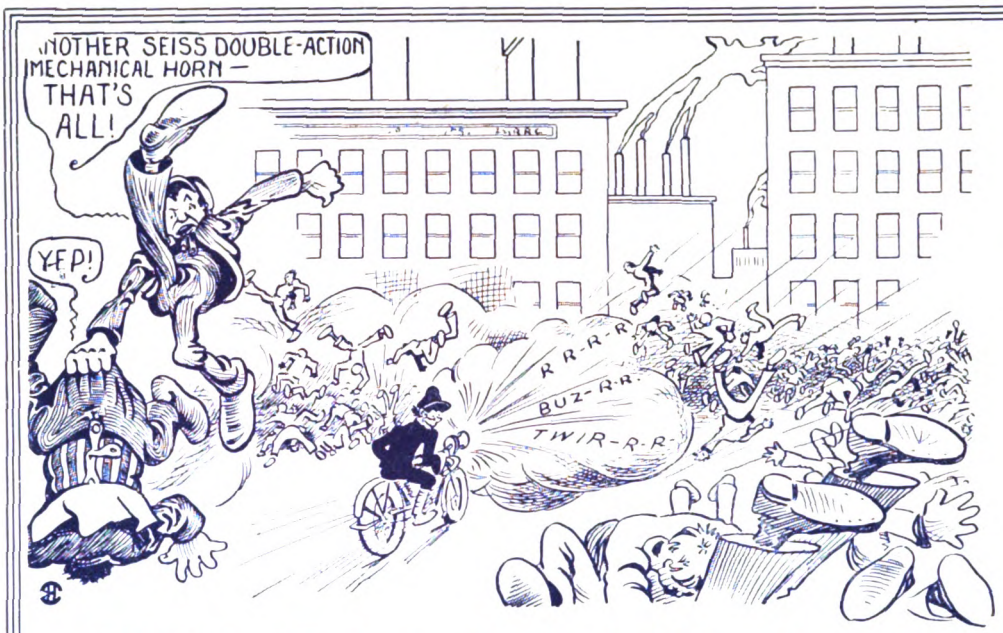
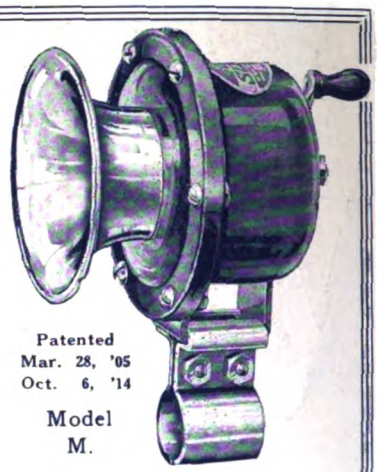


Patented
Mar. 28, '05
Oct. 6, '14
Model
M.

The Only Hand Operated Horn with the Motor Driven Sound

Guaranteed for 10 Years

## SEISS Double Acting Mechanical Horn for High Value and Low Cost.

**$3.75**

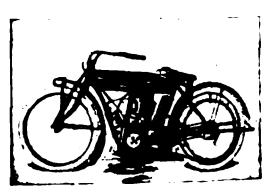
No Springs, no Ratchets, only three Bearings. Double Acting, powerful continuous sound same as motor driven Horn, operates either right or left. Finished in Black Enamel with Nickel Bell or all Black. Universal Bracket for attaching to frame or handle bar tube.

**$3.75**

At your dealer's or direct from factory—with 10 year guarantee—only $3.75

## THE SEISS MFG. COMPANY, 432 Dorr St., Toledo, Ohio

# STANWELD FRAME PARTS



FOR

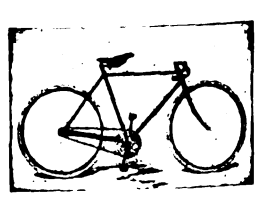
# Motorcycles and Bicycles

**Fork Sides, Rear Stays, Handle Bars, Top Bars, Exhaust Tubes, Rims, Seat Posts, Mud Guards**

**MADE IN U. S. A.**

## The Standard Welding Co.

Main Office and Factory
**CLEVELAND**



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ALL ROADS LEAD TO SACRAMENTO

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# Prest-O-Lite
## For Motorcycles

## Standard Equipment with Experienced Riders

Prest-O-Lite gives you a splendid road light, ideal convenience for small expense, and requires practically *no attention*. Because Prest-O-Lite has proved its superiority in the hands of users everywhere, more riders use it than all other systems combined.

### Reliable—Convenient—Economical

Prest-O-Lite is not affected by road shocks and vibration. It is reliable under all conditions, never fails you in an emergency.

Because of its freedom from troubles and attention, Prest-O-Lite is the most convenient lighting system.

Of all systems of brilliant lighting, Prest-O-Lite costs the least to buy and the least to use.

### *In Any Equipment Combinations Specify PREST-O-LITE*

No matter what motorcycle you wish to buy, no matter what other equipment you want, specify Prest-O-Lite and you'll get it.

Any dealer can make you up a complete combination consisting of speedometer, head lamp, Prest-O-Lite, etc., at an attractive price.

### A Prest-O-Lite Has Many Uses

Prest-O-Lite Dissolved Acetylene (ready-made carbide gas) has hundreds of important uses. Acetylene soldering and brazing outfits are being widely used commercially. A special stem-and-burner attachment provides an inexpensive light for indoor and outdoor lighting. For stereopticons it furnishes ideal light. Detailed information on acetylene installations for all purposes furnished on request.

**The Prest-O-Lite Co., Inc.** 246 Speedway Indianapolis, Ind.

**The World's Largest Makers of Dissolved Acetylene**

*Prest-O-Lite Exchange Agencies Everywhere*

**Dealers:**—Investigate the added profits through the wider use of Prest-O-Lite Gas.




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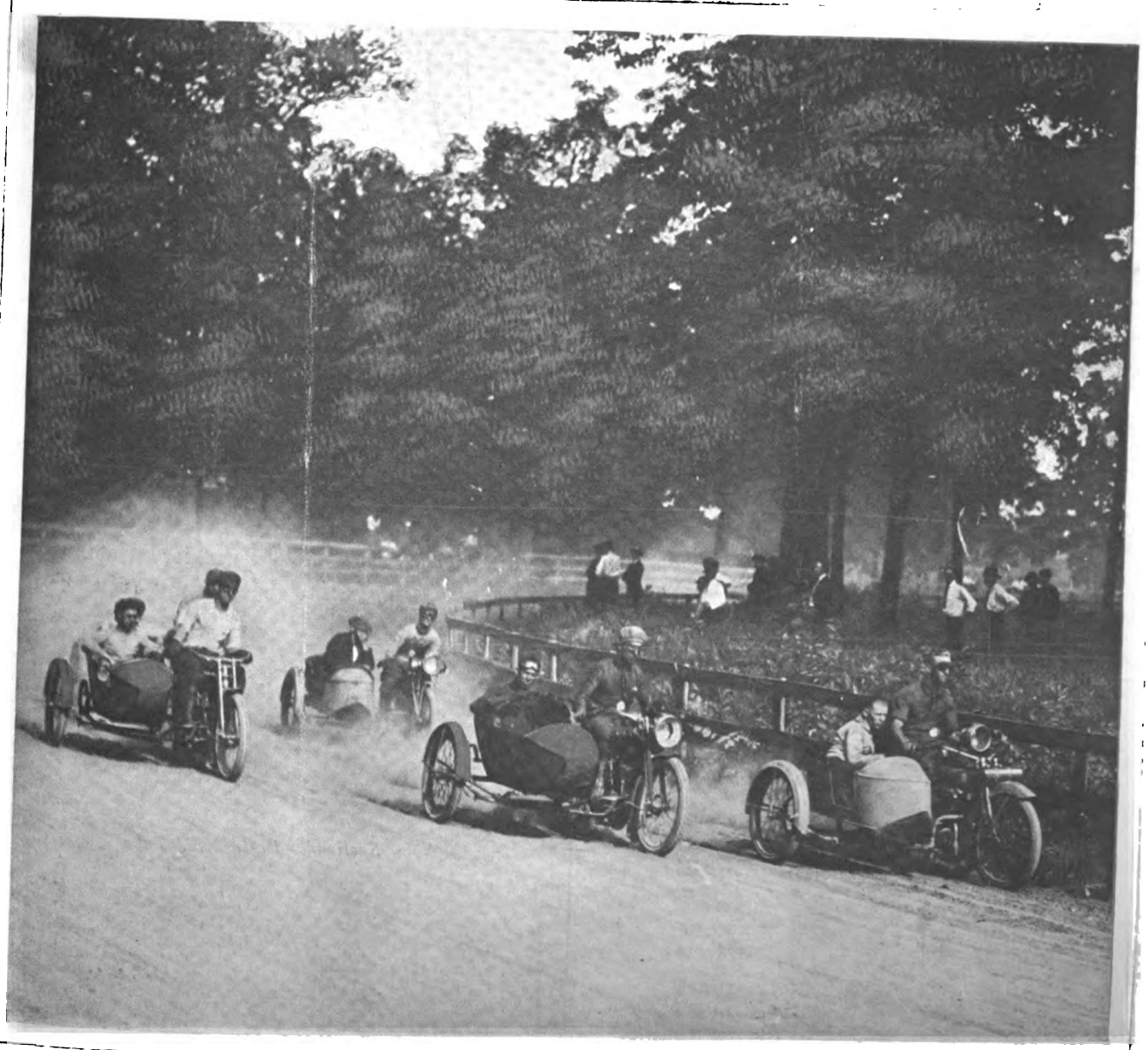

A BRUSH THAT WON CHEERS FROM TOLEDO SPEED FANS.

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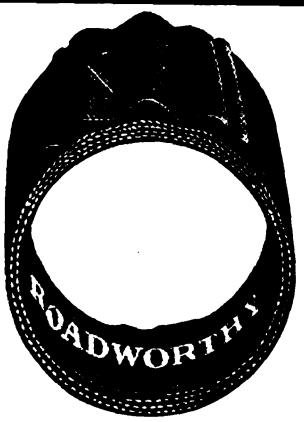
# Act Quickly and Make a Good Profit




**The Dealer who can see an opportunity, and grab it, gathers in the coin while his competitors are just waking up.**

Sales should take a jump next week—No dealer can afford to fail to get our special offers at this time.

For the Bicycle Dealer we have over 45,000 pairs of Diamond-Goodrich Bicycle Tires—14 different brands, strictly first quality, at prices you will scarcely believe—*prices we dare not* print. Never before have we ever offered anything like this and we cannot say that we will ever again be in a position to offer such real, undeniable values.

If you are a legitimate Dealer, write us this minute on your letter-head for our TIRE SPECIAL—Get our prices and then use your own good judgment. Get them now.

# The MILLER TRIPLEX SIDE SEAT

offers you one of those opportunities that come your way only once in a very long while. Look at it. Have you ever seen anything that looked better to you—anything that should appeal more strongly to the rider or serve you better in demonstrating your 1915 machine?

There's something entirely different about the TRIPLEX—something that attracts every Motorcycle rider. It is this "something different" that makes it such an exceptional seller. If you are not thoroughly convinced that you are losing money in not having the TRIPLEX in stock, you may rest assured that you are not thoroughly acquainted with its wonderful possibilities.

**LET'S GET ACQUAINTED. Write TODAY for our Illustrated Booklet and New Proposition.**

**OUR BARGAIN BULLETIN IS READY**

**HAVERFORD CYCLE CO.**

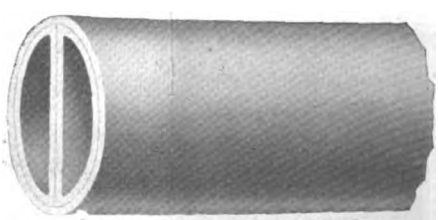
**827-829 Arch St., Philadelphia, Pa.**

**You'll find all that's worth while in our 1915 Catalog and Trade Price List**

# STANWELD Frame Parts

STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

If you own a machine built of Stanweld Frame Parts you can be sure of its strength and safety. Stanweld Rims, Tubular Parts, and Mud-Guards have no equal. You get them when you buy a Harley-Davidson, Indian, Dayton, Flying-Merkel, Reading-Standard, Pope, Emblem, Henderson or Excelsior Motorcycle. We are prepared to render every assistance to prospective builders of bicycles or motorcycles.



*Section of Re-Inforced Tube*

## The Standard Welding Co.

***"World's Largest Producers of Bent-Tube Parts"***

**Main Office and Factory - CLEVELAND**

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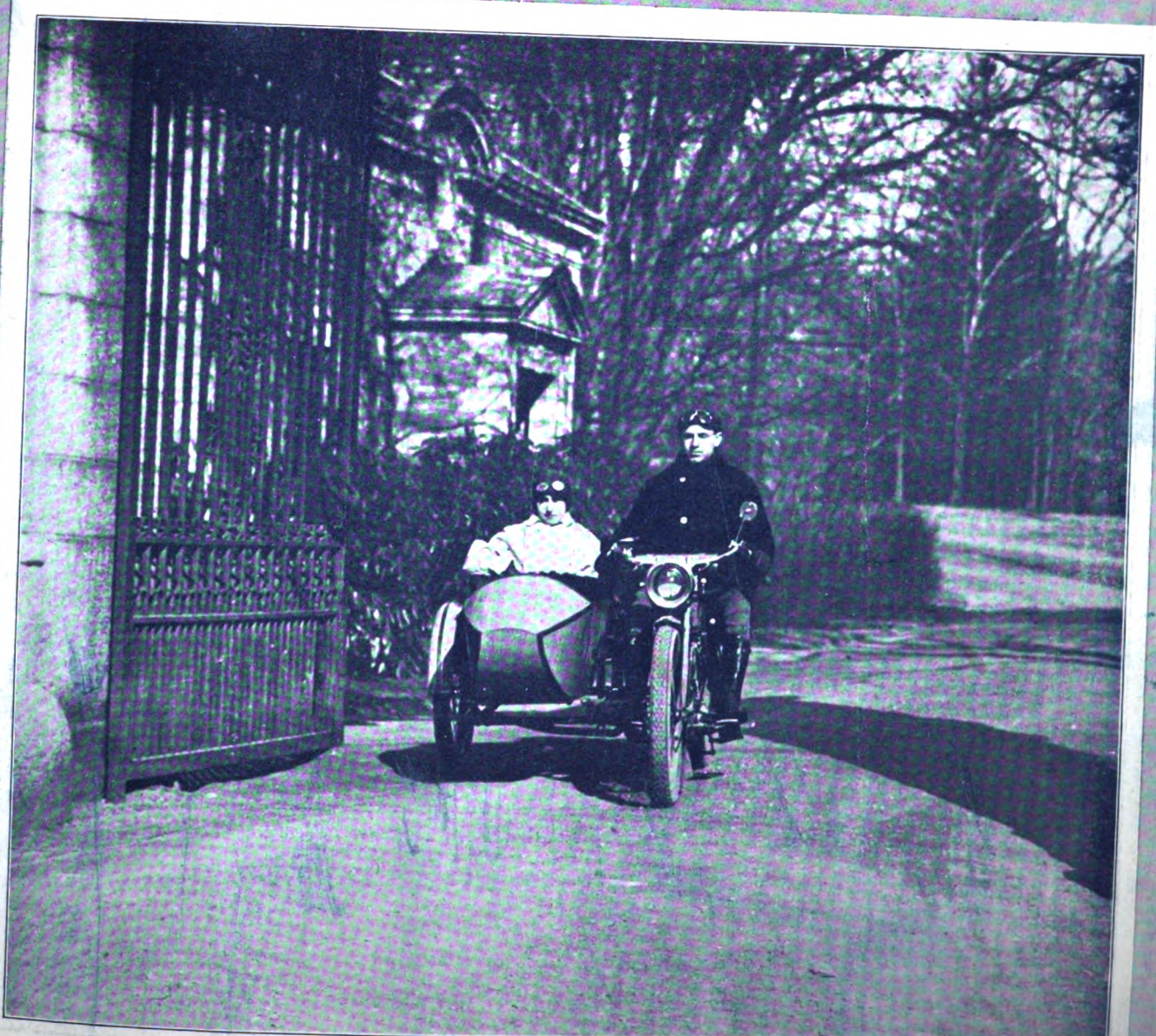

GENE COUGHLIN, OF NEWARK, WITH SIDECAR COMBINATION AT POCANTICO HILLS, N. Y.

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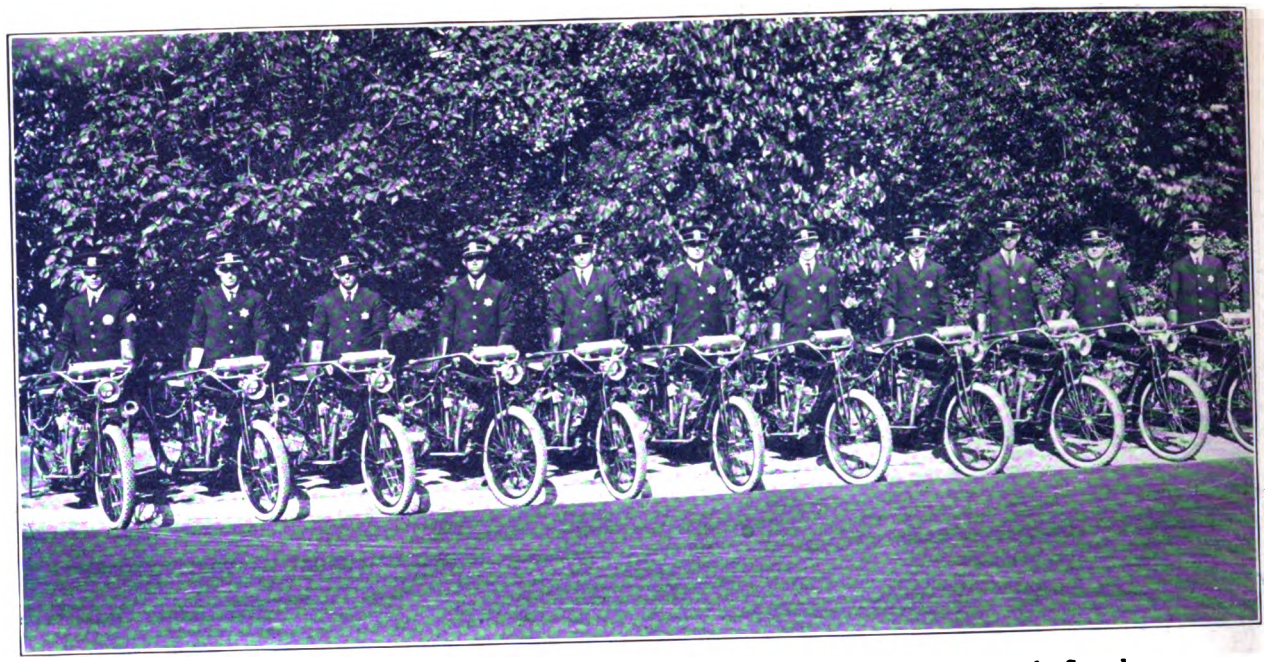

Kansas City, Mo., Motorcycle Police, on part of the Prest-O-Lite Equipped Motorcycle Squadron

# The police force purchased all told 20 extra Indian Motorcycles, all to be equipped with

# PREST-O-LITE

These men take no chance. They **know** night riding. They know what their lighting systems must endure. They demand brilliant, dependable light at any cost. They get this light at small expense by choosing Prest-O-Lite.

## Never needs attention that you yourself cannot give easily and quickly

Prest-O-Lite is thoroughly simple—has nothing to fail in emergencies.

Costs little to buy and little to use. Just one spill or tip over, due to poor light is liable to cost more than years of Prest-O-Lite Service.

To any dealer or rider we will be glad to send full details of motorcycle lighting, and particulars of a special equipment combination offer including Prest-O-Lite, that nearly all dealers are now making. Write.

**The Prest-O-Lite Co. Inc.,** 246 SPEEDWAY INDIANAPOLIS, IND.

**The World's Largest Makers of Dissolved Acetylene**

***Prest-O-Lite Exchange Agencies Everywhere***



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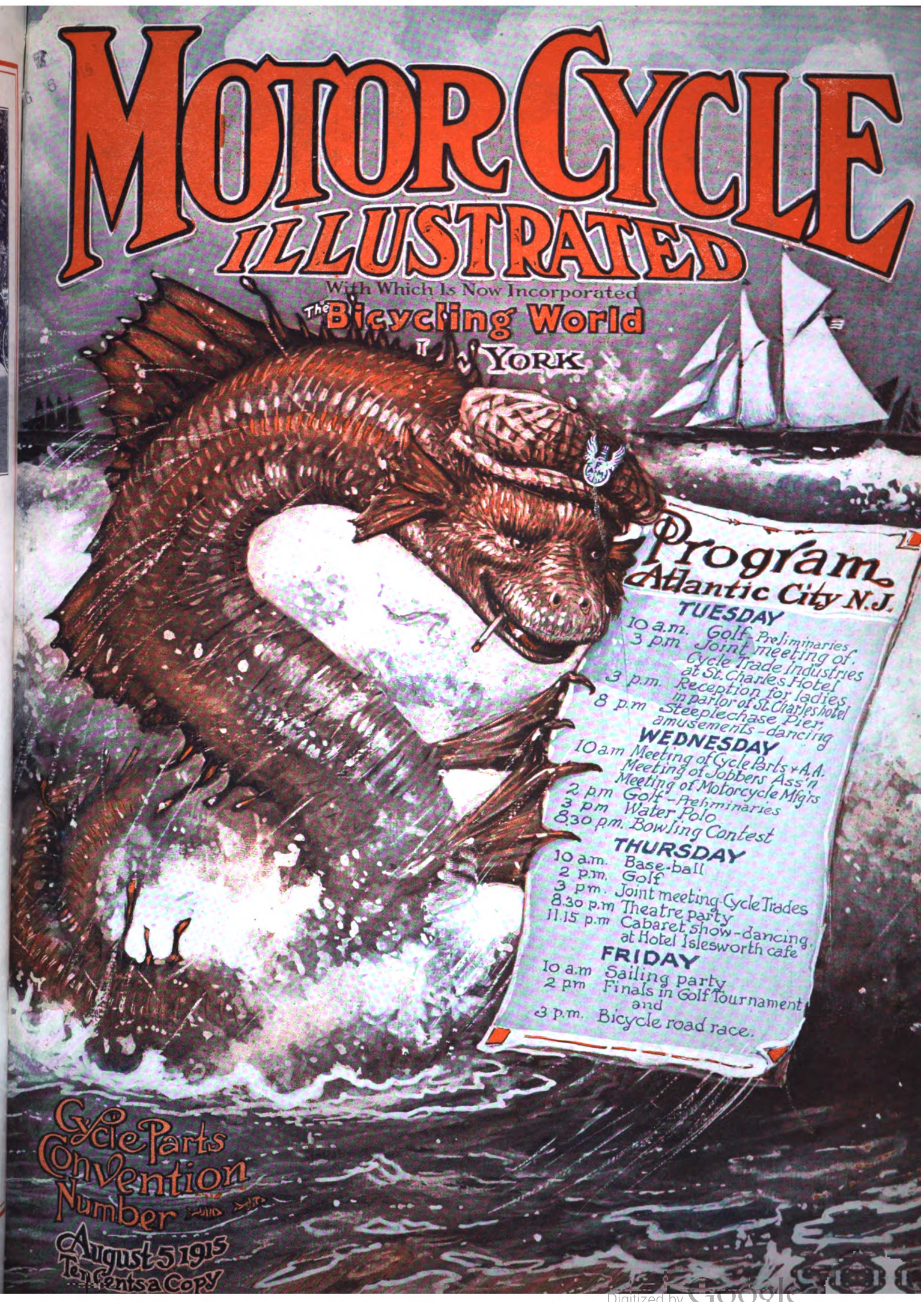


Cycle Parts Convention Number

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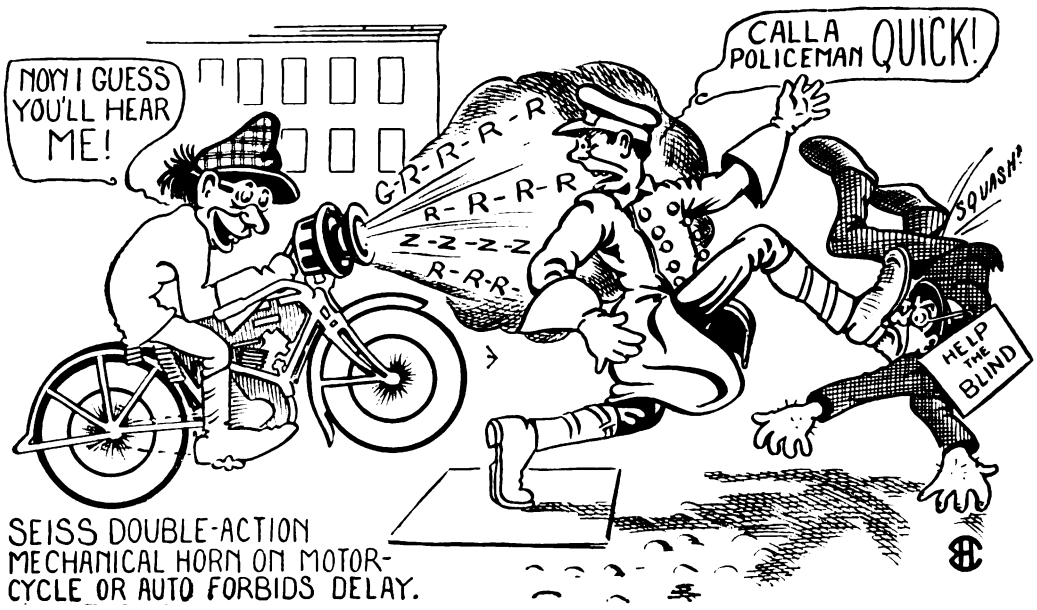


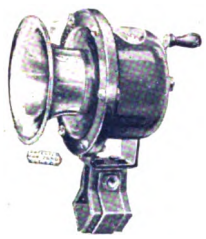

SEISS DOUBLE-ACTION MECHANICAL HORN ON MOTOR-CYCLE OR AUTO FORBIDS DELAY.

**The Seiss Horn For High Value and Low Cost**

**$3.75**

**Guaranteed For 10 Years**

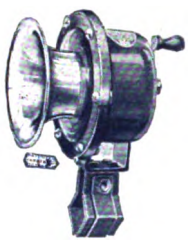
**The Only Hand Operated Horn with the Motor Driven Sound**



## SEISS Double Acting Mechanical Horn

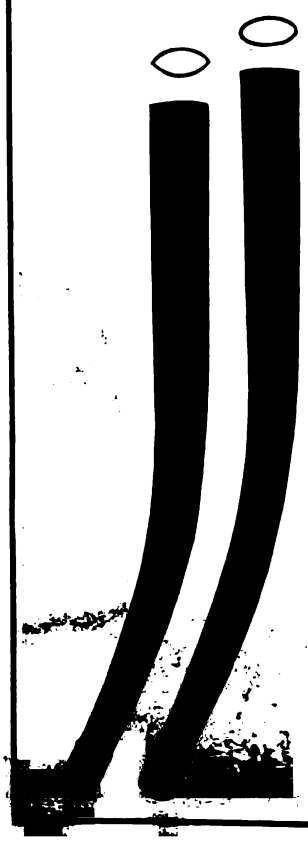
**A Powerful, Commanding Warning Signal**—the surprise in Mechanical Horns. Operated by touch of hand—turning either right or left—for short, low or sharp blast—or for long continuous sound **same as a motor-driven Horn** to demand attention and right of way.

**Finished** in Black Enamel with Nickel Bell or all Black—**Universal Bracket** for attaching to frame or handle bar tube. **Write today for printed matter.**



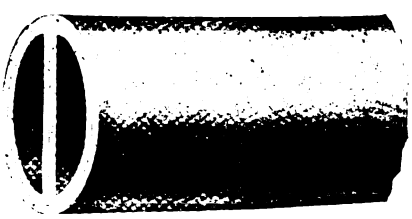
**THE SEISS MFG. COMPANY, 432 Dorr St., Toledo, Ohio**

# STANWELD FRAME PARTS



STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

If you own a machine built of Stanweld Frame Parts you can be sure of its strength and safety. Stanweld Rims, Tubular Parts, and Mud-Guards have no equal. You get them when you buy a Harley-Davidson, Indian, Dayton, Flying-Merkel, Reading-Standard, Pope, Emblem, Henderson or Excelsior Motorcycle. We are prepared to render every assistance to prospective builders of bicycles or motorcycles.



Section of Re-Inforced Tube

## The Standard Welding Company

*"World's Largest Producers of Bent-Tube Parts"*

**Main Office and Factory - - - - CLEVELAND**

**Branch Offices in New York, Chicago, Indianapolis, Detroit**

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NEW YORK

August 12, 1915

"SOMEWHERE IN FRANCE"

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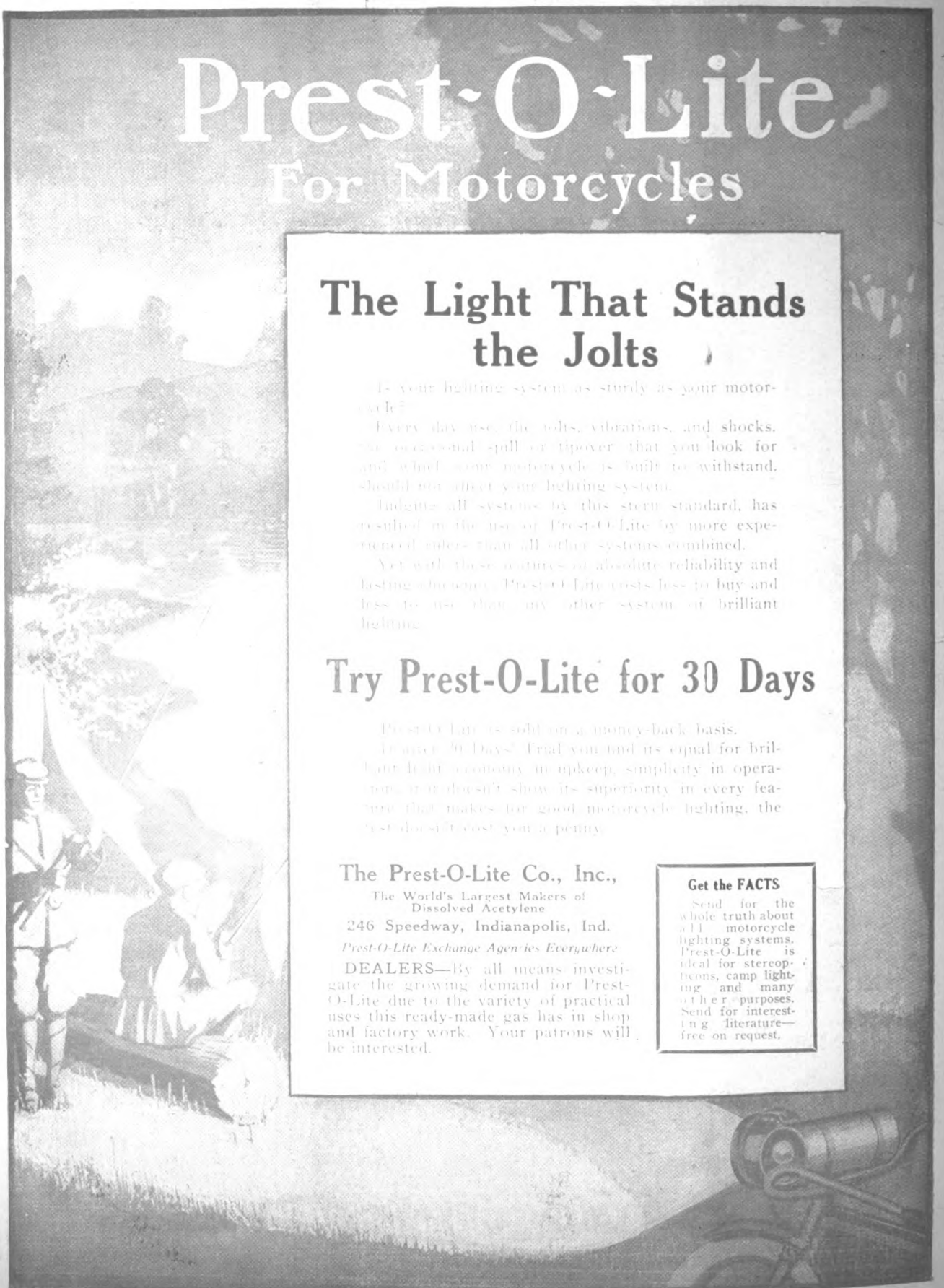
# Prest-O-Lite
## For Motorcycles



## The Light That Stands the Jolts

Is your lighting system as sturdy as your motorcycle?

Every day use, the jolts, vibrations, and shocks, the occasional spill or tipover that you look for and which your motorcycle is built to withstand, should not affect your lighting system.

Judging all systems by this stern standard, has resulted in the use of Prest-O-Lite by more experienced riders than all other systems combined.

Yet with these features of absolute reliability and lasting efficiency, Prest-O-Lite costs less to buy and less to use than any other system of brilliant lighting.

## Try Prest-O-Lite for 30 Days

Prest-O-Lite is sold on a money-back basis.

Try it for 30 Days' Trial you find its equal for brilliant light, economy in upkeep, simplicity in operation, or it doesn't show its superiority in every feature that makes for good motorcycle lighting, the test shall cost you a penny.

**The Prest-O-Lite Co., Inc.,**
The World's Largest Makers of Dissolved Acetylene
246 Speedway, Indianapolis, Ind.
*Prest-O-Lite Exchange Agencies Everywhere*

DEALERS—By all means investigate the growing demand for Prest-O-Lite due to the variety of practical uses this ready-made gas has in shop and factory work. Your patrons will be interested.

**Get the FACTS**

Send for the whole truth about all motorcycle lighting systems. Prest-O-Lite is ideal for stereopticons, camp lighting and many other purposes. Send for interesting literature—free on request.

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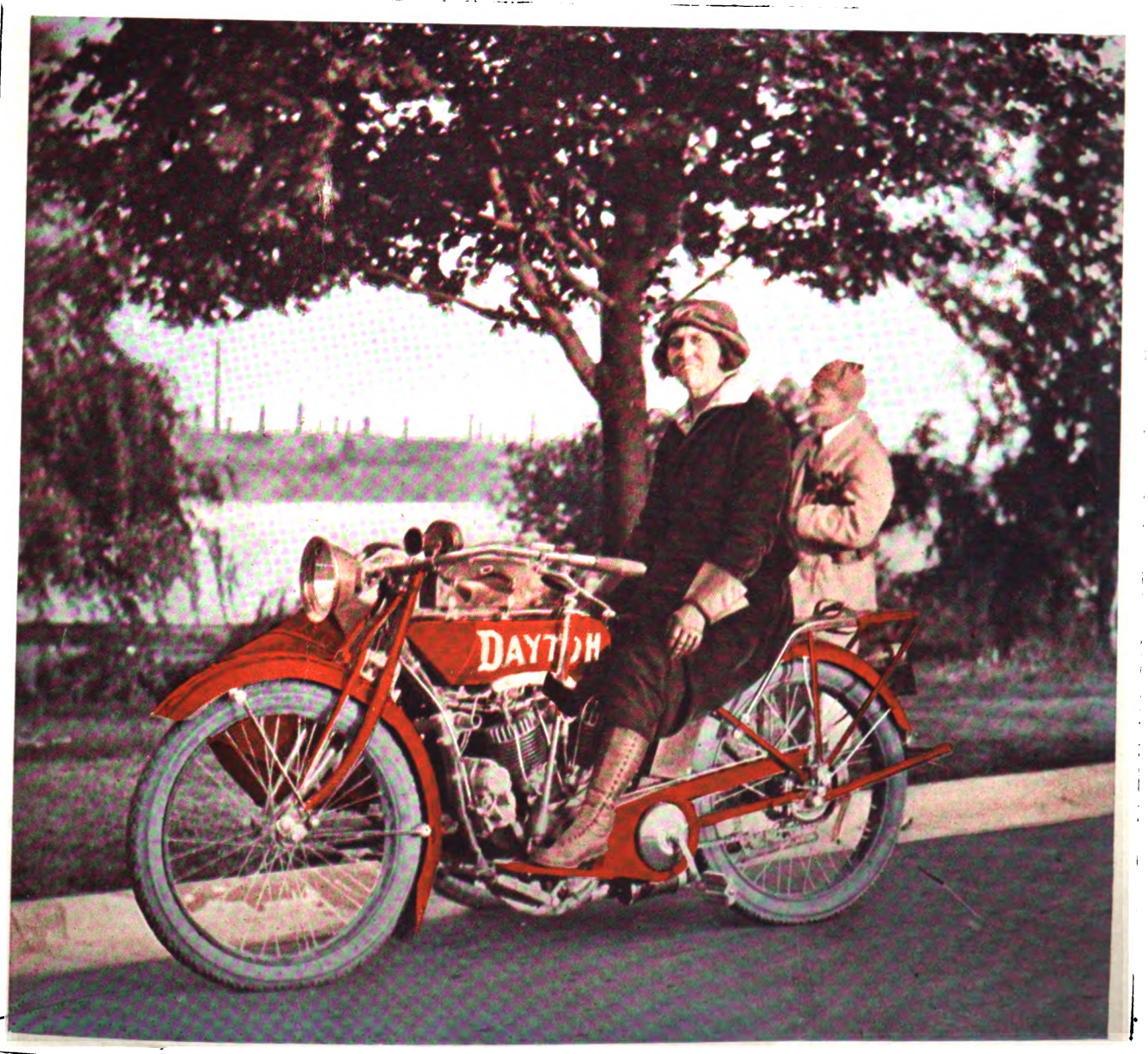


MISS ZAIDE BECHTEL AN ENTHUSIASTIC MOTORCYCLISTE OF TOLEDO, OHIO

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# STANWELD Frame Parts

STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

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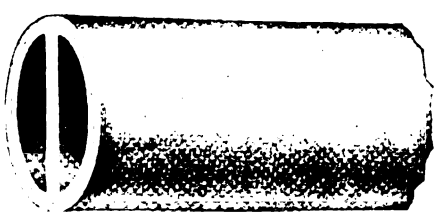


*Section of Re-Inforced Tube*

## The Standard Welding Co.

*"World's Largest Producers of Bent-Tube Parts"*

**Main Office and Factory - CLEVELAND**

*Branch Offices in*

**New York Chicago Indianapolis Detroit**

SEISS DOUBLE-ACTION MECHANICAL HORN ON MOTOR-CYCLE OR AUTO FORBIDS DELAY.

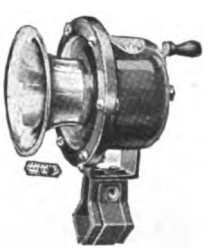
## The SEISS Horn for High Value and Low Cost

# $3.75

**Guaranteed For 10 Years**

**The Only Hand Operated Horn with the Motor Driven Sound**

# SEISS Double Acting Mechanical HORN



A Powerful, Commanding Warning Signal—the surprise in Mechanical Horns. Operated by touch of hand—turning either right or left—for short, low or sharp blast—or for long continuous sound **same as a motor-driven Horn** to demand attention and right of way.

**Finished** in Black Enamel with Nickel Bell or all Black—**Universal Bracket** for attaching to frame or handle bar tube. **Write today for printed matter.**

## The Seiss Mfg. Company

**432 Dorr St., Toledo, Ohio**



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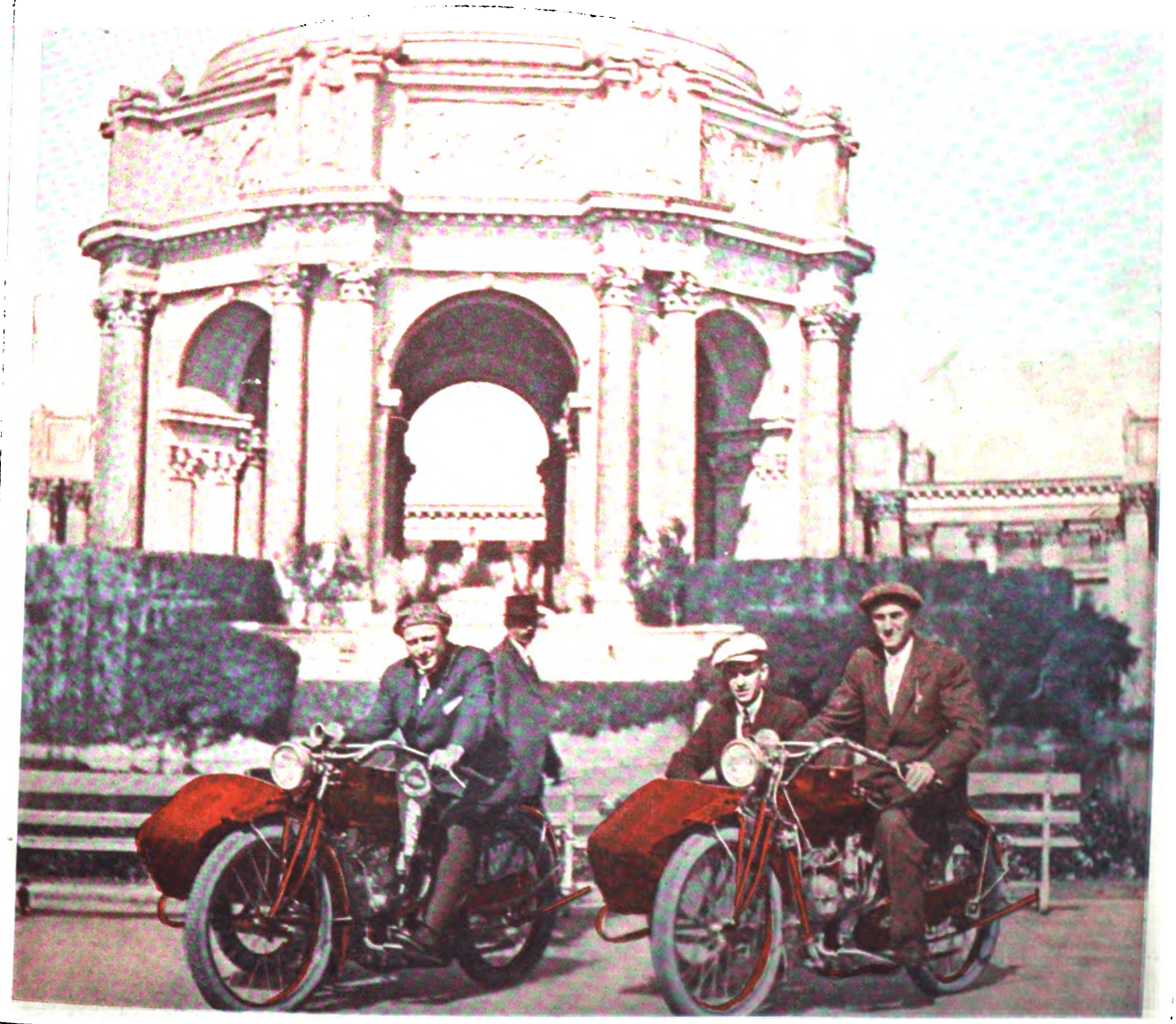

IN FRONT OF PALACE OF FINE ARTS, PANAMA-PACIFIC EXPOSITION

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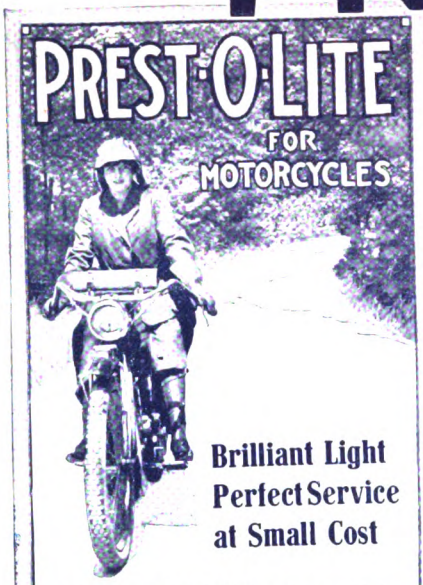
# Bigger Business For Live Dealers

# PREST-O-LITE




**Brilliant Light**
**Perfect Service**
**at Small Cost**

START RIGHT with your night riding—get Prest-O-Lite. Costs less to buy and less to use than any other brilliant light.

Gives you perfect riding light. Simple, trouble-proof. Used by more riders than all other systems combined. Prest-O-Lite won't fail you in emergency—it's as sturdy as your motorcycle itself. Brilliant, dependable light is as vital as fuel.

### 30 Days' Free Trial

Try it on your machine for 30 days. If you find you can do without it, or can duplicate the service rendered for equal or less cost, you get your money back.

### Practical Equipment

"Prest-O-Lite, a lamp and a mechanical horn," is a typical equipment combination that is popular with experienced riders everywhere. Nearly all dealers now make this offer.

Send for full details of motorcycle lighting. FREE—for your name and address on the margin of this page.

**The Prest-O-Lite Co., Inc.**
**The World's Largest Makers of Dissolved Acetylene**
**246 Speedway, INDIANAPOLIS**

**Prest-O-Lite Exchange Agencies Everywhere**

## Are You Getting Your Share?

These are among the magazines whose millions of copies are carrying the Prest-O-Lite story to motorcycle riders in every part of the country.

The demand from buyers of Prest-O-Lite has led big dealers to place record-breaking orders.

They are getting their share of the profits. How about you? Use the coupon.

**The Prest-O-Lite Co., Inc.**
**The World's Largest Makers of Dissolved Acetylene**
**246 Speedway** **Indianapolis, Ind.**
***Prest-O-Lite Exchange Agencies Everywhere***

**The Prest-O-Lite Co., Inc.**
**246 Speedway, Indianapolis, Ind.**
Please send me complete details about the Prest-O-Lite motorcycle proposition.

.....

.....

.....

Are you a Dealer [ ]

Are you an Owner [ ]



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EXPLORING SIDE ROADS

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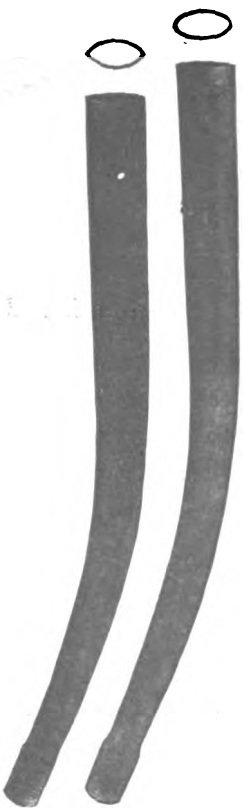
# STANWELD Frame Parts



STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

If you own a machine built of Stanweld Frame Parts you can be sure of its strength and safety.

Stanweld Rims, Tubular Parts, and Mud-Guards have no equal. You get them when you buy a Harley-Davidson, Indian, Dayton, Flying-Merkel, Reading-Standard, Pope, Emblem, Henderson or Excelsior Motorcycle.

We are prepared to render every assistance to prospective builders of bicycles or motorcycles.

*Section of Re-Inforced Tube*

## The Standard Welding Co.

*"World's Largest Producers of Bent-Tube Parts"*

**Main Office and Factory - CLEVELAND**

*Branch Offices in*

**New York Chicago Indianapolis Detroit**

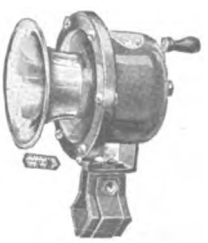
## The SEISS Horn for High Value and Low Cost

# $3.75

**Guaranteed For 10 Years**

**The Only Hand Operated Horn with the Motor Driven Sound**

# SEISS Double Acting Mechanical HORN



**A Powerful, Commanding Warning Signal**—the surprise in Mechanical Horns. Operated by touch of hand—turning either right or left—for short, low or sharp blast—or for long continuous sound **same as a motor-driven Horn** to demand attention and right of way.

**Finished** in Black Enamel with Nickel Bell or all Black—**Universal Bracket** for attaching to frame or handle bar tube. **Write today for printed matter.**

## The Seiss Mfg. Company

**432 Dorr St., Toledo, Ohio**



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SEP 11 1915

# MOTORCYCLE ILLUSTRATED

With Which Is Now Incorporated

The Bicycling World

Ten Cents a Copy

NEW YORK

September 9, 1915

MOTORCYCLE NIMRODS IN THE NORTHWEST

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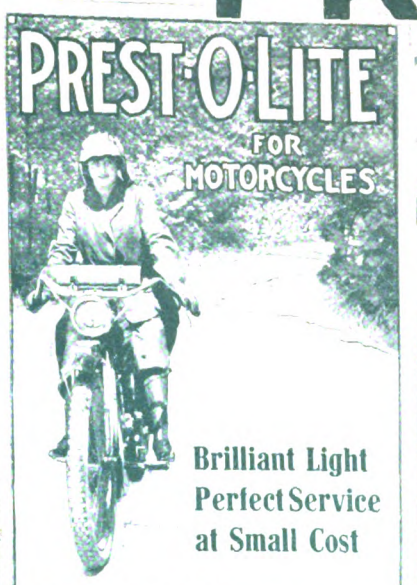
# Bigger Business For Live Dealers

# PREST-O-LITE




**Brilliant Light**
**Perfect Service**
**at Small Cost**

START RIGHT with your night riding—get Prest-O-Lite. Costs less to buy and less to use than any other brilliant light.

Gives you perfect riding light. Simple, trouble-proof. Used by more riders than all other systems combined. Prest-O-Lite won't fail you in emergency—it's as sturdy as your motorcycle itself. Brilliant, dependable light is as vital as fuel.

**30 Days' Free Trial**

Try it on your machine for 30 days. If you find you can do without it, or can duplicate the service rendered for equal or less cost, you get your money back.

**Practical Equipment**

"Prest-O-Lite, a lamp and a mechanical horn," is a typical equipment combination that is popular with experienced riders everywhere. Nearly all dealers now make this offer.

Send for full details of motorcycle lighting. FREE—for your name and address on the margin of this page.

**The Prest-O-Lite Co., Inc.**
The World's Largest Makers of Dissolved Acetylene
246 Speedway, INDIANAPOLIS

Prest-O-Lite Exchange Agencies Everywhere

## Are You Getting Your Share?

These are among the magazines whose millions of copies are carrying the Prest-O-Lite story to motorcycle riders in every part of the country.

The demand from buyers of Prest-O-Lite has led big dealers to place record-breaking orders.

They are getting their share of the profits. How about you? Use the coupon.

**The Prest-O-Lite Co., Inc.**
The World's Largest Makers of Dissolved Acetylene
**246 Speedway** **Indianapolis, Ind.**

*Prest-O-Lite Exchange Agencies Everywhere*

---

The Prest-O-Lite Co., Inc.
246 Speedway, Indianapolis, Ind.
Please send me complete details about the Prest-O-Lite motorcycle proposition.

.....

.....

.....

Are you a Dealer [ ]

Are you an Owner [ ]



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SEP 20 19

# MOTOR CYCLE ILLUSTRATED

With Which is Now Incorporated
The Bicycling World

Ten Cents a Copy

NEW YORK

September 16, 1915

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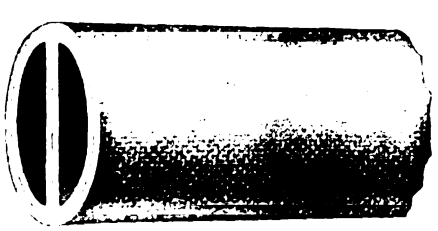

*Section of Re-Inforced Tube*

## The Standard Welding Co.

*"World's Largest Producers of Bent-Tube Parts"*

**Main Office and Factory - CLEVELAND**

*Branch Offices in*

**New York Chicago Indianapolis Detroit**

# Every drop means money saved when it's MONOGRAM OIL

It means longer life for motors and better going all the time.

It means smaller repair bills—fewer delays—less trouble.

**Manufacturers — Dealers — Owners** send for interesting information and find out how Monogram saves dollars for you.

**NEW YORK LUBRICATING OIL COMPANY**

**1519 Michigan Ave. Chicago, Ill.**

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Ten Cents a Copy

SEPTEMBER 23, 1915

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

The Bicycling World

NEW YORK

## CHICAGO SHOW REPORT

All That's New in Both Cycle and Accessory Sections at the Coliseum

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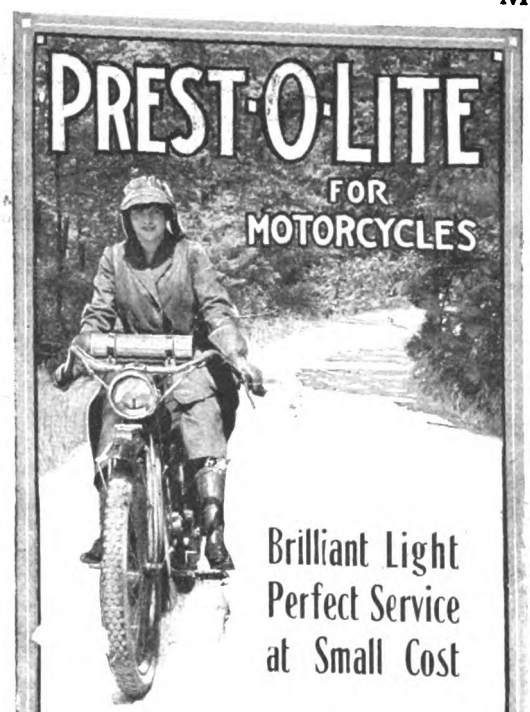


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Perfect Service
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**The Prest-O-Lite Co., Inc.**
The World's Largest Makers of Dissolved Acetylene
246K Speedway, INDIANAPOLIS
Prest-O-Lite Exchange Agencies Everywhere

# Dealers:

## The Way to Get Prest-O-Lite Profits is to tell the Prest-O-Lite Story

Read every word of the advertisement at the left. It is telling the Prest-O-Lite story to hundreds of thousands of prospects. Back it up in your sales story.

Start your riders right with Prest-O-Lite.

You can stand back of it. Gives the rider the most for his money in brilliancy, reliability and economy.

You can profitably make any motorcyclist a 30 Day Free Trial Offer.

You can't lose—neither can the rider. We stand back of you both.

## Are You Getting Your Share?

You'll find the typical equipment combination, including Prest-O-Lite, the best complete equipment proposition—"costs less to buy and less to use!" If you're not already giving your riders this big extra value outfit, investigate now.

Send today for full details on one of the most profitable and satisfactory offers a motorcycle dealer can make.

**The Prest-O-Lite Co., Inc.**
*The World's Largest Makers of Dissolved Acetylene*

246K Speedway, Indianapolis, Ind. Prest-O-Lite Exchange Agencies Everywhere



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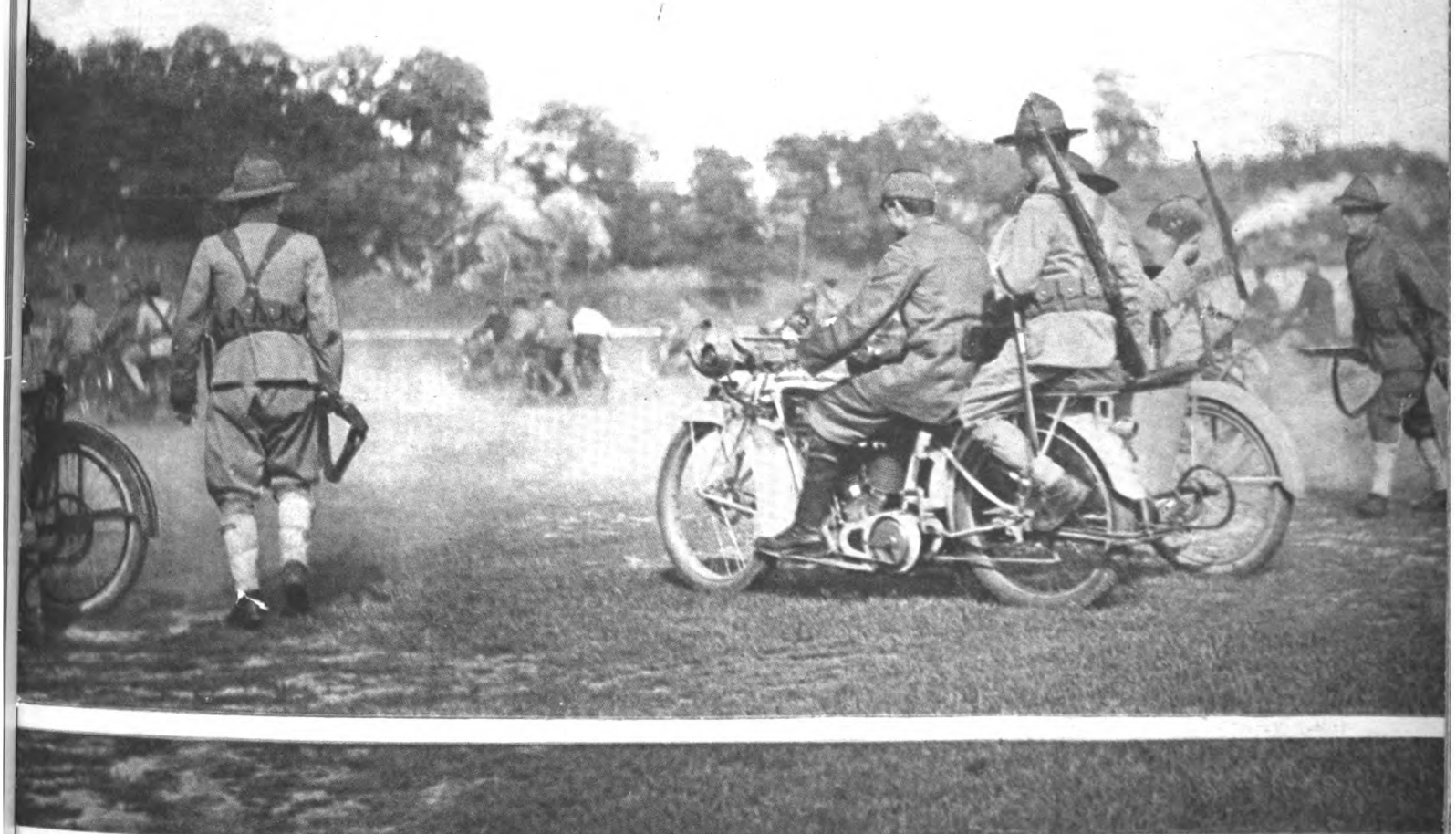
OCT 1 1915

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated
The Bicycling World

Ten Cents a Copy NEW YORK September 30, 1915



**Motorcycle Detachment Going Into Action at Van Cortlandt Park (N. Y.) Maneuvers**

Spectacular Work of Motorcycle Volunteers Thrills Thousands at Maneuvers.

More News of the Chicago Show with a Pictorial Review of the Exhibits.

Big Entry List for Dayton—New York Endurance Run to be Held October 9-12.

Six-Day Bicycle Races to be Shelved; Winter Track Promised at Atlanta.

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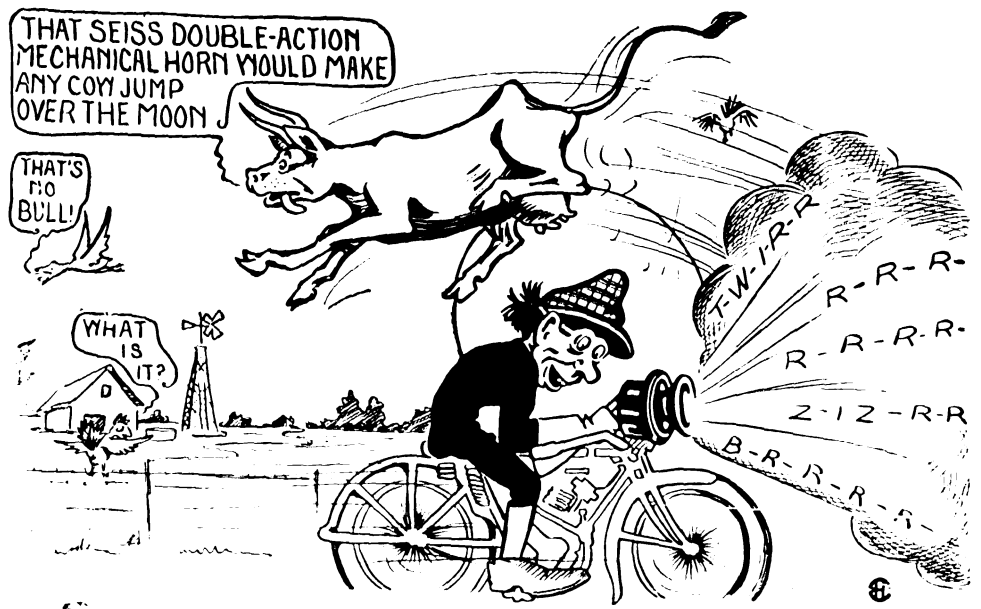


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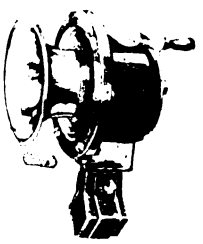

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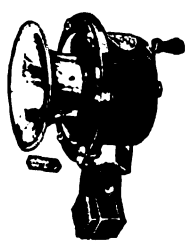


**THE SEISS MFG. COMPANY, 432 Dorr St., Toledo, Ohio**

# Rogers SIDECARS

ROGERS MANUFACTURING COMPANY CHICAGO

Tried by the high court of discriminating buyers and found supreme.

At the Chicago Motorcycle Show practically every sidecar on the market was submitted to the inspection of the highly discriminating motorcycle manufacturers; men with a high opinion of their own machines and coldly critical of anything that might mar the lustre of their reputation.

Several of these after careful inspection selected side cars as standard equipment of their 1916 line.

Their judgment is that of the highest court to whom the sidecar manufacturer submits his product.

The following placed the seal of their approval on the ROGERS SIDECAR by selecting and announcing it as standard equipment:

**DAYTON HENDERSON POPE THOR**

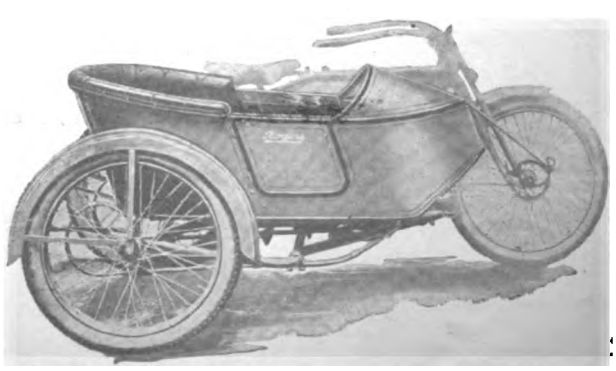
**YALE READING STANDARD**

We have always claimed ROGERS SIDECARS were the best in the world and are proud of such confirmation of our opinion.

Wise buyers whether dealers or motorcycle owners will appreciate the significance of such a mark of approval.

We are prepared to make immediate delivery on the latest model ROGERS SIDECARS for all standard makes of motorcycles.

Live dealers write for terms and territory.



**ROGERS MFG. CO., 328 W. Madison St. CHICAGO.**

**Irving Beck (Service Station) 1493 Fifth Ave., New York**



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OCT 9 1915

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

The Bicycling World

## NEW YORK SHOW NUMBER

October 7 1915

Ten Cents a Copy

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Prest-O-Lite gives the rider the most for his money in brilliancy, reliability and economy.

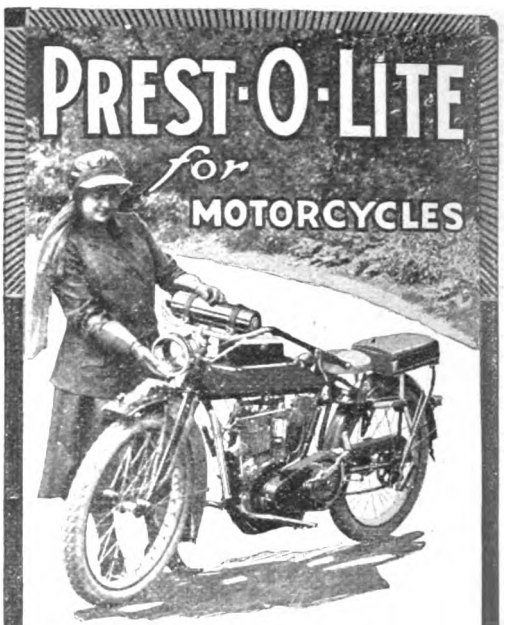
Experienced riders know this. Prospective motorcyclists are being told by the Prest-O-Lite advertising.

You have a better opportunity to "cash in" on Prest-O-Lite advertising this season than ever before.

## The new light-weight low-priced motorcycles mean more sales with "complete equipment"

Millions of motorcycle prospects were made by the announcement of the lower priced motorcycles by several leading manufacturers. And every time you sell a low-priced motorcycle without "complete equipment" you are passing up a chance to make a on each machine sold.

"Prest-O-Lite, a lamp, and a good mechanical horn." Costs the rider less to buy and less to use than any other system of brilliant lighting. Are you offering your rider-patrons this big extra value?




### Economical Efficient and Brilliant Light

Prest-O-Lite gives perfect riding light—is as sturdy as your motorcycle itself. It stands the jolts, needs no attention you yourself cannot give. Practical, simple, and trouble-proof.

Considering its simplicity and freedom from trouble, it is at once the most convenient and the most economical lighting system for motorcycles.

### Complete Equipment for Regular Service

Nearly all dealers make this typical equipment combination: "Prest-O-Lite, a lamp, and a mechanical horn." Costs less to buy and less to use.

Your name and address on the margin of this page will bring complete information on motorcycle lighting. Get our valuable free book. Write today.

**The Prest-O-Lite Co., Inc.**
"World's Largest Makers of Dissolved Acetylene
246 Speedway Indianapolis, Indiana
*Prest-O-Lite Exchange Agencies Everywhere*

# The Prest-O-Lite Co., Inc.

The World's Largest Makers of Dissolved Acetylene

**246 Speedway** ***Prest-O-Lite Exchange Agencies Everywhere*** **Indianapolis, Ind.**



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13 1915

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

The Bicycling World

NEW YORK

## New York Show Report

October 14, 1915.

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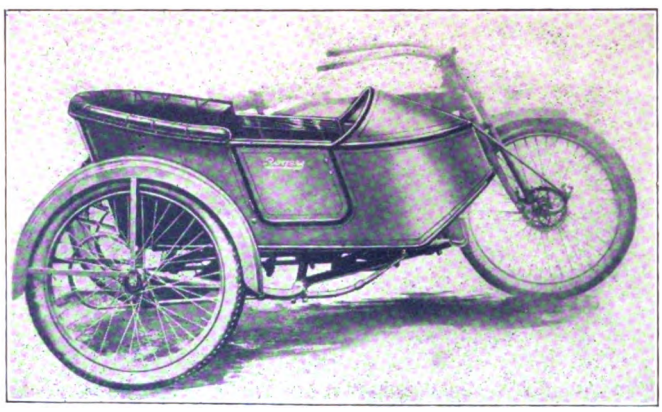
Rogers

ROGERS MANUFACTURING CO.

# The One Really Perfect Sidecar

Rogers service covers all conditions of usage. A sidecar used in the city gets much less abuse than one in which long road tours are made. A touring sidecar must necessarily be stronger and heavier than a "town car." In the ROGERS we have incorporated the best qualities of both town and touring car. The ROGERS is strong, yet lighter than any other car made.



## Some Other Interesting Features

A Ford-size hub, for 15/16" spindle, three times as strong as necessary. Deep, upholstered cushions, genuine hair padding. Squared support tube, eliminating all side strain on motorcycle frame. Body 61 inches long, plenty of leg room. Ball and socket joint, giving safe and certain attachment to any motorcycle in five minutes. Steel, automobile type door, non-rattling lock, pocket on inside of door, mahogany strips on door. Chassis of heavy gauge drop forged construction.

There are other important details which we give in our pamphlet, which will be sent upon request. Ask your dealer for a demonstration.

**ROGERS MANUFACTURING CO.**

**328 West Madison St., Chicago, Ill.**

# More Than Six Thousand

**Leading Exporters, Importers and Foreign Cycle Jobbers and Dealers in all parts of the world will read what you have to say in**

# The Export Number

## of Motor Cycle Illustrated, November 1, 1915

**(In Five Languages)**

Never before have there existed such opportunities for establishing high-class foreign connections. At both the New York and Chicago Shows scores of foreign representatives have arranged to do business with American manufacturers. But they constitute only a small percentage of those who WANT to do business.

After a year's work we have obtained the names of more than 6,000 foreign motorcycle and bicycle dealers. Every centre of population on earth is represented on our list. A great percentage of these dealers are anxious to do business with this country.

## Introduce Yourself to Them by the Use of Space

in our Export Number. Advertising will be limited to thirty pages, of which seventeen have already been reserved. Copy must be in our hands not later than October 27th.

# Motor Cycle Illustrated

**13 Park Row, New York**

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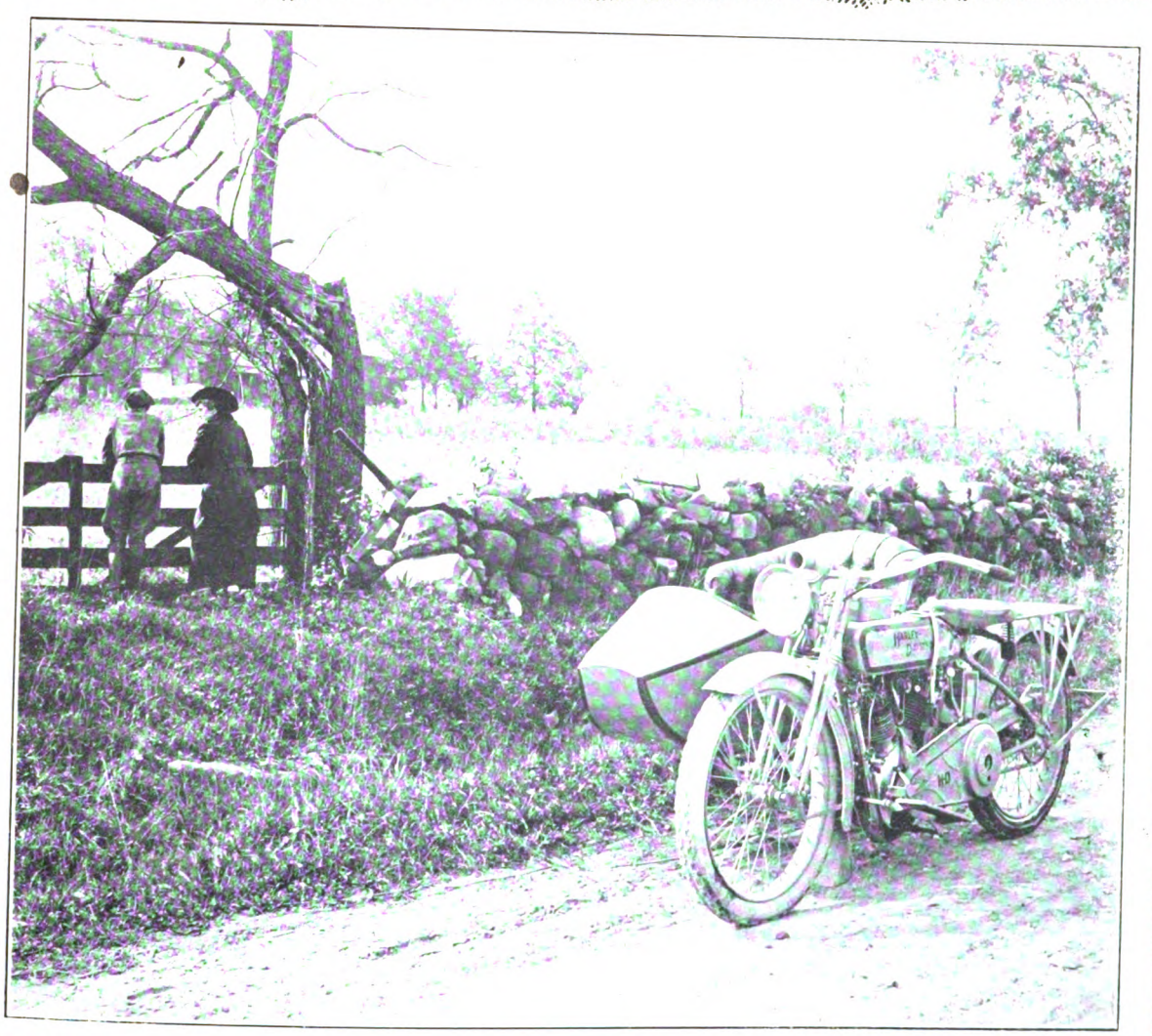
# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

The Bicycling World

NEW YORK

October 21 - 1915



And o'er your hills and long withdrawing vales
Let Autumn spread his treasures to the sun

James Thomson

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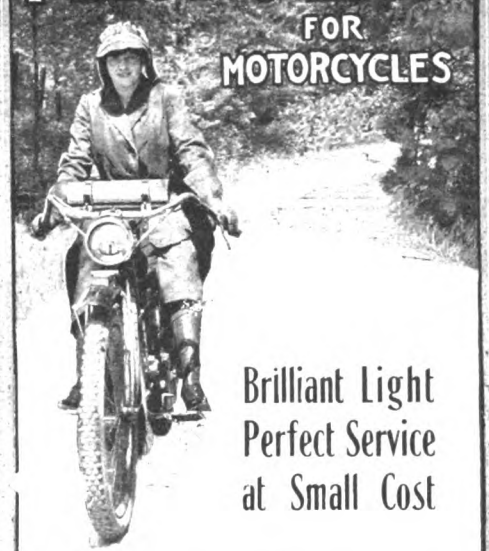


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# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

The Bicycling World

NEW YORK

Typical Autumn Motorcycle Scene in High Park - Toronto, Ont

October 28 1915
Ten Cents a Copy

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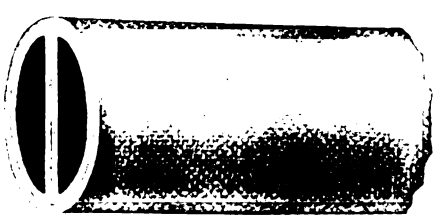

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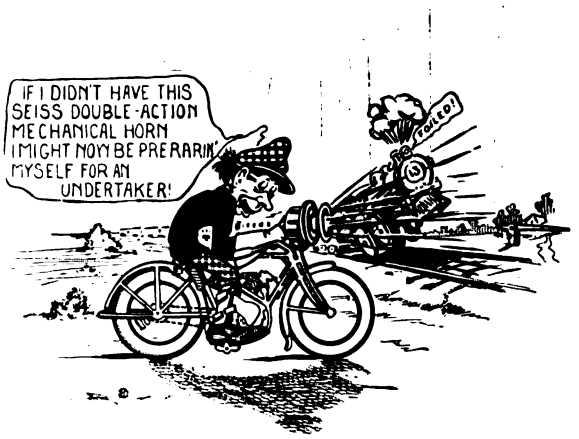


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## The Seiss Mfg. Company

**432 Dorr St., Toledo, Ohio**




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NOV 12

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

## Bicycling World

Ten Cents a Copy

NEW YORK

November 11, 1915

*In the Picturesque Berkshire Hills*

## SOME OF THE HIGHLIGHTS IN THIS ISSUE

Davis Sewing Machine Company Is Bought by New York Banking and Brokerage Firm

F. A. M. Commissioner George Ellis Will Try for 1000-Mile Record

Washington (D. C.) Military Riders to Drill on Thanksgiving Day

Miss Crewe's Motorcycle Tour in Porto Rico

Big Up-to-the Minute Bicycle Supplement

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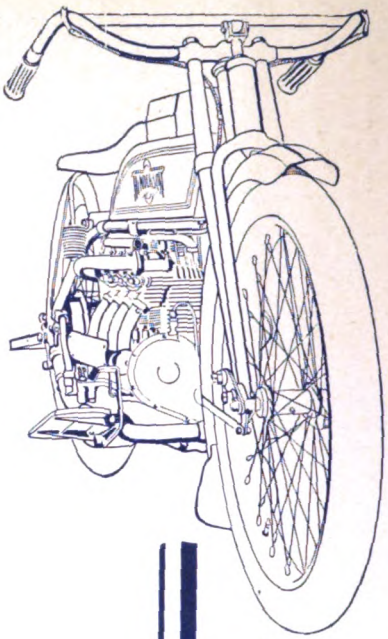


The remarkable expansion in volume of orders for 1916

**HENDERSON**

motorcycles is the logical result of the modern demand for smoothness silence, and efficiency.

*Henderson dealers sell the kind of machines riders want.*

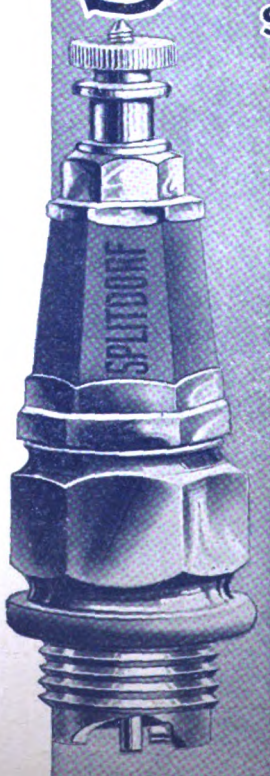
**HENDERSON MOTORCYCLE CO.**

**DETROIT**



# SPLITDORF

**COMMON SENSE SPARK PLUGS**




**SAVE MAN MOTOR MONEY**

**with an investment in**

**Splitdorf Plugs**

**SPLITDORF ELECTRICAL Co.**

**NEWARK, N. J.**

*(All SPLITDORF features are fully covered by patent or patents pending)*

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NOV 23 1915


# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

Bicycling World

Ten Cents a Copy

November 18, 1915

NEW YORK

## CRISP NEWS FOCUSSED FROM ALL ANGLES
## UP-TO-THE-MINUTE PICTURES
## PITHY DEPARTMENTS

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Illustrated Story of a 1000 Mile Tour by Motorcycle in the Rockies ✦ Another Della Crewe Article — Touring in Panama ✦ First Report of the Boston Six-Day Bike Race, Won by Grenda-Hill Team

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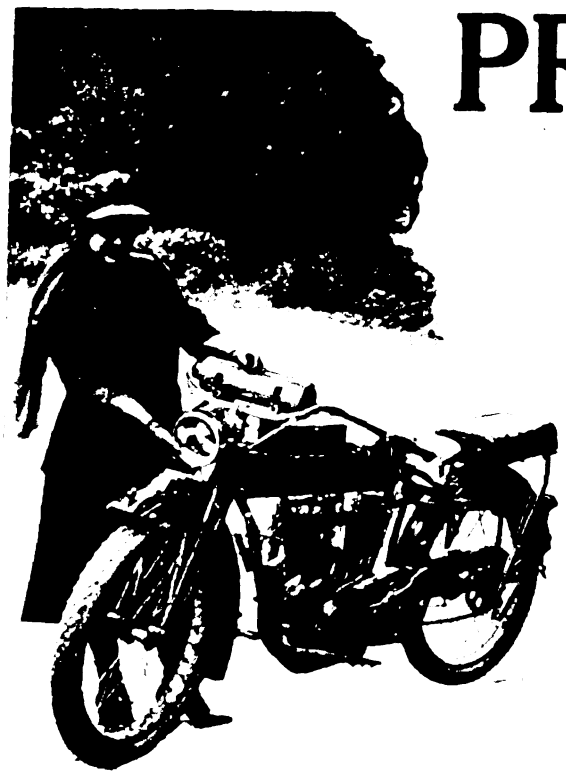

# PREST-O-LITE

## For Motorcycles

Prest-O-Lite gives perfect riding light, and is as sturdy as your motorcycle itself.

It stands the jolts, road shocks and vibration. Is practical, simple and trouble proof. Prest-O-Lite needs no attention you yourself cannot give easily and quickly.

Considering its simplicity and freedom from trouble, Prest-O-Lite is at once the most convenient and most economical of all systems for motorcycle lighting.

## The New Models Mean More "Complete Equipment" Sales

On any size machine, Prest-O-Lite gives maximum service at minimum cost. It is the *one* practical lighting system for all motorcycles.

The live dealer will "cash in" on the new models, by including in the sale, "Prest-O-Lite, a lamp and a mechanical horn."

## Give the Rider the Most for His Money—It Means More to You

Every time you sell a complete equipment combination including Prest-O-Lite you make a friend.

The buyer gets full value, saves money when he buys, and more money every time he uses it.

If you are not cashing in on this proposition now, send for details.

## The Prest-O-Lite Co., Inc.

The World's Largest Makers of Dissolved Acetylene

**246 Speedway**
**Indianapolis, Ind.**

**Canadian Office and Factory**
**Merritton, Ontario**

***Prest-O-Lite Exchange Agencies Everywhere.***

**Prest-O-Lite Advertising is helping the Live Dealers**

Motorcycle riders and buyers everywhere are being told the Prest-O-Lite Story in the big magazines, such as the Saturday Evening Post, Collier's, Leslie's, Popular Mechanics, etc. You can make this co-operation profitable to yourself by telling the Prest-O-Lite Story in your own salesroom.



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NOV 27 19

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated
The Bicycling World

Ten Cents a Copy

November 25, 1915

NEW YORK

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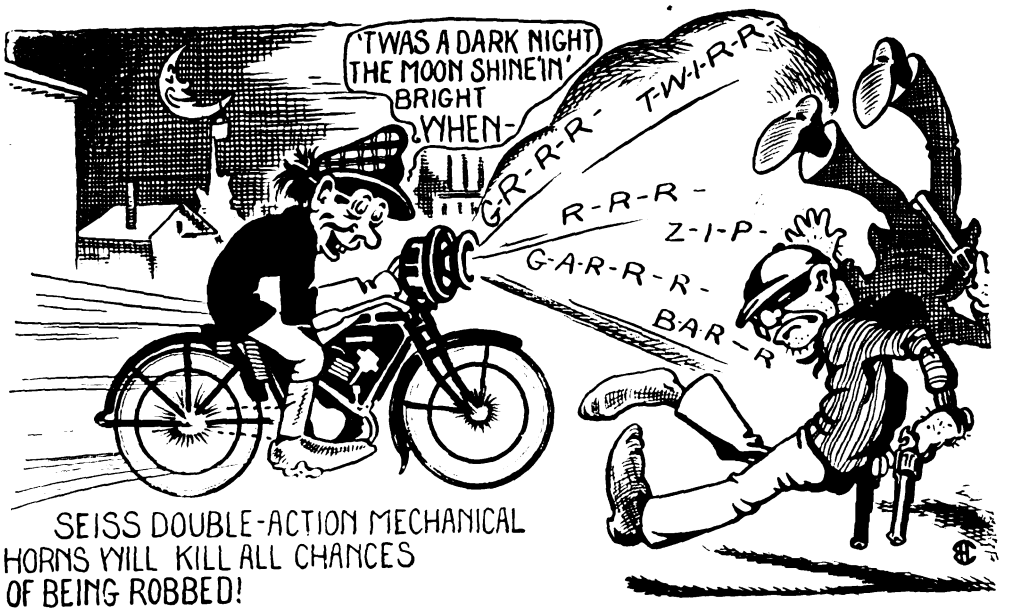
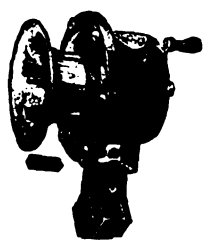



**The Seiss Horn For High Value and Low Cost**

**$3.75**

**Guaranteed For 10 Years**

**The Only Hand Operated Horn with the Motor Driven Sound**



## SEISS Double Acting Mechanical Horn

**A Powerful, Commanding Warning Signal**—the surprise in Mechanical Horns. Operated by touch of hand—turning either right or left—for short, low or sharp blast—or for long continuous sound **same as a motor-driven Horn** to demand attention and right of way.

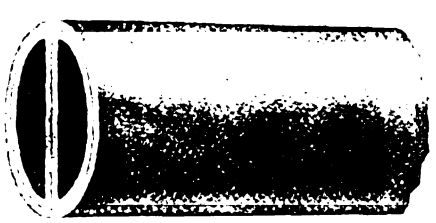
**Finished** in Black Enamel with Nickel Bell or all Black—**Universal Bracket** for attaching to frame or handle bar tube. **Write today for printed matter.**

**THE SEISS MFG. COMPANY, 432 Dorr St., Toledo, Ohio**

# STANWELD Frame Parts

STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

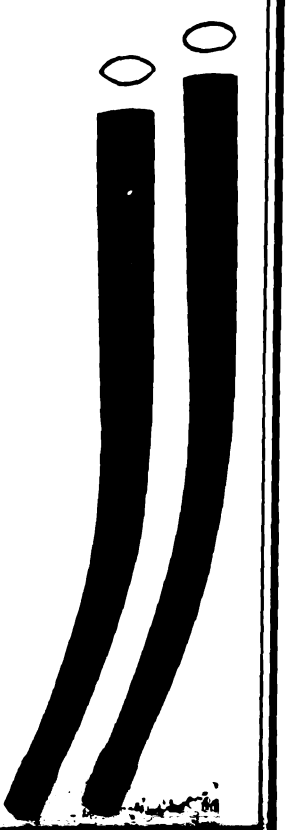
If you own a machine built of Stanweid Frame Parts you can be sure of its strength and safety.



*Section of Re-Inforced Tube*

Stanweld Rims, Tubular Parts, and Mud-Guards have no equal. You get them when you buy a Harley-Davidson, Indian, Dayton, Flying-Merkel, Reading-Standard, Pope, Emblem, Henderson, or Excelsior Motorcycle.

We are prepared to render every assistance to prospective builders of bicycles or motorcycles.



## The Standard Welding Co.

*"World's Largest Producers of Bent-Tube Parts"*

Main Office and Factory - - - - CLEVELAND

*Branch Offices in*

New York Chicago Indianapolis Detroit

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3 CYCLE


# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

Bicycling World

Ten Cents a Copy

December 2, 1915


## NEW YORK

## ALL THE WORTH WHILE NEWS OF CYCLEDOM SPICED THROUGHOUT WITH SNAPPY PHOTOS

## SPECIAL FEATURES

Opening America's Wonderland to Motor Tourists ✦ Another Installment of Major Gosman's Story On His Tour In Japan ✦ Photos and Advance Story On New York Six-Day Bicycle Race

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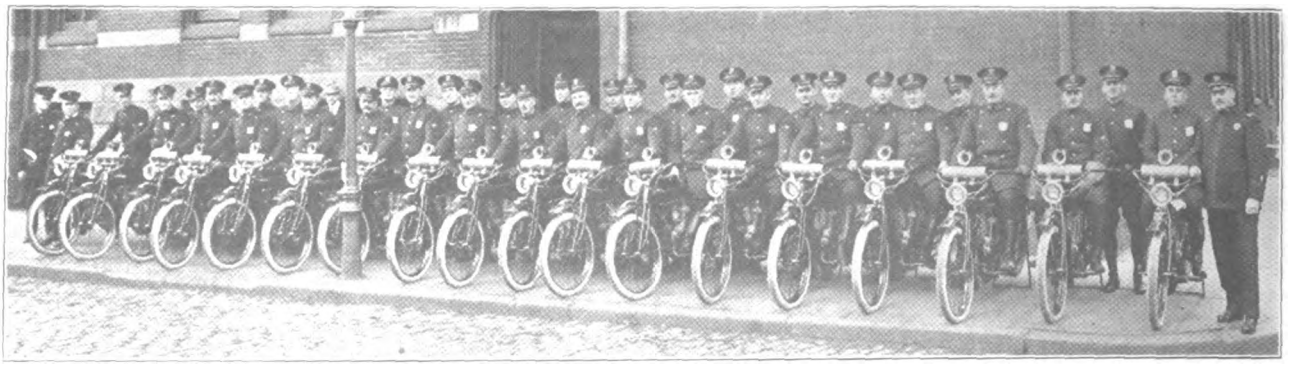

MOTORCYCLE SQUAD OF THE PHILADELPHIA POLICE FORCE EQUIPPED WITH PREST-O-LITE

JAMES ROBINSON
SUPERINTENDENT
WALTER GILBERT
CHIEF CLERK

DEPARTMENT OF PUBLIC SAFETY
BUREAU OF POLICE
PHILADELPHIA

Motor DISTRICT

November 16th 1915.

The Prest-O-Lite Company, Inc.,
1418 Race Street,
Phila., Pa.

Gentlemen:-

After investigating the subject of proper light for our motorcycles, we decided that the Prest-O-Lite System was the most practical, and consequently installed thirty-three (33) of your outfits on our machines.

The simplicity of Pret-O-Lite, its economy and freedom from complications were the three points that really decided the matter in favor of your lighting system. In our work we need a lighting system that will withstand all sorts of hard usage, and one that will enable our officers to ride with safety and confidence.

Eventually we intend to equip all of our motorcycles with Prest-O-Lite.

Very truly yours,

George W. Fritz
Lieut Motor Cycle.

# You can rely on their judgment

Prest-O-Lite is chosen by the most experienced riders who insist on brilliant, dependable light for all emergencies. You can therefore be sure that it is the best light for every rider's use.

To those riders who want complete equipment, we recommend Prest-O-Lite, a lamp and a mechanical horn, which you can get from your dealer. This combination stands the jolts and vibration. Costs little to buy and little to use. Write for complete information.

## THE PREST-O-LITE COMPANY, Inc.

**The World's Largest Makers of Dissolved Acetylene**

**246 Speedway Indianapolis, Ind.** **Canadian Office and Factory Merritton, Ontario**

***Prest-O-Lite Exchange Agencies Everywhere***



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DEC 9 19


# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated
The Bicycling World

Ten Cents a Copy

December 9, 1915


## NEW YORK

*A Striking Contrast in Transportation Methods; One of the Newest Vechicles Passes One of the Oldest on a Picturesque and Well-Kept Road in Jamaica. The Photo Was Taken by Miss Della Crewe Whose Sidecar Outfit is Shown. Miss Crewe's Article on Her Motorcycle Trip in Jamaica Appears in This Number.*

Records Are Going in New York Six-Day Race ✦ Former Mark Broken By Four Miles at Tuesday Midnight ✦ Thirteen Teams Are Still in Lead ✦ Complete Story in the Bicycle Supplement

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# STANWELD

# Frame Parts

STANWELD Frame Parts are used exclusively by the manufacturers of every high-grade machine in the United States. They are made from carefully selected stock which has been tested and analyzed. Stanweld Cold Drawn Seamless Steel Tubing is known throughout the world for its extreme lightness, great strength, and beautiful finish. When you buy a new machine or parts, be sure to specify Stanweld.

If you own a machine built of Stanweld Frame Parts you can be sure of its strength and safety.

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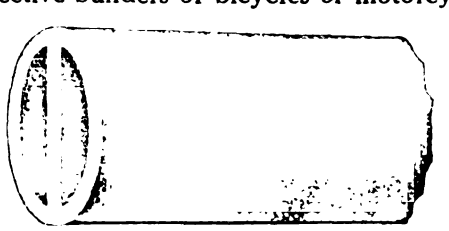
We are prepared to render every assistance to prospective builders of bicycles or motorcycles.



*Section of Re-Inforced Tube*

## The Standard Welding Co.

*"World's Largest Producers of Bent-Tube Parts"*

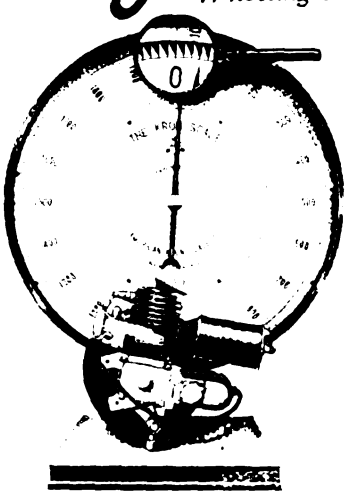
**Main Office and Factory - CLEVELAND**

*Branch Offices in*

**New York Chicago Indianapolis Detroit**

# Cyclemotor

*"Wheeling without work"*



## 15 POUNDS of POWER

*Cyclemotor engine (including magneto, muffler and carburetor) registering 15 pounds on a government tested and sealed Kron springless scale.*

The mechanical perfection and superior construction of the Cyclemotor engine, which enables it to develop sufficient power to propel a bicycle and rider, is expressed to a superlative degree in its light weight as in its every other unique feature.

That is why entire satisfaction follows every Cyclemotor sale and why such high praise and enthusiasm is being expressed by the wide awake dealers who have secured agencies. A few choice sections are still open and interested dealers will benefit by asking for our proposition and Booklet C at once.

**CYCLEMOTOR CORPORATION** Arlington Bldg. Rochester, N. Y.

SADDLES PERSONS

# 23 Years of Saddle Building Experience

**qualifies us to state that in the PERSONS MOTO-BIKE we have brought out the classiest, easiest riding and most luxurious bicycle saddle ever put on the market.**

**Big thick padded top, 11" x 9," mounted on the PERSONS PATENTED COMPOUND SPRINGS. The bicycle rider who sits on these springs is a stranger to rebounds or vibration.**

**Tremendously durable, the PERSONS MOTO-BIKE adds another talking point to the bicycle dealers' arguments.**

*Send for 1916 Catalog*

**Persons Mfg. Co.**

**Worcester, Mass.**



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# BICYCLING WORLD

FOUNDED 1877

ALL THE BICYCLE NEWS EVERY WEEK

MOTOR WHEELING IN HONOLULU

BOOSTING CHRISTMAS BICYCLE BUSINESS
By G. D. CRAIN

Supplement to MOTOR CYCLE ILLUSTRATED
Dec. 9, 1915

FIRST STORY ON ... NEW YORK SIX DAY RACE

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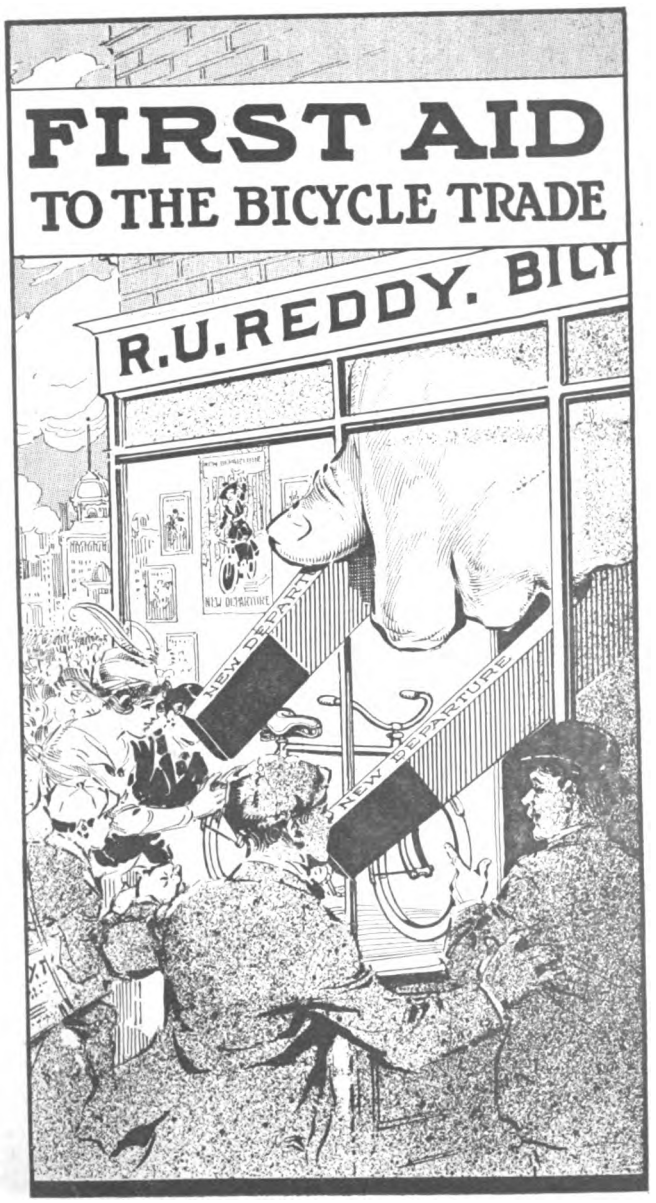
# The New Departure Slogan
# Here's for a Million Bicycles in 1916




The New Departure Coaster Brake
The Brake That Brought
the Bike Back.

## It started the ball rolling at the Chicago show. It added tremendous momentum at New York.

Now the question is—are you going to let us help you sell your share of the million more bicycles that are bound to be put on the road before the end of 1916 ????

With all our planning, boosting, good-goods and hard work, we cannot do this thing alone.

We wish to join forces with you in this campaign that's bound to win.

If we all pull together it can be done.

*Our "Red Book" points the way—Send for it.*

## THE NEW DEPARTURE MFG. CO.
## Bristol, Conn., U.S.A.

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DEC 17


# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

**Bicycling World**

Ten Cents a Copy

December 16, 1915


## NEW YORK

With the Appetites of Two Motorcyclists to Satisfy, the Chef Feels Called Upon to Consult His Cook-Book—Photo Taken on Long Island by Irving Barnard

## TWO HIGHLIGHTS IN THIS ISSUE:

It's a Long, Long Way to Bear Valley—Another Winner in Motor Cycle Illustrated's Series of Unusual Feature Articles

Grenda-Hill Team Wins New York Six-Day Bicycle Grind, Breaking Former Record by 11 Miles Six Laps; Full Story of the Spectacular Finish With Sketches by Staff Artist at the Track

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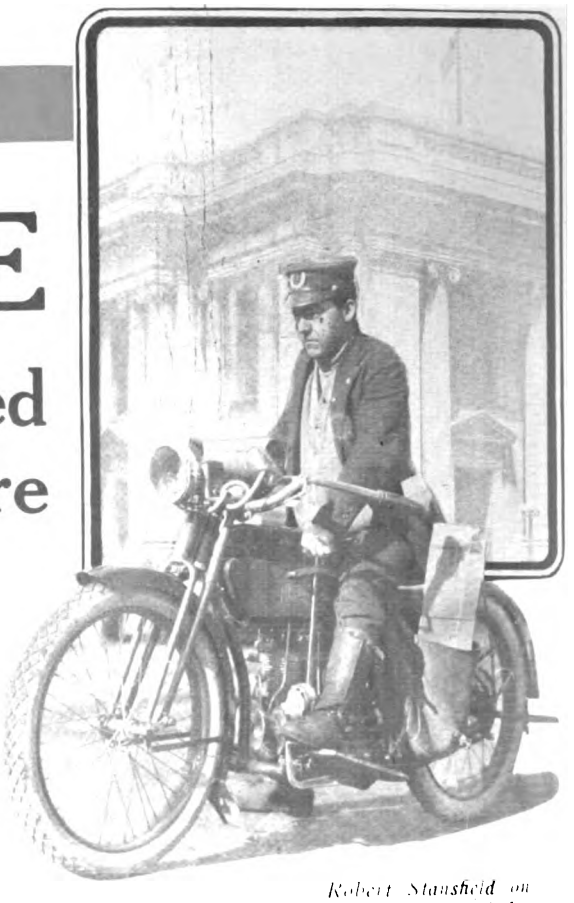
# PREST-O-LITE

## The Choice of Experienced Motorcyclists Everywhere



*Robert Stansfield on Henderson 4 cylinder*

You may not ride as much at night as this man, but when it is necessary, you must have efficient and brilliant light.

Prest-O-Lite is as sturdy as your motorcycle itself. It stands the jolts, needs no attention you cannot give. Prest-O-Lite is practical, it is simple, it is trouble-proof.

Considering its simplicity and freedom from trouble, it is at once the most convenient and most economical lighting system for motorcycles.

### The Live Dealer Sells What the Live Rider Demands

Every time you sell a complete equipment combination, including Prest-O-Lite, you make a friend. For, the buyer gets full value, saves money when he buys and more money every time he uses it.

***On the Job at All Hours of the Night with***

## PREST-O-LITE

writes the Henderson Motorcycle Company, of a Detroit postoffice messenger. "For duty of this sort it requires that he shall be on the job at all hours of the day and night, and he must have a thoroughly dependable lighting service, of course, and he reports that Prest-O-Lite is by all means the most satisfactory."

**If you are not cashing in on this proposition now, send for details**

## The Prest-O-Lite Co., Inc.

The World's Largest Makers of Dissolved Acetylene.

**246 Speedway**
**Indianapolis, Indiana**

**Canadian Office & Factory**
**Merritton, Ontario**

***Prest-O-Lite Exchange Agencies Everywhere***



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DEC 24 1915

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ce, of course, and he ...
Prest-O-Lite is by all ...
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end for details
Inc.
cetylene.
Canadian Office & Factory
Merritton, Ontario
here

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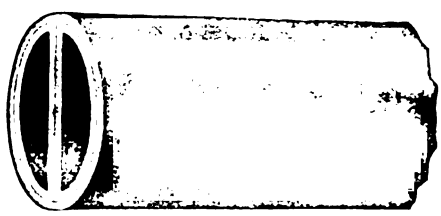

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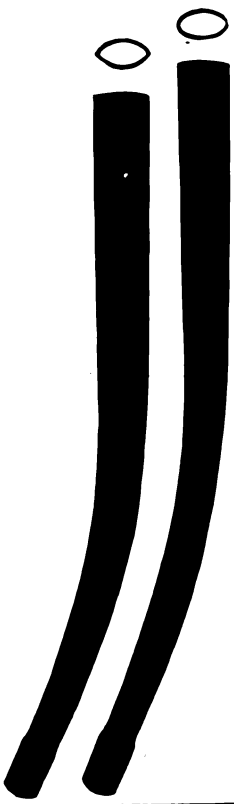

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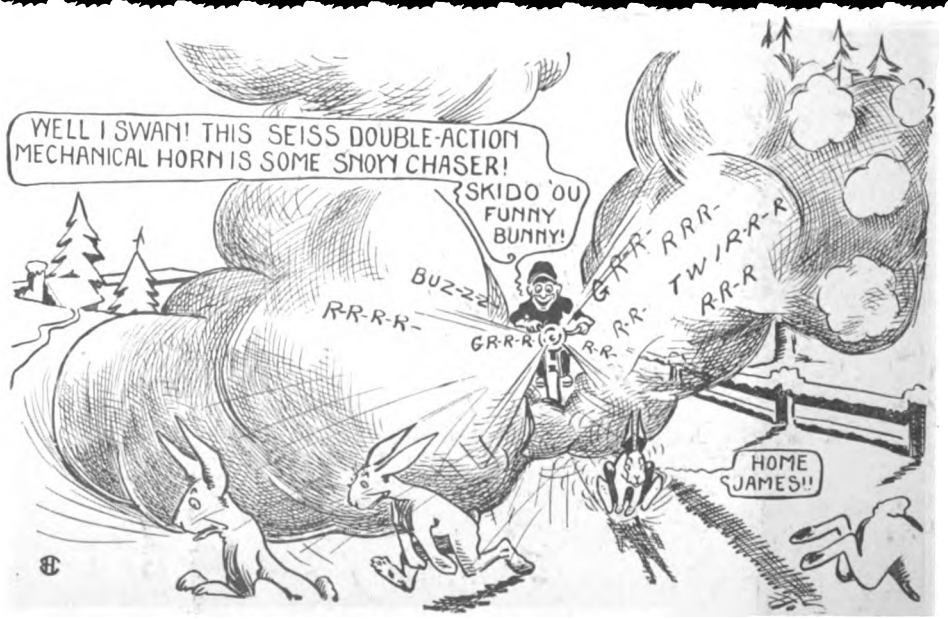


*Wishing the Trade a*

**Merry Christmas**

**and a**

**Prosperous New Year**

**THE SEISS MFG. COMPANY**

**Toledo, Ohio**




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JAN 3 1916

# MOTOR CYCLE ILLUSTRATED

With Which Is Now Incorporated

**Bicycling World**

Ten Cents a Copy

NEW YORK

December 30, 1915

**IN THIS NUMBER**

101 Miles on the Rim of the World—The Latest Thriller in the Way of a Motorcycle Tour.

Frank Kramer, King of Cyclists—First Complete Life Story of the Perennial American Champion.

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# PREST-O-LITE
## For Motorcycles

## The Light That Stands the Jolts

A STRONG, steady light is especially important when the road is full of ruts, bumps and gravel, with unexpected turns.

The most severe jolts and bumps do not affect your Prest-O-Lite—it throws a brilliant, unflickering light far ahead, illuminating every obstacle. It gives you confidence and enables you to "throw her open" on any road because of its steady brilliance.

## Prest-O-Lite is as Sturdy as Your Motorcycle

Still Prest-O-Lite costs less to buy and less to use than any other brilliant light. It is the choice of experienced riders, everywhere. You yourself can give it any attention it may need.

We have a valuable proposition for dealers—write today

**The Prest-O-Lite Co., Inc.**

**246 Speedway, Indianapolis, Ind.**

**Canadian Office and Factory, Merritton, Ont.**

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# Twitchell

## Ring in a New Year—A Year of Trouble-less Tire Service

### For Your Friends

BY giving your motoring friend a Twitchell Air Gauge as a New Year's gift you will be giving him something that will please him not only at the time of receiving it, but for all the year, since every time he uses the Gauge he will be saving himself money.

It's all in this proposition:

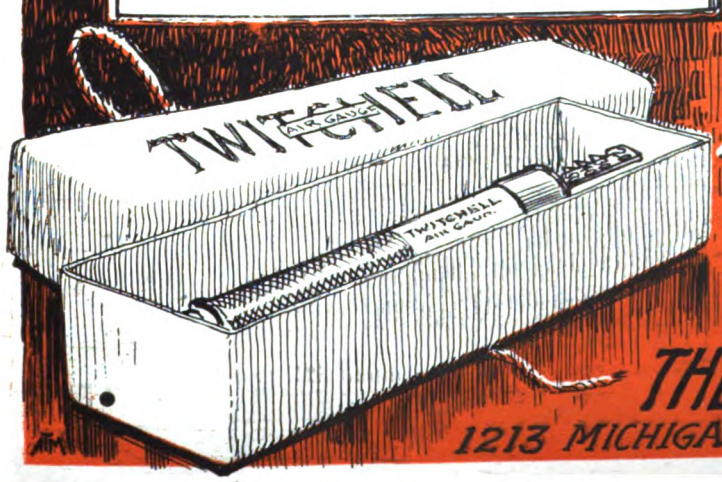
*Tires that are tested as to their inflation last twice as long as tires which are run with haphazard pressure*

Measure your air-pressure with a

## TWITCHELL AIR GAUGE

and save your tires

## PRICE ONE DOLLAR




*At your dealer or*

## THE TWITCHELL GAUGE CO.

1213 MICHIGAN AVE CHICAGO, ILL.

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## To Our Many Friends in the Cycle Trade

# A Prosperous New Year

## Is Our Wish

AND we are confident that our wish will come true.

The Dayton Post Office has broken all its records for number of Christmas packages handled.

Dayton retail stores have done the biggest Christmas business in their history.

Dayton savings associations report greatly increased deposits over similar periods in previous years.

Dayton is a typical American city of 125,000 population. What has been true here was no doubt true elsewhere. Good times are here!

But what is more to the point, the Christmas orders for Dayton Bicycles, particularly the ladies' models, poured in on us by telegraph, telephone and special delivery as never before.

The fact that ladies' bicycles are so much in demand indicates that the Bicycle is Back to stay.

While we realize that we are one of a very few who can truthfully say that their Motorcycle business was bigger in 1915 than in 1914, we look for a much greater increase in 1916.

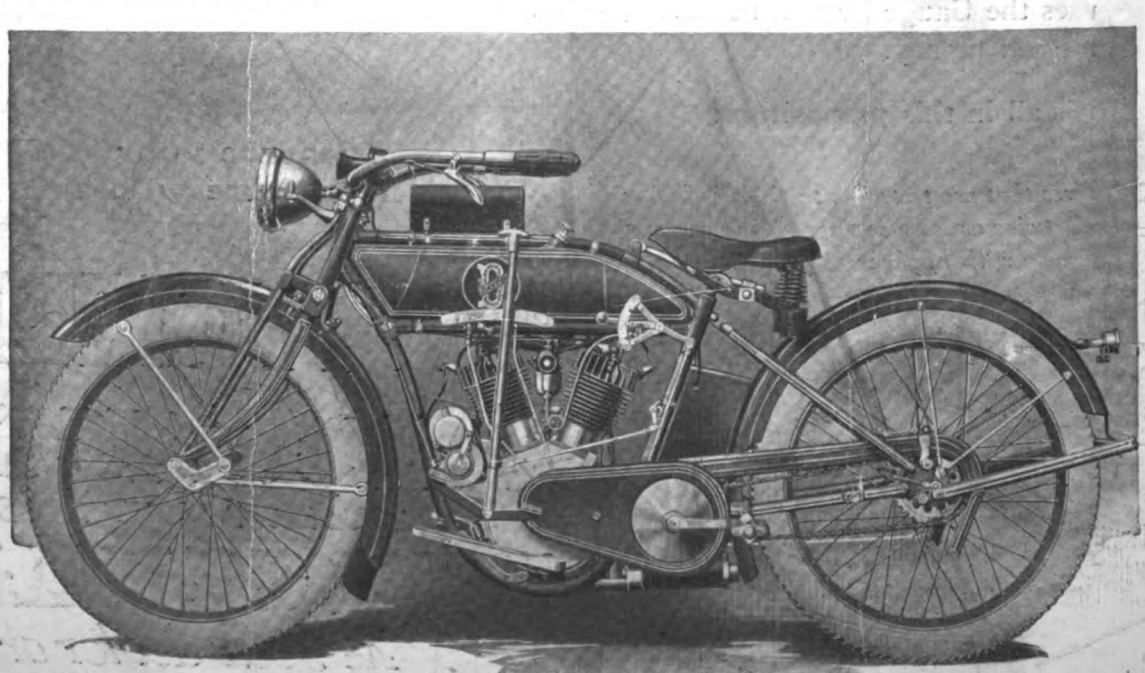
The Dayton is gaining on every lap. We want you to work with us and share with us the prosperity that is coming with the New Year. We have the most complete cycle line marketed by any single factory—Dayton Motorcycles, Bicycles and Motor Bicycles.

If you are handling one of these why not see us about the others? We will work with you to make your store popular as The Dayton Store. Write us fully today.

## The Davis Sewing Machine Company

Cycle Dept.

**422-432 Linden Ave.** **Dayton, Ohio**



*One of the eight models of Dayton Motorcycles; single, two and three speeds, $240 to $305.*



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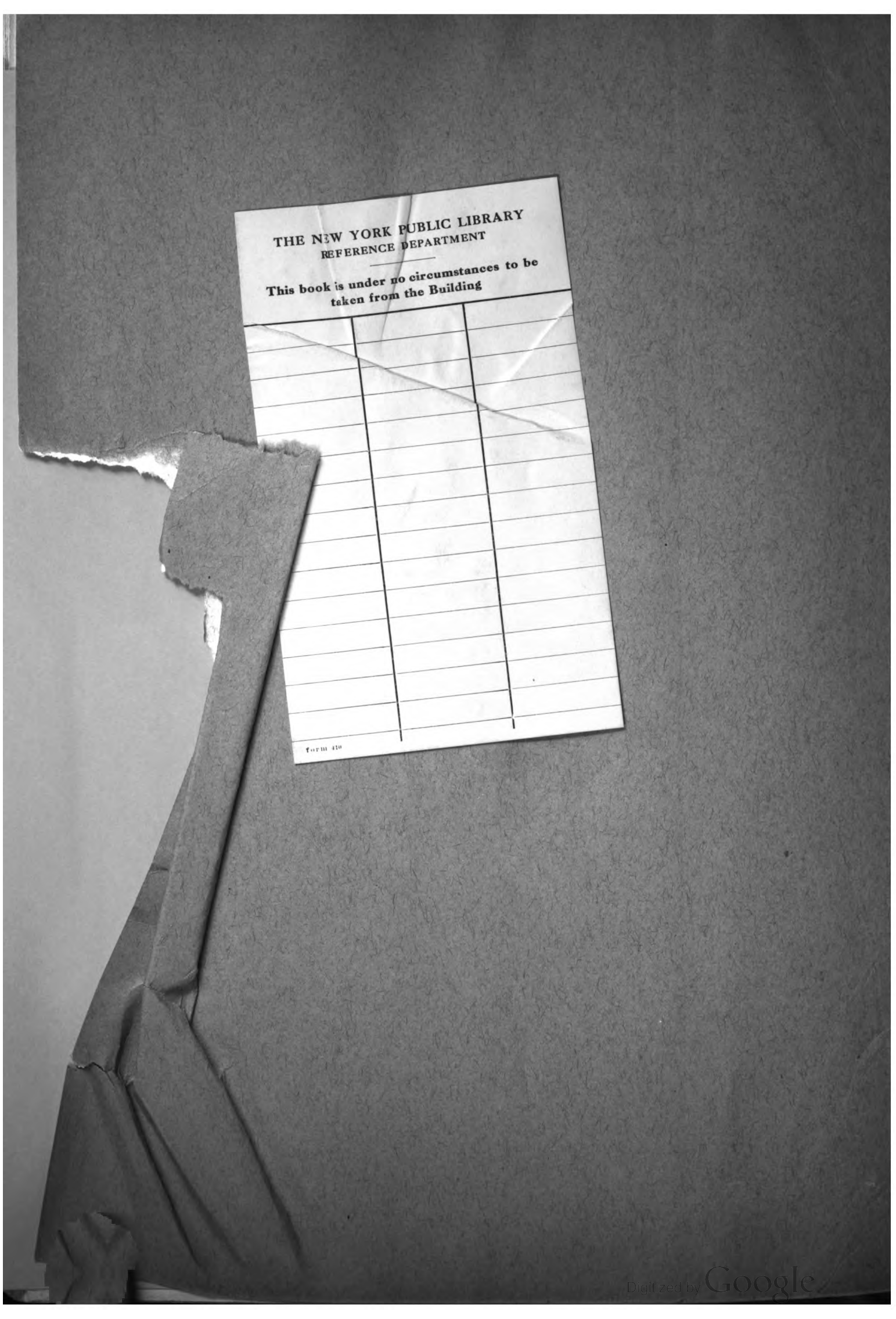

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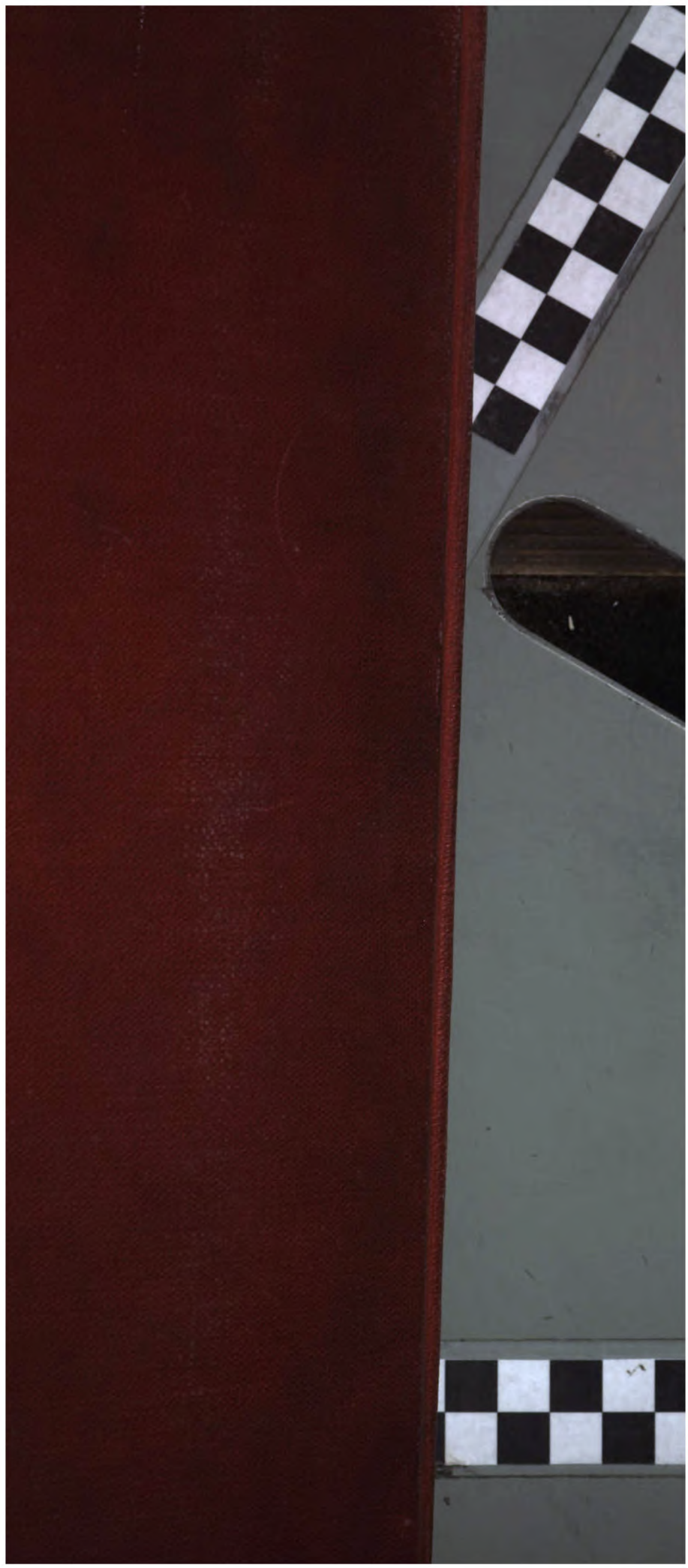

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